

RIHPC  
LIBRARY

**WARWICK, RHODE ISLAND**

This report is published by the Rhode Island Historical Preservation Commission as part of the program set forth in the first edition of Rhode Island's *Historic Preservation Plan*, issued in 1970.

It is jointly sponsored and funded as a planning tool by the Commission and the City of Warwick. Commission activities are supported by state and local funds and by the Heritage Conservation and Recreation Service, United States Department of the Interior, under the provisions of the National Historic Preservation Act of 1966. City funding was provided through the Warwick Community Development Program.

The Rhode Island Historical Society has made an invaluable contribution to the preparation of this report through the assistance of its staff and the use of its library.

This report is based on publicly supported research and may not be copyrighted. It may be reprinted in full or in part with the customary crediting of the source.

#### ERRATA

Fig. 30: Arnold House  
Fig. 31: Knight House  
Fig. 32: Wickes House  
Typing: Mildred Mann/Delma Nash

Cover: View of Oakland Beach Hotel (1873, burned 1903) and its grounds; formerly south of Suburban Parkway; woodcut, 1886.

Title Page: Former Administration and Terminal Building, Rhode Island State Airport (1932); 572 Occupasstuxet Road; architect's rendering ca. 1932.

This document is a copy of the original survey published in 1981. It has not been corrected or updated.

Since the original publication:

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

For up-to-date information, please contact:

RI Historical Preservation & Heritage Commission

150 Benefit St.

Providence, RI 02903

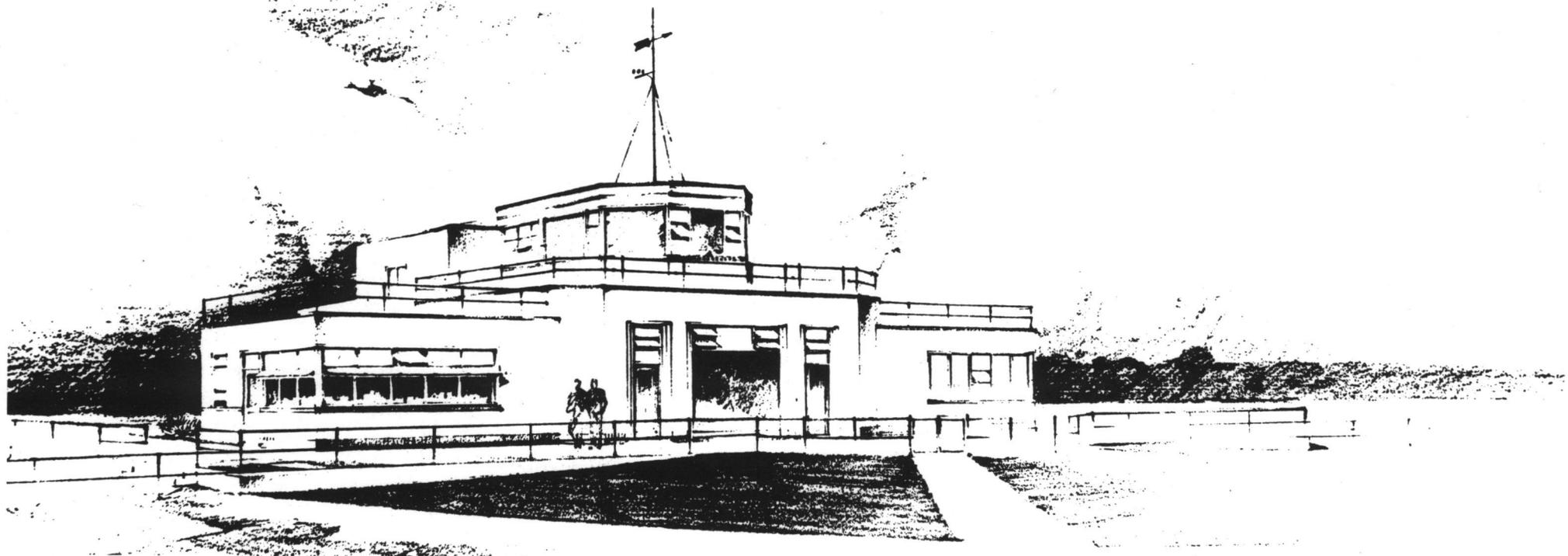
(401)222-2678

[www.preservation.ri.gov](http://www.preservation.ri.gov)

[info@preservation.ri.gov](mailto:info@preservation.ri.gov)

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.

Warwick, Rhode Island  
Statewide Historical Preservation Report K-W-1



Rhode Island Historical Preservation Commission  
April 1981



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION

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

21 April 1981

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

Dear Governor Garrahy:

It is with pleasure that I transmit herewith Warwick, Rhode Island--Statewide Historical Preservation Report K-W-1. This is the latest product of the Statewide Preservation Report series, which now includes a total of seventeen in-depth and fourteen preliminary reports.

This report provides an analysis of the history and architectural development of Warwick and recommends a preservation program which should be considered for implementation as part of the city's overall plan for future development.

The Commission is well on its way to fulfilling its responsibility to record the rich cultural resources of Rhode Island. The completion of the nine additional reports now being prepared will contribute significantly toward our goal to produce reports on all thirty-nine cities and towns in the state.

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

Sincerely,

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



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION

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

21 April 1981

The Honorable Joseph W. Walsh, Mayor  
City of Warwick  
City Hall  
Warwick, RI 02886

Dear Mayor Walsh:

The Rhode Island Historical Preservation Commission is pleased to submit this report on the survey of Warwick's cultural resources. The product of intensive study, it represents a joint effort on the part of the city and state. The city's contribution extends beyond municipal financing for the project, provided by your office through the Warwick Community Development Program and the Warwick Historic Preservation Commission, to include the generous assistance of many city employees and local residents who have given their time and shared information of great importance to the study.

The Commission hopes that this report will be of lasting value to the community, bringing attention to a heritage that has not received the full recognition it deserves. Interest in conserving Warwick's older neighborhoods and buildings has increased markedly in recent years, as witnessed by the work of the village associations in Pawtuxet and Apponaug, and the allocation of Community Development funds for neighborhood parks and visual improvements and for rehabilitation of individual structures. This report can encourage this trend, serving as a guide for local officials and citizens in their efforts to preserve elements of the past while Warwick continues to grow and develop.

It is also our hope that, in addition to stimulating a greater appreciation for the historical and architectural resources of the city, the Warwick report will promote an awareness that ongoing public and private support are needed to ensure the success of historical preservation programs in Warwick.

Sincerely,

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

## PREFACE

The Rhode Island Historical Preservation Commission, established by the General Assembly in 1968, is charged with developing a state preservation program in accordance with the principles and procedures outlined by the Heritage Conservation and Recreation Service, United States Department of the Interior. Citizen members of the Commission are appointed by the Governor. The Director of the Department of Economic Development, the Director of the Department of Environmental Management, the Chief of the Division of Statewide Planning, the State Building Code Commissioner, and the Chairmen of the House and Senate Finance Committees of the General Assembly as ex-officio members.

The Historical Preservation Commission is responsible for developing a state historical preservation plan; conducting a statewide survey of historical sites and places and, from the survey, recommending places of local, state, or national significance for nomination to the National Register of Historic Places; and administering federal acquisition or development grants-in-aid to National Register properties.

Other duties include compiling and maintaining a State Register of Historic Places; assisting state and municipal agencies by undertaking special project-review studies; certifying rehabilitation projects under the provisions of the Tax Reform Act of 1976; reviewing federal, state, and municipal projects to assess their effect on cultural resources; and regulating archeological exploration on state land and under state territorial waters.

The Rhode Island statewide survey was inaugurated in 1969 to provide the data needed to fulfill the Commission's obligations. It is designed to locate, identify, map, and report on districts, buildings, structures, sites, and objects of historical and architectural value. Consideration is given to the total environment of the area under study. In addition to properties of outstanding historical and architectural value, buildings of all periods and types that constitute the fabric of the community are recorded and evaluated.

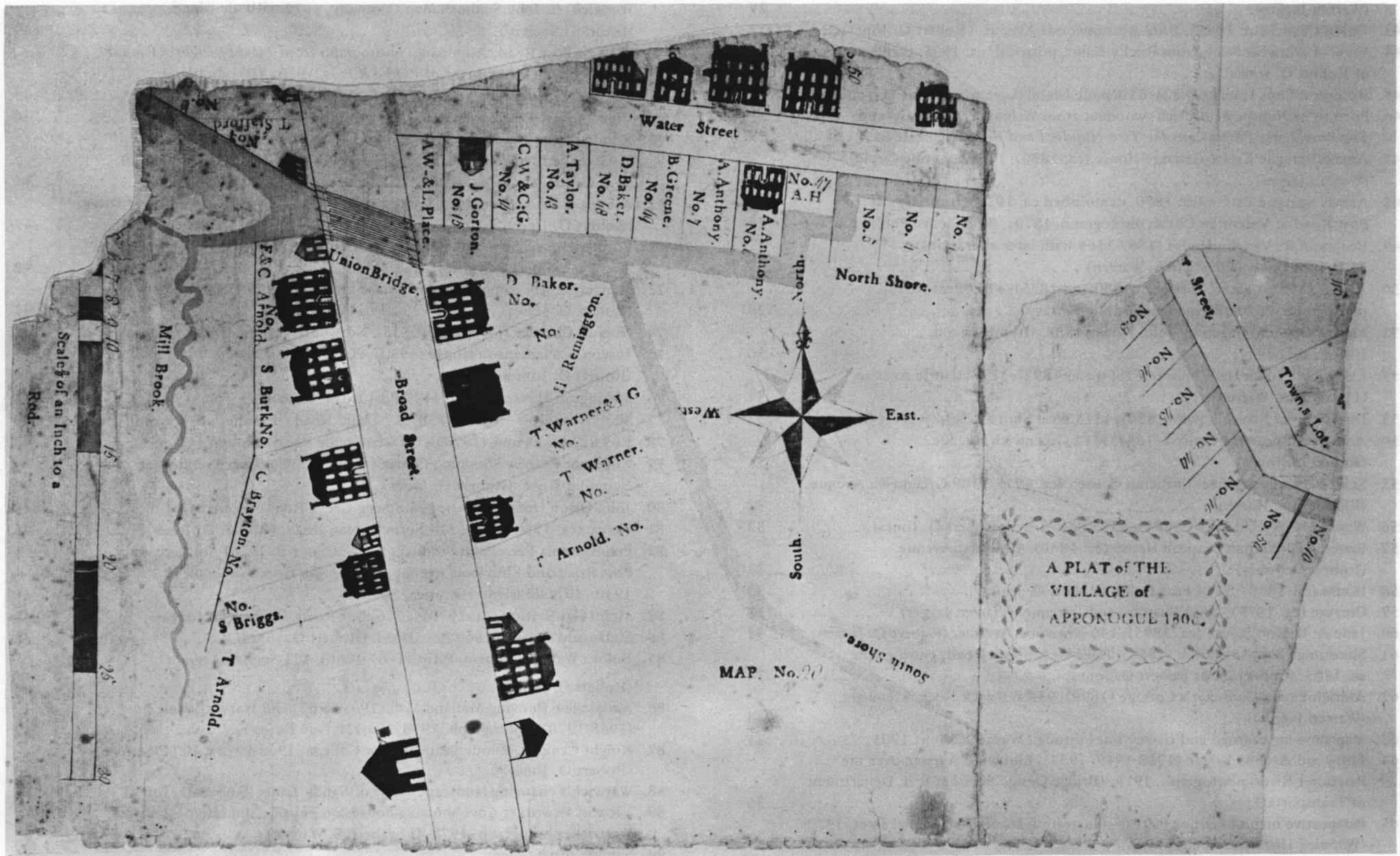
## TABLE OF CONTENTS

|  |     |
|--|-----|
| Letter of Transmittal . . . . .  | ii  |
| Preface . . . . .  | iii |
| List of Figures . . . . .  | iv  |
| I. Introduction. . . . .   | 1   |
| II. Physical and Social Setting . . . . .  | 3   |
| III. Historical Development . . . . .  | 4   |
| Original Inhabitants . . . . .   | 4   |
| Evolution of Municipal Boundaries . . . . .  | 5   |
| The Founding Period: 1643-1676 . . . . .   | 6   |
| Economic, Social, and Physical Development: 1677-1772 . . . . .  | 8   |
| Warwick in the Revolution: 1772-1782 . . . . .   | 11  |
| Early Industrialization in an Agricultural Community: 1780-1840 . . . . .  | 13  |
| Country Retreats—Spring Green and Hopelands; Beginnings of the Textile Industry; Centerville; Pawtuxet; Apponaug; Natick; Pontiac; Turnpikes; Population Growth, Institutional Development, and a New Town Center; Greek Revival Architecture. . . . .   | 21  |
| Evolution of a Heterogeneous Community: 1840-1900. . . . .   | 21  |
| The Impact of Steam Power; Railroads; Industrial Expansion; Hillsgrove; Immigration; Agriculture; The Civil War; The Roots of Suburbanization: Resorts and Country Estates; Rocky Point; Buttonwoods; Oakland Beach; Warwick Neck, Potowomut, and Cowesett; The Warwick Railroad; Institutional and Civic Development; Victorian Architecture. . . . .                 | 35  |
| Community Division and the Suburbanization of the Rural Hinterland: 1900-1945 . . . . .  | 35  |
| The Impact of Improved Transportation; Trolleys and the Electrified Railroad; The Automobile; Gaspee Plateau; Agriculture and Suburban Growth; Industrial Development; Political Division and Reorganization; The Consequences of Growth; The State Airport; Institutional Development; The Depression and World War II; Early Twentieth-Century Architecture. . . . . | 44  |
| The Postwar Period: 1945-1981 . . . . .  | 44  |
| Population Growth; Residential Development; Governor Francis Farm: A Model Development; Institutional Development; Commercial Development; Impact of the Interstate Highways. . . . .  | 51  |
| IV. Summary. . . . .   | 51  |
| V. Recommendations. . . . .  | 52  |
| Appendix A: Pawtuxet Village Since 1973 . . . . .  | 53  |
| Appendix B: National Register of Historic Places. . . . .  | 54  |
| Appendix C: Grants-In-Aid Program . . . . .  | 55  |
| Appendix D: Tax Reform Act of 1976 . . . . .   | 55  |
| Appendix E: Survey Form and Maps. . . . .  | 56  |
| Appendix F: Inventory. . . . .   | 58  |
| Bibliography. . . . .  | 77  |

## LIST OF FIGURES

|  |            |
|--|------------|
| View of Oakland Beach Hotel (1873, burned 1903) and its grounds; formerly south of Suburban Parkway; woodcut from Welcome Arnold Greene, <i>The Providence Plantations for Two Hundred and Fifty Years</i> , 1886. . . . . | Cover      |
| Former Administration and Terminal Building, Rhode Island State Airport (1932); 572 Occupasstuxet Road; architects' rendering, 1932. (Rhode Island Historical Society). . . . .  | Title page |
| Portion of "A Plat of the Village of Apponogue" by Sabin Lewis, 1805. (Rhode Island Historical Society). . . . .   | vi         |
| 1. Map of Rhode Island locating Warwick and map of Warwick showing principal roads and features. . . . .   | 2          |
| 2. Maps showing purchases and divisions . . . . .  | 5          |
| 3. Samuel Gorton House (1677, demolished 1848); formerly at 190 Warwick Neck Avenue; woodcut, 19th century. (Rhode Island Historical Society). . . . .   | 6          |
| 4. Stone Castle (1649, demolished 1795); formerly near 1915 West Shore Road; drawing from memory ca. 1875, in Antoinette F. Downing, <i>Early Homes of Rhode Island</i> , 1937 . . . . .                                   | 7          |
| 5. Floor plan of a typical "stone-ender," the Greene-Bowen House; 698 Buttonwoods Avenue; drawing by Norman M. Isham, 1895. (Rhode Island Historical Society). . . . .   | 7          |
| 6. Map of the Cowesett Farms division of 1684; copy of the original plat by William Greene, 1727. (Rhode Island Historical Society). . . . .   | 8          |
| 7. Samuel Gorton, Jr., House, or the Governor Greene House (ca. 1685 with additions ca. 1758); 815 Love Lane. (Warren Jagger) . . . . .  | 8          |
| 8. Budlong Farm (ca. 1700 with later additions); 595 Buttonwoods Avenue; photograph, ca. 1940. (Rhode Island Historical Society). . . . .  | 9          |
| 9. Greene-Bowen House (between 1687 and 1715); 698 Buttonwoods Avenue; photograph, 1975. (Robert O. Jones) . . . . .   | 9          |
| 10. View of kitchen, Greene-Bowen House; photograph from Antoinette F. Downing, <i>Early Homes of Rhode Island</i> , 1937 . . . . .  | 9          |
| 11. Old Schoolhouse (ca. 1715, demolished); formerly near 1515 West Shore Road; drawing, 19th century. (Warwick Historical Society) . . . . .  | 10         |
| 12. Quaker Meetinghouse, now Fiddler's Green Restaurant (ca. 1716 with later alterations); 1705 West Shore Road. (Robert O. Jones). . . . .  | 10         |
| 13. View of Pawtuxet Bridge; photograph ca. 1890. (Warwick Historical Society). . . . .  | 11         |
| 14. Portrait of General Nathanael Greene; woodcut from Welcome Arnold Greene, <i>The Providence Plantations for Two Hundred and Fifty Years</i> , 1886. . . . .  | 11         |
| 15. Forge Farm, the General Greene Birthplace (1684, altered 18th century and 1862-1863); 40 Forge Road; photograph, 1972. (James Gibbs) . . . . .   | 12         |
| 16. John Waterman Arnold House (between 1770 and 1800); 25 Roger Williams Avenue. (Robert O. Jones) . . . . .  | 13         |
| 17. Almyra Dufffee House (ca. 1780); 1272 West Shore Road; photograph, ca. 1940. (Warwick Historical Society) . . . . .  | 13         |
| 18. Barton Farm (ca. 1780, altered ca. 1857); 1351 Centerville Road. (Warren Jagger). . . . .  | 13         |
| 19. John R. Waterman House (ca. 1800); 100 Old Homestead Road. (Elizabeth S. Warren). . . . .  | 13         |
| 20. Esek Randall House (1701 with later additions); 355 Sandy Lane. (Warren Jagger). . . . .   | 13         |
| 21. Pedimented fanlight doorway from the Harrison House (ca. 1800); 3384 Post Road. (Robert O. Jones). . . . .   | 14         |
| 22. Flat-top doorway with transom and consoles from the John R. Waterman House (ca. 1800); 100 Old Homestead Road. (Robert O. Jones). . . . .  | 14         |
| 23. Hopelands, now the Rocky Hill School (1686, 1793, ca. 1885); Wampanoag Road. (Warren Jagger) . . . . .   | 15         |
| 24. Mill House at Centerville (ca. 1800); 65-67 New London Avenue. (Robert O. Jones) . . . . .   | 16         |
| 25. William Rhodes House (1798); 141 Post Road; photograph, ca. 1860. (Warwick Historical Society) . . . . .   | 16         |
| 26. Remington House (ca. 1800) and Harrison House (18th century, altered ca. 1800); 3376 and 3384 Post Road. (Warren Jagger) . . . . .   | 17         |
| 27. Map of Warwick; detail from <i>A Topographical Map of the State of Rhode Island</i> by James Stevens, 1832. (Rhode Island Historical Society). . . . .   | 18         |
| 28. Warwick Central Baptist Church (1834, burned and rebuilt 1905); 3262 Post Road. (Robert O. Jones). . . . .   | 19         |
| 29. Old Town Hall and Town Clerk's Office (1834-1835, demolished 1892); formerly near 3275 Post Road; photograph, ca. 1890. (Wood Collection, Champlin Memorial Library, West Warwick). . . . .                            | 19         |
| 30. Richard Wickes Greene House (1849); 27 Homestead Avenue. (Robert O. Jones) . . . . .   | 20         |
| 31. J. W. Arnold House (mid-19th century); 42 Fair Street. (Robert O. Jones). . . . .  | 20         |
| 32. Knight Estate (ca. 1835); 486 East Avenue. (Warren Jagger) . . . . .   | 20         |
| 33. Map showing railroad lines through Warwick in the 19th century . . . . .   | 21         |
| 34. Elizabeth Mill (1875); 745 Jefferson Boulevard; lithograph from J. R. Cole, <i>History of Washington and Kent Counties, R. I.</i> , 1889. (Rhode Island Historical Society). . . . .                                   | 22         |
| 35. Rhode Island Malleable Iron Works Mill Houses (1867); 102-104 and 112-114 Graystone Street. (Robert O. Jones) . . . . .  | 22         |
| 36. Oliver A. Wickes House (1855); 794 Major Potter Road. (Warren Jagger) . . . . .  | 23         |
| 37. Foster Farm (ca. 1848); 1301 Centerville Road. (Warren Jagger) . . . . .   | 24         |
| 38. View of Centerville Road, Apponaug; photograph, ca. 1895. (Rhode Island Historical Society). . . . .   | 24         |
| 39. Bird's-eye view of Pontiac; lithograph by O. H. Bailey & Company, 1889. (Rhode Island Historical Society). . . . .   | 25         |
| 40. View of Rocky Point; photograph, ca. 1910. (Rhode Island Historical Society). . . . .  | 26         |
| 41. "Ye Olde Buttonwoods House"; postcard, ca. 1900. (Rhode Island Historical Society). . . . .  | 27         |
| 42. Cottage (late 19th century); 1108 Buttonwoods Avenue. . . . .  |            |

|  |    |   |    |
|--|----|---|----|
| (Warren Jagger) . . . . .  | 27 | <i>Warwick, R. I.</i> by Sanborn Map Company, 1922. (Rhode Island Historical Society) . . . . .   | 39 |
| 43. Union Chapel (ca. 1885); 1003 Buttonwoods Avenue. (Robert O. Jones) . . . . .  | 27 | 69a. View of Post Road, Apponaug; photograph from <i>Twenty-Eighth Annual Report of the State Board of Public Roads</i> , 1930. (Rhode Island Historical Society) . . . . .                               | 40 |
| 44. View of Warwick Neck from Rocky Point; postcard, ca. 1905. (Collection of Robert O. Jones) . . . . .   | 28 | 69b. View of Post Road, Apponaug; photograph, 1981. (Robert O. Jones) . . . . .   | 40 |
| 45. Robinson-Sims House (1882); 65 Rhode Island Avenue. (Robert O. Jones) . . . . .  | 28 | 70. Rhode Island State Airport at Hillsgrove, now Green State Airport (1930 et seq.); Occupasstuxet Road and Post Road; postcard, ca. 1940. (Warwick Historical Society) . . . . .                        | 41 |
| 46. Portrait of Nelson W. Aldrich; woodcut from <i>Welcome Arnold Greene, The Providence Plantations for Two Hundred and Fifty Years</i> , 1886. . . . .                     | 29 | 71. Asbury United Methodist Church (1932-1933); 157 Ann Mary Brown Drive. (Robert O. Jones) . . . . .   | 42 |
| 47. Amasa Sprague Estate Carriage House (ca. 1870); 118 Valentine Circle. (Warren Jagger) . . . . .  | 29 | 72. Former Hoxsie School (1925-1926 with later additions); 34 Warwick Lake Avenue. (Robert O. Jones) . . . . .  | 42 |
| 48. Amasa Sprague Estate (ca. 1870, demolished ca. 1930); formerly off Post Road at Valentine Circle; photograph, 1870s. (Providence Public Library) . . . . .               | 29 | 73. Main entrance, Samuel Gorton Junior High School (1939); 69 Draper Avenue. (Robert O. Jones) . . . . .   | 43 |
| 49. Benjamin R. Vaughn House (1867-1869 with later alterations); 51 Hesper Drive. (Elizabeth S. Warren) . . . . .  | 29 | 74. Noel B. Chartier House (1930); 381 Norwood Avenue. (Robert O. Jones) . . . . .  | 44 |
| 50. Alfred A. Reed Estate (between 1870 and 1875); 4157 Post Road; photograph, 1870s. (Providence Public Library) . . . . .  | 29 | 75. Joseph G. Nathanson House (1930); 90 Overhill Avenue. (Robert O. Jones) . . . . .   | 44 |
| 51. Map of Oakland Beach by John Howe, 1884. (Rhode Island Historical Society) . . . . .   | 30 | 76. Farrington House (1924); 4433 Post Road. (Robert O. Jones) . . . . .  | 44 |
| 52. Lakewood Town Hall (between 1890 and 1892); 333 Atlantic Avenue. (Elizabeth S. Warren) . . . . .   | 31 | 77. Mary Rose Ross House (1938); 27 Druid Road. (Elizabeth S. Warren) . . . . .   | 44 |
| 53. District Four Schoolhouse (1886); 1515 West Shore Road. (Robert O. Jones) . . . . .  | 31 | 78. Royal Crest Estates (1970s); off Centerville Road. (Robert O. Jones) . . . . .  | 46 |
| 54. All Saints Episcopal Church (1887); 111 Greenwich Avenue. (Robert O. Jones) . . . . .  | 31 | 79. Governor Francis Shopping Center (ca. 1955); Warwick Avenue and Namquid Drive. (Robert O. Jones) . . . . .  | 46 |
| 55. Saint Paul's Evangelical Lutheran Church (ca. 1915); 389 Greenwich Avenue. (Elizabeth S. Warren) . . . . .   | 32 | 80. John Olson House (1940); 296 Spring Green Road. (Robert O. Jones) . . . . .   | 46 |
| 56. Warwick City Hall (1893-1894); 3275 Post Road. (Robert O. Jones) . . . . .   | 32 | 81. House (ca. 1950-1955); 314 Spring Green Road. (Robert O. Jones) . . . . .   | 46 |
| 57. Reverend Jonathan Brayton House (ca. 1860); 42 Bridal Avenue. (Robert O. Jones) . . . . .  | 33 | 82. Pennsylvania Petroleum Products Gas Station (ca. 1920); formerly at Post Road and Elmwood Avenue; photograph from <i>The Book of Rhode Island</i> , 1930. (Rhode Island Historical Society) . . . . . | 48 |
| 58. House (ca. 1868); 3214 Post Road. (Robert O. Jones) . . . . .  | 33 | 83. Mobil Gas Station (ca. 1970); 1776 Post Road. (Robert O. Jones) . . . . .   | 48 |
| 59. Cottage (ca. 1875); 1078 Buttonwoods Avenue. (Warren Jagger) . . . . .   | 33 | 84. McDonald's (1963); 860 Post Road. (Robert O. Jones) . . . . .   | 48 |
| 60. Jane A. Delano House (ca. 1895); 140 Norwood Avenue. (Robert O. Jones) . . . . .   | 33 | 85. Bulova Watch Company Plant (1967-1968); 171 Service Avenue. (Robert O. Jones) . . . . .   | 49 |
| 61. Shawomet Baptist Church (1888); 1642 West Shore Road; photograph, ca. 1905. (Collection of Robert O. Jones) . . . . .  | 34 | 86. Aerial view showing Midland Mall (1965-1967) and Warwick Mall (1968-1970); photograph, 1976. (Earl H. Goodison) . . . . .   | 49 |
| 62. Aldrich Estate Gardener's Cottage (1899); 946 Warwick Neck Avenue. (Warren Jagger) . . . . .   | 34 | 87. Knight Campus, Rhode Island Junior College (1968-1972); 400 East Avenue. (Robert O. Jones) . . . . .  | 50 |
| 63. Map showing railroad and trolley lines through Warwick about 1905. . . . .   | 35 | 88. Warwick's changing landscape: view of Sandy Lane. (Robert O. Jones) . . . . .   | 51 |
| 64. Elmwood Avenue Bridge (1918-1919, 1931); Elmwood Avenue over the Pawtuxet River; photograph, 1919. (Bridge Design Section, R. I. Department of Transportation) . . . . . | 36 | 89. View of Pawtuxet Cove showing houses on Bayside and Lawn Avenues, Warwick; photograph, 1973. (Elizabeth S. Warren) . . . . .  | 53 |
| 65. Perspective map of Gaspee Plateau; illustration from promotional flyer, 1920s. (Warwick Historical Society) . . . . .  | 37 | 90. Sample survey sheet. . . . .  | 56 |
| 66. Rhode Island Malleable Iron Works, now United Wire and Supply (1918); 697 Jefferson Boulevard. (Robert O. Jones) . . . . .   | 38 | 91. Sample detail of survey map . . . . .   | 57 |
| 67. The Apponaug Company (1920s); formerly off Centerville Road; lithograph from <i>The Book of Rhode Island</i> , 1930. (Rhode Island Historical Society) . . . . .         | 38 |   |    |
| 68. Map of Natick Mills from <i>Insurance Maps of Pawtuxet Valley and</i>  |    |   |    |



Portion of A Plat of the Village of Apponogue 1805 by Sabin Lewis, 1805. This section shows Broad Street, now Post Road, and Water Street. The houses on the right side of Broad Street labeled "H. Remington" and "T. Warner" still stand at 3376 and 3384 Post Road.

## I. INTRODUCTION

An historical and architectural survey of Warwick was begun by the Rhode Island Historical Preservation Commission in October, 1975, in conjunction with the Warwick Department of City Plan and the Warwick Community Development Program. Funding was provided by the Preservation Commission and by the City of Warwick, with Community Development money allocated to the Warwick Historic Preservation Commission. The city also contributed clerical and technical services to the project.

The area designated for inclusion in the survey was the entire city of Warwick. The Pawtuxet area of Warwick and Cranston was intensively surveyed by the Commission in 1971-1972, and survey findings were published in September, 1973, in *Statewide Preservation Report PK-P-1—Pawtuxet Village, Cranston and Warwick, Rhode Island*. Though a great deal of material on Pawtuxet has been included in this report, the reader is referred to the earlier report for a fuller description of the village and its history. During the course of the present study, Pawtuxet Village's state of preservation was analyzed. Properties inventoried in the village report, together with a few additional structures, were resurveyed. An assessment of achievements and losses in Pawtuxet since 1973 may be found in Appendix A of this report, and revised and expanded inventory entries for Pawtuxet properties have been included in Appendix F.

The survey procedure adopted by the Historical Preservation Commission comprises three stages: field investigation and research, preparation of maps, and production of an illustrated written report. As part of the field investigation, each surveyed property is recorded on a standard survey form, the "Historic Building Data Sheet," which is used throughout the state. The sheet includes architectural and historical information and a photograph of the corresponding building or site. Historical information is obtained from maps, books, periodicals, manuscripts, local records, and old prints and photographs, as well as from interviews with local residents. Data from the survey forms is transferred to coded maps so that information on the community's cultural resources is readily available for local, state, and federal planning purposes. A sample detail of a Warwick survey

map, together with an example and an explanation of the "Historic Building Data Sheet," may be found in Appendix E.

After completion of the survey and review by the Historical Preservation Commission and local officials and citizens, copies of the survey forms, maps, and final report are placed on file at the Preservation Commission's central office (Old State House, 150 Benefit Street, Providence) and at an appropriate local repository—in this case the Warwick Department of City Planning (City Hall Annex, 3275 Post Road, Warwick).

The Warwick survey, in addition to fulfilling the objectives of a standard Rhode Island Historical Preservation Commission survey, was designed to determine how projects funded under the provisions of the Housing and Community Development Act of 1974 would affect local structures and sites eligible for nomination to the National Register of Historic Places, in order that the city's review and compliance requirements under federal historic preservation statutes be met. Approximately six hundred buildings, sites, structures, objects, and open spaces of historical, architectural, cultural, or visual significance were recorded in the survey. Selections were made on the basis of: (1) intrinsic historical, architectural, or aesthetic value of a property; (2) associative value of a property familiar to local residents due to prominent siting or location, or use for a particular purpose; and (3) representative or symbolic value of a property which typifies some aspect of the city's social, cultural, physical, or economic development. The survey is not intended to be simply a catalogue of Warwick's antiquities, but rather to provide an overview of all the elements which contributed to the formation of the city as we see it today: its topography, street pattern, transportation systems, and residential, commercial, public, and industrial buildings of all periods.

This report, based on the findings of the field survey and on subsequent research, attempts to present a concise yet comprehensive history of Warwick, followed by recommendations for preservation planning developed by the state Historical Preservation Commission and reviewed by the Warwick Department of City Plan, the Warwick Community Development Program, and the Warwick Historic Preservation Commission. The appendices include explana-

tions of the National Register of Historic Places, the grants-in-aid program for National Register properties, the Tax Reform Act of 1976, and the data sheet used by the Historical Preservation Commission for this survey, together with an inventory of Warwick's most noteworthy cultural resources. They are followed by a bibliography of published sources and graphic materials pertaining to Warwick.

This report has four purposes: to help residents become aware of the historical and architectural heritage of their city, to awaken and foster civic pride, to encourage people to enhance the quality of their environment through sensitive rehabilitation of historic properties, and to provide a basis for the incorporation of preservation principles into local planning programs.

The Historical Preservation Commission would like to thank Mayor Joseph W. Walsh, former Mayor Eugene J. McCaffrey, and members of the Warwick City Council from 1975 to 1981 for approving funding for the Warwick survey. In addition, the author wishes to acknowledge the following organizations and individuals for their assistance: present and former staff members of the Warwick Department of City Plan and the Warwick Community Development Program, especially Barbara Sokoloff, Marlene Weir, Lorraine Webber, Jim Coppola, Dennis Vinhateiro, Agnes Carter, and Russell Westberg; present and former members of the Warwick Historic Preservation Commission, especially H. Michael Planka and Henry A. L. Brown; the staffs of the Tax Assessor's Office and the Archives of the city of Warwick; the staff of the Rhode Island Historical Society Library, especially Maureen Taylor, Curator, and Marsha Peters and Helen Keabian, former curators of the Graphics Collection; the staffs of the Reference Room, Art and Music Department, Special Collections, and Microfilm Room of the Providence Public Library, especially Jean Richardson, Curator of the Rhode Island Collection; and Lewis Taft of the Warwick Historical Society and the Warwick Historic Preservation Commission.



## II. PHYSICAL AND SOCIAL SETTING

The city of Warwick is located in central Rhode Island and is part of the heavily urbanized Greater Providence metropolitan region. It is the second most populous city in the state, with just under 90,000 inhabitants. Interstate Route 95 and the main line of the northeast rail corridor run through Warwick, linking it to Providence, Boston, and New York, while Interstate 295 branches off Route 95 in the city to circle through the western suburbs of Providence. Other major roads are U.S. Route 1 and 1A (Post Road and Elmwood Avenue), and State Routes 4 (the main highway to Narragansett and South Kingstown) and 37 (the Post Road-Route 95-Route 295 connector). Theodore F. Green State Airport, the region's primary airfield, is situated in the center of the city.

Warwick was originally a much larger municipality, but its size was greatly reduced by the setting off of the town of Coventry in 1741 and the town of West Warwick in 1913. Today Warwick comprises two separate sections which cover a total area of approximately thirty-five square miles. Greenwich Bay and the town of East Greenwich lie between the two sections, serving as the southern boundary of the larger portion of the city and the northern and northwestern boundaries of the smaller portion, a peninsula called Potowomut Neck. The larger portion is bounded by Narragansett Bay on the east, the city of Cranston on the north, and the town of West Warwick on the west. Potowomut is bordered on the south and southeast by the town of North Kingstown.

The topography of the city is varied and complex. A long, highly indented coastline forms about half of Warwick's perimeter. It is characterized by stretches of rocky or sandy beach punctuated by coves, some of which are small but excellent natural harbors. A low, relatively flat coastal plain extends back from the shore, encompassing most of the eastern half of the city, most of Potowomut Neck, and the area surrounding Apponaug Cove and Gorton Pond. Few places in these regions exceed fifty feet in height; notable exceptions are Gaspee Plateau, in the northeastern quarter of the city, and Warwick Neck, a peninsula in the southeastern quarter formed by a large hill rising out of Narragansett Bay. Lowlands also border the Pawtuxet River, which flows through the northwestern quarter of

the city and serves as part of the boundary between Warwick and the neighboring communities of Cranston and West Warwick. A plateau in the shape of a reverse "L" occupies the center of the city, encompassing the land adjoining those segments of Post Road and Main Avenue which run north and west from Greenwood Bridge. West of this plateau, the terrain is very hilly. In the northwestern quarter of Warwick, Bald Hill, and Natick Hill rise above the lowlands of the Pawtuxet River Valley, while in the southwestern quarter, the ground rises sharply from the shore of Greenwich Bay to the crest of Drum Rock Hill. West of Drum Rock, the land rises to an elevation of 350 feet at Spencer Hill, the highest point in the city.

The geographic diversity of Warwick promoted a decentralized pattern of settlement and growth. The coves and beaches along Narragansett and Greenwich Bays and the waterfalls along the Pawtuxet River—including those in what is now West Warwick—provided a variety of sites suitable for commercial, industrial, and recreational development. The wide range of opportunities in Warwick encouraged the establishment of an increasing number of small villages. This situation differed from that at Providence and Newport, where development tended to reinforce the primacy of the original settlements. Warwick's multi-center growth pattern was not unique in Rhode Island, but the decentralization that resulted was unequalled elsewhere in the state. Other towns with multiple settlements usually had one which became pre-eminent—for example, Wickford in North Kingstown. In Warwick, however, the numerous functions generally found in a downtown were never consolidated in one village, and the city grew without a distinct civic center.

The partitioning of Warwick into two municipalities after 1900 significantly affected local demography and developmental history. In the nineteenth century, industrialization of the Pawtuxet Valley spurred the growth of a heavily built-up area in the west end of town, densely populated with Irish, French Canadian, and Italian immigrants attracted by the availability of employment. The setting-off of that area as the town of West Warwick in 1913 excised Warwick's only urban neighborhood, leaving behind a rural community of scattered villages and suburban settlements inhabited largely by native-born Protestants.

The past sixty-eight years have witnessed the transformation of the community. Suburbanization, which proceeded slowly between the World Wars, accelerated rapidly after 1945. Potowomut, Cowesett, and the Bald Hill-Natick Hill area have grown relatively slowly and still contain major pockets of open space. The rest of the city is so densely developed it is more urban than suburban, though it does not fit the traditional conception of urban form. Though largely residential, Warwick also has extensive areas devoted to industrial and commercial activity. Its population now contains a wide range of socio-economic and ethnic and racial groups, but is composed primarily of middle- and working-class descendants of ethnic immigrants who have moved into the city from the state's older urban industrial areas.

Warwick's physical form and character are remarkably complex. Its present street pattern—a mosaic of interconnected and self-contained plats set within an organic road network—is the product of piecemeal development resulting from the gradual and random consignment of farmland to more intensive uses. The high percentage of postwar structures gives the false impression that the city is a sprawling, homogeneous mass of suburban housing tracts interspersed with commercial strips and shopping plazas. Warwick contains much more than this, however. A number of older neighborhoods exist, each with a perceptible historical or visual character. Main roads are lined with buildings of varying age and use, with occasional structures serving as evidence of a route's eighteenth- or nineteenth-century origin. Modern residential, commercial, and industrial development has, for the most part, filled in between these neighborhoods and roads. This development acts as an overall matrix which ties the city together, providing some unity of age and architectural form, and also helps to define and set off older areas by virtue of its newness and differing visual character. The key to comprehending Warwick's physical fabric lies in the sense of the community's evolution and growth through time. Strengthening the sense of the past, through preservation and rehabilitation of historic properties, can give local residents a better understanding of the city as it currently exists, and can lead to a fuller appreciation of Warwick as a place in which to live.

### III. HISTORICAL DEVELOPMENT

#### ORIGINAL INHABITANTS

Knowledge of Warwick's prehistory is limited. The archeological record is our only source of information about a time span of human activity that dwarfs our own brief historical residence by comparison. The presence of man in Warwick probably stretches back 10,000 years, but the Indians who greeted the European colonists some three hundred years ago followed a way of life remarkably different from that of the earliest inhabitants of Warwick. Over the years prehistoric people changed from an economy based upon hunting, fishing, and the gathering of wild plants to an agricultural economy based upon the cultivation of domestic crops. During this period the environment of the area changed dramatically, from a cold, spruce-dominated landscape to today's warmer, deciduous-forested environment. The sea level also rose as much as fifty feet, submerging much of the coastal plain—land that had been occupied prior to its inundation. This last factor makes the study of early prehistoric man particularly difficult, since many habitation sites now lie beneath the waters of Narragansett Bay.

The location of a few prehistoric sites have been identified in Warwick to date. One of these, the Sweet Meadow Brook site near Apponaug, was discovered and excavated in the late 1950s. Sweet Meadow was first settled about 100 B.C. and was inhabited for about 1,600 years before being abandoned. The remains of shellfish and deer found in the refuse pits provide dietary information, while a variety of stone tools indicate a range of hunting, wood-working, and other specialized cultural activities. The discovery of stone hoes, for example, suggests agricultural activity. The inhabitants of Sweet Meadow also fashioned bowls and other vessels out of steatite or soapstone that was probably obtained from quarries in Cranston.

The most recent dig in Warwick, off Forge Road in Potowomut near the head of Greenwich Cove, was undertaken in 1977 by the Rhode Island Historical Preservation Commission and Rhode Island College. Evidence of shellfish harvesting is found in the site's extensive midden or refuse deposit, while projectile points from the adjacent knoll indicate a Late Archaic occupation (ca. 1600-500

B.C.). In addition to these artifacts, which are common to such sites, archeologists uncovered the remains of post holes which had held the vertical supporting members of a primitive shelter. Such a find is rare, making Greenwich Cove a site of exceptional importance.

When English colonists settled in the area they found much of the best agricultural land had already been cleared by Indian farmers. Their settlement of these fields eased the transition to the new land, and colonization would certainly have been more difficult if the natives had not shared their land and harvests with the newcomers. Prior to permanent European settlement in New England, Indian contact with explorers and traders resulted in the spread of diseases to which native peoples had no resistance. In 1616 and 1617, diseases of European origin struck the coastal tribes of southeastern New England with great severity, depopulating whole villages and upsetting traditional tribal boundaries and alliances. The open fields and tribal instability were inviting for colonial settlement and eventual dominion. Fort Ninigret in Charlestown and Queen's Fort in Exeter represent examples of a new settlement pattern adopted by the surviving Narragansetts for purposes of trade and defense.

By the time European settlers came to Warwick, the natives in the area were organized into at least four tribes—the Pawtuxets, the Shawomets, the Cowesetts, and the Potowomuts—led by chiefs called sachems. These tribes were subjects of the Narragansetts, a powerful tribe which had expanded beyond its domain in present-day Washington County to subjugate all the tribes in what is now Rhode Island west of Narragansett Bay. A number of sites exist from this contact period which are associated with the Indians. Among them are Mark Rock and Drum Rock. Mark Rock, located in Conimicut on the south shore of Occupasstuxet Cove, is a large, relatively flat rock outcropping with carvings which were probably executed by Indians between 1630 and 1650 (the rock has been almost totally defaced with nineteenth- and twentieth-century graffiti). Drum Rock, located behind the Cowesett Hills apartment complex south of Apponaug, is a formation comprising two boulders which were originally balanced in such a way that the upper one could be rocked upon the lower one, producing a drumming noise that could be heard for miles. Local tradition maintains that the Indians used

Drum Rock to send signals throughout the region.

The arrival of European settlers did not displace the original inhabitants of Warwick. Early records report that a group of Indians continued to live on Warwick Neck, periodically launching raids on the immigrants' village nearby. This group was relocated by colonial authorities in the 1660s, but other local tribes harassed the colonists until the mid-1670s, when King Philip's War decimated the native population. With their power and influence thus destroyed, the Indians ceased to play a significant role in the history or development of the community.

Though eliminated from the local scene three centuries ago, the Indians have left Warwick an enduring legacy that includes more than archeological sites and landmarks such as Mark Rock and Drum Rock. Many local place names are derived from the Indian language, such as Pawtuxet, Shawomet, Cowesett, and Potowomut, the territories of the four tribes that originally occupied the area. Also, Indian trails were the forerunners of several modern roads. Most important of these is Post Road, which follows the alignment of the Pequot Path, a major New England Indian trail which in colonial times became the main highway from Boston to New York. These vestiges of the native culture, though probably unrecognized by many of Warwick's current residents, are in fact lasting memorials to an almost-forgotten society, and serve to remind us of the rich and fascinating pre-colonial history of the city.

## EVOLUTION OF MUNICIPAL BOUNDARIES

Warwick's present boundaries have been shaped by a complex series of land purchases, transfers, and divisions. In January, 1643, the Indian sachems Miantonomi and Pomham sold Shawomet to Samuel Gorton and eleven followers for 144 fathoms of wampum. This purchase encompassed all the land between Occupasstuxet Cove and the southern tip of Warwick Neck and extended about twenty miles inland from the western shore of Narragansett Bay. The transaction included the bulk of present-day Warwick.

North of the Shawomet Purchase lay a parcel that had been sold by Miantonomi and Sacononoco to John Greene of Providence in October, 1642. Known as the Occupasstuxet Purchase, this grant included all the land between Passeonkquis Cove and Occupasstuxet Cove from Narragansett Bay to the Pawtuxet River. Greene was an associate of Gorton and was among the original purchasers of Shawomet. It seems that the close personal ties between Greene and Gorton led to the political merger of Occupasstuxet and Shawomet at an early date, but Occupasstuxet remained Greene's personal property, never becoming part of Warwick's common lands.

The territorial limits outlined in the deed to Shawomet cut across the northern extremity of Potowomut Neck, placing Sally Rock Point and Long Point among the Gortonists' holdings. In July, 1654, several Warwick men reached an agreement with Taccomanan, the local sachem, to buy the entire peninsula on behalf of the town. Thus, all of Potowomut was added to the municipality.

The last annexation to Warwick came in the late seventeenth century with the addition of the land between the Pawtuxet River and Passeonkquis Cove. Some of this area was nominally a part of Providence, since the deed to Roger Williams from Canonicus and Miantonomi granted Williams "the grass and meadows upon the said Pawtuxet River." The bounds of this allotment were vague, however, and several colonists purchased property here directly from the Indians. Some of these men professed allegiance to Providence, while others wanted to establish Pawtuxet as a separate town. In 1642, four Pawtuxet landowners placed their property under the protection of Massachusetts, a

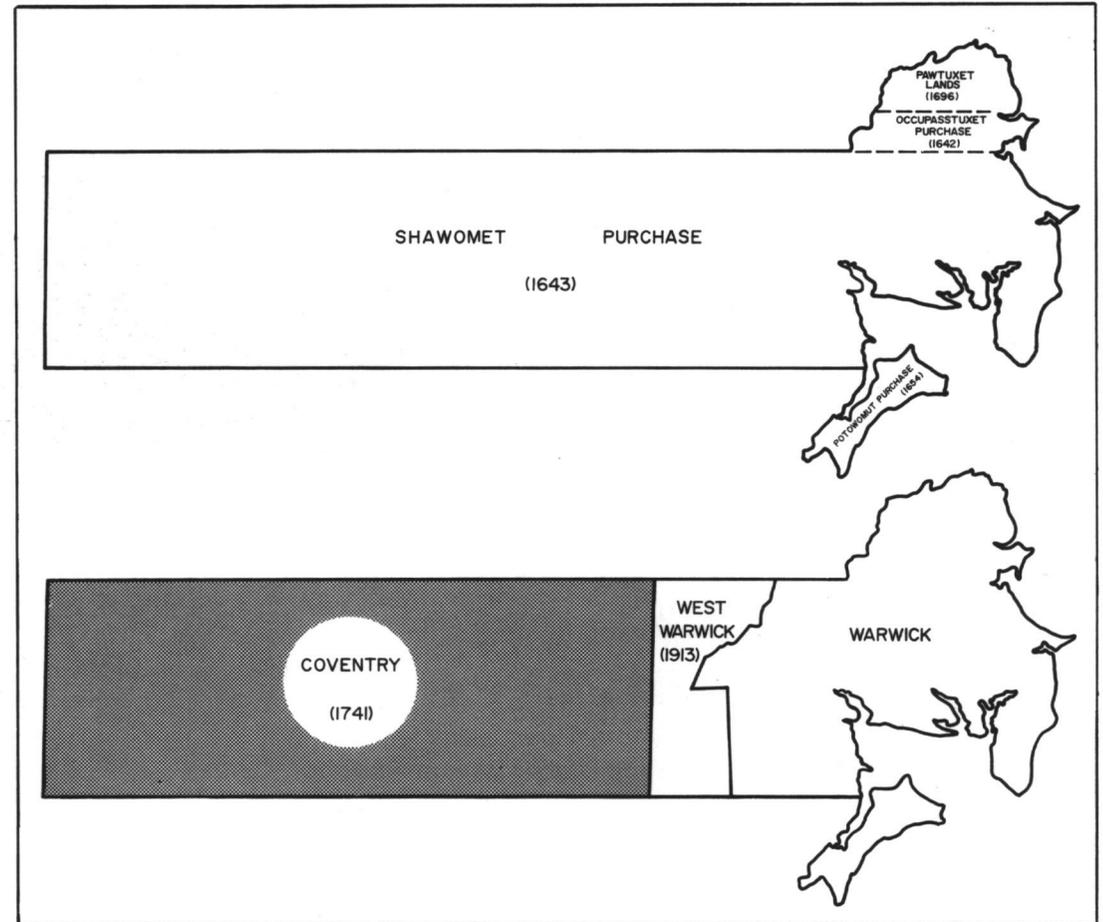


Fig. 2: Maps showing purchases and divisions.

move which gave that colony an opportunity to assert its claim to the lands along Narragansett Bay. This submission was finally repudiated in 1658, and Pawtuxet officially became part of the Colony of Providence Plantations. In 1696, the Pawtuxet River was designated the boundary between Providence and Warwick, placing the southern half of the Pawtuxet lands within the latter township.

At the turn of the eighteenth century, Warwick covered an area of approximately 107 square miles stretching from Narragansett Bay to Connecticut. It was one of the five large towns which then constituted the portion of Rhode Island west of the bay. The extensive territories of these municipalities soon proved too difficult to administer, and in 1722 the process of partitioning these towns into

smaller ones was begun. In August, 1741, the General Assembly set off the western section of Warwick and incorporated it as the town of Coventry.

A century-and-a-half of political unity was followed by a period of growing tension between the industrialized, intensively developed west end of Warwick and the more sparsely settled rural and suburban areas in the eastern and central parts of town. At first there was strong sentiment against further division, but the divergent needs and interests of the different sections eventually became irreconcilable, and the mill villages of western Warwick were incorporated as the town of West Warwick in 1913. With the creation of West Warwick, the boundaries of Warwick were set as they remain today.

## THE FOUNDING PERIOD: 1643-1676

The earliest attempt to settle within the present limits of Warwick came between 1638 and 1640, when the Pawtuxet area was first occupied by emigrants from Providence. Pawtuxet, however, was a semi-independent village with legal and social ties to Providence. As a political entity, Warwick is the outgrowth of a settlement established in 1643 by a pious, somewhat eccentric English tailor named Samuel Gorton.

Gorton, one of the most notable and fascinating figures in New England colonial history, came to Massachusetts from London early in 1637. During brief stays at Boston and Plymouth, he antagonized local leaders with his bitter criticism of orthodox Puritan doctrines and his vehement denunciation of the ecclesiastical domination of civil affairs. In 1638, he moved to Rhode Island, where the religious toleration and the separation of church and state were more compatible with his views. However, he soon got into trouble over one of his political theories. Gorton felt that no group of English colonists had the right to invest themselves with civil authority and that the king or his deputies alone could grant colonists the right to form legal governments in the New World. Gorton refused to recognize the councils and courts of the Rhode Island settlements, none of which had royal charters, and he was forced to leave Portsmouth, Providence, and Pawtuxet, after settling at each in turn and defying the local authorities.

Though he offended most people with his quarrelsome behavior, Gorton possessed a charismatic personality capable of winning the respect and admiration of some individuals. He was a valued friend and advisor of the head sachems of the Narragansetts, and, among his own people, Gorton was the leader of a mystical, ultra-puritan sect that attracted a small band of devotees. When it proved impossible for Gorton and his followers to dwell peacefully in the existing Narragansett Bay settlements, they purchased from the Indian sachems Miantonomi and Pomham the rights to Shawomet, an uncolonized tract south of Providence and Pawtuxet. They moved there with their families in the spring of 1643 and settled in the vicinity of Mill Creek. In accordance with Gorton's political beliefs, they did not organize a formal government, but



Fig. 3: Samuel Gorton House (1677, demolished 1848); formerly at 190 Warwick Neck Avenue; woodcut, 19th century.

agreed instead to live together "in voluntary association."

At Shawomet Gorton was finally free to live as he pleased, but his adamant profession of his beliefs had placed the Rhode Island settlements in jeopardy. Massachusetts, still hostile toward the dissidents it had exiled, had become eager to extend its control over the Narragansett Bay area. Having no sanction of their rights and privileges from the home government in London, the Rhode Islanders' best defense against their northern neighbor lay in a manifestation of political unity and stability. Such a manifestation was practically impossible, however, for Gorton's relentless attacks on the village governments had seriously undermined civil authority and had created ill will among the people.

Rhode Island's vulnerability became apparent in September, 1643, when an armed contingent from Massachusetts invaded Shawomet. The Bay Colony, having received submissions from the Shawomet and Pawtuxet subsachems and from four Pawtuxet settlers, had claimed jurisdiction over the western shore of Narragansett Bay and had charged the Gortonists with trespassing. Puritan troops descended upon Gorton and his men, captured all but one of the group, and brought them back to Boston for trial. The Shawomet settlers were convicted of heresy (the charges were changed after the captives reached

Boston) and were imprisoned, but were released early in 1644 with orders not to return to Providence, Pawtuxet, or Shawomet. The Gortonists thus fled to Portsmouth, where they were reunited with their families.

The Shawomet incident vividly illustrated the precarious position of the Rhode Island settlements and demonstrated the need for official recognition of their territorial integrity and political sovereignty. As a result, the settlements sent Roger Williams to England as their agent, and in March, 1644, the Commissioners of Foreign Plantations granted them a charter. The document united Providence, Portsmouth, and Newport; defined the boundaries of the new, consolidated colony; and outlined a system of government with "full power and authority to govern and rule" the inhabitants of the region. The charter did not include any reference to Shawomet, however, leaving the legal status of Gorton's abandoned settlement in question.

While Roger Williams was still in England, Indian allies of Massachusetts and Connecticut executed Miantonomi. The Narragansett sachem's heirs consulted Gorton, who advised them to place themselves under the authority and protection of the king. At the same time Massachusetts granted Shawomet to a group of Puritan settlers, who decided not to move there when Plymouth challenged the Bay Colony's action. Gorton and two associates then resolved to go to England themselves, to convey news of the submission of the Narragansetts and to obtain governmental confirmation of the Gortonists' claim to Shawomet.

In May, 1646, the Commissioners of Foreign Plantations issued an order on Gorton's behalf prohibiting Massachusetts from harassing the settlers of Shawomet or any other Rhode Island colony and requiring them to recall any group that they had sent to take possession of Shawomet. No definitive decision was made concerning the title to Shawomet or other parts of Rhode Island claimed by the Bay Colony, but the Commissioners' order included provisions that if jurisdiction over any of these areas were eventually granted to Massachusetts or Connecticut, the grantee would have to permit the settlers to live in peace, or would have to resettle them at the grantee's expense. This effectively, if not officially, prevented Massachusetts from pursuing its claims to Shawomet, Pawtuxet, and Providence. Together with Roger Williams, Samuel

Gorton should be credited with helping to establish the basis for Rhode Island's political legitimacy and autonomy.

With the support of the Commissioners of Foreign Plantations, the Gortonists returned to Shawomet in 1647. In gratitude, they renamed the settlement in honor of the Chairman of the Commissioners, the Earl of Warwick. Though not included in the Charter of 1644, Warwick was permitted to unite with the other Rhode Island colonies under its provisions, and in 1648 the town was granted a charter by the General Assembly. Gorton's party abandoned the site of the original settlement at Mill Creek in favor of one closer to the head of Warwick Cove. Their village, like most others in early Rhode Island, was linear in form, without the central green or common typically found in Massachusetts and Connecticut towns. It extended along what is now West Shore Road from Second Point Road to Economy Avenue, and was divided into six-acre home lots for allocation to present and future inhabitants. The entire area from the village to present-day Apponaug between Greenwich Bay and the northern boundary of the Shawomet Purchase was set aside for the use of all and was called the "four-mile common." The rest of the town was reserved for subsequent division among the Purchasers, a group of sixteen men that included nine of the original twelve purchasers of Shawomet plus seven "re-ceived purchasers."

The houses erected at this time were probably all "stone-enders," a characteristic dwelling type found almost exclusively in Rhode Island. These timber-framed structures, one and one-half or two stories in height, usually had one room on each floor and a massive stone chimney forming a whole end wall—hence the name "stone-ender." Windows were tiny casements filled with oiled paper or, very rarely, leaded glass, and stairs to the upper chambers were steep, ladder-like structures usually squeezed in between the chimney and the front entrance. With one known exception, the houses of this period in Warwick were all destroyed during King Philip's War. The survivor was the Stone Castle, a dwelling built in 1649 which followed the typical plan described above but which was built entirely of stone. This unique structure stood on the site of what is now the Elk's Lodge parking lot on West Shore Road until it was demolished in 1795.



Fig. 4: Stone Castle (1649, demolished 1795); formerly near 1915 West Shore Road; drawing from memory, ca. 1875.

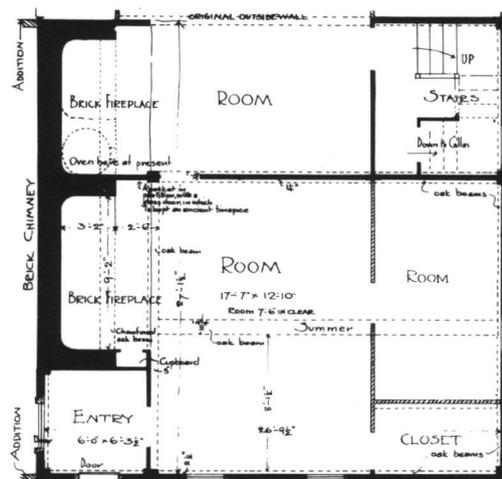


Fig. 5: Floor plan of a typical "stone-ender," the Greene-Bowen House; 698 Buttonwoods Avenue; drawing by Norman M. Isham, 1895.

Agriculture was the principal occupation of Warwick's early settlers. Each family provided for itself by raising livestock such as hogs, goats, and cattle and by growing subsistence crops such as corn and beans. The economic system influenced all aspects of life, and the making and enforcement of laws and definition of civic duties were geared toward meeting the needs of an agricultural community in the wilderness. For example, all freemen were required to keep sound fences—so livestock could not run loose and trample crops—and donate time to labor on public projects such as enclosing the town pasture, maintaining the roads, and repairing the mill dam. The town council also appointed individuals to watch for Indians, survey fences,

and capture and impound stray animals.

The organization and growth of Warwick proceeded with reasonable success, but the community was still far from peaceful. In the 1650s, problems created by internal and external forces grew so acute that eleven men, including Gorton himself, considered selling their property and quitting Warwick permanently. One of the greatest problems was the continuing hostility of the Shawomet tribe, which lived on Warwick Neck. Pomham and his men periodically left their camp to attack the Englishmen's village at the base of the Neck. Finally, in 1665, a royal commission negotiated an agreement whereby the Shawometts would vacate Warwick Neck upon receipt of a payment of L 30 from the town. This permitted the division of the highly desirable Neck lands among the Purchasers, a move which had been prevented up to that time by the presence of the Indians.

Through the next decade, tension mounted between the Indians and the white settlers of southern New England. It culminated in 1675 in the outbreak of King Philip's War, so called after Philip, sachem of the Wampanoags, who began the fight against the English colonists of Plymouth. At first the residents of Rhode Island were safe, thanks to the friendly relations between Roger Williams and Samuel Gorton and the Narragansetts. After the Great Swamp massacre in South Kingstown, however, the surviving Narragansetts joined the Wampanoags in battle. The conflict spread until it extended from Massachusetts Bay to the Connecticut River Valley. The inhabitants of Warwick retreated to Portsmouth for safety during the war, leaving behind a small garrison to man the Stone Castle. In March, 1676, the Indians attacked the Gortonists' village, burned all the buildings, and killed one man who had imprudently left the protection of the Castle. John Wickes' decapitated body was found by his companions and buried; his head was found a few days later and was buried in a smaller, separate grave. This curious double grave can still be seen in the little cemetery off West Shore Road near the site of the Stone Castle. After the attack on Warwick, the war continued until August, when Philip was killed at Mount Hope in Bristol. The Indians, weakened by the loss of men and disorganized without the leadership of Philip, ceased hostilities. The following spring Gorton and his friends returned to Warwick and began to build again.



By the late seventeenth century practically all the land on Potowomut had been purchased by the Greens, and, with the Indian menace eradicated, two members of the family moved to the area. In 1684, James Greene established his home where Hunt's River begins to widen into the cove called Potowomut River, while his nephew Thomas Greene settled farther east near Marsh Point in 1686. Their houses, greatly altered, are still standing: the former as the core of the main house at Forge Farm and the latter as a wing of Hopelands, now the Rocky Hill School. Both of these properties figure prominently in the subsequent history of Warwick and will be discussed in detail later.

Warwick has a few other outland farmsteads surviving from this period. John Budlong constructed a small dwelling at Nassauket (present-day Nausauket and Buttonwoods) sometime between 1700 and 1720. This house, with later additions, still stands at 595 Buttonwoods Avenue. John Greene, Jr., brother of James Greene of Potowomut, moved to the northern portion of his father's estate at Occupasstuxet and built a house there between 1690 and 1708. Now much enlarged and altered, it is part of the main house at Spring Green, the country retreat of Providence merchant John Brown which later became the home of Governor John Brown Francis. James Greene, son of James Greene of Potowomut, moved to Nassauket

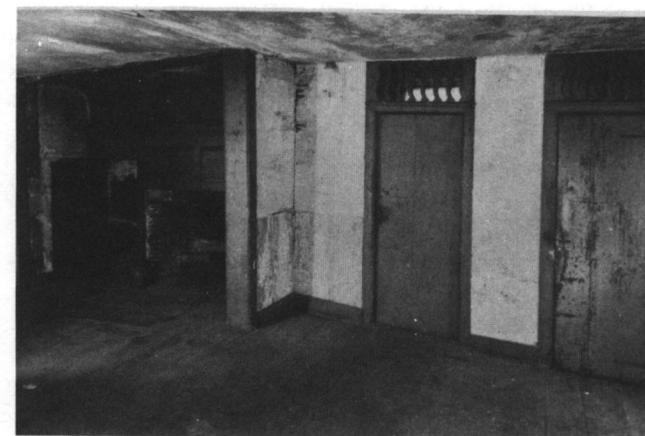


**Fig. 8:** Budlong Farm (ca. 1700 with later additions); 595 Buttonwoods Avenue; photograph, ca. 1940.



**Fig. 9:** Greene-Bowen House (between 1687 and 1715); 698 Buttonwoods Avenue; photograph, 1975.

and erected a house there in 1687. The property later went to the younger James' son Fones and descended in the Greene family until it was purchased by the Bowen family in 1900. The Greene-Bowen House, standing today at 698 Buttonwoods Avenue, is one of the most interesting colonial structures in New England. Though possibly not the house built by James Greene, Jr., in 1687, recent research seems to indicate that it was begun well before the ca. 1715 construction date assigned to it in the 1890s by the colonial-architecture expert Norman M. Isham. The Greene-Bowen House is basically a "stone-ender" with a brick-end chimney instead of the usual stone one. It was probably originally a one-room, one-and-one-half-story house which was added to very soon after its completion. It is a unique amalgam of features found in early Newport houses and features more typically found in Providence buildings. The house is also remarkable because, except for a lean-to shed added in the mid-nineteenth century, it has not been changed appreciably since the 1750s. The Greene-Bowen House, Warwick's best preserved early dwelling, was entered on the National Register of Historic Places in 1974. Unfortunately, it suffers from serious structural deficiencies and is in danger of falling apart. Every effort should be made to save this priceless relic, which contributes immensely to our understanding of the evolution of colonial architecture in Rhode Island.



**Fig. 10:** View of kitchen, Greene-Bowen House; photograph, 1937.

As the development of Warwick's hinterlands got underway, the village near Warwick Cove was rebuilt. Among those who erected new houses was the town's founder. Samuel Gorton witnessed the resettlement for only a few months before his death late in 1677. His wit and determination had enabled him to lead Warwick through the most perilous years of its existence, and his passing was a great loss to the community. Gorton's house stood until it was demolished in 1848. Its site is marked by a boulder in the yard of the house at 190 Warwick Neck Avenue.

The village at Pawtuxet, destroyed during King Philip's War, was also resettled in the late seventeenth century. The first bridge over the river here was put up at the expense of the colony in 1711, to facilitate travel on the Pequot Path. In addition, the foundation for a new settlement at Apponaug was laid in 1696 with the granting of a site for a fulling mill on Kekamewit Brook.

A few public buildings were raised in this period. By 1715, a schoolhouse stood in the town orchard on the southwest corner of West Shore Road and Sandy Lane, and about 1716 the Quakers built a meetinghouse west of West Shore Road opposite Warwick Neck Avenue. Shortly after 1726, Newport's old Episcopal Church, replaced by the present Trinity Church edifice, was moved to Cowesett

and placed on a site east of Post Road a short distance north of Folly Landing. By 1730, a Baptist meetinghouse had been erected on the northwest corner of West Shore Road and Church Avenue. All of these buildings have been destroyed except the Quaker meetinghouse. This structure, damaged in the Great Gale of 1815, was dismantled and rebuilt in smaller, slightly altered form. It was refurbished again in 1875 and still exists today, in altered form, as part of the Fiddler's Green Restaurant at 1705 West Shore Road.

The colonists continued to build "stone-ender" dwellings until about 1720. Thereafter, the center-chimney dwelling with five-room plan became the standard house type, replacing the earlier form and dominating Rhode Island building practice for a century or more. Casement windows gave way to double-hung sash, and building facades grew more symmetrical as the design principles of English Georgian architecture spread through the American colonies. In the newer houses, framing members were cased with smooth boards, and beveled panels and bolection moldings were used to sheath some walls. The Peter Greene House at 1124 West Shore Road and the Moses Greene House at 11 Economy Avenue, both built about 1750, exhibit many of these mid-eighteenth century architectural features, though both have been somewhat altered. Not only were new houses built with five-room plans, but older houses were sometimes altered into the more commodious, up-to-date form. The Governor Greene House in Cowesett,

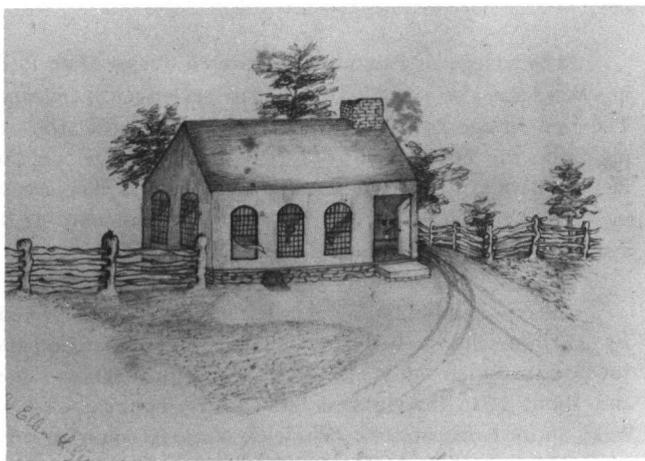


Fig. 11: Old Schoolhouse (ca. 1715, demolished); formerly near 1515 West Shore Road; drawing, 19th century.

for example, had a wing added to the opposite side of its stone end chimney, but the addition was made in such a way that the original seventeenth-century mass of the building can be discerned. The Greene House at Forge Farm, on the other hand, was so totally rebuilt in the eighteenth century that the five-room plan makes it practically impossible to detect the seventeenth-century portion of the structure.

The middle decades of the eighteenth century witnessed the slow, steady growth of the community. The population rose from 480 in 1708 to 1,178 in 1730, 1,911 in 1755 (this small increment reflects the setting off of Coventry in 1741), and 2,438 in 1774. One of the most important developments of the period was the inauguration of ferry service from Warwick Neck to Prudence Island and from Prudence to Aquidneck in 1742. After that, the shortest route between Providence and Newport was through Warwick via these ferries. Gorton's old settlement at Warwick Cove thus became an important stop on the main highway connecting Rhode Island's primary economic, political, and cultural centers.

Agriculture remained Warwick's primary activity, as it had been earlier, and, as the demand for farms grew, more town lands were divided. Although the original Purchasers had all died, the land in each subdivision was allotted in their names. The heirs of each Purchaser received the land designated with the name of their ancestor. They then dis-



Fig. 12: Quaker Meetinghouse, now Fiddler's Green Restaurant (ca. 1716 with later alterations); 1705 West Shore Road.

posed of the land as they saw fit. The system of allocation resulted in families owning pieces of land scattered all over town, and in early days a great deal of bargaining and selling went on as each family tried to assemble groups of contiguous parcels. After holdings were consolidated, land generally remained in the possession of one family for generations, with sections being given or sold to younger members as they married and established households. The close-knit, clan-like nature of families was not unique to Warwick, but was a typical element of social organization in other eighteenth-century agricultural communities.

Farming was practiced primarily on a subsistence level through the eighteenth century. Though some items were produced for trade, notably tobacco and cider pressed from apples, agricultural activity was oriented toward producing goods for family use. Most land was kept as pasture or meadow for cattle. Cows were raised for milk which was turned into cheese and butter, hogs were raised for meat, and sheep were raised for wool which was spun and woven into cloth at home. The relatively small tracts that were cultivated were planted with foodstuffs such as beans, corn, and squash which were grown to meet the needs of the family. A portion of every farm was also left uncleared so the occupants would have a source of timber to be hewn or sawn into lumber or cut for fuel. A 1779 inventory of the farm associated with the Greene-Bowen House gives a picture of agricultural life in eighteenth-century Warwick. This farm encompassed 140 acres with one dwelling, a barn, an outhouse, and a cheese house. The tract was divided into 90 acres of pasture, 18 acres of meadow, 13 acres of woodland, 8 acres of tilled fields, 4 acres of orchard, and 1 acre of tobacco.

Though overwhelmingly important, farming was not the sole occupation of the town's inhabitants in the Colonial era. Sawmills and gristmills were operated at Mill Creek, Tuskatucket Brook, Apponaug, Potowomut, and other places. With the Post Road passing through town, the provision of services for travelers was a means of livelihood for some, and inns and taverns were maintained along the route, with most clustered in villages along the way. One of Rhode Island's earliest manufacturing industries was begun at Potowomut between 1720 and 1730, when one branch of the Greene family started to make anchors at the Forge Farm.

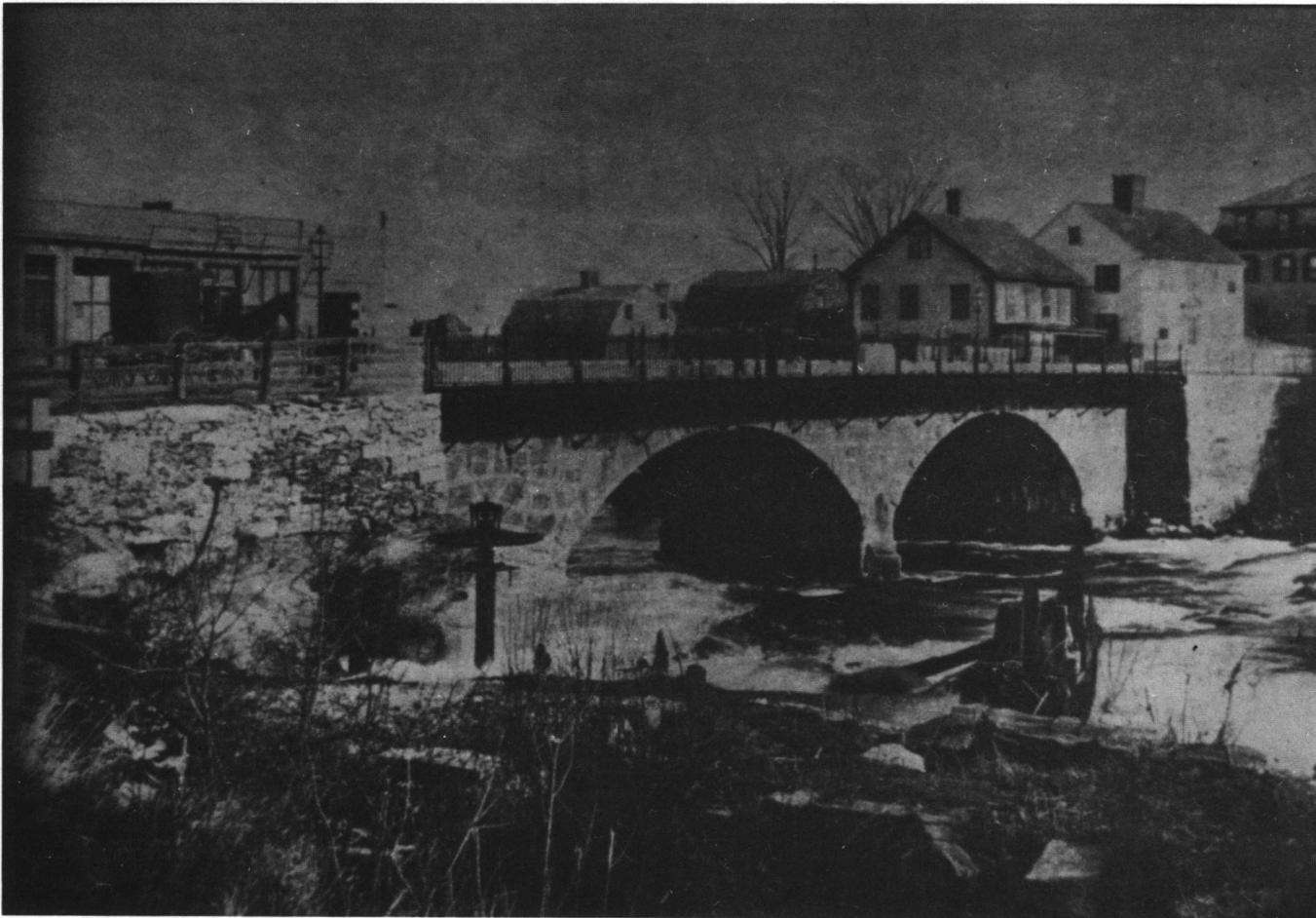


Fig. 13: View of Pawtuxet Bridge; photograph, ca. 1890. This picture, taken from the site of the textile mill in Cranston which burned in 1875, shows four Colonial houses on the far side of the bridge in Warwick. They are, from left to right, the Samuel Aborn House, formerly on Peck Lane, where the *Gaspee* crew was held after its capture; the house at 10 Post Road; the Kearsage House, 2-4 Post Road; and the Smith House, 6-8 Post Road. The Aborn House was demolished about 1962; the others are still standing. The Smith House, moved about 1923, is now behind the Kearsage House.

More important, however, was the growing role of maritime trade in the local economy. Warwick participated in Rhode Island's change from an agricultural to a seafaring colony. By 1770, Apponaug, Potowomut, and Pawtuxet were the home ports of ships sailing to areas far beyond Narragansett Bay. Chief among the three was Pawtuxet, a customs port whose vessels carried shipments of grain, rum, and slaves as part of the notorious but lucrative "triangle" trade. Commercial prosperity contributed tremendously to the growth and development of the

village, and, with approximately twenty-four buildings surviving from the period between 1720 and 1775, Pawtuxet contains nearly all of the significant eighteenth-century buildings in the city. Among them are the Old Post Office and Customs House (ca. 1760) at 18-20 Post Road, the Malachi and James Rhodes House (1734, enlarged 1775) at 27-29 Post Road, the Horatio Nelson Slocum House (1760) at 28-30 Post Road, the Carder Tavern (1740, altered ca. 1800) at 116 Post Road, and the double house (ca. 1770) at 17-19 Bank Street.

## WARWICK IN THE REVOLUTION

In the 1760s and 1770s, dissatisfaction with the home government in England developed and grew throughout America. It was especially apparent in Rhode Island, where the economy was becoming increasingly commerce-oriented and British revenue ships kept interfering with the illicit trading activities of local merchants and sea captains. Rhode Islanders' resentment culminated in the burning of the grounded British revenue cutter *Gaspee* off Warwick's Namquid (now Gaspee) Point on 9 June 1772. The destruction of the *Gaspee*, considered by some historians the first overt act of defiance against British authorities in America, earned Warwick a special place in the annals of Revolutionary history. A number of Warwick men participated in the raid, among them Colonel Ephraim Bowen, whose house (built 1799, altered ca. 1860) still stands at 130 Fair Street in Pawtuxet. The event is commemorated today by the annual "Gaspee Days" celebration.

Without doubt the most prominent local citizen associated with the Revolutionary War was General Nathanael Greene. Born in 1742 at the Forge Farm in Potowomut,



Fig. 14: Portrait of General Nathanael Greene; woodcut, 1886.



Fig. 15: Forge Farm, the General Nathanael Greene Birthplace (1684, altered 18th century and 1862-1863); 40 Forge Road; photograph, 1972. The Victorian character of this structure, the result of 19th-century additions, belies its Colonial origins.

Greene rose from the rank of militia officer in Rhode Island's Kentish Guards to become George Washington's second-in-command. One of the most brilliant tacticians in American military history, he was a master at disciplining and inspiring his men and was instrumental in holding the Continental Army together through its winter encampment at Valley Forge in 1777-1778. He finished out the war as Commander-in-Chief of the southern army. Greene's maneuvers drove General Cornwallis and his troops to retreat to Yorktown, Virginia, where the Americans and their French allies finally forced the British to surrender. After the war, Greene received a plantation from the state of Georgia in gratitude for his service, and he retired to the plantation, where he died soon thereafter. His wife, Catherine Littlefield Greene, was also a person of great talent and ability and is noted for collaborating with Eli Whitney on the invention of the cotton gin. Nathanael Greene's Potowomut birthplace is one of Warwick's most important historical landmarks and is listed in the National Register of Historic Places.

The war led to the chartering of militia units such as the Pawtuxet Rangers and the Kentish Guards, in which many Warwick men served. Some of these men went off to fight with the Continental Army, while others stayed be-

hind to protect the town from invasion. Fortifications were put up near the ferry landing on Warwick Neck, at the head of Brush Neck Cove near the point where Tuskatucket Brook now flows under West Shore Road, and on the Cowesett shore opposite Long Point at the mouth of Greenwich Cove; this last battery was named Fort Daniel (another battery was erected on Pawtuxet Neck, on the Cranston side of the cove). These precautions were opportune, for in December, 1776, the British occupied Newport, which gave them control over shipping in Narragansett Bay. The important ferry link from Warwick Neck to Prudence Island ended at this time, and movement on the Bay in general was severely restricted. This led to an immediate increase in overland travel, and a number of today's roads follow the routes of paths established by colonists during the Revolution.

Not all of the colonists were sympathetic to the Continental cause. Richard Greene, who lived at Potowomut in his grandfather Thomas' seventeenth-century house near Marsh Point, was a Tory and supplied the British forces at Newport with provisions. To prevent enemy ships from sailing further up the Potowomut River from Greene's estate, rebel colonists threw debris into the river to obstruct it. This move was highly effective, but the obstructions could not be removed after the war, and Potowomut never resumed its function as a port. As events turned more and more in favor of the colonists, Greene, called "King Richard" by his neighbors, was forced to flee to British-occupied Newport, where he died in 1779.

In addition to the *Gaspee* incident, Warwick figured prominently in another of Rhode Island's Revolutionary exploits. On the night of 9 July 1777, a party led by Major William Barton left Warwick Neck and rowed to Portsmouth, where they marched to the Overing Farm and captured General Richard Prescott, commander of the British forces at Newport. They brought Prescott back to Warwick and held him at David Arnold's Tavern until the next day, when they took him to Providence. Prescott was sent to New York and exchanged for American General Charles Lee, whom the British had captured in 1776. Barton's expedition, characterized by George Washington himself as "a bold enterprise," came at a time of great uncertainty over the fate of the American cause, and its success served to bolster the flagging morale of the Continental

troops. Arnold's Tavern, the site of Prescott's temporary imprisonment in Warwick, stood at 1830 West Shore Road until 1976, when it was demolished after being damaged by a fire.

In 1778, William Greene, Jr., was elected governor and served as chief executive of Rhode Island until 1786. Newport, though technically only one of five capitals, was in fact the primary seat of Rhode Island government, and while the town was held by the enemy, Governor Greene's residence in Cowesett became the administrative center of the newly independent State of Rhode Island. After the British evacuation of Newport in 1779 and the arrival of the French fleet there in 1780, a number of important Revolutionary War figures met with Governor Greene at his house. The list of distinguished visitors includes General Washington, Benjamin Franklin, the Marquis de Lafayette, and the Comte de Rochambeau, as well as the Governor's third cousin, General Nathanael Greene, whose wedding to Catherine Littlefield had taken place in the house in 1774. Benjamin Franklin was a frequent visitor, for his sister, who had fled from British-occupied Boston, resided with the Greenes for several years. Franklin developed a close friendship with the governor's wife, Catherine Greene, and the two corresponded for many years.

The Revolution's most tangible impact on Warwick was its effect on local development patterns, for the war with England precipitated a shift in the status of the villages within the community. The British occupation of Aquidneck curtailed travel between Providence and Newport through Warwick Neck, which led to a decline in the importance of Warwick village. At the same time Post Road became a more important highway than it had been before. Prior to the Revolution, the main postal route through Rhode Island ran from Westerly to Newport via South Ferry and Jamestown, then up Aquidneck to Bristol and north to Providence. While the enemy held Newport an alternate route had to be taken, and mail was sent along the Pequot Path on the west side of Narragansett Bay, passing through East Greenwich, Apponaug, and Pawtuxet. Thus, the old Indian trail became the "post road," and the relative importance of the above-named villages increased. This change was only the beginning of a series of transformations that had an impact on Warwick which lasts to this day.

**EARLY INDUSTRIALIZATION IN AN AGRICULTURAL COMMUNITY: 1780-1840**

Warwick remained primarily an agricultural community through the early nineteenth century, with family relationships playing a key role in land division and allocation. The establishment of new farmsteads at this time led to the construction of numerous farmhouses, among them the John Waterman Arnold House (built between 1770 and 1800; now headquarters of the Warwick Historical Society) on Roger Williams Avenue, the William Arnold House (1785) at 99 Beachcrest Street, the Almyra Durffee House (ca. 1780) at 1272 West Shore Road, the Barton Farm (ca. 1780, 1857) at 1351 Centerville Road, the John R. Waterman House (ca. 1800) at 100 Old Homestead Road, the Wilcox House (ca. 1800-1810) at 294 Pequot Avenue, and the First and Second Edward Anthony Houses (1809 and 1820, respectively) at 96 Balcom Avenue and 541 Warwick Neck Avenue. Another noteworthy farmhouse is the Esek Randall House at 355 Sandy Lane. The main portion of the house—built in the eighteenth century, perhaps as early as 1701—was considerably enlarged by an addition to the east in 1807. Though altered to some extent, all are still readily identifiable as dwellings of the Early Republican era. The Barton Farm is the only one which retains its rural setting and farm outbuildings, the others having become suburban residences surrounded by newer houses.



**Fig. 20: Esek Randall House (1701 with later additions); 355 Sandy Lane.**



**Fig. 16: John Waterman Arnold House (between 1770 and 1800); 25 Roger Williams Avenue.**



**Fig. 18: Barton Farm (ca. 1780, altered ca. 1857); 1351 Centerville Road.**

The farmhouses and other dwellings of the era are similar in form to those of the colonial period, but their decorative detailing is different in character. The eighteenth-century excavations of ancient Greek and Roman sites in Europe, especially those at Pompeii, had inspired the development of a new architectural style in England characterized by delicate, attenuated ornamentation. The principal elements of the mode, known in Britain as the Adam style, came to America after the Revolution, and its standards of scale, proportion, and decoration affected the design and construction of buildings throughout the United



**Fig. 17: Almyra Durffee House (ca. 1780); 1272 West Shore Road; photograph, ca. 1940.**



**Fig. 19: John R. Waterman House (ca. 1800); 100 Old Homestead Road.**

States. The dissemination of the Federal style, as the Adam style is usually called in this country, was aided by the publication of the first American builder's handbooks. Before the Revolution, books of architectural plates from England had served as design sources for some colonial buildings, but these books were rare and expensive volumes found only in the libraries of wealthy gentlemen. The appearance in the 1790s of relatively cheap American builder's handbooks made patterns for simplified, easily reproduced Adamesque ornament readily available to carpenters and joiners.

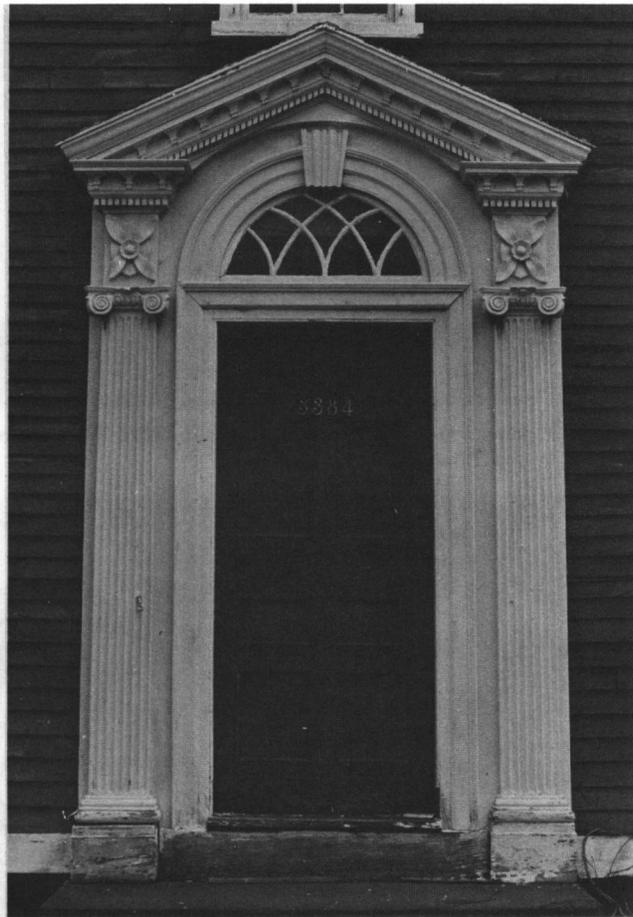


Fig. 21: Pedimented fanlight doorway from the Harrison House (ca. 1800); 3384 Post Road.

Approximately forty Federal dwellings survive today in Warwick at locations scattered through almost every neighborhood in the city. These buildings for the most part resemble their mid-eighteenth-century predecessors, with most retaining the five-room center-chimney plan of the colonial era, though some have a center-hall plan with either paired-interior or end-wall chimneys. The main identifying feature of these Federal houses is the decorative enframing of the front entrance. Two standard types are found in Warwick: the most common is that with a semicircular fanlight set inside a triangular pediment over the door, while the other, rarer form includes a transom set beneath a shallow, shelf-like hood supported by consoles. In some cases a Federal doorway was added to an earlier



Fig. 22: Flat-top doorway with transom and consoles from the John R. Waterman House (ca. 1800); 100 Old Homestead Road.

house to bring it up to date; an excellent example of this is the house at 3384 Post Road in Apponaug, which is a very handsome, well preserved, mid-eighteenth-century dwelling with one of the most beautiful pedimented fanlight doorways in the city, added to it ca. 1800-1805.

Commerce was revived in Warwick following the Revolution, most notably at Apponaug. In the early nineteenth century, sloops and schooners were built here, and vessels as large as fifteen tons berthed in the harbor. Jacob Greene and Company imported coal and black sand for their forge in Coventry, and exported the anchors which they made there. Several stores in the village dealt in goods imported from the West Indies. Warwick did not participate, how-

ever, in the most lucrative trade of the period—that between America and the Far East. For a brief time after the Revolution, ships from many New England ports, Providence among them, traveled to China, India, and the East Indies, and most returned laden with wares that earned fortunes for the shipowners. This profitable activity was all but ended by the Jeffersonian Embargo Act of 1807, which severely limited American foreign trade in response to the continental war then raging in Europe. Local merchants had lacked either the ability or desire to engage in the China trade directly, but the prosperity which this business brought to Providence ultimately financed the development of large country estates and the establishment of textile mills in Warwick.

#### Country Retreats—Spring Green and Hopelands

In 1783, Providence merchant John Brown purchased Greene's Hold, the northern portion of John Greene's estate at Occupasstuxet. Nine years later, Brown and his brothers Joseph and Moses purchased Richard Greene's property at Potowomut (which Greene had abandoned in 1779 and which had subsequently been seized by creditors) and gave it to Hope Brown, the daughter of their late brother Nicholas, on the occasion of her marriage to Thomas Poynton Ives. The Greens had been resident farmers who had lived on their properties and had derived their incomes largely from the agricultural products of their landholdings. The Browns, on the other hand, were merchants whose wealth derived principally from commercial activities headquartered in Providence, and although they continued to farm their newly obtained Warwick properties, they used these estates primarily as country retreats while continuing to live in Providence. Thus, with their acquisition by members of the Brown family, the function and character of the former Greene farms changed.

After taking possession of Greene's Hold, John Brown renamed it Spring Green and used the ca. 1700 dwelling there for quiet weekends in the country. In 1788 he gave the estate to his daughter Abby and her husband John Francis as a wedding present. It was Abby Brown Francis who supervised the remodeling and enlargement of the old farmhouse into the large, two-and-one-half-story, gambrel-roofed mansion which stands to this day.

After Mrs. Francis's death, her son John Brown Francis (1791-1864) inherited the property. Prominent in Rhode Island political affairs, Francis held a variety of public offices between 1821 and 1856. He is best known for his service as governor from 1833 to 1838. Unlike his grandfather, Francis resided primarily at Spring Green and oversaw its farming operation, as his descendants did into the twentieth century. Though much of the property has been sold off, its historic core is still owned by the heirs of John Francis Brown, a great-grandson of Governor Francis. In addition to the main house, the estate contains other significant buildings, among them a colonial gatehouse, a Greek Revival farmhouse, and an icehouse built in 1740, the oldest such structure in New England. The architectural and historical value of the Spring Green complex, in its second family ownership since the seventeenth century, make it a cultural resource of statewide significance, and every effort should be made by the city and state to assist in its preservation.

Upon receiving her Potowomut property in 1792, Hope Brown Ives added a typical, full-scale Federal house, two and one-half stories high and five bays wide, to the eastern end of Greene's early colonial farmhouse, and named the property Hopelands. In 1802, the Iveses purchased more property from the Greene family, giving them ownership of most of the outer end of Potowomut Neck. Hopelands descended in the Ives and Goddard families. In the 1880s Mrs. Ives' grandson, Moses B. I. Goddard, made a number of additions to the house in the Colonial Revival style, among them the impressive, two-story columned veranda which runs around three sides of the 1792 addition. The Iveses and Goddards were involved primarily in business and professional interests in Providence and, unlike Spring Green, Hopelands remained principally a country retreat for the family. The house, still standing at the end of Wampanoag Road, was purchased by the Rocky Hill School in 1948 and currently contains the school's administrative offices.

### Beginnings of the Textile Industry

The single most significant event in early nineteenth-century Warwick, and one of the most significant in the entire history of the city, was the introduction of factory-based textile manufacturing into the local economy. The success of Samuel Slater's waterpowered cotton-spinning mill at Pawtucket in 1790 excited the interest of entrepreneurs in Rhode Island and throughout the nation. Restrictions on commerce resulting from the Embargo of 1807 and the War of 1812 fostered the early development of manufacturing enterprises as old merchant families and trading firms sought new ways to invest their capital. The Industrial Revolution had an immediate and overwhelming impact on Warwick. In Rhode Island, the Blackstone and Pawtuxet Rivers furnished excellent sources of hydraulic power for mills. With its many potential power sites along the Pawtuxet, Warwick was destined to become one of the state's major manufacturing centers.

The establishment of Warwick's first textile mill at Centerville in 1794 was followed by the construction of factories at Apponaug and Pawtuxet about 1800, Crompton and Natick in 1807, Lippitt in 1809, Phenix and Pontiac about 1810, Riverpoint in 1812, Clyde in 1828, and Arctic in 1834. In some cases, these mills were located within pre-existing settlements which expanded to accommodate the influx of new mill hands. Others were essentially built in the wilderness and were quickly surrounded by villages of workers' tenements. Most of this growth occurred in the western third of the community which was set off as the town of West Warwick in 1913. The history of the villages now in West Warwick will not be dealt with in this report. Brief histories of the manufacturing villages which remain at least partly in present-day Warwick are presented below.

### Centerville

In the Centerville area, a settlement existed long before the construction of the first textile mill. By the early eighteenth century a sawmill had been built in this vicinity on land owned by Job Greene, a grandson of original Warwick settler John Greene. In 1725, Job divided his extensive Pawtuxet River holdings between his sons Daniel and Philip, giving the sawmill property to the latter.



Fig. 23: Hopelands, now the Rocky Hill School (1686, 1793, ca. 1885); Wampanoag Road.



Fig. 24: Mill House at Centerville (ca. 1800); 67-67 New London Avenue.

By the time of the Revolution there were three houses at Centerville, and the hamlet grew to eight dwellings by 1785. In 1794, Philip Greene's grandson Job erected a cotton factory on the sawmill property, but he was unable to run it successfully. Five years later William Almy and Obadiah Brown, Samuel Slater's partners at Pawtucket, bought a half interest in Greene's venture, and the mill was turned into a profitable operation. Almy and Brown acquired full interest in the mill in 1801, and in 1807, with other partners, they formed the Warwick Manufacturing Company and built a second mill. These factory sites are now in West Warwick, but the double house at 65-67 New London Avenue in Warwick was probably built shortly after the second mill to provide housing for workers. It is one of the oldest mill houses standing in the city.

#### Pawtuxet

At Pawtuxet, Christopher and William Rhodes erected a cotton mill about 1800 in the Warwick portion of the village. The Rhodes brothers later formed the C & W Manufacturing Company and built a larger mill on the Cranston side of the river in 1810. Both of these structures were subsequently destroyed by fire, the former in 1859 and the latter in 1875. However, the residences of the Rhodes brothers are still standing. Williams' house, built in 1798, is located at 141 Post Road, while Christopher's house, built in 1800, is at 23-25 Post Road.

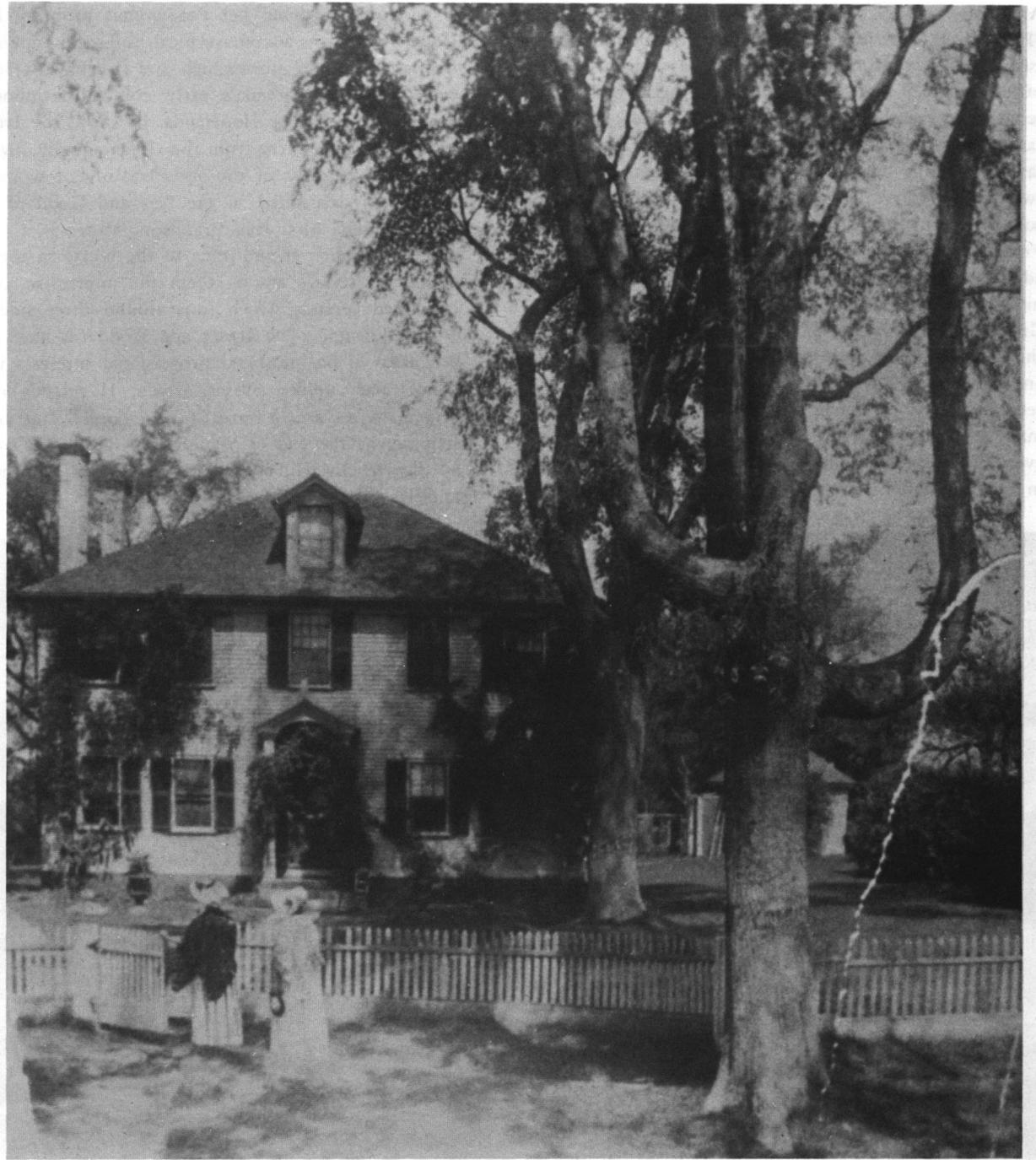


Fig. 25: William Rhodes House (1798); 141 Post Road; photograph, ca. 1860.



Fig. 26: Remington House (ca. 1800) and Harrison House (18th century, altered ca. 1800); 3376 and 3384 Post Road.

### Apponaug

By the time of the Industrial Revolution, the water resources at Apponaug had already been used for about a century. A fulling mill for finishing homemade woolen fabric had been established here in 1696 (the length and continuity of its operation is unknown), and in 1796 a gristmill had been erected on the brook below the fulling mill. About 1809, the Manchester Manufacturing Company, with Caleb Greene as agent, was formed to produce cotton textiles. A new mill was constructed about 1815 to replace the fulling mill. This structure and later additions to it were themselves replaced in the 1850s when the Oriental Print Works opened on the site.

The prosperity generated by manufacturing had a great impact on the development of Apponaug. Numerous fine Federal dwellings were constructed, many of which

have been destroyed since the 1920s. A small cluster of Colonial and Federal residences remains at the intersection of Post Road and Arnold's Neck Drive; it comprises the houses at 3376, 3384, 3391, 3399, and 3404 Post Road. The Greene Memorial House at 15 Centerville Road, built by mill agent Caleb Greene about 1800, is another well preserved example of Federal domestic architecture.

The last noteworthy dwelling of this period in Apponaug is the Thomas Wilbur House at 3188 Post Road. Built about 1820, the house was altered in the Early Victorian period, but its original doorway, now sheltered by a veranda, can still be seen. The doorway was probably carved by Wilbur himself, who was a housewright. It is one of the most interesting examples of Federal woodwork in the city, following the standard arrangement with transom set under a shallow hood supported by consoles, but in this case the consoles have the Masonic rule-and-compass

device carved into them, a feature certainly unique in Warwick, if not in Rhode Island. These few relics of the Early Republican period are an invaluable part of the historical fabric of Apponaug and every effort should be made to preserve them. Not only do they provide an important link to the past, but, with proper restoration and maintenance, they could greatly improve the visual character of the village.

### Natick

Natick developed after Christopher and William Rhodes constructed a cotton mill in 1807 in what is now the West Warwick portion of the village. This factory and most of the additions to it have been destroyed, but some of the dwellings built here during the Early Republican period remain. The house at 697-699 East Avenue in Warwick was built about the time of the first Natick mill.

### Pontiac

Pontiac was the last mill village to be founded in present-day Warwick in the early 1800s. It is now the only mill village in the city which remains largely intact, and for that reason it has special significance. The Pontiac area had first been settled after King Philip's War, when the Stafford family built a house in 1681 (now destroyed) on the present Warwick-Cranston city line. By the early nineteenth century, much of the land in this vicinity was owned by the Arnold family, and the river crossing here was called Arnold's Bridge. In 1810, Dutee Arnold erected a gristmill here, and at about the same time Horatio Arnold ran a wool-carding and cotton-spinning concern in another mill nearby. The property was sold in 1827 and was sold again five years later to John H. Clark. The settlement was renamed Clarksville and a new stone factory was built here in 1832, followed by the construction of a bleachery in 1834. These earlier mills were all destroyed and replaced by subsequent owners in the 1860s and 1870s. However, the houses at 107, 119, 123, and 125 Bleachery Court are early workers' dwellings probably dating from the 1810s and 1820s, moved to their present locations and altered in 1866 (the house at number 125 may in fact be an even older Colonial structure). Together with the double house in Centerville already mentioned, these are among the oldest mill houses existing in Warwick.



Fig. 27: Map of Warwick. Detail from *A Topographical Map of the State of Rhode Island* by James Stevens, 1832.

### Turnpikes

Industrialization did far more than broaden the local economic base and stimulate the founding and development of mill villages. Improvements to the state's road system were encouraged by the construction of factories, many of which were located in what had been remote river valleys. Better means of transporting raw materials and finished goods were needed, which led to the formation of turnpike companies authorized to build, maintain, and op-

erate toll roads connecting the manufacturing villages of Rhode Island to Providence and to towns in other states. One such road was the New London Turnpike, which ran through western Warwick, linking the former backwoods outposts of Natick and Centerville to Providence. This highway, opened in 1821, was built by the Providence and Pawcatuck Turnpike Company, a corporation of Rhode Island businessmen and professionals that included Christopher and William Rhodes, owners of the Natick Mill, and Obadi-

ah Brown, a shareholder in the Warwick Manufacturing Company which owned the mills at Centerville. In addition to improving freight transport between Providence and the Pawtuxet Valley mill villages, the New London Turnpike was designed to facilitate long-distance travel. At the time of its construction, people traveling from Boston to New York generally rode by stage via Providence and Norwich, Connecticut, to New London, where they transferred to steamboats, thus avoiding a long, inconvenient overland trip through Connecticut. The New London Turnpike, which ran straight across southern Rhode Island from Centerville to Westerly, was shorter than the Norwich route and was meant to provide a quicker, more direct connection from Providence to New London. The supposed advantages of the turnpike prompted one early nineteenth-century writer to characterize the road as "the greatest improvement that ever was made in this state." However, the road soon proved to be a financial failure, for the tolls made hauling freight too expensive and the steep grades along the route (among them the section of present-day New London Avenue that branches off Providence Street to climb over the crest of Natick Hill) made travel difficult. With the completion of the Stonington Railroad in the 1830s and improvements to public roads, the turnpike quickly became obsolete.

### Population Growth, Institutional Development, and a New Town Center

The population of Warwick grew phenomenally as industrialization attracted farm people from rural areas of the state to the mill villages. Between 1800 and 1810 the population increased about 48 per cent (from 2,532 to 3,757) and between 1820 and 1830 it went up another 51 per cent (from 3,643 to 5,529), the fastest growth since the resettlement of the town following King Philip's War, and a rate unsurpassed until the post-World War II boom of the twentieth century. The earliest employees of the mills were for the most part descendants of the early European settlers of the region, almost all Protestants of British ancestry. However, immigration of Irish Catholics to Rhode Island had already begun in the late eighteenth century, and during the first four decades of the nineteenth century the textile factories of western Warwick attracted a significant number of Irish settlers.

New educational and religious institutions were created to serve the needs of an expanding populace. The incorporation of the Warwick North School Society in 1794 was followed by the founding of the Warwick West School Society in 1803 and the Warwick Central School Society in 1804. Ten schools had been established in Warwick by 1828, when the General Assembly passed a law providing for the establishment of a statewide free public-school system. In accordance with the act, Warwick was divided into eleven school districts (a twelfth district was created in 1830), each of which was responsible for maintaining and staffing a schoolhouse built with the aid of state and local funds. John R. Waterman of Warwick played an instrumental role in the struggle for free public education. The home of this notable politician, one of the most progressive men in early nineteenth-century Rhode Island, still stands at 100 Old Homestead Road.

As for religious institutions, developments in long-established communities varied from those in the newer villages. In Apponaug, for example, which was a thriving



Fig. 28: Warwick Central Baptist Church (1834, burned and rebuilt 1905); 3262 Post Road.

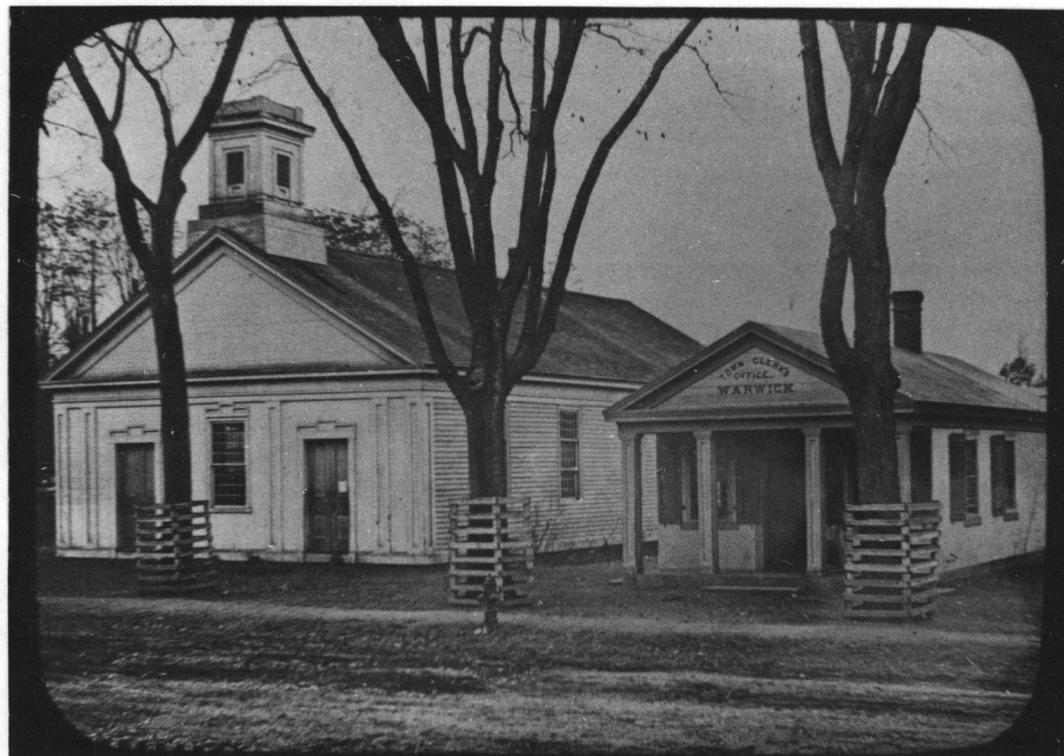


Fig. 29: Old Town Hall and Town Clerk's Office (1834-1835, demolished 1892); formerly near 3275 Post Road; photograph, ca. 1890.

colonial settlement, a Baptist church had been founded in 1744 but dissolved before the Revolution. As the village's fortunes improved after the Revolution, the church was revived about 1790, only to dissolve again in 1805. Finally, a new congregation was gathered and incorporated as the Central Freewill Baptist Church in 1834. The meetinghouse which they erected, extensively rebuilt in 1905, still stands at 3262 Post Road. The formal organization of congregations and the construction of separate churches proceeded more slowly in the more recently settled mill villages. At first, people gathered for services led by itinerant preachers in private homes or other meeting places. This was the case at Centerville, where the schoolhouse built by the school society in 1803 also served as a general Protestant meetinghouse. Only later did the different denominations erect their own churches.

In 1820, Warwick had 520 dwellings, 15 cotton factories, 2 woolen factories, 1 anchor forge, 1 gin dis-

tillery, 12 grain mills, 20 dry goods and grocery stores, 3 drug stores, 10 schools, and 2 libraries. Most of this development, as noted earlier, had taken place in the westernmost section of town. This shift in the concentration of population ultimately led to the relocation of the town's administrative center. Up through the beginning of the Early Republican period, the town clerk's office and repository of local records remained at Warwick Village, but in 1834-1835 a new Town Hall and Town Clerk's Office were built at Apponaug. The town's civic focus was thus permanently shifted, a fact illustrated by a change in nomenclature on nineteenth-century maps. On the 1832 Stevens Map of Rhode Island, both the township and the site of the original settlement are labeled "Warwick," connoting that the latter is the key village in the community. On the 1855 Walling Map of Rhode Island, however, drawn after the erection of the Town Hall at Apponaug, the original settlement appears as "Old Warwick," a designation indicative of the change in status of the former town center.

## Greek Revival Architecture

The closing years of the early industrial period saw a major change in architectural style throughout the nation. The romantic impulse in the arts and an interest in the democratic society of the Hellenic city-states culminated in the adoption of the Greek Revival, a style which modeled its forms and decorative features after the temples of ancient Greece. Greek Revival buildings appeared in many guises, from near-replicas of temples to highly simplified abstract examples which bore only a vague resemblance to their design sources.

A number of Greek Revival structures can be found in Warwick today. None of these survivors are temple-form buildings; the one-story, wood-frame Town Clerk's Office erected at Apponaug in 1834-1835, with its columned portico and pediment-like gable facing the street, was one of only two or three, all of which have been destroyed. The house at 42 Fair Street in Pawtuxet, built about 1840, is probably the most sophisticated and best preserved Greek Revival structure still standing in Warwick. It is a one-and-one-half-story dwelling with an off-center main entrance in the narrow, gable end, which is set facing the street. Both the doorway and the mass of the house are framed by paneled pilasters supporting wide entablatures, decorative forms derived from the columns and entablatures of classical temples, while the gable end is trimmed with moldings to make it look like a pediment. This was a standard Greek Revival house type commonly found



Fig. 30: Richard Wickes Greene House (1849); 27 Homestead Avenue.



Fig. 31: J. W. Arnold House (mid-19th century); 42 Fair Street.

throughout New England but seldom seen in Warwick. A larger example of this same type is the Malachi R. Gardiner House at 162 Payton Avenue. It follows the same basic format outlined above but is two-and-one-half stories high. This house has extensive alterations and additions which appear to date from the 1880s, but the original Greek Revival core, built about 1850, can still be easily identified.

In some cases builders took Greek Revival decorative features and applied them to houses which followed design standards of the Federal style. A good example of this sort of building is the main house on the former Knight Estate at 485 East Avenue. This two-and-one-half-story, wood-frame structure combines the center-hall plan, symmetrical five-bay facade, and balustraded hip roof of a typical Federal dwelling with an elegant Ionic portico which is perhaps the finest Greek Revival entranceway in the city. This house, probably built between 1830 and 1840, was first owned by A. and W. Sprague and later by B. B. and R. Knight, successive owners of the nearby Natick Mills. It was most recently the home of the late Webster Knight, who gave it to the state in 1964. The Knight Campus of Rhode Island Junior College was subsequently built on acreage southeast of the house. The Knight House is an architectural landmark that should be properly preserved and maintained by the state. The Josiah Barker House at 159 Division Street, built about 1840, is another dwelling combining Federal and Greek Revival elements. It became the property of Thomas J. Hill, a prominent Rhode Island



Fig. 32: Knight Estate (ca. 1835); 486 East Avenue.

industrialist, in 1856, and years later was acquired by Mrs. William Hodgman, who named it Fyrtre Hall in 1910. With a few out-of-character modern additions, it now serves as the Royal Crest Nursing Home.

The combination Federal-Greek Revival mode was used for smaller, less pretentious structures as well as for great mansions like those described above. A fine example is the house at 291 Knight Street in Pontiac. This one-and-one-half-story dwelling has the five-bay facade with central entrance typically found on eighteenth- and early nineteenth-century houses, but also has narrow, plain boards framing its corners and doorway which are crude versions of the pilasters decorating high-style Greek Revival buildings of the period. This simplified version of the Greek Revival became part of the local vernacular building tradition and was employed in the construction of innumerable nineteenth-century farmhouses and mill houses.

As Federal decorative elements were used to update Colonial homes, so Greek Revival trim was used to update Federal buildings. A well documented example of this is the Benjamin Barton House at 380 Warwick Neck Avenue, a Federal residence built in 1795-1796 which had very plain Greek Revival corner boards and door trim added to it in 1833. The Edward Gorton House at 987 Greenwich Avenue is another example, built about 1790-1795 and altered by the addition of a very fine pilastered Greek Revival doorway in the 1830s or 1840s.

## EVOLUTION OF A HETEROGENEOUS COMMUNITY: 1840-1900

### The Impact of Steam Power

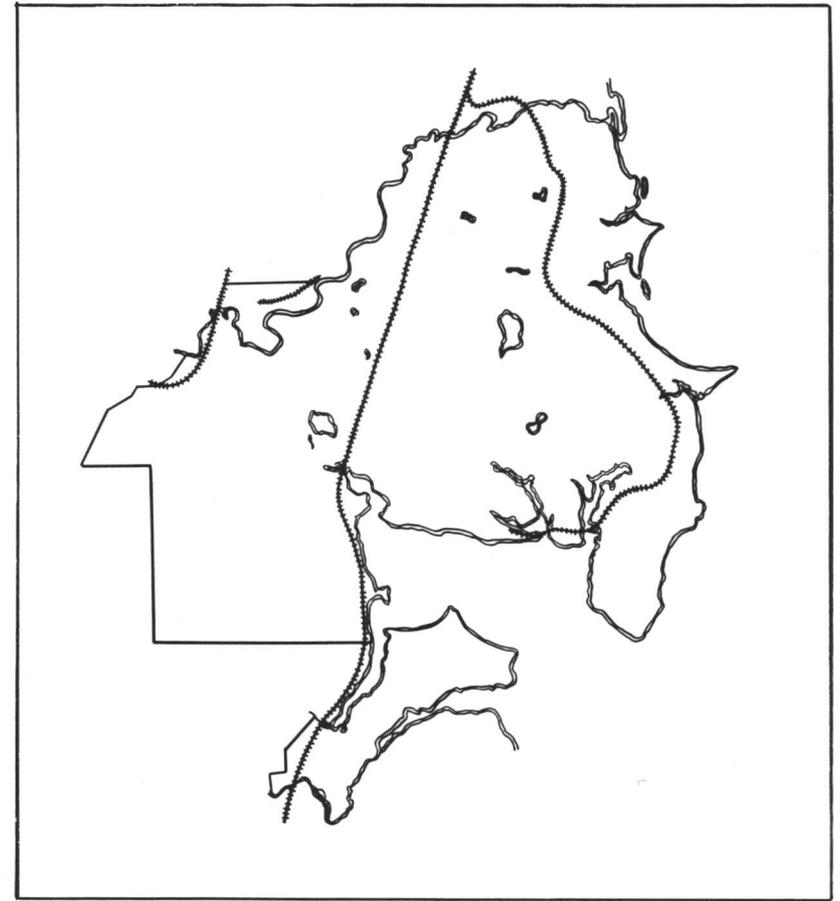
The greatest impetus to new development in middle and late nineteenth-century Warwick came from innovations in steam-engine technology. Steam-powered boats and locomotives contributed significantly to local growth, for they facilitated the transportation of people and freight between Warwick and important centers such as Providence, Boston, and New York. Advances in the design and manufacture of ever larger stationary steam engines also had an impact on the community, for they permitted the expansion of riverside factories beyond the capacity of their water-power sources, and made possible the construction of factories on sites away from power-producing streams. These technological innovations spurred industrial growth, which attracted immigrant laborers. The resultant increase in population led to the organization of new civic and social institutions.

### Railroads

The opening of the New York, Providence and Boston Railroad in November, 1837, inaugurated a new phase in Warwick's history. Construction of the line—which originally ran only as far as Stonington, Connecticut and was thus called the Stonington Railroad—had been started in 1832 under the supervision of Major William Gibbs MacNeil, a prominent engineer who had won an international reputation for his work on Russia's Moscow-St. Petersburg railway. The route of the line has been little changed, but repairs and improvements over the years have necessitated the replacement of nearly all of the original components of the railroad. One early element survives, however: the arched stone viaduct carrying the tracks over Ocean Point Road in Cowesett. It was constructed in the 1830s and is thus an important relic. The Stonington Railroad altered travel patterns, rendering the New London Turnpike obsolete and reinforcing the importance of the old colonial travel route between Boston and New York, for it closely paralleled Post Road through Kent County. It also reinforced the importance of Apponaug, through which it ran, and opened up the rural flatland of central Warwick to development.

Fig. 33: Map showing railroad lines through Warwick in the 19th century. From left to right: the Providence, Hartford and Fishkill Railroad (1854); the Pawtuxet Valley branch line (1870s); the New York, Providence and Boston or Stonington Railroad (1837); and the Warwick Railroad (1875).

Within two decades after the railroad's opening, Josiah Baker and Stephen Budlong each platted house lots on land they owned near Baker's High House, a Post Road coach-stop tavern located near one of the railroad's stations. Budlong's plat, called Greenwich Village, was the first of several subdivisions that now compose the Greenwood neighborhood. Josiah Baker's hostelry, known today as the Greenwood Inn, still stands at 1350 Jefferson Boulevard. In spite of its advantageous location, highly touted in late nineteenth-century real-estate advertisements, extensive development of the Greenwood area did not occur until the twentieth century. There was considerable room for industrial, commercial, and residential expansion closer to Rhode Island's existing urban centers, and many years passed before the potential of Warwick's sparsely settled plain was exploited.



The completion of the Providence, Hartford and Fishkill Railroad in 1854 linked the Pawtuxet Valley mill villages to the capitals of Rhode Island and Connecticut, while the extension of the Pawtuxet Valley branch line through Natick and Pontiac in the 1870s connected those villages to the Stonington line. These railroads promoted growth in previously established industrial areas in western Warwick. It remained for the Warwick Railroad, opened in the last quarter of the century, to direct some of the thrust of development to the eastern section of town.

### Industrial Expansion

The availability of steam-powered rail transport and machinery spurred the expansion of existing textile factories and the institution of new firms. Additions were

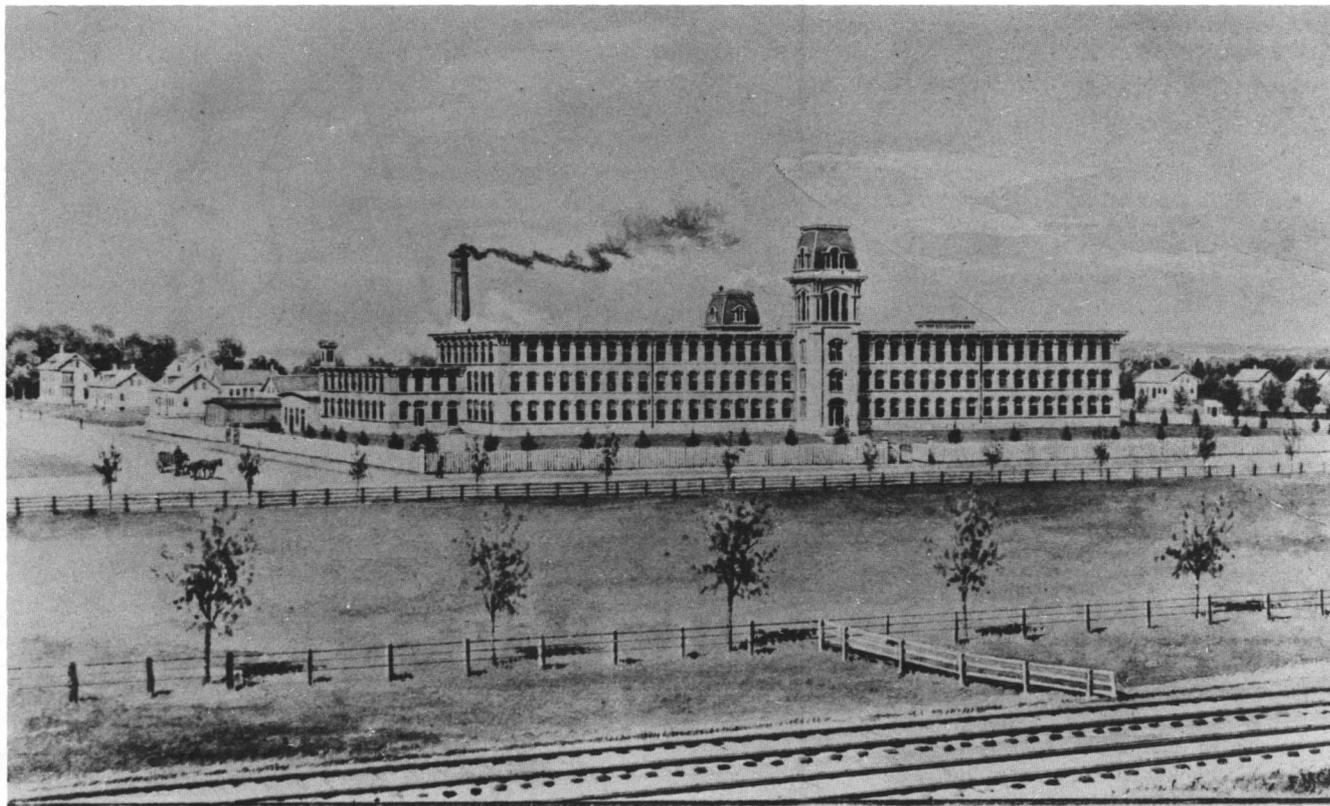


Fig. 34: Elizabeth Mill (1875); 745 Jefferson Boulevard; lithograph, 1889.

made to the mills at Pontiac and Natick in the 1850s, and the making of woolen cloth was begun at Centerville some time before 1850. However, the two most significant events of the last half of the nineteenth century were the ascendance of the Knight family and the founding of the Oriental Print Works.

In 1850, John H. Clark sold his mills at Clarksville to Zachariah Parker and Robert Knight. Within two years Parker had left the partnership, and Benjamin B. Knight had joined his brother Robert. The new company, B. B. and R. Knight, changed the name of the village to Pontiac, enlarged and improved the mills there, and went on to increase its holdings and productive capacity. It acquired the Natick and Arctic mills from the bankrupt Sprague family in 1882 and 1885, respectively, and by 1890 owned factories at Lippitt, Jackson, Riverpoint, Fiskeville, White Rock, Providence, and Woonsocket, Rhode Island, and Hicksville,

Dodgeville, Manchaug, and Readville, Massachusetts. With the failure of their rivals, the Spragues, B. B. and R. Knight became Rhode Island's largest and wealthiest textile-manufacturing concern. Their chief product was a fine cotton fabric marketed under the brand name "Fruit of the Loom." The firm sold its interests in the 1920s, and though their successors have ceased operation in this state, they still use the famous Knight trademark "Fruit of the Loom" on goods produced by their factories in the southern United States.

In 1859, Alfred Reed established the Oriental Print Works at Apponaug, where abundant pure water from Gorton Pond was available for printing and finishing cloth. The opening of the Works initiated a period of neighborhood growth and prosperity which ended with the closing of the plant in 1883. The business was revived under new management in the 1890s, but was reorganized and sold several

times in the next two decades. Conditions were finally stabilized in 1913, and the firm, known thereafter as the Apponaug Company, entered its heyday. It became one of America's foremost bleaching, dyeing, printing, and finishing concerns, and continued operations until 1958.

### Hillsgrove

The founding and growth of the village of Hillsgrove illustrates an important aspect of local history. The area was part of the sparsely settled central plain of Warwick and was acquired by Providence industrialist Thomas J. Hill after the Stonington Railroad was laid out in the early 1830s. During the post-Civil War economic boom, Hill had a railroad station established here and organized the Rhode Island Malleable Iron Works in 1867. A thriving community sprang up around the works, the employees of which lived in double houses behind the factory. The structures now standing in the block bounded by Cottage, Kilvert, Thurber, and Graystone Streets, some of which survive in original condition, are representative of the workers' housing constructed in 1867. In 1875, a steam-powered cotton manufactory, the Elizabeth Mill, was erected here, which spurred further growth. The history of Hillsgrove reflects very clearly the impact of middle and late nineteenth-century technology on economic and industrial growth, for without the development of steam-powered locomotives and reliable and economical stationary steam engines, this village could never have been established.



Fig. 35: Rhode Island Malleable Iron Works Mill Houses (1867); 102-104 and 112-114 Graystone Street.

B. B. & R. Knight

## Immigration

Industrial expansion and economic prosperity were accompanied by a rise in Warwick's population. The number of inhabitants grew from 6,726 in 1840 to 8,916 in 1860, 12,164 in 1880, and 21,316 in 1900. Much of this increase can be attributed to the influx of European immigrants seeking employment in the town's factories.

The Irish were the first ethnic group to have an impact on the community. Many Irishmen were employed in the construction of Rhode Island canals and railroads in the 1820s and 1830s. In addition to Indian artifacts, the archeological excavations at the Sweet Meadow Brook site, adjacent to the railroad tracks near Apponaug, uncovered the remnants of a camp for the Irish laborers who built the Stonington Railroad through Warwick. When work on these construction projects was completed, the men and their families sought employment in the mills. The Irish must have made up a significant portion of the Pawtuxet Valley population by the early 1840s,\* for at that time a Roman Catholic mission church was founded at Crompton. The 1840s and 1850s brought a tremendous upsurge in Irish immigration as famine and political upheaval at home forced many to flee to America.

Another ethnic group rivaled the position of the Irish in late nineteenth-century Warwick. French-Canadians began to immigrate in the 1860s, attracted by the availability of jobs during the boom precipitated by the Civil War. They formed a large portion of Warwick's immigrant population by 1880, and by 1900 had surpassed the Irish as the Pawtuxet Valley's primary ethnic group.

The English, Scottish, Welsh, Swedish, and Norwegians were Warwick's other major ethnic groups during the late nineteenth century. The English began to arrive before 1840 and settled mostly in the Crompton area of present-day West Warwick. The Swedes started to settle in the Natick and Pontiac areas in the late 1860s and early 1870s. Though only a small percentage of the town's population, Warwick's Swedish community was noteworthy for being the largest numerically in Rhode Island.

Late nineteenth-century censuses of the state list more American-born Warwick residents than foreign-

born inhabitants. However, the figures for American-born included individuals born in the United States who had foreign-born parents. A truer picture of the ethnic composition of the community can be achieved by comparing the number of people with American parents to the number with either one or both parents of foreign extraction. When this is done, a dramatic shift in local demography becomes evident. In 1865, approximately 64 per cent of Warwick's residents were of American parentage, 34 per cent of foreign parentage, and 2 per cent of mixed parentage. In 1875, about 46 per cent were of American parentage, 51 per cent of foreign parentage, and 3 per cent of mixed parentage. In one decade, the number of immigrants and their children surpassed the number of native-born and their children. The ethnic composition of Warwick in 1875 included 2,585 people of Irish parentage (about 20 per cent of the town's population), 1,908 of French-Canadian parentage (16 per cent), 786 of English parentage (7 per cent), 344 of Scottish or Welsh parentage (3 per cent), and 223 of Swedish or Norwegian parentage (2 per cent).

Abstracts of censuses taken at the turn of the century have not been prepared, making it difficult to document changes in local immigration patterns. The years around 1900 witnessed a substantial influx of Italian immigrants to Warwick, though it is impossible to report specific figures at this time.

The descendants of Warwick's ethnic immigrants were gradually assimilated into the community as they adopted the language and many of the customs of the native-born population. At the same time, these people retained certain aspects of their heritage. Perhaps most noteworthy in terms of this study was the adherence to religious beliefs, which resulted in the establishment and growth of numerous churches. By 1890, Catholic parishes had been established at Apponaug, Crompton, Phenix, and Arctic—the latter a French parish to serve the French-speaking Canadians in the Pawtuxet Valley—and Swedish Lutheran congregations had built churches at Pontiac and Natick. Most of these institutions were located in the Valley mill villages, where the concentration of immigrants was greatest. With the division of the town in 1913, most of them ended up in West Warwick.

## Agriculture

In spite of industrial growth, agriculture continued to play an important role in Warwick's economy through the middle and late nineteenth century. The expanding population of local mill villages and of Providence provided an excellent market for agricultural products, and most of Warwick's land was devoted to agricultural purposes. In 1875, Warwick contained 302 farms that covered about 71 per cent of the town's total land area. Approximately 63 per cent of these farms were between 20 and 200 acres in size, while about 32 per cent were less than 20 acres and about 5 per cent were over 200 acres. Dairy farming was a major activity, and much of Warwick's farmland was left as meadow and pasture for grazing or planted in hay and corn to provide fodder for milk cattle. Poultry raising was also important. Vegetables and fruits were cultivated for sale in nearby urban and suburban areas. Potatoes, corn, squash, pumpkins, and apples were the chief products, but the full list of items grown is impressive in its variety and includes practically every sort of foodstuff that can be raised in a temperate climate. In 1875, Warwick ranked fourth in Rhode Island in the value of its market-garden produce.

Most of the town's farm owners were Yankees, descendants of families that had lived in New England for generations. On the map of Warwick published in 1870 in D.G. Beers' *Atlas of Rhode Island and Providence Plantations*, about 95 per cent of the surnames listed are of English origin.

Remnants of several nineteenth-century farm complexes still exist in Warwick. The Oliver A. Wickes Farm at 794 Major Potter Road, which originally encompassed over fifty acres, now includes a stone farmhouse—one of the few in Rhode Island—with two small barns, a windmill, and dry-laid stone walls on a ten-acre tract. The Foster Farm at 1301 Centerville Road, once part of a large farmstead purchased by John Foster in 1847, comprises a dwelling, four surviving outbuildings, and stone walls on a parcel measuring about four acres. Documents associated with the latter property give a picture of a typical farm of the period. The 1850 census reveals that John Foster, a forty-five-year-old Rhode Island native, lived on his eighty-acre

farm with his wife and two young children. Foster kept one horse and two oxen and raised six milk cows and five swine, all valued at \$335. He grew seventy bushels of Indian corn, sixty bushels of Irish potatoes, and fifteen tons of hay, and produced six hundred pounds of butter from the cows' milk. Though the Wickes and Foster Farms are now much smaller and lack some of their outbuildings, they still retain some of their original character and evoke a sense of the nineteenth-century rural landscape of Warwick, something which has been almost totally obliterated by twentieth-century development.



Fig. 36: Oliver A. Wickes House (1855); 794 Major Potter Road.



Fig. 37: Foster Farm (ca. 1848); 1301 Centerville Road.



Fig. 38: View of Centerville Road, Apponaug, showing the Caleb Greene House (ca. 1800), 15 Centerville Road, at the left; photograph, ca. 1895. The other buildings visible in this picture have all been demolished.

#### The Civil War

When the Union and the Confederacy went to war in 1861, Warwick was one of many local communities swept up in the preparations for battle. Rhode Island Governor William Sprague was among the first state executives in the nation to respond to President Abraham Lincoln's call for troops. A camp was set up near Apponaug for mustering and training volunteer infantry units, and the Third Rhode Island Heavy Artillery was stationed at Camp Ames on the Spring Green Estate before leaving for Fort Hamilton,

New York, in September, 1861. One of Warwick's native sons played a role of some importance in the war. George Sears Greene, born in Apponaug in 1801, was commissioned a brigadier-general in 1862 and distinguished himself as a Union officer. At the battle of Gettysburg, his brigade of 1,300 men successfully repulsed a force of more than 8,000 Confederate troops at Culp Hill, an action which saved a large part of the Union Army from destruction. Greene's birthplace at 15 Centerville Road, known as the Greene Memorial House in his honor, now houses a chapter of the American Red Cross.

The Civil War generated a tremendous demand for manufactured goods, including textiles, and industrial expansion was stimulated by the war and continued for some years afterward. Most noteworthy in terms of Warwick today were developments at Pontiac and Hillsgrove. At the former, the old 1832 stone mill was replaced in

1863 by a large new brick mill with a central Romanesque-style bell tower. Older mill structures were replaced and new buildings were added through the early 1870s. The late 1860s saw the moving and renovation of some of the older mill houses (still standing on Bleachery Court and described above), while rows of new double houses were built, such

as the ones on Reed Street, of which the house at number 10-12 is the best preserved. These new houses were probably designed by Clifton A. Hall, a prominent Providence architect, and are an important element of the city's historical and architectural heritage.



Fig. 39: Bird's-eye view of Pontiac; lithograph, 1889.

## The Roots of Suburbanization: Resorts and Country Estates

The industrialization and urbanization of America in the nineteenth century had a profound effect on personal attitudes and social structure in this country. As factory towns and cities grew and became more congested, chaotic, and dirty, the individuals who lived and worked in them sought ways to escape to more congenial settings for relaxation and recreation. Ironically, industrial expansion also generated the economic prosperity which supported activities devised to transcend its detrimental aspects. These factors led to the development of popular resorts and amusement parks, where people with modest incomes and limited leisure time could enjoy a brief respite from the drudgery and boredom of daily life. They also led to the establishment of suburban homes or country retreats by the well-to-do, who could afford the expenditure of time and money necessary to build, maintain, and commute to and from such houses. These nationwide trends greatly influenced the development of Warwick, which was a key town in what was at that time one of the most prosperous and productive metropolitan areas in America.

Except for the villages at Pawtuxet and Old Warwick, the entire area of Warwick between Post Road and Narragansett Bay was a relatively sparsely settled region of farmsteads, with little or no attention paid to the recreational potential of the town's extensive shoreline. This changed in the early and middle nineteenth century, when farm people from inland areas and mill hands from the valley villages began the practice of traveling on summer weekends to the Warwick shore, where they camped out, bathed in the bay, and dug clams which they cooked and ate on the spot. Starting in the 1830s, clambakes were given at Nassauket (now Buttonwoods) by the Kinnicom family, the earliest recorded attempt to exploit commercially what had been a long-standing Rhode Island social and culinary tradition. When William Henry Harrison visited Warwick during the presidential campaign of 1839-1840, a clambake was given in his honor on the site of today's Buttonwoods Crest Nursing Home. Shortly thereafter, steamboats from Providence began transporting city residents to spots along the Warwick coast for picnic excursions. Geographic constraints limited these trips somewhat, for the water along the west side of Narragansett Bay was

generally too shallow to permit the steamers to come in close to shore, while the water on the east side was relatively deep, a factor which promoted the development of early shore resorts in East Providence rather than in Warwick.

### Rocky Point

One of the few successful resorts developed in Warwick at this time was Rocky Point. In 1847, Captain William Winslow of the steamer *Argo* landed a party of picnickers from Providence's First Universalist Church at the Point, ferrying them ashore in small boats. Winslow saw the potential of the spot and purchased it from its owners in 1849, immediately building a wharf so he could discharge passengers ashore directly from his steamer. By 1851, Rocky Point had become the most popular resort on the

bay. The primary attraction was the rugged, heavily wooded landscape of this rock-bound promontory, and people came to stroll along the trails cut through the forest. Winslow built a carousel and clam-dinner hall here quite early, and as time passed other attractions were added such as a bowling alley, a skating rink, an ice cream parlor, and a monkey cage. The first ferris wheel in Rhode Island was put up here, and a theatre for minstrel shows was built which hosted such famous entertainers as the Four Cohans. With the construction of a hotel in the 1860s, Rocky Point entered its heyday. Visitors from New York, Philadelphia, and the western states came to spend the entire nine-week summer season. Byron Sprague acquired the property in 1864 and built the Mansion House and a 75-foot-tall, octagonal wooden observatory tower on the highest hill on the grounds (this tower was an important bay land-



Fig. 40: View of Rocky Point; photograph, ca. 1910.

mark for years). While campaigning for President in 1876, Rutherford B. Hayes visited Rocky Point, and 20,000 people turned out to see him. The resort era ended with the burning of the hotel in 1883, but the Point has continued to be operated as an amusement park to this day, with fluctuations in its popularity and prosperity. The change in concepts of recreation eventually led to the sacrifice of the park's rustic ambience, and today little trace remains of the wild and picturesque landscape that originally captured the public's interest. With one exception the early structures here have also been destroyed. The gable-roofed wooden house on the hill behind the present shore dinner hall, known as Rock Cottage, was erected by Captain Winslow some time between 1848 and 1864, making it the sole survivor from the earliest period of the park's operation.

Several other popular resorts and cottage colonies were started in Warwick in the years after the Civil War, among them Mark Rock and Longmeadow. Located on Narragansett Bay, the former north and the latter south of Conanicut Point, these were both hotel resorts that catered to transient visitors. According to contemporary reports, the patrons of Mark Rock were not merely transient but were thoroughly disreputable. Drinking and gambling were the principal diversions at Mark Rock, and newspapers of the period horrified their readers with accounts of the lurid pastimes of their fellow citizens. Men from Providence would take an excursion steamer to Mark Rock on Sunday morning and return that night after a day of carousing. It became customary for a detachment of Providence policemen to meet the Mark Rock boat when it came in, to arrest the brawling, intoxicated revelers as they disembarked at the wharf.

### Buttonwoods

At the other end of the spectrum was the cottage colony established at Buttonwoods. The Nassauket shore of Greenwich Bay had been a popular destination for picnic excursions for decades when the Reverend Moses Bixby of Providence's Cranston Street Baptist Church suggested that his congregation establish a summer colony similar to the Methodist campground at Oak Bluffs on Martha's Vineyard, where they could relax, play, and worship in a wholesome environment. In 1871, the Bap-

tists formed the Buttonwoods Beach Association, purchased land from the Greene family, platted it, and sold lots with restrictions that forbade commercial development and required that houses of a certain minimum cost and quality be built. A number of stylish cottages were erected almost immediately, and others were constructed through the early twentieth century. A hotel was built here and operated for a number of years, but when it proved to be a money-losing operation and a disruption to the community it was closed and demolished. The Association built a chapel in the 1880s which is one of the handsomest small Late Victorian churches in the state and erected a Casino sometime around 1900 to house social events. Some house lots on the perimeter of the colony have been sold in the past twenty years and built up with suburban tract houses, but the combination of early restrictive deed clauses and continuing watchfulness of the still-extant Beach Association has helped to retain the late nineteenth- and early twentieth-century ambience of this area, which is one of the most cohesive and attractive neighborhoods in the city. As a noteworthy example of one type of late nineteenth-century community planning with well preserved structures in a variety of architectural styles, Buttonwoods Beach is recommended for nomination to the National Register of Historic Places.



Fig. 41: "Ye Olde Buttonwoods House"; postcard, ca. 1900.

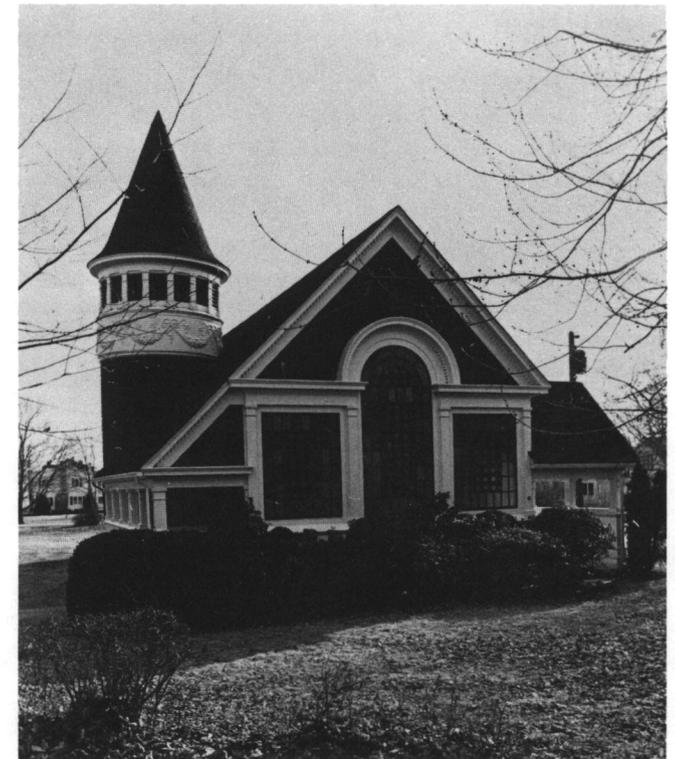


Fig. 43: Union Chapel (ca. 1885); 1003 Buttonwoods Avenue.



Fig. 42: Cottage (late 19th century); 1108 Buttonwoods Avenue.

## Oakland Beach

The development of Oakland Beach was begun at the same time as that at Buttonwoods. In 1870 there were only two houses on all of Horse Neck, but within three years a hotel was built at the tip of the peninsula near the shores of a crescent-shaped lake, and house lots were platted out. Other attractions were added, and Oakland Beach became a sort of amusement park with hotel, as Rocky Point was at that time. A few summer cottages were built, but since the area could only be reached by steamer, and the shallow water made the landing of passengers very difficult, the growth of Oakland Beach was halted until the advent of a more convenient method of transportation.

## Warwick Neck, Potowomut, and Cowesett

While working- and middle-class people contented themselves with the opportunities offered by Warwick's resorts and cottage colonies, wealthy businessmen and prominent professionals began to establish country estates in the town. Though the Pawtuxet Valley mill villages were an important source of prosperity, Providence was the center of industry, commerce, and capital for the

region, and most of the individuals who owned local estates maintained their offices and principal residence in Providence. Consequently, the houses of the well-to-do in Warwick reflect the community's status as an economic satellite of the state's metropolitan hub. Warwick Neck, Potowomut, and Cowesett were favored by the wealthy as locations for country estates, and the imposing residences constructed in these areas contrasted markedly with development at the popular shore resorts at Rocky Point, Buttonwoods, and Oakland Beach.

One of the first to build at Warwick Neck was Malachi R. Gardiner, a Warwick native who had moved to Providence and had become a rich grain merchant. His unprepossessing Greek Revival summer home, erected about 1850 on land inherited from his parents, still stands (with late nineteenth-century additions) at 162 Payton Avenue. Professor Alva Woods and Governor William W. Hoppin of Providence and Benjamin R. Arnold of New York followed Gardiner's lead and built summer houses on the Neck in the 1850s and 1860s. As the attractions of the area came to be known and admired, other prominent individuals established country retreats here in the 1870s and 1880s, among them Anne Allen Ives, Episcopal Bishop



Fig. 45: Robinson-Sims House (1882); 65 Rhode Island Avenue.

Thomas M. Clark, and Providence industrialists George C. Nightingale and Gardiner C. Sims. The most famous part-time resident of the Neck, however, was U.S. Senator Nelson W. Aldrich. Aldrich was the most important Rhode Island political figure of the late nineteenth and early twentieth centuries. He held a number of public offices, eventually serving in the U.S. Senate, where he became chairman of the Finance Committee, a position that made him one of the most powerful men in the United States. Aldrich began to purchase property on the Neck in the 1880s and added to his holdings over the years. His building campaign culminated in the construction of a new mansion in 1911. Aldrich's heirs sold the estate to the Roman Catholic Diocese of Providence in 1939 and it is now a seminary. The Aldrich estate, with its prominent landmark water tower, is one of Warwick's most notable historical sites.

The Woods, Hoppin, Ives, and Clark estates were all eventually acquired by Nelson Aldrich, and their buildings were demolished to permit the development of the Senator's estate. However, the Arnold House, later the property of Charles H. Perkins, still stands on Agawam Avenue (see inventory entry for the Perkins estate, 1096 Warwick Neck Avenue); the Nightingale House remains, in altered form, at 35 Westford Avenue; and the Sims House stands at 65 Rhode Island Avenue. The dwelling at 1046 Warwick Neck Avenue, designed and built by Senator Aldrich's architect son, William Aldrich, is another noteworthy Victorian residence on Warwick Neck.

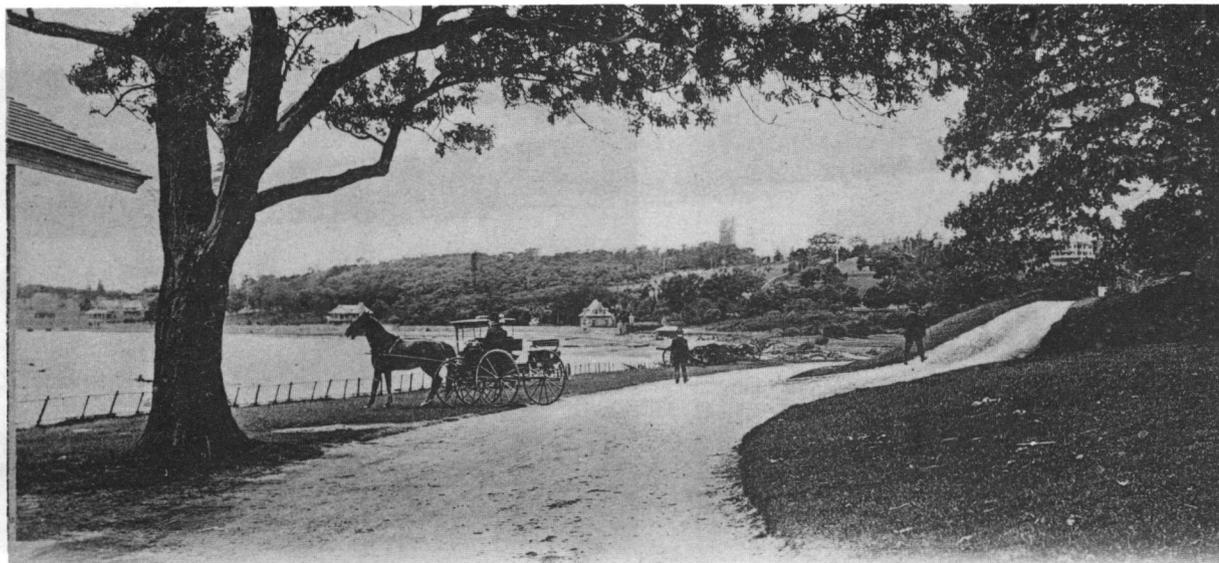


Fig. 44: View of Warwick Neck from Rocky Point; postcard, ca. 1905.



Fig. 46: Portrait of Nelson W. Aldrich; woodcut, 1886.

At Potowomut, the Ives-Goddard holdings were subdivided among various family members throughout the late nineteenth century, but few of them built here. In 1875, Hope Goddard Russell and her husband Henry built a Victorian Gothic mansion on their portion between Ives Road and Greenwich Bay. This handsome house and its grounds, thickly wooded with pine trees planted by Mr. Russell, went to Mrs. Russell's heir, Colonel Robert H. I. Goddard, whose children gave the property to the state of Rhode Island in memory of their father in 1928. The estate became Goddard Memorial Park. The mansion, after standing vacant for years, was destroyed by fire in 1975, but the grounds are still handsome and the former carriage house is maintained as a riding stable.

Several grand country villas were built in Cowesett, sited on the hillside overlooking Greenwich Bay. Amasa Sprague, a partner in Rhode Island's greatest textile-manufacturing firm, A. & W. Sprague, erected a magnificent mansion about 1870 near the intersection of Post and Cowesett Roads. The house, later owned by U.S. Senator Walter R. Stiness, was damaged by fire and was demolished several years after Stiness' death in 1926.

The stone wall with carriage entrance and pedestrian gate at the intersection of Post and Cowesett Roads is a remnant of this estate, as is the Swiss style dwelling at 118 Valentine Circle, originally the Sprague carriage house. Some distance south of the Sprague estate, Alfred A. Reed, owner of the Oriental Print Works at Ap-ponaug, built an impressive stone mansion some time



Fig. 47: Amasa Sprague Estate Carriage House (ca. 1870); 118 Valentine Circle.



Fig. 49: Benjamin R. Vaughn House (1867-1869 with later alterations); 51 Hesper Drive.

between 1870 and 1875. This house, designed by prominent Providence architects Walker and Gould, still stands and is one of Warwick's most important historical and architectural monuments. Much less grand but nevertheless noteworthy are the residences at 51 Hesper Drive, built in the 1860s by B. R. Vaughn, and at 230 Spencer Avenue, erected by Benjamin Arnold in 1867-1868.



Fig. 48: Amasa Sprague Estate (ca. 1870, demolished ca. 1930); formerly off Post Road at Valentine Circle; photograph, 1870s.



Fig. 50: Alfred A. Reed Estate (between 1870 and 1875); 4157 Post Road; photograph, 1870s.

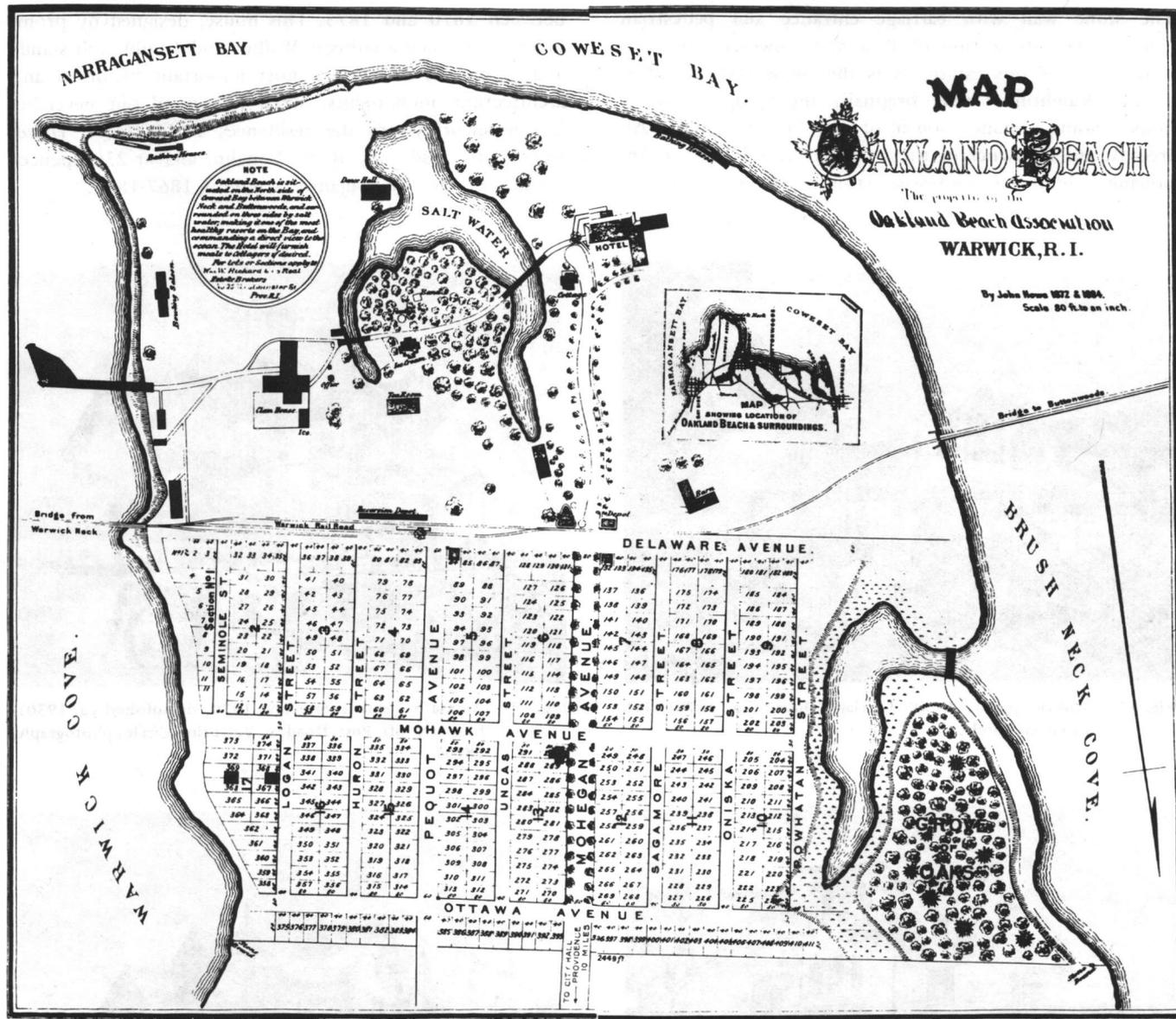


Fig. 51: Map of Oakland Beach by John Howe, 1884.

### The Warwick Railroad

The completion of the Warwick Railroad in December, 1874, greatly improved access to the Warwick shore. The railroad, as an independent line, operated at a loss during its first two summers and was closed down, but it

was later acquired by the New York, Providence and Boston Railroad, extended to Buttonwoods (Oakland Beach was the original terminus), and reopened in 1881. From then on it was a success and served as an impetus to development. Summer cottages were erected along the Conimicut shore, and Shubael and David Cady sold off house

lots on their holdings between Mill Cove and the Longmeadow Hotel tract. The area bounded by Mill Cove Road, Narragansett Bay, Cady Avenue, and the former railroad right-of-way contains many well designed summer cottages erected in the 1880s and 1890s. Though somewhat run down, this area's proximity to the water and its concentration of houses with considerable architectural character are important positive features. Proper rehabilitation and maintenance of these dwellings and their surroundings could make this neighborhood one of the most attractive and desirable in the city.

Access to the upper-class villa colony on Warwick Neck was also improved with the construction of the Warwick Railroad, and more country houses were built here. The Warwick Railroad ran across Horse Neck, too, and the grounds at Oakland Beach had to be reorganized as a result. A double roadway was laid out across the peninsula with the tracks through the center. These tracks are now gone, but in 1940 the old railroad right-of-way was planted with grass and trees. It exists today as Suburban Parkway, an interesting neighborhood feature with a curious historical origin. The railroad seems to have stimulated development of Oakland Beach as an amusement park—an "aquatic toboggan," the forerunner of today's flume ride, was built here in 1888, the first in the United States—but it did little to spur the construction of summer cottages.

In addition to influencing shoreline development, the Warwick Railroad sparked growth in a new inland neighborhood. The line branched off the Stonington main line in Cranston and ran about one-half mile southwest of Pawtuxet Village before continuing past Spring Green Farm and turning east to run near the shoreline at Conimicut. The area known as Lakewood was laid out between the railroad and Pawtuxet and was built up with a number of houses in the 1880s and 1890s. The house at 130 Jackson Avenue is a representative and well preserved example of a dwelling of the 1880s, but the most important structure in the neighborhood is the Lakewood Town Hall at 333 Atlantic Avenue. This shingled building with Romanesque-inspired corner tower, built in the early 1890s as a meeting hall and library, is a visual landmark which, with proper restoration and care, could serve as the architectural focus and symbol of the community.



**Fig. 52: Lakewood Town Hall (between 1890 and 1892); 333 Atlantic Avenue.**

#### Institutional and Civic Development

Institutional development responded to the growth of Warwick's population in this period. New schools were built in most of the local districts to accommodate an increase in pupils. Of these only one remains today: the District Four Schoolhouse at 1515 West Shore Road, erected in 1886. This structure is the oldest known school building still standing in Warwick.

Libraries were established during this era of expansion. A library founded at Apponaug about 1867 was reorganized as a free library in 1885, and a free library was started at Pontiac in 1884. In 1890, the defunct Old Warwick Ladies' Library Association was revived, and its collection was moved, becoming the basis for the Lakewood Free Library. About two years later this institution occupied quarters in the Lakewood Town Hall. In 1882, residents of Warwick Neck organized the Old Warwick League, a social and intellectual-improvement society, and in 1885 they erected a hall to serve as a meeting room and library. The hall, still standing at 70 Warwick Neck Avenue, was one of the finest Queen Anne structures in the city, but the application of aluminum siding has destroyed the architectural character of the building.

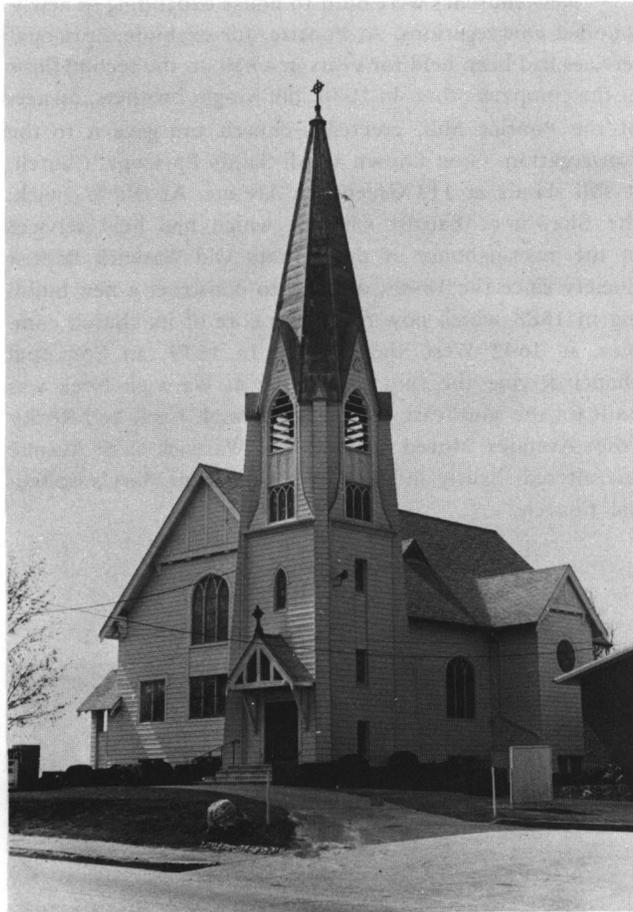


**Fig. 53: District Four Schoolhouse (1886); 1515 West Shore Road.**

New churches were built to house expanding or newly founded congregations. At Pontiac, for example, Episcopal services had been held for years in a hall on the second floor of the company store. In 1888, the Knight brothers, owners of the Pontiac Mill, erected a church and gave it to the congregation. Now known as All Saints Episcopal Church, it still stands at 111 Greenwich Avenue. At Old Warwick, the Shawomet Baptist Church, which had held services in the meetinghouse of the defunct Old Warwick Baptist Society since the 1840s, decided to construct a new building in 1888 which now forms the core of its church complex at 1642 West Shore Road. In 1879, an Episcopal chapel serving the summer colony at Warwick Neck and Rocky Point Avenues. Moved north to 366 Warwick Neck Avenue and altered slightly in 1923, it is now Saint Mary's Episcopal Church.



**Fig. 54: All Saints Episcopal Church (1887); 111 Greenwich Avenue.**



**Fig. 55: Saint Paul's Evangelical Lutheran Church (ca. 1915); 389 Greenwich Avenue.**

Churches were also built to serve Warwick's fast-growing immigrant population. The influx of Irish and French Canadians settling in the valley mill villages led to the construction of several Catholic churches, but all of these early parishes are now in West Warwick. The concentration of Swedes in the area around Pontiac and Natick led to the founding of Swedish Lutheran congregations there.



**Fig. 56: Warwick City Hall (1893-1894); 3275 Post Road.**

The first church of this denomination in the state was built at Pontiac in the early 1870s on the site of the old Freewill Baptist Church. It burned in 1914 and was replaced by a new structure on the same site. Known as Saint Paul's Evangelical Lutheran Church, it still stands at 393 Greenwich Avenue. In the 1890s, Swedish Lutheran immigrants erected a small, unpretentious chapel near

Natick which still stands at 103 Tillinghast Avenue.

The growth and increasing prosperity of Warwick in the period between 1840 and 1900 made the old Town Hall and Clerk's Office at Apponaug inadequate for governmental functions. Thus, between 1892 and 1894, the town expended \$75,000 to build a new Town Hall. Still standing at 3275 Post Road, where it now serves as the City Hall, this is, perhaps, in historical terms, the single most important late nineteenth-century structure in Warwick. Designed by William R. Walker and Son, the Providence firm that executed many Rhode Island public buildings in the late 1800s and early 1900s, it is an inventive and provocative composition combining elements of several contemporary styles. Warwick City Hall is an architectural manifestation of the citizens' pride in the town's past achievements and optimistic outlook for its future growth. It symbolizes the residents' feelings about themselves and their town. Warwick City Hall, a well designed, visually prominent monument embodying the sentiments of its era, was recently entered on the National Register of Historic Places as part of the Warwick Civic Center Historic District.

The year 1900 marked the end of a century of phenomenal growth. In 1800, most of Warwick's 2,532 inhabitants worked on farms scattered across the countryside, while some people labored in the town's three textile mills. One hundred years later, much of Warwick's land area was still devoted to agriculture, but the population had increased to 21,316, approximately half of which was concentrated in the manufacturing villages in the western third of town. More intensive settlement of the eastern portion of town, fostered before 1900 by the Warwick Railroad, was stimulated by other changes in transportation in the decades after 1900. For Warwick, the turn of the century was thus not an abstract chronological milestone; it heralded the beginning of a new era of development.

## Victorian Architecture

The economic, political, social, and physical evolution of Warwick in the middle and late nineteenth century was accompanied by architectural changes. New aesthetic standards led to the development of a variety of architectural modes known collectively as the Victorian styles. The diversity of Victorian architecture was one of the key features differentiating it from earlier American building. Before the mid-nineteenth century, a single stylistic approach predominated in any given period. In the middle and late nineteenth century, however, a multitude of styles flourished, most of which were based on the design vocabularies of non-classical European architecture. Eclecticism was rampant, and it was not unusual for Victorian buildings to incorporate elements derived from several different sources. Victorian styles common in Warwick are briefly described below.

The romantic impulses which had made possible the Greek Revival eventually led to its demise, as increasing romanticism created a demand for more picturesque forms. These feelings led to the introduction of the Gothic style, which drew inspiration from the buildings of medieval Europe. Gothic remained popular throughout the Victorian period and evolved through several phases, with architects using different sources and different approaches to design at various times. It was always associated primarily with church architecture and persisted as a preferred mode for churches into the mid-twentieth century. In Warwick, the Gothic style manifested itself chiefly in the use of pointed-arch doors and windows and steeply pitched roof forms. Examples of this are the summer cottage at 1078 Buttonwoods Avenue (ca. 1875) and All Saints Episcopal Church (1887) at 111 Greenwich Avenue.

The quest for the picturesque also led to the popularization of the Italianate style. While many Italianate buildings were modeled after the symmetrical Renaissance palazzos of Rome or Tuscany, an alternate type, the asymmetrical towered villa, was also developed, responding to the desire for inventive massing and irregular silhouette. One of the main decorative features of the Italianate style was the bracket with intricately cut profile, sometimes enriched with incised or applied sawn ornament on the sides.

Brackets were used to support door or window hoods or were grouped along the cornices of bay windows, door entablatures, or eaves. They were mass-produced and were a cheap and readily available form of ornamentation. They were often added to buildings which lacked other refinements of the Italianate style, buildings whose plan and massing were basically Greek Revival or even Federal.



Fig. 57: Reverend Jonathan Brayton House (ca. 1860); 42 Bridal Avenue. A fine example of a traditional 5-bay house updated with Italianate brackets and window hoods. The front portico is an early 20th-century addition.



Fig. 59: Cottage (ca. 1875); 1078 Buttonwoods Avenue. This small house is an excellent example of the Gothic style.

Thus was created the Bracketed style, essentially a vernacular version of the Italianate used primarily for domestic architecture. In Warwick, the Reverend Jonathan Brayton House (ca. 1860) at 42 Bridal Avenue, the Nicholas B. Gardiner House (1878) at 25 Cromwell Avenue, and the house at 3214 Post Road (ca. 1868) are all good examples of the Bracketed style.



Fig. 58: House (ca. 1868); 3214 Post Road. This is a typical example of a side-hall-plan dwelling in the Bracketed style.



Fig. 60: Jane A. Delano House (ca. 1895); 140 Norwood Avenue. A typical Victorian eclectic dwelling.

As the United States became a more industrial and urban society, the increasing wealth and power of organizations and individuals manifested itself in a growing demand for more elaborate buildings. To some extent, the striving for ostentation underlay many of the late Victorian styles. One style in particular, the Second Empire, seemed especially to embody that aim. The Second Empire style, a revival of seventeenth-century French Baroque architecture, was based on the design of public buildings executed in France during the reign of the second emperor, Napoleon III. The most influential project was the construction of additions to the Louvre in Paris during the 1850s. Its imperial associations made the Second Empire style popular in America, where a class of newly rich, upwardly mobile people was growing. The hallmark of the style was the mansard roof, a massive-looking form with steeply sloped, nearly vertical sides and a flat deck or a shallow hip roof on top. The mansard was well suited to domestic use, for in addition to giving the house a grand and monumental appearance, it also provided a less cramped attic floor than did a gable or hip roof, thus opening up more living space. The best example of the Second Empire style in Warwick is the Benjamin R. Vaughn House (1867-1869) at 51 Hesper Drive.

The Modern Gothic or "Stick Style," popular in the 1870s, is readily identified by mock half-timbering and by gable peaks and eaves decorated with pseudostructural struts, cross braces, or bargeboards and screens of jigsaw-cut ornamentation. It was a style based in part on traditional Swiss chalets and the late medieval, half-timbered buildings of England, France, and Germany. The former Sprague Carriage House (ca. 1870) at 118 Valentine Circle is an excellent example of the style.

As America approached and passed the year of the Centennial, interest in the country's seventeenth- and eighteenth-century past and nostalgia for the simpler life of pre-industrial colonial society contributed to the devel-

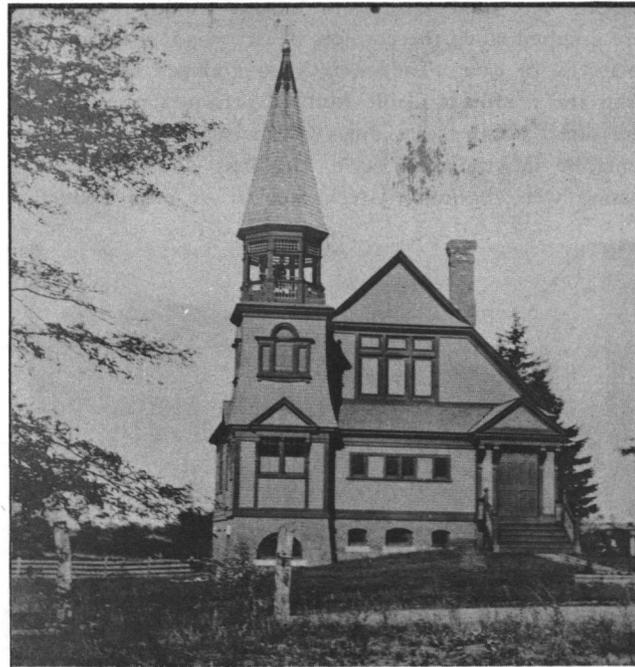


Fig. 61: Shawomet Baptist Church (1888); 1642 West Shore Road; photograph, ca. 1905. This handsome Queen Anne structure is now encased in modern additions.



Fig. 62: Aldrich Estate Gardener's Cottage (1899); 946 Warwick Neck Avenue.

opment of two more architectural styles: the Queen Anne and the Colonial Revival. Early Queen Anne buildings were characterized by complex massing and roof forms, richly patterned and textured wall surfaces with a wide array of cladding materials, and spatial intricacy achieved through the incorporation of protruding and receding porches, verandas, and balconies trimmed with turned posts and spindlework screens. Except for their organic quality and their use of applied ornament derived from Colonial sources, such buildings really had little in common with pre-Revolutionary American architecture. As time passed, however, the more exuberant manifestations of the Queen Anne gave way to examples with more unified massing and more classically derived detailing, and a sort of combination Queen Anne-Colonial Revival mode emerged. A true Colonial Revival style ultimately developed, characterized by more contained, simply massed houses, usually with single, massive roof forms and more academically executed detail, but larger in scale than their eighteenth-century prototypes. The Giles M. Wentworth House (1888) at 79 Cady Avenue, the William Aldrich House (1882) at 1046 Warwick Neck Avenue, and the steeple of the Shawomet Baptist Church (1888) at 1642 West Shore Road are fine examples of the Queen Anne style, while the main house of the John S. Palmer Estate (1889-1890) at 110 Palmer Avenue is Warwick's most sophisticated example of the Colonial Revival.

Further simplification of the Queen Anne and Colonial Revival produced a largely vernacular style of relatively unornamented dwellings with well integrated massing and uniform wall surfaces covered with shingles. This mode, now known as the Shingle Style, was initially used for resort buildings in the 1880s and continued to influence vernacular building into the early twentieth century. The houses at 3 Royal Avenue and 236 Samuel Gorton Avenue (both ca. 1900) and the Aldrich Estate Gardener's Cottage (1899) at 946 Warwick Neck Avenue are all representative of the Shingle Style.

## COMMUNITY DIVISION AND THE SUBURBANIZATION OF THE RURAL HINTERLAND: 1900-1945

### The Impact of Improved Transportation

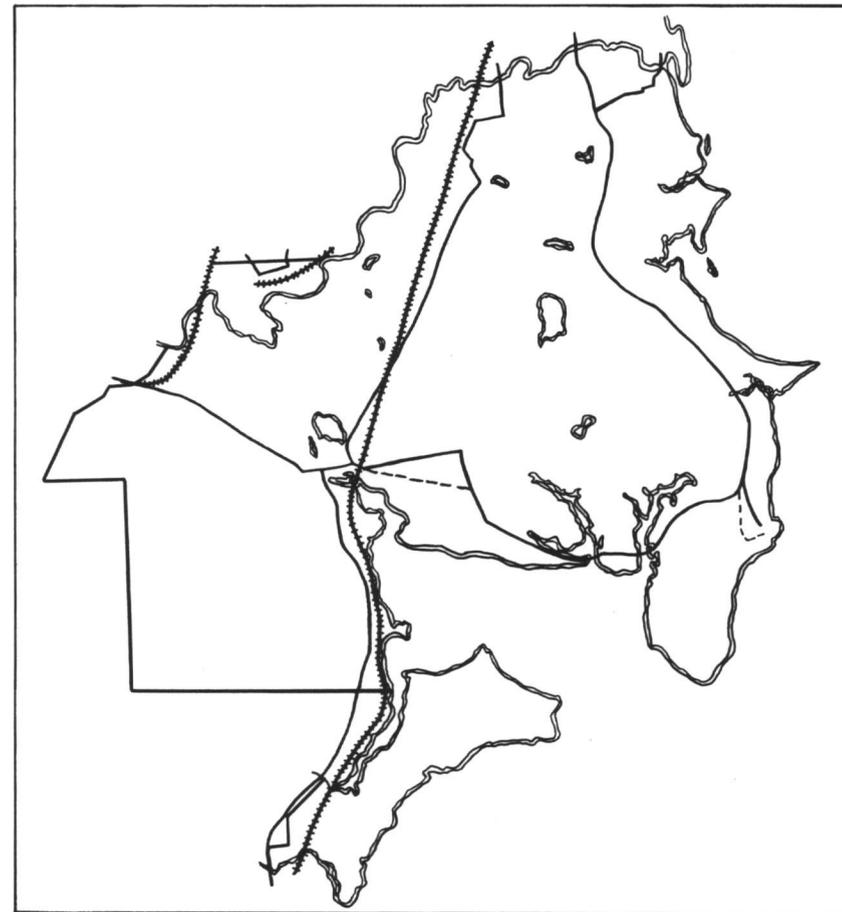
The advent of trolleys and automobiles in the early twentieth century led to the beginning of full-scale suburban development in Warwick. In the late nineteenth century, steam locomotives were the primary means of transportation between Providence and Warwick, which limited the ownership of suburban homes to those who could afford the expense of a daily train fare. Even then, most country-house owners stayed in Warwick for the summer only, preferring to live in their city residences through the winter. Electric trolleys changed this situation. They were faster than the horse-drawn streetcars originally used for public transit (a streetcar line from downtown Providence to Pawtuxet Bridge had been opened in 1870, but no lines had been built through Warwick) and were cheaper, cleaner, and more efficient than steam-powered locomotives. Trolleys made it possible for people from all walks of life to establish homes farther from Providence than had previously been practical. The automobile was to have an even greater impact, for transportation by car was almost totally unrestricted.

### Trolleys and the Electrified Railroad

The extension of electric trolley lines through Warwick between 1892 and 1910 and the electrification of the Warwick Railroad in 1900 spurred local growth considerably. In 1892, the Broad Street horsecar line to Pawtuxet was the first in the region to be electrified. The next year it was extended through Lakewood to meet the Warwick Railroad, a factor which accelerated development in that section of town.

Shortly thereafter, the Elmwood Avenue line was extended to Post Road in Warwick and continued down Post Road to East Greenwich, Potowomut, and Wickford, where it connected with the Sea View Railroad running to Narragansett Pier. The line did not run directly along Elmwood Avenue to Post Road but followed a circuitous route through the Norwood neighborhood. Most of Norwood was owned by the Harrington, Pierce, and Budlong families by the late nineteenth century. The

Fig. 63: Map showing railroad and trolley lines through Warwick about 1905.



original Budlong homestead, which stood in the vicinity of the present Route 95-Jefferson Boulevard interchange, is gone, and the Harrington homestead, which stood east of Elmwood Avenue, was torn down in 1906. However, a later Budlong house remains at 72 Pettaconsett Avenue, and the Pierce Homestead still stands at 240 Pierce Avenue. Nathan D. Pierce built a railroad station here on the Stonington line and platted off part of his farm, south of Pawtuxet Avenue, in the early 1870s, but development proceeded slowly. The construction of the Gorham Silver Company plant in Elmwood in the 1880s boosted the demand for land in Norwood, and Benjamin Harrington platted out the portion of his farm east of Elmwood Avenue at that time. In 1902, Walter Harrington subdivided the portion of the Harrington farm west of Elmwood Avenue and north of Pawtuxet Avenue. The trolley,

once extended through the area, made Norwood a desirable suburban neighborhood. Development occurred more quickly on Pawtuxet, Budlong, and Pettaconsett Avenues, the streets on which the trolleys ran. The large Queen Anne-Colonial Revival house at 140 Norwood Avenue, though probably built in the early 1890s, was owned by Jane A. Delano after 1899. A milliner with a shop in the Providence Arcade, Delano was an early commuter, traveling between her downtown store and her home in Norwood.

The trolleys, in addition to encouraging middle-class suburban development, also prompted well-to-do people to locate in Warwick. For example, in 1898 Arthur B. Lisle and his wife bought the house at 4365 Post Road from the widow of Dutee Arnold. It was a typical Federal dwelling

built about 1800, remodeled later during the Greek Revival period. The Lisles made further improvements to the property. Mr. Lisle had interests in several electric-power and water-supply companies and eventually became general manager of the Narragansett Electric Company. He commuted to his office in Providence via the East Greenwich streetcar line, which ran past his house. Among the improvements made to the Lisle Estate were extensive formal gardens, laid out south and west of the house in 1929. At this time the Lisles acquired a house on the opposite side of Post Road for use as a gardener's cottage. This dwelling, still standing at 4372 Post Road, is one of the most interesting houses in Warwick, for it is a prefabricated bungalow produced by the Alladin Company in the early years of this century. After Mrs. Lisle's death in 1967 the estate, known as the White Swan, was left to the Rhode Island School of Design. Unfortunately the house and grounds have undergone a number of unsympathetic alterations in recent years and have lost some of their character. However, as an example of the smaller estates that once lined this section of Post Road, the White Swan is a rare survivor.

After the Warwick Railroad had been acquired by the Rhode Island Suburban Railway Company, extended from Buttonwoods to Apponaug, and electrified, summer cottages in the shoreline communities were converted by their owners to year-round houses, and new families moved into these areas and constructed suburban dwellings. At the same time these communities remained popular vacation spots. They had a mixed suburban and seasonal resort character which persisted for decades.

The trolleys actually enhanced the resort status of Oakland Beach. The amusement park and hotel here had been popular for some time, but the area had never developed extensively as a cottage colony. With the improvement of mass-transit facilities, Oakland Beach experienced a boom. Building was totally unregulated here, in contrast to other cottage resorts like Buttonwoods, and as a result the area attracted lower-income families who could not afford houses in the more restrictive communities. Oakland Beach was built up with a hodgepodge of structures varying considerably in their quality of construction and design. The range of building types is illus-

trated by 240 Seaview Avenue, a plain one-and-one-half-story cottage with a bracketed veranda, and by 292 Sea View Avenue, a well executed, small-scale Colonial Revival house with a Palladian window in a gambrel-roofed front dormer. The Oakland Beach Hotel burned in 1903 and its grounds were purchased by D. Russell Brown, a prominent Providence businessman who had been Governor of Rhode Island from 1892 to 1895. Brown constructed a vacation house which still stands at 898 Oakland Beach Avenue. This late Shingle Style dwelling is probably the largest and most substantial summer cottage ever built at Oakland Beach.

### The Automobile

Though trolleys were the primary means of travel for most of the populace before the First World War, the automobile began to have an impact on suburban development as early as the first decade of the twentieth century. An article appearing in the *Providence Journal* in 1909 stated that "motorcars have played an important part in transforming the resorts along the west shore (of Narragansett Bay) into suburbs," and goes on to note that Pawtuxet and Lakewood had already become "suburbanite settlements."

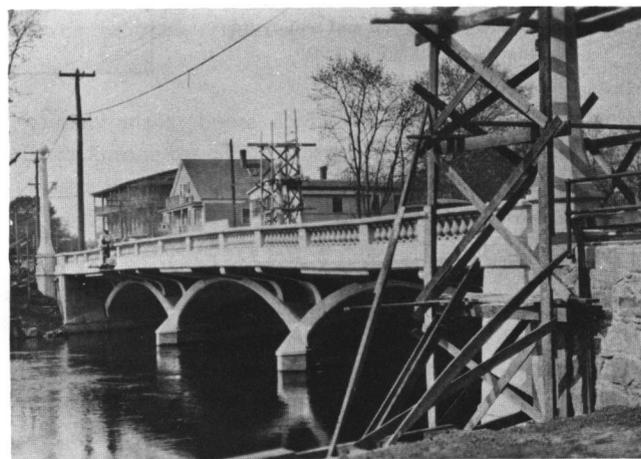


Fig. 64: Elmwood Avenue Bridge (1919, 1931); Elmwood Avenue at the Pawtuxet River.

Increasing auto traffic prompted the creation of a State Board of Public Roads in 1901. The Board supervised the upgrading of highways and bridges so that they could better accommodate cars. As part of its program, the Board regraded and repaved many roads in Warwick and replaced a number of bridges. Perhaps the most noteworthy of the bridge projects was the erection of the Elmwood Avenue Bridge over the Pawtuxet River in 1919. Faced with the need to replace many bridges throughout the state, the Board sought to develop a standard bridge type which was economical to build yet aesthetically pleasing. The design they came up with, devised by state highway engineer Clarence L. Hussey, utilized a system of reinforced-concrete arches surmounted by concrete piers and cantilevers which supported the roadbed and sidewalks. Use of this system produced highly sculptural bridges that were further embellished with balustrades and monumental concrete lightposts. The Elmwood Avenue Bridge was the first to be built using the new design. The system also proved to be easily expandable, for in 1931 the Elmwood Bridge was widened by adding another arch parallel to the original ones, permitting enlargement while maintaining the original design. The Elmwood Avenue Bridge is one of the handsomest early twentieth-century bridges in Rhode Island and is noteworthy for the insight it provides on design criteria at the time of its construction.

Another important highway project in Warwick was undertaken by the Metropolitan Park Commission during this period. The Commission, created in 1904, had as one of its goals the establishment of well landscaped boulevards linking the suburbs to the center of Providence. After work commenced in 1910 on a parkway through East Providence to Barrington, the Commission made plans for a similar parkway on the west side of the bay. In 1912, the Commission began to acquire land for a parkway running along the Warwick shore south of Pawtuxet Village. Development was slow, and at first the parkway was simply a linear green strip with a crude gravel road to provide some access to the park itself. Eventually a paved highway was built, and by 1927 Narragansett Parkway had become the suburban boulevard envisioned by the Metropolitan Park Commission years before. The Parkway is one of the most handsome and pleasant streets in Warwick today.

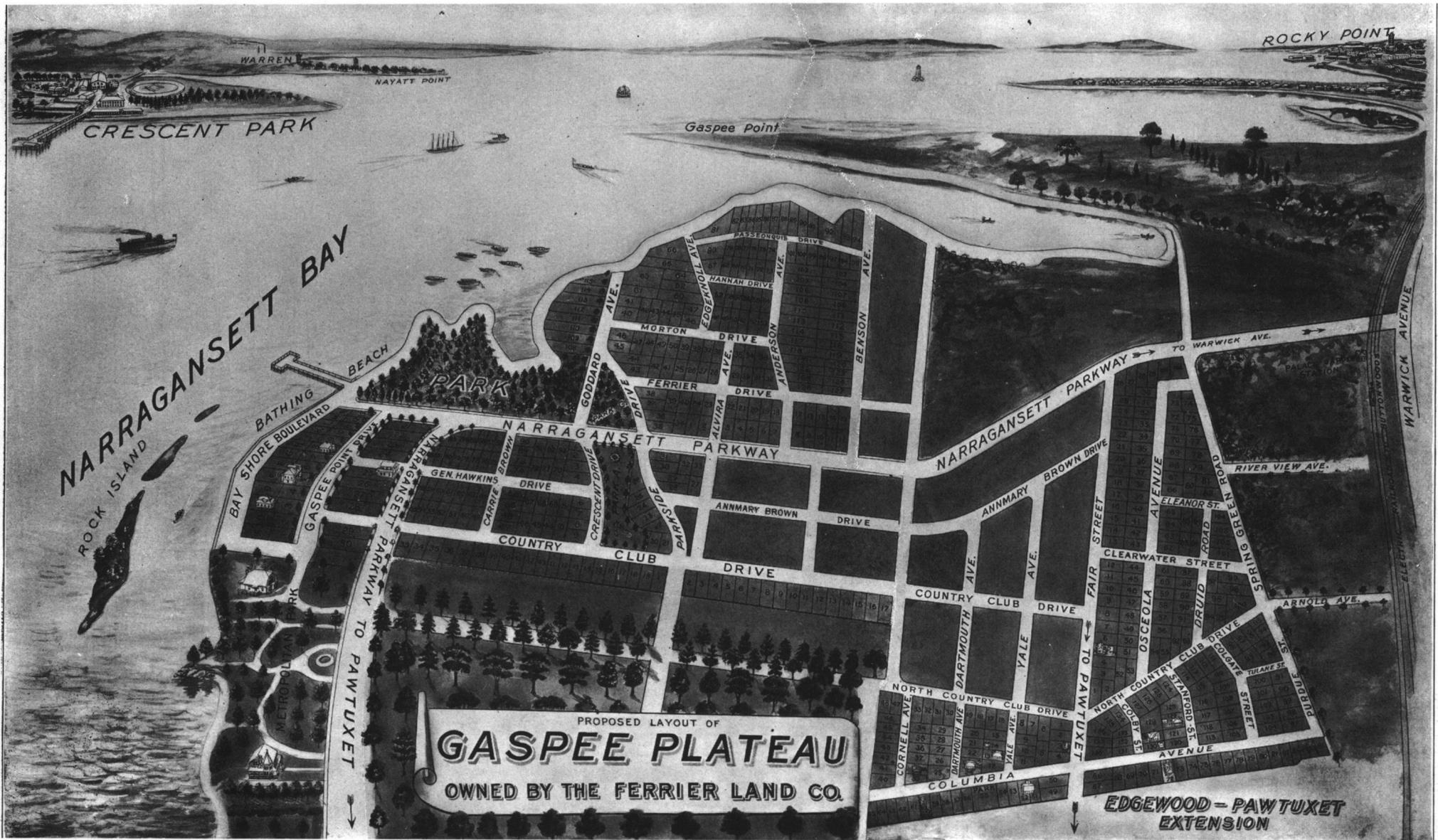


Fig. 65: Perspective map of Gaspee Plateau; illustration from promotional flyer, 1920s. The text describes Gaspee Plateau as "The Model Community for Model Homes. Beauty, Health and Happiness here."

### Gaspee Plateau

While work proceeded on the Narragansett Parkway, land to the west of it was being transformed into a suburban residential neighborhood. The property, encompassing about 500 acres, had once been a large private estate known as Choppequonset Farm. In the early twentieth century

the northern half of the old farm was acquired by the New England Land Company and the southern half was purchased by Providence realtor J. Morton Ferrier. Ferrier began to lay out streets and house lots in 1912 and called his development Gaspee Plateau. Most of the area had been subdivided by 1930, but a few sections were laid out in the 1940s and 1950s. The older streets, such as Ann

Mary Brown Drive, Fair Street, and Yale and Dartmouth Avenues, contain Colonial, Dutch Colonial, and Tudor houses set amid mature trees. Newer streets, such as Audubon and Mayfair Roads, are built up with ranches and Cape Cods. Gaspee Plateau is a pleasant neighborhood of modest-size houses on modest-size lots, with a wide range of dwelling types and architectural styles.

## Agriculture and Suburban Growth

In spite of the trend to suburban development, the eastern portion of Warwick remained largely rural, and agriculture still played an important role in the local economy. The growing population of the greater Providence area provided an excellent market for dairy products and locally raised fruits and vegetables, and the demand for farmsteads close to the metropolitan core halted wholesale suburbanization for decades. Some landowners eagerly subdivided their holdings to capitalize on suburban expansion, while others retained their property intact and worked it as long as farming continued to be profitable. The community's mixed character in the later years of the earlier twentieth century was depicted in a 1941 Providence *Evening Bulletin* article:

Officially, Warwick is a city (but) it has not quite made up its mind whether to become a full-fledged city or remain the half country town and half city it is today. Except for the parts immediately bordering Cranston, Warwick usually presents a picture of a fully developed settlement on one side of a street and a dairy farm or market garden on the other. The dreams of many a city worker are interrupted in the early morning by the crowing of roosters and the lowing of cows.



Fig. 66: Rhode Island Malleable Iron Works, now United Wire and Supply (1918); 697 Jefferson Boulevard.

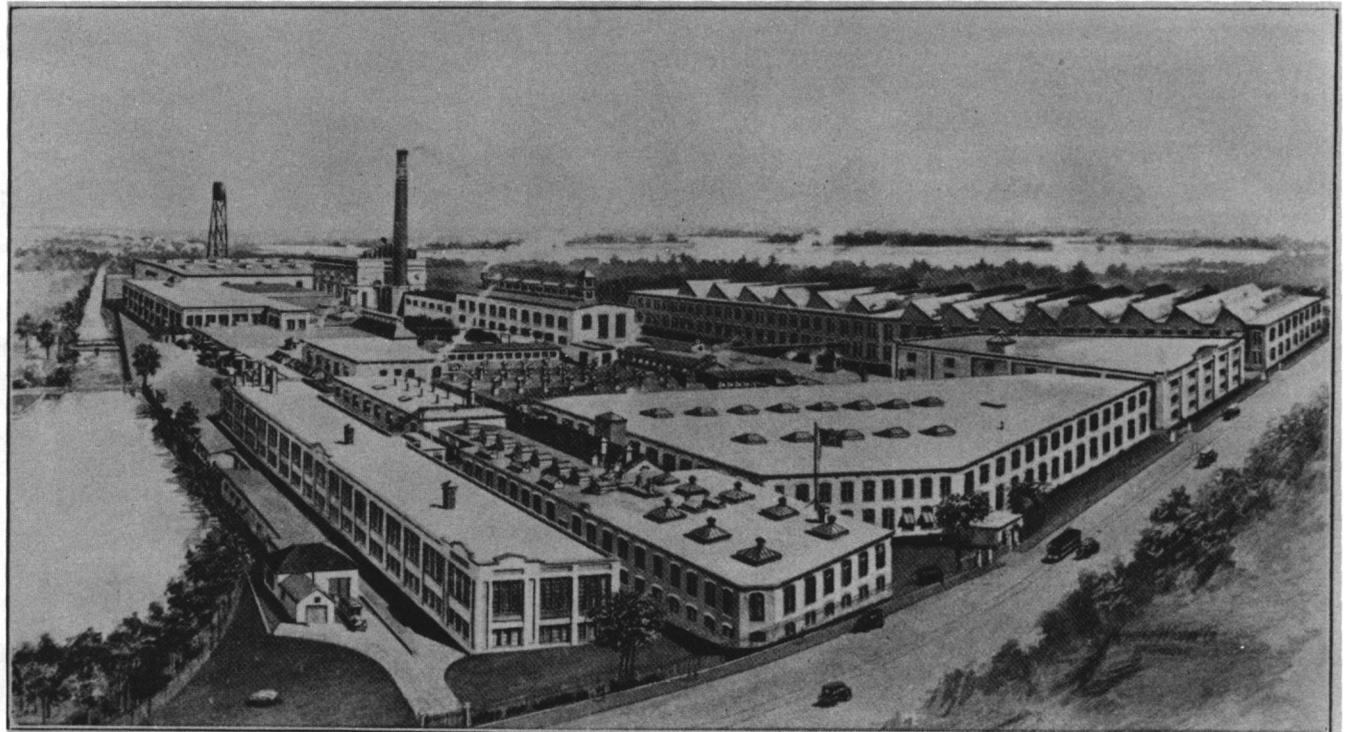


Fig. 67: The Apponaug Company (1920s); formerly off Centerville Road; lithograph, 1930. These structures replaced the earlier buildings of the Oriental Print Works. The two buildings on the right still stand; the others have burned and have been demolished.

## Industrial Development

Industrial prosperity continued through the early decades of the twentieth century. Additions were made to the Natick Mills on the Warwick side of the Pawtuxet River (still standing on Celestial Court), and a new building for the Rhode Island Malleable Iron Works was erected on Jefferson Boulevard in Hillsgrove. The latter was built to replace the original structure of 1867, which burned in 1918, and it included a neo-Federal office section designed by Jackson, Robinson and Adams of Providence. Adams.

The largest industrial building project of the early twentieth century was that undertaken by the Apponaug Company on its tract abutting Centerville Road. Between 1920 and 1928, the firm replaced almost all of the surviv-

ing Oriental Print Works structures with new factories. Though this was generally a bad time for the textile industry in New England, the Apponaug Company flourished because it specialized in developing innovative dyeing, printing, and finishing techniques. It was one of the early leaders in this country in the field of synthetic fabrics and synthetic-natural fiber blends, and the growing demand for such material increased its business tremendously. In 1934, the Apponaug Company became the first in America to produce "wash and wear" no-iron fabric. As competition grew, however, the firm foundered, and it finally ceased operations in 1958. Most of the mill complex was destroyed by a fire in 1969, and today only a few buildings remain, giving little sense of the major role played by the textile industry in Apponaug's nineteenth- and early twentieth-century economy.

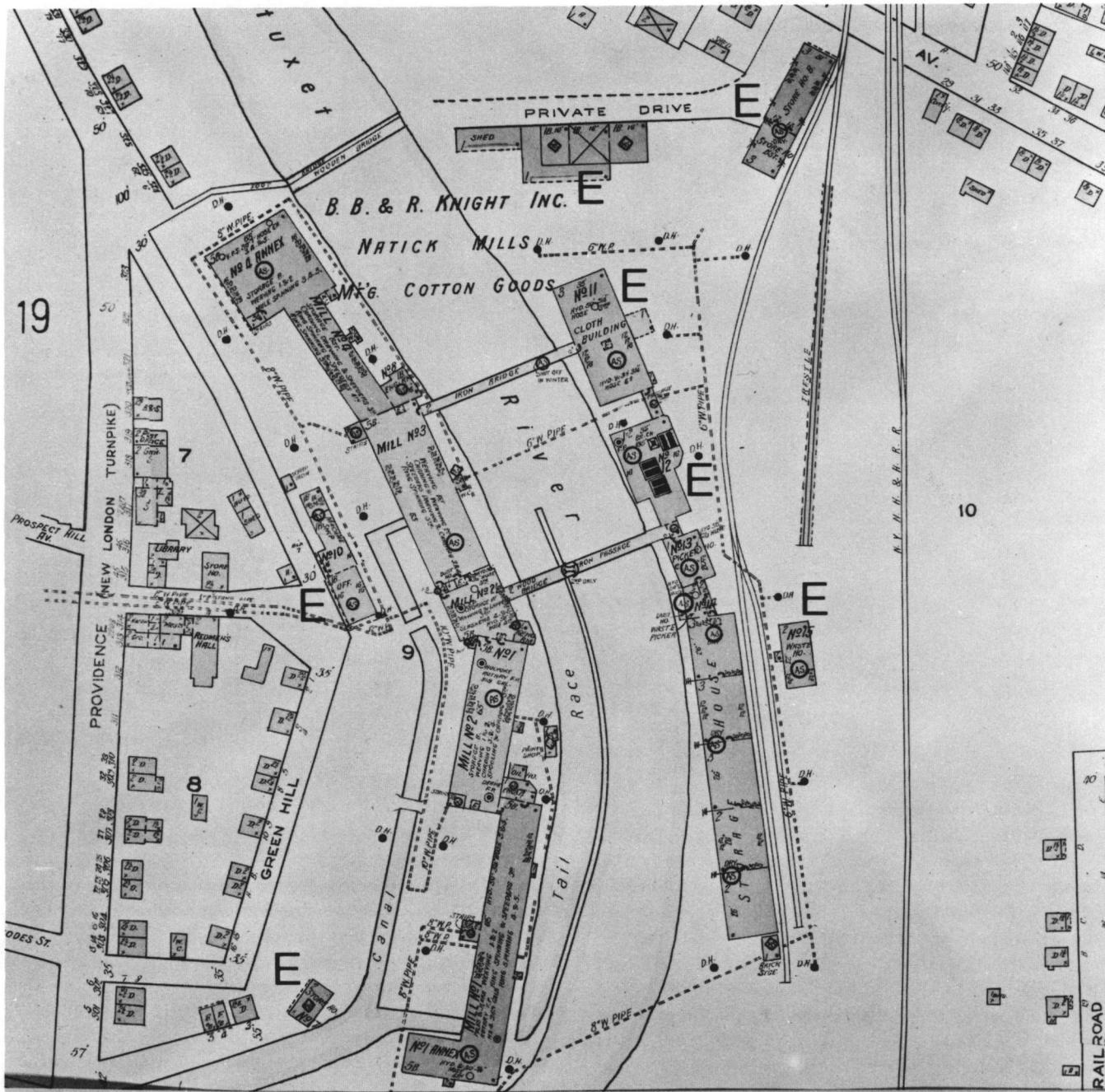


Fig. 68: Map of Natick Mills. From *Insurance Maps of Pawtuxet Valley and Warwick, R. I.* by Sanborn Map Company, 1922. The portion of the Pawtuxet River running through Natick became the boundary between Warwick and West Warwick in 1913. Thereafter the old mill buildings on the left bank of the river, dating back to the 1820s, and the newer additions on the right bank were in different towns. The buildings labeled "E" still exist; the others have been demolished.

## Political Division and Reorganization

Warwick lost most of its industrial base in 1913 when the mill villages of the Pawtuxet Valley were set off and chartered as the town of West Warwick. Division of the community had been discussed as early as the 1880s,<sup>6</sup> but had not been favored by most citizens at that time. The years that followed, however, witnessed a growth of tension as the inhabitants of the heavily built-up western villages petitioned the town to provide sewers, streetlights, and fire and police protection, while the residents of the eastern farms, shore resorts, and suburban plats resisted the institution of public services for which they would have to pay but from which they would not benefit. By 1909, the voters of western Warwick were numerous enough to control financial town meetings, which enabled them to obtain appropriations that had been withheld while the easterners had been in power. Both factions saw that the town would have to be divided if each were to be free to act in its own best interest, but state politicians opposed such a move. The constituency of the valley villages was largely Democratic, and the Republican-dominated General Assembly rebuffed all attempts to create a new town that would very likely send Democratic representatives to the state legislature. Chief among the foes of division was General Charles R. Brayton, a Warwick native who, as "Boss" Brayton, ran the Republican party's statewide political machine. After Brayton's death in 1910, the advocates of partitioning Warwick had an opportunity to pursue their aim with some hope of success. The Warwick Division Club, organized by State Representative Walter G. Hartford of Longmeadow, sponsored public forums on the issue in every neighborhood. At one meeting, the participants unanimously passed a resolution in favor of splitting Warwick into two towns. In 1912, the General Assembly authorized a local referendum, but stipulated that the voters be asked to consider four alternatives for improving the political administration of Warwick. This was intended to scuttle the separation movement by confusing and fragmenting the electorate, but the Division Club mounted an extensive campaign to educate and inform the public, and the division measure carried over the other three options. The General Assembly finally passed a bill on 13 March 1913 wherein the third, fourth, and fifth representative districts of Warwick were chartered as the town of West Warwick.

Even with division, the suburbanization process increased the population of the new town of Warwick to the point where it was impractical to manage affairs through a town-meeting form of government. After two earlier attempts to establish a city government failed, the voters approved a new municipal charter in 1931, and the first mayor and councilmen of the city of Warwick took office in January, 1933.

### The Consequences of Growth

The creation of West Warwick drastically altered the character of Warwick. What had been a heterogeneous town with extensive manufacturing and commercial interests was transformed overnight into a rural farming and suburban "bedroom" community with few factories and no substantial retail activity. The promotion of local commercial and industrial development thus became one of Warwick's chief priorities. At the same time it was deemed necessary to protect residential neighborhoods from unsuitable development. A Providence *Journal* editorial of 1930 stated that "... Warwick has reached a status in its progress from a definitely rural community toward a populous suburbanism when the need for a determination of character is outstanding." In April, 1930, Warwick became the eleventh municipality in Rhode Island to enact a local zoning ordinance. The ordinance defined four use districts: residential, farming, business, and industrial; established a system of minimum house-lot sizes; and regulated lot coverage and property-line setbacks in certain areas. It was intended to promote commercial and industrial growth while preserving the ambience and desirability of residential areas. The regulations were meant to stimulate as well as manage modern development. Unfortunately, no attention was paid to the effect of growth on the old villages and open farmland that defined Warwick's environmental character.

The potentially destructive impact of development is graphically illustrated by the erosion of the historic fabric of Apponaug Village, a process which began in the 1920s. In 1889, Robert Grieve in his *Picturesque Narragansett* . . . described Apponaug as "... one of the quaintest and most ancient-looking places in the state," and photographs taken as late as the mid-1920s show a settlement with tree-lined streets running between rows of Federal houses, looking much like North Kingstown's Wickford



Fig. 69a: View of Post Road, Apponaug; photograph, ca. 1929.



Fig. 69b: View of Post Road, Apponaug; photograph, 1981.

Village does today. By then, however, the automobile had already begun to make its presence felt, and in the late 1920s work was undertaken to improve the flow of traffic along Post Road, one of the most heavily traveled routes in Rhode Island at that time. Photographs of the early 1930s show some trees and houses eliminated to make room for a wider roadbed, streetlight poles, and traffic lights, and in time commercial strips, gas stations, and parking lots replaced the earlier stores and dwellings. The degeneration is chronicled by a change in designation, for what was once "Apponaug Village" became known as "Apponaug Four Corners." The new appellation recalls

only the form generated by the crossing of two roadways, and totally lacks the connotation of pleasurable community life in a small-scale civic setting which is evoked by the term "village." Apponaug was once truly a village, but its sense of community has been severely impaired by the physical changes made to accommodate the automobile. Today Apponaug serves as a vivid reminder that progress can be detrimental to the community as well as beneficial. This lesson appears to have had an impact on public sentiment, for local residents and city officials are now taking positive steps to incorporate the remaining artifacts of Apponaug's past into current plans for neighborhood renewal.

## The State Airport

The story of the early development of Theodore Francis Green State Airport is one of the most fascinating chapters in Warwick's recent history. As aviation technology advanced to the point where commercial air freight and passenger flights were practical, several private airfields were established in the greater Providence region to handle air traffic. Metropolitan-area businessmen, however, were convinced that a publicly owned and operated facility was necessary to attract national airlines to serve Providence and prevent the capital city from becoming an air-age backwater. In 1925, the state began to study the feasibility of establishing an airfield, and by 1927 had come up with several proposed sites, among them the Gaspee Point and Gaspee Plateau areas of Warwick. In 1928, the Warwick Town Council passed a resolution asking the Governor to use his influence and authority to establish the proposed state airport in Warwick, stating that they felt it would serve as the proper stimulus to local commercial development. In 1929, the state announced that, in accordance with the recommendation of the New York engineering firm Black and Bigelow, it was going to build an airfield at Hills Grove. This touched off a major controversy when a number of local aviators argued that the chosen site was unsuitable. Nevertheless, work was begun on the field and the State Airport at Hills Grove, the first state-owned airport in the nation, was dedicated on 26 September 1931. The opening of the airport was an important event and received a great deal of attention. A total of 150,000 spectators attended two air shows at the new facility on 27 September, the largest crowd to attend any public event in Rhode Island up to that time.

The only work executed by the state at first was the clearing and grading of the field, an open grassy landing area without paved runways, while private air companies erected their own hangars on the perimeter and administrative functions were housed in a pre-existing structure on the site. In 1932, the state started to construct an administration and terminal building which was completed and opened in January, 1933. Though these functions are now housed in the present terminal building off Post Road, the 1932 structure still stands at 572 Occupasstuxet Road



Fig. 70: Rhode Island State Airport at Hills Grove, now T. F. Green State Airport (1930 et seq.); Occupasstuxet Road and Post Road; postcard, ca. 1940. This composite view shows the original Terminal and Administration Building (1932), 572 Occupasstuxet Road, and Hangar Number One (1938, altered 1953), 628-662 Occupasstuxet Road.

and accommodates the U.S. Weather Service office for Providence. Architecturally, the original Administration Building is noteworthy for being the first modern style public building erected by the state. It was built at almost the same time as the State Office Building on Smith Street in Providence, and a comparison of the two reveals the markedly different approaches to design used for each. The State Office Building is a conservative structure with the conventional Colonial- and Federal-derived decoration then used on public and commercial buildings in the Providence area. The airport building, on the other hand, exhibits an understanding and appreciation of the industrial aesthetic of the International Style. The contrast is even more startling considering that these two buildings were de-

signed by the same architectural firm, Jackson, Robertson and Adams of Providence. This firm made red-brick neo-Colonial and neo-Federal structures its stock in trade, but in the case of the Administration Building, the design vocabulary of modernist architecture was used to reflect the futuristic image popularly associated with aviation. Historically, the Administration Building is the first structure commissioned by the state at the airport. It thus symbolizes the state's commitment to provide up-to-date facilities that would promote modern commercial and industrial development in Rhode Island. In recognition of these important historical associations, the original State Airport Administration Building has been approved for nomination to the National Register of Historic Places.

## Institutional Development

As it has in earlier periods, the increase in population in the early twentieth century generated a demand for new religious, educational, and social institutions. Churches had to be constructed to house the new congregations founded in the growing resort and suburban neighborhoods. For example, Saint Rita's Church was begun in 1913 for the Roman Catholics of Oakland Beach, replacing an earlier chapel erected in 1911 and operated as a mission of Our Lady of Mercy parish in East Greenwich. It is an interesting example of bungalow-style architecture adapted for ecclesiastical purposes. The building was enlarged and altered into its present form in 1935, and a brick neo-Colonial rectory was built next door to the church about 1940. The most noteworthy religious structure of this period is the Asbury United Methodist Church at 157 Ann Mary Brown Drive in the Gaspee Plateau section. Built in 1932, its design was inspired by the work of Ralph Adams Cram, an important early twentieth-century American architect who advocated the use of a refined, austere type of Gothic church architecture which was more closely based on medieval sources than was the High Victorian Gothic style of the late nineteenth century. The Asbury Church is an excellent example of the Academic Gothic style popularized by Cram, and is an important visual landmark in its neighborhood. The same style was also used for Saint Barnabas Episcopal Church in Apponaug, built between 1921 and 1926 after the congregation's original 1882 Queen Anne edifice burned in 1911. The nave and chancel of Saint Barnabas

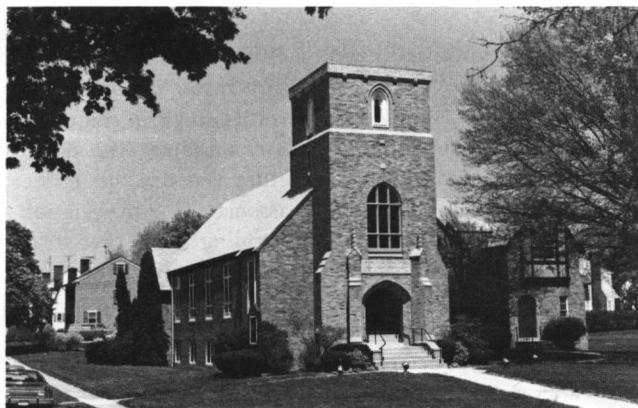


Fig. 71: Asbury United Methodist Church (1932-1933); 157 Ann Mary Brown Drive.

were rebuilt again in a contemporary style in the 1960s, but the Academic Gothic facade of the 1920s, executed here in rough fieldstone instead of the typical regular- or random-coursed ashlar masonry, was retained.

Between 1923 and 1925 three new libraries were constructed in Warwick. The Budlong Memorial Library in Apponaug, a plain yellow-brick structure with sparse classical detailing, was the only one to be built in a long-established neighborhood. The other two, in Norwood and Conimicut, were in communities which had largely developed after the introduction of trolley service around the turn of the century. The library at Norwood is a brick neo-Colonial structure with some pretention to monumentality, while the one at Conimicut is an interesting example of the domestic bungalow adapted for use as a public building.

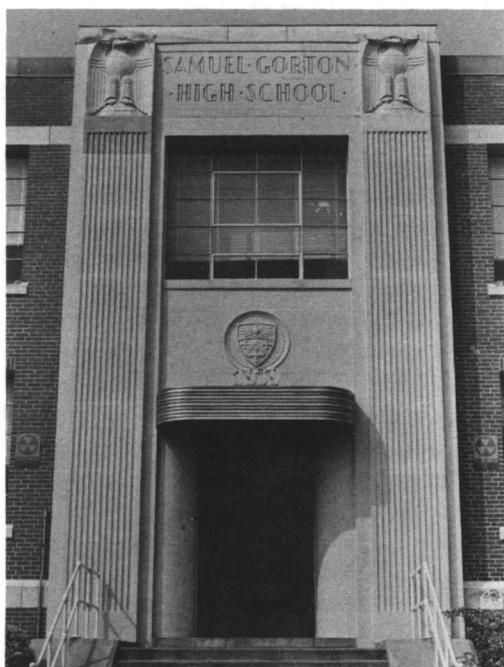
Population growth necessitated the expansion of the school system, and additions were made to older buildings and new structures were erected to accommodate the growing number of pupils. Between 1910 and 1920, wood-frame schoolhouses were built in many villages, some vaguely Colonial Revival in design, others stylistically nondescript. Among the structures remaining from the period are the Conimicut School at 820 West Shore Road (old section, 1914), and the Buttonwoods School at the intersection of Buttonwoods Avenue and West Shore Road (1916). In the 1920s, more substantial brick schoolhouses and additions were constructed, almost all in the Academic Gothic style. The use of Gothic became very popular for schools nationwide after James Gamble Rogers designed extensive additions to the Yale University campus in that style in the late 1910s and early 1920s, and Warwick was quick to follow the latest trend. In 1925, Gothic-style wings were added to the Conimicut School (new section) and the Lakewood School at 442 Post Road (the present structure was originally an addition to an earlier wooden structure which burned in 1926). The most impressive of the Gothic schoolhouses in Warwick was the Hoxsie School, built in 1925 at the corner of Warwick and Warwick Lake Avenues. The building now houses the Warwick School Administration offices and, in spite of extensive recent additions, is an important visual landmark set back from the road on a large lot with a good stand of mature trees.

When Warwick was partitioned in 1913, the town's first high school, which had been built about 1905, was set off in the new town of West Warwick. In 1920, the first high school within the present limits of the city was established in a converted grammar school at the southern edge of Apponaug Village. Destroyed by fire in 1924, its replacement, a neo-Colonial brick structure, was completed on a site east of Apponaug in 1926. It still stands at 3524 West Shore Road and was until recently the James T. Lockwood Junior High School. Though architecturally modest, the building once looked quite grand with its multipaned, two-story arched windows across the facade and a row of stately elms along the edge of the front lawn. The replacement of the original sash with modern aluminum awning windows and the removal of the elms, however, have seriously detracted from the appearance of the school, illustrating effectively how seemingly minor architectural details and landscaping contribute to the maintenance of a structure's visual character.

Within ten years, the new high school proved inadequate to serve the community's needs, and a second high school was constructed in 1934-1935 in the northeast quarter of the city. Named for the late U.S. Senator Nelson W. Aldrich, it still stands at 789 Post Road and is now used as a junior high school. The primary decorative features of the Aldrich School are the four Ionic columns and the pediment embellishing the central portion of the main facade, which are noteworthy not only for their visual impact, but also because their use here marks the last time that classical ornament was applied to a public build-



Fig. 72: Former Hoxsie School (1925-1926 with later additions); 34 Warwick Lake Avenue.



**Fig. 73:** Main entrance, Samuel Gorton Junior High School (1939); 69 Draper Avenue.

ing in Warwick. In the mid-1930s the city began to construct “modern” school buildings. The two earliest examples followed a more or less traditional approach to planning and massing, but utilized up-to-date ornamentation based on Art Deco and Moderne design principles. The Elwood T. Wyman School (1936) at 1 Columbia Avenue in the Gaspee Plateau area has a central pavilion articulated with fluted strips which are an abstract modern version of the classical pilaster, minus the base and capital, and its name and construction date are emblazoned across the front in Deco-style graphics, the latter enclosed in a triangular pediment-like form over the door. The other “modern” school, Samuel Gorton High (now Junior High) School (1939) at 69 Draper Avenue, has a gymnasium and an auditorium housed in separate wings running forward from the main mass of the building, each with its function boldly spelled out in stainless-steel letters across their respective facades. The main entrance bay, made of molded concrete to contrast with the red-brick walls, has fluted pilaster-like strips topped off not with the traditional capital but with bas-reliefs of eagles, and the doorway is sheltered by a curved stainless-steel hood which is sur-

mounted by the structure’s construction date in three-dimensional figures of the same material. This combination of abstract, updated classicizing ornament with features drawn from contemporary industrial design is typical of Moderne architecture, and the Gorton School is an excellent local example of this popular style which swept the nation in the 1930s and 1940s.

### The Depression and World War II

The stock market crash of 1929 initiated a severe nationwide depression. Rhode Island, already in serious economic trouble due to the decline of the textile industry, was especially hard hit. The pace of commercial, industrial, and residential development in the whole area, including Warwick, was slowed as a result. With the beginning of President Roosevelt’s administration in 1933, government agencies such as the Public Works Administration (PWA) and the Works Progress Administration (WPA) were created to finance local public-works projects which would employ thousands of out-of-work laborers and pump money into battered local economies. Warwick, as did practically every other community in America, felt the impact of PWA- and WPA-sponsored projects. A state appropriation enabled the construction of the State Airport Administration Building in 1932, but Hangar Number 1 (1938) and the Air National Guard Hangar (1940), both on Occupasstuxet Road flanking the Administration Building, were erected with PWA and WPA money. Other WPA-funded projects in Warwick included the construction of the Oakland Beach and Aldrich Schools (1933-1934 and 1934-1935, respectively) and the city Public Works Equipment Terminal on Sandy Lane (1936), and the landscaping of the center strip of Suburban Parkway (1940).

The Depression Era closed in 1941 with America’s entry into World War II. Rhode Island’s economy was boosted by industrial production stepped up to meet wartime needs, a factor which had an indirect effect on Warwick. The war also had a more direct effect on the city, for Green State Airport was used as a base to train fighter pilots. One group of men trained at Green, known as the “Checkertail Clan” for the insignia they painted on their airplanes, became the first group in the Army Air Force to fight as a unit with an identifying logo and went on to serve with great distinction.

### Early Twentieth-Century Architecture

Architecturally, early twentieth-century development in Warwick manifested itself in a change in quantity rather than in type of construction. In the first two decades of the period, Late Victorian styles such as the Shingle Style and Colonial Revival remained popular for dwellings, while the design of public buildings and some of the grander houses adhered to the academic principles of late nineteenth-century Beaux-Arts eclecticism. The bungalow was the only new house type to appear at this time. The standard bungalow was a low, contained mass covered by a gently sloping gable roof with wide overhanging eaves articulated with exposed rafters or pseudostructural braces. There was usually a porch or veranda, often recessed into the mass of the house, which had paneled square piers as supporting members instead of the turned posts or classical columns found on other houses. Bungalow design was largely an outgrowth of the American Arts and Crafts movement, which advocated the abandonment of complicated applied ornament in favor of uncluttered forms characterized by careful workmanship and articulation of structural members and joints. Japanese influences, filtered through the architectural work of the Greene brothers of California, and the Prairie Style, a sort of provincial modernism with its origins in the American Midwest, were also reflected in the design of bungalows. The type was widely disseminated both in specialty magazines such as *The Craftsman* (a publication affiliated with the Arts and Crafts movement) and in mass-circulation periodicals such as *Ladies Home Journal*. Thus, bungalows became a popular, widespread type of dwelling all over the United States, and a number of interesting examples were constructed in Warwick between 1905 and 1930. Among these are the house at 96 Harrison Avenue (ca. 1920), the Noel Chartier House (1930) at 381 Norwood Avenue, and the Emma Hastings House (1913) at 4372 Post Road.

By the 1920s and 1930s, the Late Victorian styles had given way to new dwelling types. Colonial architecture continued to be a popular design source, but the newer Colonial homes were simpler and smaller in scale than the Colonial Revival houses of the 1890s. A new form known as the Dutch Colonial appeared. These were usually one-and-one-half-story houses with gambrel roofs containing long shed dormers. Another standard feature of the Dutch



Fig. 74: Noel B. Chartier House (1930); 381 Norwood Avenue.



Fig. 76: Farrington House (1924); 4433 Post Road.

Colonial was the columned portico sheltering the front door, which was placed either in the center of the facade or, often, to one side, creating an asymmetrical arrangement which gave these houses a more picturesque quality. Another popular style was the Tudor, based on late medieval English architecture and utilizing stucco and half-timbering as the major design elements sometimes alone and sometimes combined with brick or stone construction. The best examples of these styles are found in Cowesett. Fine Colonial, Dutch Colonial, and Tudor houses can be seen in the Spencer Avenue area; particularly noteworthy are the Colonial houses at 291 Spencer Avenue (ca. 1920) and 4433 Post Road (1924) and the Tudor house at 90 Overhill Avenue (1930).

Residential construction in early twentieth-century Warwick was dominated by stylistic conservatism. At the



Fig. 75: Joseph G. Nathanson House (1930); 90 Overhill Avenue.

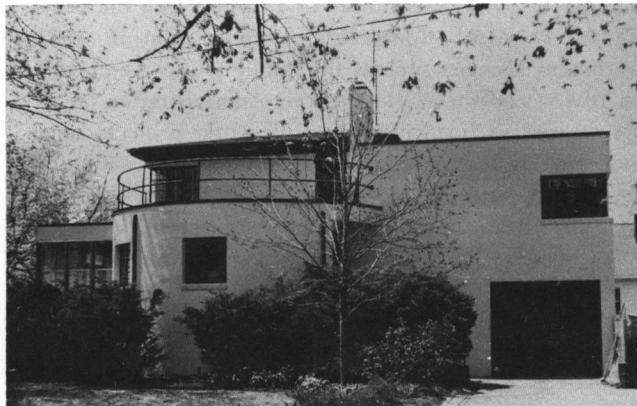


Fig. 77: Mary Rose Ross House (1938); 27 Druid Road.

time modern architecture was not considered suitable for domestic buildings by the public. Warwick has only two or three modernist houses, the most noteworthy being the Mary Rose Ross House (1938) at 27 Druid Road. Architectural modernism was more acceptable for public buildings, such as the State Airport Administration Building (1932-1933), the Warwick Public Works Building (1936), or Samuel Gorton School (1939). Even then, most public structures were still designed in traditional styles, such as the classicistic Norwood Public Library (1923), the Academic Gothic Hoxsie School (1925), and the neo-Classical Nelson W. Aldrich School (1934-1935). Early twentieth-century churches were invariably traditional in architectural expression and usually Gothic, such as Saint Barnabas Episcopal Church (1921-1926) or the Asbury Methodist Church (1932-1933).

## THE POSTWAR PERIOD: 1945-1980

### Population Growth

Warwick's evolution into a largely residential suburban city—initiated after the Civil War with the erection of some upper-class country villas and continued through the early twentieth century with the development of the street-car suburbs of Pawtuxet, Lakewood, Norwood, Conimicut, and Bayside—accelerated dramatically during the postwar period. This growth, which affected many other American communities at the time, was the result of a number of influences. One factor was the return of soldiers, sailors, and airmen from overseas. Men who had married just before or during the war came back to their wives or families and, together with those veterans who married after the war, began to establish new households, which created a demand for more housing. The automobile also spurred the nationwide trend toward suburbanization. During the war, rationing of gasoline and tires had forced Americans to make limited use of their cars, a factor which temporarily reinforced mass-transit ridership and high-density living patterns. With the end of wartime rationing, automobile usage increased, and people found that older urban neighborhoods were not well adapted to their car-oriented lifestyles. The automobile, however, provided a solution to the problem it caused, for the mobility it offered made it possible for people to move into the less built-up areas surrounding America's densely settled cities.

For the second time in its history, Warwick experienced a massive wave of immigration. The population of the city rose from 28,757 in 1940 to 43,028 in 1950 and 68,504 in 1960. This influx, however, differed from the one that accompanied nineteenth-century industrial expansion. The people who came to Warwick in the middle and late twentieth century were for the most part former residents of older urban areas in Rhode Island. By far the majority came from Providence, specifically from west-side neighborhoods such as South Providence, Elmwood, Federal Hill, Olneyville, Manton, Mount Pleasant, and Elmhurst. Though Rhode Island natives, they were generally not from Yankee families but were second- and third-generation descendants of ethnic immigrants who had come to the state in the last century. Thus the demography of the community changed as the newcomers came to constitute the bulk of the population.

## Residential Development

A key element contributing to suburban growth was the support provided by government policies and programs. Agencies such as the Federal Housing Administration (FHA) and the Veterans Administration (VA) financed the construction of tracts of single-family houses and sponsored low-interest, guaranteed mortgages which permitted people with modest incomes to buy these houses. Public funds could have been used to promote high-density development patterns, but the anti-urban bias of American society led federal authorities to espouse a housing policy based on the public's preference for single-family houses set on individual lots. The government thus not only provided the means to build suburban cities like Warwick, but also played a role in determining what the physical form of such communities would be.

Agriculture, once a mainstay of Warwick's economy, fell victim to suburban development, as farms were subdivided to permit the construction of housing tracts. The few farms remaining today, especially those belonging to the Barton and Foster families off Centerville Road, are by virtue of their rarity important historical resources, for they give a sense of what Warwick's rural landscape was like in the eighteenth, nineteenth, and early twentieth centuries.

The widespread demand for suburban homes and the availability of financing made it profitable to build houses on speculation, and realtors and contractors were quick to take advantage of this favorable situation. Single-family dwellings were built in large tracts which usually contained between 50 and 200 structures. In response to this new mass-production approach to housing construction, new house types were developed which were quick, easy, and cheap to build.

The earliest postwar subdivisions were built up with one-and-one-half-story, gable-roofed houses which generally resembled the eighteenth-century dwellings of Cape Cod, a design source acknowledged in naming the type. The Cape Cods in the neighborhoods around Easton Avenue and Betsy Williams Drive are early examples of the style and are very plain and modest; later examples of the type, such as those on Mayfair Road, have decorative

door enframements, brick veneer, or other trim which give them more architectural character.

The ranch house was another type of dwelling which became widespread in the years after the war. In its simplest form, the ranch is a one-story, gable-roofed rectangular box with a facade divided into four bays, the bays containing respectively a bay or picture window, a doorway, a paired window, and a single window. This sequence may be reversed, and the windows may be either double-hung, casement, awning, or clerestory, but the arrangement itself almost never varies from that described above. The houses on Potomac Road are good examples of the standard ranch type, while other examples with more varied massing or different roof forms were often constructed for individuals or in subdivisions meant to attract more well-to-do people. Some of the ranches on Cold Spring Road are representative of this latter, more individualistic approach to design.

Though never quite as common as the Cape Cod and ranch styles, the split level was another house type used in Warwick during the postwar period. It appears in many forms, but is characterized by the juxtaposition of two masses, one with two stories, the lower of which is at what would normally be basement level and is at least partially below grade, and one with one story, arranged so that half-flights of stairs lead up and down to the different floors in the two-story section. Good examples of a wide range of split level types can be found in the Vancouver Avenue-Andover Road and the Shamrock Drive-Carnation Drive neighborhoods of the city.

The Colonial style house with two full stories, built often in the early twentieth century, remained popular through the 1940s, 1950s, and 1960s, though fewer were erected after more economical one- and one-and-one-half-story house types were developed. Three- or five-bay, gable- or hip-roofed Colonial houses can be found in the easternmost section of the Governor Francis Farms plat and in the Love Lane-Red Chimney Drive area of Cowesett.

In the late 1960s a new single-family house type began to appear in the city. The raised ranch is a two-story house with the lower floor set partly below grade in a shal-

low basement and the main entrance set between the floors with half flights of stairs running to each level. Many examples of the type can be seen on the streets running off Warner Brook Drive.

Most of the contractor-built speculative housing erected in Warwick between 1945 and 1970 has minimal architectural character. The past decade has witnessed a rise in the construction of houses with considerable amounts of applied ornamentation, perhaps in reaction to the rather sterile standardized building types of the preceding years. Decorative features are applied to typical tract house types, permitting buyers to choose French, Mediterranean, English Tudor, or Southern Colonial ranches, raised ranches, or split levels.

Most tract houses in the city have relied heavily on traditional or at least non-contemporary imagery in an attempt to create countrified settings that respond to the nostalgia for rural America, a feeling which seems to form part of the ideological basis for suburbanization. Modern houses devoid of references to historic architectural styles are consequently rare in Warwick, but a few noteworthy examples exist. One is the Ekman House on Stiness Drive, a one-story, flat-roofed cubical mass with vertical board siding and vertical strip windows, built in 1951 by local architect Edward O. Ekman as his own residence. The Stephen Schulman House at 22 Governor's Drive is another fine contemporary dwelling, built around 1968. It is a sculptural mass of shed-roofed units of varying height joined together to create a single form with a picturesque jagged silhouette. Though certainly not innovative when viewed in the context of national architectural trends, the Schulman House is noteworthy as a well executed and unusual local example of a standard contemporary style American dwelling.

Starting in the mid-1960s, single-family housing began to constitute a smaller and smaller part of new residential construction each year. Multi-family housing began to appear in the city, and though not entirely new—two-family double houses and two-deckers had been built in Warwick for mill workers through the nineteenth century—the form it took differed from earlier multi-family housing. The mid-twentieth-century apartment buildings had considerably more units than the typical laborer's tenement of an earlier era, but they were still plain and

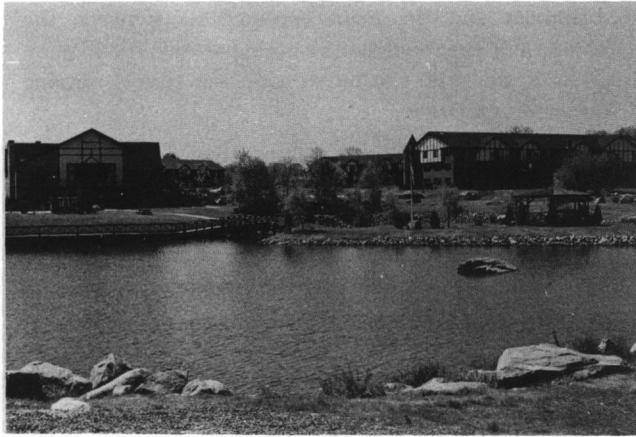


Fig. 78: Royal Crest Estates (1970s); off Centerville Road.

relatively modest-sized structures. By 1970, however, large apartment-house communities were being built in certain parts of the city. Some of the early complexes, like Cowesett Hills at 3595 Post Road, contained reasonably attractive contemporary style structures, but as time passed the same sort of pseudo-historical styling that was applied to single-family homes was used in apartment design. This phase is represented by such complexes as the Villa del Rio, a walled "Mediterranean village" overlooking the Pawtuxet River at the Warwick Mall, and the Royal Crest Estates off Centerville Road, a collection of turreted neo-Tudor blocks scattered across a gently rolling site with a picturesque artificial pond stocked with placidly swimming waterfowl.

#### Governor Francis Farms: A Model Development

Most of the postwar housing tracts in Warwick are undistinguished in character. However, the Governor Francis Farms plat, located on what was the northern portion of the Spring Green estate, shows that subdivision development can produce interesting residential environments. The westernmost section of the Farms, that part closest to Warwick Avenue, was platted first, during the early 1930s, and the easternmost section, at the base of Gaspee Point, was platted in the 1950s and

1960s. The central section, laid out by civil engineer Frank Drew between 1939 and 1950, is the most interesting of all. Here gently curving streets were built with landscaped circles at a few key intersections, and the blocks were divided into generous lots. Houses were erected by different contractors for individual clients, but restrictive deed clauses—including one that all building plans had to be approved by the Farms' owner or an agent designated by the owner—ensured the maintenance of a certain level of construction and design quality. Most of the houses in the Farms follow colonial models, but there are also examples of ranches and of modern and exotic styles. For example, an eighteenth-century Georgian house inspired the design of 296 Spring Green Road, while a few hundred feet away the house at number 314 reflects the influence of seventeenth-century New England domestic architecture. The house at 120 Squantum Drive is a fine colonial with a front entrance copied almost directly from the 1756 doorway on the John Williams House in Old Deerfield, Massachusetts, while the house across the street is a "Swiss chalet," and one on King Philip Circle is a striking contemporary dwelling. A basic continuity of scale prevents this diversity from degenerating into chaos, and plantings of trees and shrubbery also help to unite the area visually. The central portion of Governor Francis Farms, with its variety of interesting house types set on large, well landscaped lots, is a neighborhood of considerable character.

The development was intended to be more than a residential area, however. A parcel bounded by Warwick Avenue and Miantonomo and Namquid Drives was reserved for the construction of a large, architecturally impressive shopping center. Though initial schemes for the center were never carried out, shops were eventually built on the site, and a school was erected on a nearby lot across Miantonomo Drive. These facilities make the Farms a more comprehensive community than the average postwar housing tract, a sort of modern version of the villages of previous eras, executed on a different scale. Few other developments in the state were conceived in a similar manner. Governor Francis Farms is thus one of the premier mid-twentieth-century subdivisions in Rhode Island.



Fig. 79: Governor Francis Shopping Center (ca. 1955); Warwick Avenue and Namquid Drive.



Fig. 80: John Olson House (1940); 296 Spring Green Road.



Fig. 81: House (ca. 1950-1955); 314 Spring Green Road.

## Institutional Development

Warwick's explosive population growth in the post-war years spurred institutional development. For example, as the descendants of ethnic immigrants, many of them Roman Catholic, moved into formerly rural, traditionally Protestant Warwick, the Roman Catholic Diocese of Providence had to found new parishes to minister to these new suburbanites. The influx of families also necessitated the expansion of Warwick's school system, and the city was faced with the task of building fourteen new schools in a twenty-year period.

In 1947, the erection of the Nausauket Elementary School revolutionized the approach to local school design. The building's architect, S. Wesley MacConnell, eliminated the applied ornament found on earlier buildings, decoration which meant little to the pupils and which was expensive to execute and maintain. He designed a low-lying structure scaled to children, the aesthetic qualities of which were derived from careful attention to proportion and massing. The Nausauket School, with its symmetrical plan and classicizing entrance portico, was somewhat conservative, but served as the prototype for a standardized school design. In the ensuing years MacConnell and his associate James Walker went on to design similar buildings with more asymmetrical plans and massing. Typical of these later structures is the John Brown Francis School on Miantonomo Drive. The wings of this structure are arranged in a more interesting, less rigid pattern, and a gable-roofed unit is placed amid the shed-roofed wings to add variety. A tall brick chimney with an ornamental sundial affixed to it rises beside the entrance portico, drawing attention to the front door. MacConnell and Walker designed every school built in Warwick between 1947 and 1958, developing after the latter date a new standard type which combined concrete-block construction with aluminum-frame, hardboard, and glass curtain walls. Examples of both these types can be found throughout the city.

In the early 1950s, it was decided that a new central high school would serve the needs of the city's educational system better than the three older high schools, and in 1954-1955 the Warwick Veterans Memorial High School was erected on West Shore Road. MacConnell and Walker

were also the architects of this structure, but the approach to design here was more individualistic, and the school has a sculptural reinforced-concrete entrance portico of vaulted units supported by piers and cantilevers, while the gymnasium wing has a large barrel-vaulted roof which lends variety to the elevation. The community eventually outgrew the capacity of this building, and new high schools were built in 1962-1963 (Pilgrim High School, on Pilgrim Parkway) and in 1970-1972 (Toll Gate High School, off Toll Gate Road).

The neighborhood libraries established in Warwick over the years were united into a citywide system in the 1960s, and a new central library building was constructed at 600 Sandy Lane in 1964. This structure, designed by Providence architects Robinson Green Beretta, has a massive, flaring mansard roof which gives it a monumental character well suited to its public function.

## Commercial Development

The postwar years saw the beginning of extensive commercial development in Warwick. Prior to then, a number of factors had contributed to the limitation of such growth. Long a rural agricultural fringe area with a low population density, Warwick lacked the elements that generally stimulate the evolution of a strong central business district. Urbanization of the Pawtuxet Valley in the nineteenth century did lead to the development of a small "downtown" at Arctic, but this area was separated from Warwick when the community was divided in 1913.

Warwick's location between two significant business and political centers, Providence and East Greenwich, also impeded local commercial development. The state capital and county seat were both readily accessible to local residents, especially after the inauguration of trolley service in 1900. If Warwick's farmers and early suburban inhabitants could not obtain special goods and services locally, they were able to travel with relative ease to the larger, more comprehensive business districts at Providence and East Greenwich. Even in sparsely settled communities, however, certain businesses that cater to the everyday needs of people must be close at hand. Thus groceries, dry-goods stores, butcher shops, drug stores, barber shops, hardware stores, hay and grain markets, and the like were operated in Warwick's villages to serve residents, mill

laborers, nearby farm dwellers, and, starting in the first decades of the twentieth century, early suburbanites.

There is little identifiable early commercial architecture existing in Warwick today. The development of distinctive commercial building types—for example, the department store and the mercantile block with offices over street-level shops, both characterized by storefronts with large plate-glass display windows—began in cities in the mid-nineteenth century. Before that time, commercial structures were almost totally undifferentiated from residences, and the construction of domestically scaled and detailed commercial buildings continued in rural villages through the nineteenth century. Indeed, actual dwellings were sometimes adapted for commercial use when the demand for shop facilities warranted it. Warwick, with no sizeable business district dating from the nineteenth century, lacks examples of opulent Victorian commercial architecture. There are, however, in Apponaug one or two domestic-looking commercial buildings of the 1860s or 1870s, together with one Federal dwelling that was probably first converted into a store shortly before or after the turn of the century. Among the earliest shops which can be found in the city today are some modest early twentieth-century frame structures with large plate-glass display windows and billboard-like false fronts, situated on West Shore Road in Conimicut and King Street in Pontiac. A fine example of a 1920s commercial-residential block, containing a grocery with its original period graphics, still exists at 1153 Post Road.

Increasing automobile usage in the early twentieth century prompted a change in commercial development patterns and building types. As long as people had to rely on walking and mass transit as their chief modes of travel, it was desirable for business establishments to cluster in villages or at trolley stops for the convenience of customers. The automobile freed commercial development from these constraints, however, for its mobility permitted the motorist to go anywhere and to make unlimited stops on the way. This encouraged the dispersion of commercial activity along major traffic arteries, a pattern that was both recognized in and promoted by subsequent zoning regulations. With the advent of strip development came the need to devise new building types that could be easily identified from and readily reached by car.

Standards for the design and siting of commercial strip buildings went through a number of phases in the early and mid-twentieth century. The first two phases—rows of shops set close to the street with curbside parking and rows of shops set close to the street with off-street parking behind the strip—had become obsolete by the time the intensive suburban development of Warwick began, and had very little impact on the community (there are examples of the first phase on West Shore Road in Conimicut). The evolution of the third phase of commercial strip architecture—the row of shops set behind or around a large parking lot between the shops and the street—coincided with local suburban expansion, and examples of this type were built all over Warwick. One of the earliest, if not the first, was the Gateway Shopping Center on Warwick Avenue near Occupasstuxet Road, erected about 1950. Another noteworthy example is the Warwick Plaza on Post Road opposite the Aldrich School, the largest shopping center in Rhode Island at the time of its construction about 1960. Most of these early commercial centers were utilitarian in design and exhibit little architectural character. A noteworthy exception was the Governor Francis Shopping Center on Warwick Avenue. The original plan for what was to be “Rhode Island’s first modern community shopping center” was drawn in 1945 by Edward O. Ekman and Howe and Prout. It included a “village” of detached, domestic-looking, Colonial style structures set amid landscaped grounds with pedestrian walkways and paved parking areas. A second proposal for the site, executed by T. Frederick Norton in 1952, was much more ambitious. It comprised a central block modeled after the eighteenth-century Governor’s Palace at Williamsburg,

Virginia, with long, symmetrical, L-shaped wings jutting out from each side to enclose a large forecourt paved for parking, at the front of which stood a neo-Georgian gas station. Regrettably, neither one of these schemes was realized, and a very modest brick structure with sparse Colonial detailing was built instead.

With increasing reliance on the automobile for travel, gas stations proliferated in the community. Rhode Island’s first drive-in gas station was reportedly constructed at the intersection of Post Road and Elmwood Avenue in Warwick by the Pennsylvania Petroleum Products Company. Starting in the late 1910s, oil companies sought to create readily identifiable corporate images through the design of their stations, and each decade thereafter has witnessed the evolution of standard types responding to changing attitudes and fashions in American society. In the late 1920s and early 1930s, for example, images of cozy domesticity were considered desirable, and small-scale stations reflecting the stylistic eclecticism of contemporary residential architecture were erected. “Swiss,” “English Cottage,” “Tudor,” “Spanish Mission,” and even “Chinese” stations were built across the country. This period is represented in Warwick by the “Colonial cottage” Jenney gas station at the corner of Post Road and Williams Street. Later, the futuristic outlook fostered by the 1933 Chicago exposition and the 1939 New York World’s Fair inspired the construction of gas stations in the 1930s, 1940s, and 1950s influenced by International Style design principles, a phase represented in Warwick by the Amoco station at 751 Post Road. Still later, images of suburban domestic life became popular, and the late 1950s, 1960s, and 1970s

saw the erection of “Ranch” style, “Colonial,” and “Suburban Modern” stations. In the late 1960s and early 1970s, there was also a trend toward the construction of stations influenced by high-style contemporary design. The most noteworthy example of this in Warwick is the Mobil gas station at 1776 Post Road. It is one of a standardized type developed for Mobil in 1966 by Eliot Noyes Associates, one of America’s most prominent industrial design firms. In addition to being a good example of its type, the Mobil station is well designed from a purely aesthetic standpoint, and is one of the finest contemporary structures in the city.

The primacy of the automobile also prompted the construction of numerous roadside restaurants in Warwick. Most noteworthy are the fast-food drive-ins of the postwar era. These structures are largely responsible for shaping the public’s perception of the city, for their visual prominence makes them the most conspicuous element of the community’s physical fabric. As with gas stations, the drive-ins utilize standardized building designs devised by the parent corporation, and their imagery has changed over the years. The exuberant structures of the 1950s and 1960s, with their bold colors and fanciful forms, gave way in the 1970s to more subtle buildings whose ersatz rusticity is intended to complement the suburban roadscape. The quest for a quieter image for the drive-ins has resulted in a movement to eradicate the earlier, more flamboyant structures. The McDonald’s Restaurant at 860 Post Road, one of the company’s original “golden arches” designs, is a rare surviving example of a typical drive-in of the 1950s and 1960s.



Fig. 82: Pennsylvania Petroleum Products Gas Station (ca. 1920); formerly at Post Road and Elmwood Avenue; photograph, 1930.



Fig. 83: Mobil Gas Station (ca. 1970); 1776 Post Road.



Fig. 84: McDonald's (1963); 860 Post Road.

## Impact of the Interstate Highways

Most of the postwar development discussed up to this point was influenced by or oriented toward automobile traffic moving along a system of local roads and state highways which had grown organically from the founding of Warwick until the mid-twentieth century. In the 1960s, federally funded, grade-separated, limited-access superhighways were constructed through Warwick as part of a nationwide highway network, and served as an impetus to further development of the city. The nature of development, however, was somewhat different from that which had come before. By the time Interstate Routes 95 and 295 were opened in 1966 and 1968, respectively, Warwick had been extensively built up with single-family residences, and a decline in the number of single-family houses being erected had already occurred. However, the improved access which the interstates gave Warwick to other communities in the heavily urbanized Boston-New York region contributed to local industrial, commercial, and institutional development.

After the opening of Route 95, a number of light-manufacturing and service industries were attracted to the Jefferson Boulevard area of the city. The new industrial buildings differ radically from the textile mills constructed in Warwick in the nineteenth century. Most noteworthy of these buildings is the Bulova Watch Company plant on Service Avenue near Route 95. This sleek, sophisticated structure, designed by Baker and Conlon of East Providence, is one of Warwick's more handsome contemporary buildings.



Fig. 85: Bulova Watch Company Plant (1967-1968); 171 Service Avenue.



Fig. 86: Aerial view showing Midland Mall (1965-1967) in the foreground and Warwick Mall (1968-1970) in the background; photograph, 1976.

The superhighways were also responsible for the introduction of a new type of commercial building to Warwick: the large-scale regional shopping mall. This type represented new concepts in both marketing and design. Unlike earlier shopping centers in the city, the mall was designed to attract consumers from beyond its immediate area, and its shops, instead of being arranged in a row facing a parking lot, were oriented into a covered courtyard. The intersection of Routes 95 and 295 east of Natick made the adjacent area the most accessible real estate in Rhode Island, and this site was chosen for construction of the state's first enclosed, climate-controlled shopping mall. The completion of Midland Mall in 1968 was a milestone in the history of the city and state. Not only was it

the first of its type in the region, it was also responsible for initiating the shift of the retail trading center of metropolitan Providence to Warwick, a move which was consummated with the opening of the nearby Warwick Mall in 1972. Though it is too early to have developed a reasonable perspective, Midland Mall may one day prove to be one of the most important buildings of its period in the state, for its construction has had a tremendous impact on the late twentieth-century economic and social history of Rhode Island.

The decision of the Metropolitan Life Insurance Company to build its New England regional headquarters off Bald Hill Road in Warwick was indicative of the tre-

mendous impact of the new highways on the community. Part of a nationwide trend toward the removal of corporate offices from urban centers to suburban and rural areas, it reflects the overriding importance of the automobile in modern society, for the site selected is two miles away from the nearest public transit line and can be reached only by private motor vehicle. The headquarters, constructed in 1976, was strategically located to take advantage of the accessibility which the nearby interstate highway, I-95, provided to all of southern New England. Without that key transportation route, this major office building would never have been erected in Warwick.

A fortunate combination of circumstances led to the construction in Warwick of one of Rhode Island's most important examples of modern architecture. In 1964, Web-

ster Knight donated his estate east of Natick to the state as the site for a junior college, and with the construction of Routes 95 and 295 the location proved to be ideal for a school which would be attended largely by commuting students. In 1968, the state began work on the Knight Campus of Rhode Island Junior College, having chosen to build, instead of the traditional campus with separate buildings, a megastructure which encompassed all of the institution's functions within one building. The choice of what was at the time an innovative architectural form shows a progressive attitude on the part of state government, and as a result Warwick obtained what is probably the most significant contemporary structure in Rhode Island. Dramatically situated on a hilltop, it is admirably scaled to the highways it overlooks and from which its monumental appearance can be appreciated. The college

megastructure, completed in 1972, has earned international recognition in the ensuing years, and is a building of which the city and the state can be proud.

In recent years, development in Warwick has declined from the rapid pace that characterized the 1950s and 1960s, but it has by no means halted entirely. Continued growth poses a threat, as had previous growth, to local historical and architectural resources. The threat is vividly illustrated by the tracts of dwellings that have recently sprung up around the Greene-Bowen and Esek Randall Houses, destroying the integrity of setting of these historical structures. Warwick's greatest challenge now is to find a way to accommodate further growth without endangering the remnants of the city's past.

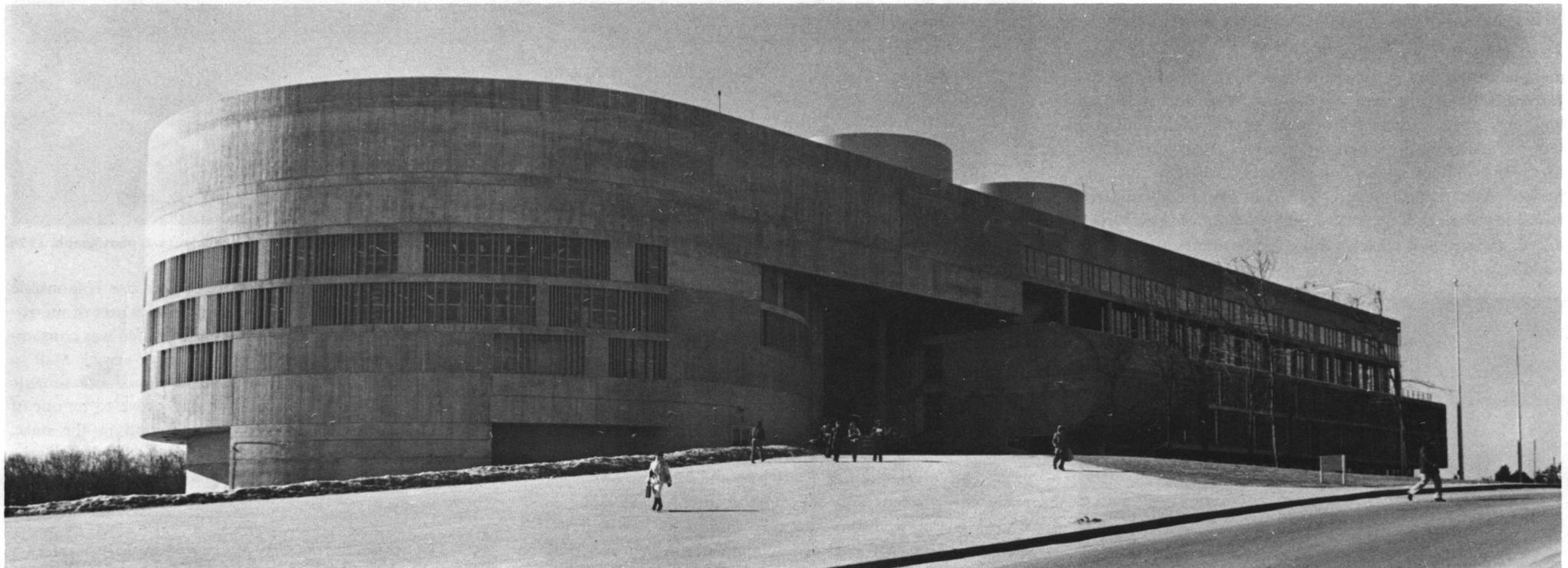


Fig. 87: Knight Campus, Rhode Island Junior College (1968-1972); 400 East Avenue.

#### IV. SUMMARY

Warwick is a city with a rich and varied history. It was inhabited by Indians for thousands of years before the arrival of Englishmen in 1643. As one of the original European settlements on Narragansett Bay, Warwick was included in the consolidation of those settlements into the colony of Rhode Island, a union achieved in part through the efforts of Warwick's founder, Samuel Gorton. Twice invaded and destroyed in its first thirty-three years, the town was rebuilt each time by its industrious and determined inhabitants. Once permanently established, this early colonial settlement became a thriving agricultural community linked by important land and ferry routes to Providence, Newport, New London, and Boston. Seaports at Pawtuxet, Apponaug, and Potowomut shipped agricultural goods and anchors—the community's one manufactured product—throughout the northern colonies, and Pawtuxet vessels participated in the trading of rum,

molasses, and slaves. After the Revolution, the advent of water-powered textile manufacturing led to the construction of factories along Warwick's rivers, and industrial expansion in the nineteenth century witnessed the immigration of Irish, French-Canadian, British, Swedish, and Italian laborers; the development of civic and social institutions; and the founding and growth of new places in which to live, work, and play. By 1900, Warwick was economically, socially, and physically diverse. It contained factories and farms, urban neighborhoods and open fields, mill villages and shore resorts, Protestant Yankee farmers and Catholic immigrant mill workers. It was two separate communities within one township, and with the increasing polarization of interests, these communities split and the town was partitioned. The Warwick that remained was largely rural and suburban, but the past sixty-seven years have seen its transformation into a satellite city of Providence, with extensive residential, commercial, and industrial development.

Over the years, Warwick has sacrificed much of its natural environment and architectural heritage in the name of progress, but there is still a considerable legacy from the past which serves to document the city's history. Indian sites and place names; Colonial, Federal, and Victorian farmhouses; seaports and mill villages; factories and tenements; mansions and estates; summer resorts and suburban plats; religious, civic, and institutional buildings; commercial strips and shopping malls; railroad, airport, and superhighways—all are part of that legacy. These artifacts enable a careful observer to trace the evolution and development of the community from the seventeenth century to the present.

The evidence of the past makes Warwick's history an integral part of the daily life of local residents. The citizens of Warwick should recognize the value of their community's heritage, take pride in it, and protect it for future generations to study and enjoy.



Fig. 88: Warwick's changing landscape: view of Sandy Lane showing the Esek Randall House, a Colonial farmhouse, surrounded by modern dwellings.

## V. RECOMMENDATIONS

The following recommendations are made on the premise that broad-based community action coupled with energetic municipal coordination and direction are necessary to implement an effective preservation program. Agencies exist at the state and federal levels which can assist in various capacities, but attempts to protect and enhance the historical fabric of a community can only succeed through determined effort on the part of local officials and residents.

1. Foster public understanding of and appreciation for Warwick's historical and architectural heritage through a variety of educational programs:

- A. Publish an updated brochure for distribution to residents and tourists with a brief history of the city and a map locating major historic sites. It should be widely disseminated, for the overwhelming number of post-World War II buildings have caused the many eighteenth-, nineteenth-, and early twentieth-century structures which still stand to go unnoticed, and the public must be made aware of their existence.
- B. Publish a series of brochures on individual neighborhoods, based on the findings of the Warwick survey and on further intensive research. Each brochure should describe the history and development of a limited area—with emphasis on original land ownership, the subdivision process, and how the area took the form it has today—and should illustrate and explain the importance of noteworthy local buildings. Such a program has been successfully instituted in Oakland, California, and could prove to be very popular in Warwick, where people tend to identify more strongly with their neighborhood than with the city as a whole. This could be a particularly effective way to convey a sense of Warwick's history to the residents of modern suburban plats, which contain little or no physical evidence of their past.

C. Conduct walking tours of neighborhoods with high concentrations of historical structures, such as Pawtuxet, Apponaug, Pontiac, and Buttonwoods Beach, led by guides who would explain the history and architectural development of the area.

D. Expand the Warwick Historical Society's marker program to draw the public's attention to the wide range of historically and architecturally significant structures in the community.

E. Incorporate the teaching of local history into the public school curriculum at all grade levels, to increase the awareness of young people of the city's cultural resources.

2. Formally recognize the importance of certain properties by nominating them to the National Register of Historic Places. A list of recommended Register properties identified by the Warwick Survey and a list of properties already entered on the Register are included in Appendix B.
3. Have the City of Warwick set an example by restoring, rehabilitating, and properly maintaining municipally owned property. In a community such as Warwick, with a relatively small number of outstanding buildings, the City Hall, schools, libraries, fire stations, and other public buildings have distinctive architectural characters which make them important visual landmarks, and every attempt should be made to retain ornamentation or detailing which contributes to such character. For example, many old Warwick schools have had their original windows removed and replaced with modern ones different in form, scale, and material. Such renovations should be avoided, for they detract from the appearance of these noteworthy structures.
4. Encourage property owners who intend to remodel their properties to undertake additions or alterations which are in keeping with the architectural character of their building and neighborhood. This could be accomplished in part through careful administration of housing rehabilitation projects funded

under the Housing and Community Development Act of 1974. CDA rehabilitation grant and loan programs provide cities and towns with a tremendous opportunity to enhance the quality of their historical and architectural environments.

5. Disseminate advice on how to restore and maintain old buildings through publication of a handbook. The handbook should outline restoration and rehabilitation design principles (for example, replacing elements only when necessary; retaining original exterior wall cover, ornament, and porches; and making sure new construction conforms to the building's size, scale, and materials as closely as possible). Handbooks of this sort have been published by many communities across the nation and have proven to be an effective means of encouraging preservation. The handbooks should be distributed to CDA loan recipients and owners of historic properties identified by the Warwick survey.
6. Improve the ambience of neighborhoods through the planting of street trees. A number of Warwick's neighborhoods have houses which are no more architecturally distinguished than those in other neighborhoods, but they appear more attractive and inviting due to the presence of mature trees along the street. Tree-planting programs were a popular method of civic beautification in the early twentieth century, and the handsome appearance of many American villages and towns is the result of these public landscaping efforts of the past.
7. Obtain historic zone designation for historically and architecturally significant districts, buildings, structures, objects, and sites, in accordance with the historic districts amendment to the Zoning Ordinance of the city of Warwick. The Warwick Historic Preservation Commission should prepare a list of properties deserving such designation, using the findings of the Warwick survey. The Warwick portions of the Pawtuxet Village and East Greenwich Historic Districts should be considered for inclusion on the list, as well as the proposed Apponaug, Buttonwoods Beach, Forge Road, Spencer Avenue, and Warwick Neck Historic Districts, and certain individual buildings.

## APPENDIX A: PAWTUXET VILLAGE SINCE 1973

The Rhode Island Historical Preservation Commission's 1973 Pawtuxet Village report included a number of recommendations for enhancing the historical character of Pawtuxet. Since then there have been both significant accomplishments and major disappointments.

The village, straddling the Pawtuxet River boundary between Cranston and Warwick, was listed in the National Register of Historic Places in 1973. The same year witnessed the organization of the Pawtuxet Village Association, a community group composed of both Cranston and Warwick residents. Since then public awareness and appreciation of Pawtuxet's special character have grown, largely through the efforts of the Association. Signs have been erected at the boundaries of the historic district, informing passersby of the area's significance. Community Development funds have also been secured for public improvements in the village, among them the installation of gas street lights and the development of Pawtuxet Park between Narragansett Parkway and Pawtuxet Cove in Warwick.

Several property owners have repaired or restored structures in Pawtuxet, reinforcing the area's historical character. The Captain Orvin Baker House (ca. 1850), 151 Ocean Avenue; the G. W. Chase House (ca. 1800), 32-34 Tucker Avenue; the Dr. Comfort A. Carpenter House (ca. 1790), 2139 Broad Street, in Cranston; the Nelson Slocum House (ca. 1760), 30-32 Post Road; and the Sylvester and Mary Rhodes House (ca. 1770), 37-39 Post Road in Warwick have all been rehabilitated. Restoration of the Bank Cafe (1814 and 1866), 40 Post Road, has been initiated with a grant-in-aid from the Historical Preservation Commission, and the impending restoration of the Christopher Rhodes House (ca. 1800), 23-25 Post Road, with funding from the Warwick Community Development Program will do much to improve the streetscape along the Post Road curve south of Pawtuxet Bridge.

The impact of these positive developments has been counteracted by some deleterious changes in the village. Fires have claimed two of the area's most significant structures. The Lila Rhodes House (ca. 1897)—an imposing Vic-



Fig. 89: View of Pawtuxet Cove showing houses on Bayside and Lawn Avenues, Warwick; photograph, 1973.

torian dwelling at 2127 Broad Street, Cranston—served as an important visual transition into the historic district until it burned in 1977. The Rhodes State Room (ca. 1890) was the oldest remaining structure at the Rhodes-on-the-Pawtuxet complex until it was destroyed by arson in 1977. Some new construction has also harmed Pawtuxet's character. Most devastating was the erection of the Scottish Rite Temple (1978-1979) at Broad Street and Rhodes Place in Cranston. This building and the neighboring Palestine Temple (built before 1973) are major intrusions whose scale, massing, and materials differ radically from those of the village's older structures. The construction of two raised-ranch houses in the Warwick portion of the village is less drastic but still unsympathetic, for they clash with the historical fabric of the neighborhood.

The future of the wooded tract opposite the houses at 98 through 118 Post Road in Warwick is a critical issue. Within the past year this three-acre parcel has been put up for sale, and under current zoning regulations the construction of up to seven single-family houses would be

permitted on the site. Such development would have a disastrous effect on Pawtuxet if it were to occur.

Institution of historic-district zoning would ensure the preservation of Pawtuxet's architectural fabric, but to date property owners' reluctance to accept design-review controls has prevented the passage of the necessary ordinances. Historic zoning would permit growth and change in a manner that would not undermine the village's character. Pawtuxet's character is its chief resource and has attracted many new residents and businesses to the area. Its maintenance should be a priority of local citizens and officials.

Pawtuxet has several of the key components necessary for successful revitalization: good building stock, an active community organization, and recognition of its historical importance. Its residents have a choice. They can continue to witness a checkered pattern of successes and losses or they can act together to preserve and enhance the environment and economic viability of the area.

## APPENDIX B: NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places, authorized by the National Historic Preservation Act of 1966, is America's official inventory of historic and cultural resources worthy of preservation. Maintained by the Heritage Conservation and Recreation Service, it records districts, buildings, structures, sites, and objects significant in American history, architecture, archeology, and culture. The Register includes all National Historic Landmarks and historic areas in the National Park System, and the Secretary of the Interior may add to it at his discretion properties of national, state, and local significance which have been nominated by State Historic Preservation Officers or heads of federal agencies.

Listing in the National Register provides protection through a state and federal project-review process which assesses the impact that federally funded or licensed activities may have on Register properties. It also makes the owners of such properties eligible to apply for matching grants-in-aid from the Heritage Conservation and Recreation Service (see Appendix C) and, in limited cases, for income tax advantages outlined in the Tax Reform Act of 1976 (see Appendix D). National Register listing is not the same as historic zoning and does not involve government review of privately funded alterations or additions to Register properties.

Three historic districts and six individual properties in Warwick are currently listed in the National Register. In addition, four districts and seventeen individual properties have been approved for nomination to the National Register and five other properties are recommended for National Register consideration, all identified through the Warwick survey. As part of its ongoing program, the Rhode Island Historical Preservation Commission will prepare nominations for those properties approved by the state Review Board. The list of nomination recommendations should not be considered final. As research continues and perspectives change, other properties in the community may be deemed eligible for nomination to the Register.

### Properties listed in the National Register of Historic Places:

Pawtuxet Village Historic District (Warwick and Cranston)  
East Greenwich Historic District (Warwick and East Greenwich)  
Warwick Civic Center Historic District  
Greene-Bowen House, 698 Buttonwoods Avenue  
Caleb Greene House/Greene Memorial House, 15 Centerville Road  
Forge Farm, the General Nathanael Greene Birthplace, 40 Forge Road  
Greenwich Cove Site (archeological), off Forge Road  
Gaspee Point  
Pontiac Mills, 334 Knight Street  
John Waterman Arnold House, 25 Roger Williams Avenue

### Properties approved for nomination to the National Register:

Apponaug Historic District  
Buttonwoods Beach Historic District  
Forge Road Historic District  
Spencer Avenue Amendment, East Greenwich Historic District  
Budlong Farm, 595 Buttonwoods Avenue  
Knight Estate, 486 East Avenue  
Moses Greene House, 11 Economy Avenue  
Elizabeth Spring, off Forge Road  
Caleb Gorton House, 987 Greenwich Avenue  
Richard Wickes Greene House, 27 Homestead Avenue  
Former Russell Estate Carriage House and Icehouses, Goddard Memorial Park, Ives Road  
Oliver A. Wickes House, 794 Major Potter Road  
Former Administration and Terminal Building, State Airport, 572 Occupasstuxet Road  
John R. Waterman House, 100 Old Homestead Road  
Amasa Sprague Estate Stone Walls, Post and Cowesett Roads  
Captain Oliver Gardiner House, 4451 Post Road  
Esek Randall House, 355 Sandy Lane  
Hopelands/Rocky Hill School, Wampanoag Road

Senator Nelson W. Aldrich Estate/Our Lady of Providence Seminary, 836 Warwick Neck Avenue  
Peter Greene House, 1124 West Shore Road  
Almyra Durfee House, 1272 West Shore Road

### Properties recommended for National Register consideration:

Benjamin R. Vaughn House, 51 Hesper Drive  
John S. Palmer Estate, 110 Palmer Avenue  
Alfred A. Reed Estate, 4157 Post Road  
Spring Green/Governor John Brown Francis Farm, Spring Green Road  
Warwick Light, 1350 Warwick Neck Avenue

## APPENDIX C: GRANTS-IN-AID PROGRAM

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

Matching grants-in-aid can be used to acquire, protect, stabilize, rehabilitate, restore, or reconstruct National Register properties. Allowable work under the program includes exterior and interior restoration, structural repairs, installation or updating of utility systems, architectural fees, archeology, historical research, and the installation of protective systems. New construction, furnishings, and modern landscaping are not allowable costs. The Preservation Commission may fund up to half the cost of a project. Matching funds can come from any non-federal source, including Community Development Block Grant money, or in the form of donated services, real property, or equipment. The grants awarded by the Commission have generally ranged in size from \$3,000 to \$50,000.

The Commission receives many more applications each year than it is able to fund. The applications are evaluated and grants are awarded according to the architectural and historical significance of the property; the degree to which the proposed use and treatment respect the historical and architectural values of the building; the urgency of the proposed work; the public benefit of the project, both educational and economic; the degree to which the property is threatened; and the geographical location of the project.

Grantees must submit professionally prepared drawings and specifications which comply with the Secretary of the Interior's Standards for Historic Preservation Projects. The Heritage Conservation and Recreation Service of the United States Department of the Interior must review and approve project plans and specifications before any work can begin.

The activities of the grants-in-aid program are intended to promote a better understanding and appreciation of America's heritage. In accordance with this purpose, grant recipients must sign a preservation easement that will protect the property and ensure its continuing benefit to the public. The agreement, which is recorded with the deed to the property, obligates the owner to maintain the building and grounds, to make no major structural or visual changes without prior approval of the Preservation Commission, and to allow the public to view grant-supported work at least twelve days a year. Public access to the interior of a building is required only if a grant is used for interior restoration. If work is limited to the exterior, visibility of the property from a public right-of-way is sufficient to satisfy the terms of the easement.

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

## APPENDIX D: TAX REFORM ACT OF 1976

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

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

Another provision allows taxpayers to depreciate "substantially rehabilitated historic property" as though they were the original users of the property, entitling them to use accelerated depreciation which could previously only be used for new buildings. The code discourages demolition of certified historic properties in two ways. Demolition costs can no longer be deducted, and any new building replacing a demolished historic structure is denied accelerated depreciation.

Although the Tax Reform Act of 1976 needs further analysis and clarification, it will certainly make the preservation of historic buildings more economically feasible. Any property owner interested in learning more about the historical preservation provisions of the Act should contact a tax analyst or the Rhode Island Historical Preservation Commission. Currently, the Tax Reform Act preservation provisions are due to expire in June, 1981, but may be re-enacted by Congress.

## APPENDIX E: SURVEY FORM AND MAPS

A standard survey form, the "Historic Building Data Sheet," has been developed by the Historical Preservation Commission for use throughout the state. A surveyed property is identified on the form by assessor's plat and lot numbers, address, ownership at the time of the survey, and by at least one photograph. Present use of the structure, land use in its immediate vicinity, and a basic physical description are noted in the checklists in the left-hand column. The construction date of the property and dates of major alterations or additions are categorized in several broad period time-frames designated by code letters: P = prehistoric (before 1636), E = seventeenth century (1636-1715), C = Colonial (1700-1800), F = Federal (1775-1840), GR = Greek Revival (1825-1865), EV = Early Victorian (1840-1870), LV = Late Victorian (1865-1910), ET = early twentieth century (1900-1945), MT = mid-twentieth century (1940-1975), and LT = late twentieth century (1975 to the present). In some cases these periods overlap; this reflects the continuing popularity of some architectural styles after more up-to-date stylistic developments had become prevalent.

The "COMMENTS" section contains brief notations regarding a building's style, structure, decorative details, function, condition, and relation to its environment, as well as criteria for surveying it. The "HISTORY & SOURCES" section is used to list identifications on old maps, notes on individuals, groups, or events associated with the property; and bibliographical references.

The four "EVALUATION" sections appraise various aspects of a property's preservation value. The numerical ratings used for historical evaluation are the same as those used for architectural evaluation, but these ratings should be regarded separately. In general, the key reason for preserving structures should derive from their visual significance, as revealed in the ratings under "Architectural value" and "Importance to neighborhood," with the latter providing the best indication of preservation value. Buildings which seem undistinguished are often important elements within the physical fabric of the community, and should be retained along with the historical landmarks and architectural monuments.

| HISTORIC BUILDING DATA SHEET<br>RHODE ISLAND STATEWIDE SURVEY   |  | COUNTY<br>KENT   |  |
|---|--|--|--|
| FILE NO. _____ PLAT <u>355</u> LOT <u>321</u> LUS _____   |  |   |  |
| ADDRESS <u>79 Cady Avenue</u>   |  |  |  |
| OWNER <u>Paul P. Pouler</u>   |  | CITY/TOWN<br>NARRICK   |  |
| PRESENT USE:<br>1 fam <input checked="" type="checkbox"/> 2 fam _____ multi _____<br>pub _____ comm _____ indus _____<br>reli _____ agr _____ mixed _____<br>other _____  |  | NEGATIVE NO. <u>KW 10-36</u><br>KNOWN AS <u>Giles M. Wentworth House</u><br>ARCHITECT _____  |  |
| NEIGHBORHOOD LAND USE:<br>res <input checked="" type="checkbox"/> comm _____ indus _____<br>pub _____ agr _____ woods _____<br>other _____  |  | DATE & SOURCES <u>1888 (tax records)</u><br>ORIGINAL USE <u>same as present</u>  |  |
| PERIOD/STYLE: P C F GR EV (LV) ET MT LT<br><u>Queen Anne</u>  |  | ORIGINAL OWNER <u>Giles M. Wentworth of Calais, Maine</u><br>HISTORY & SOURCES:<br><u>on 1895 map</u><br><u>1917 map -- Mary Brierly</u><br><u>1922 map</u><br><br><u>One of the older dwellings in the Rivervue area, a resort community of the late 19th and early 20th centuries.</u> |  |
| DESCRIPTION: Stories: <u>2</u><br>Roof: gable (flank _____ end <input checked="" type="checkbox"/> cross _____)<br>gambrel (flank _____ end _____ cross _____) hip _____<br>monitor _____ mansard _____ flat _____<br>other _____<br>Walls: clapboard <input checked="" type="checkbox"/> brick _____ stone _____<br>shingle plain _____ modern comp _____<br>other _____ patterned _____<br>Foundation: height <u>NA</u> stone _____ brick <input checked="" type="checkbox"/><br>other _____<br>Alterations: good _____ poor _____ none <input checked="" type="checkbox"/><br>Rare bldg. _____ Typical of its area _____ |  | ROAD <u>79 CADY AVENUE</u>   |  |
| COMMENTS:<br><br><u>Fine Queen Anne dwelling with a veranda with circular seat around center post and paneled screens in the gables.</u><br><br><u>Carriage house on lot to rear.</u>   |  | MAP NO.  |  |
|   |  | PRIORITY   |  |
| SURVEYOR ROJ AV Checked DC<br>SUPERVISOR DC HW Checked DC   |  | EVALUATION:<br>Physical Condition<br>structure (5) 3 2 0<br>grounds 2 (1) 0<br>neighborhood 3 (2) 0<br>Architectural value 38 30 (20) 10 0 2A<br>Importance to neighborhood 14 (10) 5 0  |  |
| DATE: <u>Fall 1975</u>  |  | Historical value 38 30 20 (10) 0 1<br>Total Score  |  |

Fig. 90: Sample survey sheet.

The evaluation of a building's exterior physical condition is rated on a 0, 2, 3, 5 scale without regard to architectural merits. Buildings assigned a "5" are in excellent physical condition, either altered or unaltered. Those rated "3" are in good condition, with only slight evidence of the need for improvements, such as repainting or minor repairs. Buildings rated "2" are in fair condition and may require substantial work. Buildings rated "0" are in poor condition and probably will require extensive work if they are to be saved. These ratings are based on exterior observation only and do not reflect interior structural or mechanical conditions.

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

The rating of the neighborhood's physical condition is determined on a 0, 2, 3 scale. In this case "neighborhood" denotes the immediate vicinity of the surveyed property, and does not include adjacent streets or blocks

which comprise the entire neighborhood as it is perceived by local residents or defined by government agencies. Neighborhoods rated "3" are characterized by a uniformly high standard of maintenance for both buildings and grounds. Those assigned a "2" have well kept properties in much of the area but also have sections where the need for improvements is apparent. The "0" rating is used for areas which, for the most part, have a poor visual quality.

Architectural ratings are assigned on a 0, 10, 20, 30, 38 scale. The "38" is reserved for a generally small number of buildings deemed of outstanding importance to the community and which, in many cases, have regional, state, or national significance as well. A building with architectural quality well above the local norm is given a "30." The majority of buildings surveyed are rated "20" and "10." They are of local value by virtue of interesting or unusual architectural features or because they are good examples of common building types which constitute a large part of Warwick's architectural and visual fabric. Buildings rated "30" and "20" define the character of the city and serve as a background for the landmarks rated "38." Undistinguished buildings which make no positive contribution to the environment are assigned a "0." Structures with inappropriate and unsympathetic alterations or additions are given lower ratings than similar buildings in their original state. Some monuments, markers, street furniture, landscape features, and ruined structures have been given ratings in this category based on their general visual quality or importance as landmarks; such ratings do not necessarily reflect intrinsic aesthetic value.

A property's importance to its neighborhood is rated on a 0, 5, 10, 14 scale, with "neighborhood" defined as it is above. The "14" denotes a property that is a key landmark of utmost importance to the visual integrity of its environment. Buildings, or sites rated "10" contribute visually to the neighborhood, by virtue of individually distinguished qualities, or characteristics of form, scale, and massing which help to maintain the visual continuity of the area. Those rated "5" make a minor but positive contribution to the neighborhood. The "0" is given to properties which have a definite negative impact on their surroundings.

Historical value is based on a 0, 10, 20, 30, 38 scale. The "38" is assigned to properties associated with individuals, organizations, or events of historical significance on the national level. Buildings and sites of state, regional, or major local importance are given a "30." A "20" is given to public, institutional, commercial, and industrial structures (schools, churches, clubs, factories, etc.) and to residences of particular individuals which have known or presumed associations with important events in local history. Buildings and sites about which little or nothing is known, but which by virtue of their age contribute to the historic fabric of the community, have been rated "10." The "0" is used for properties of no known historical significance at the time of the survey, including modern buildings for which it is too soon to evaluate historical significance.

The survey data is depicted graphically on maps, so that it can be quickly referred to for planning purposes. The city of Warwick has been divided into two sections

and mapped at a scale of 1" = 660'. All surveyed buildings, sites, and objects are located on these maps and identified by an assigned map number. The period/style, architectural value, and historical value of the most noteworthy properties are included on the map in a separate list keyed to the addresses. District maps of the Apponaug and Buttonwoods Beach areas, where high concentrations of buildings were surveyed, have been prepared at a scale of 1" = 100'. These maps show every structure within each district, along with their addresses, period/style codes, and architectural and historical values. A district map of Pawtuxet Village, prepared at the time of the village survey in 1973, has been corrected and updated as part of the present survey. Copies of these maps are kept on file at the Historical Preservation Commission (Old State House, 150 Benefit Street, Providence), at the Warwick Department of City Planning (City Hall Annex, 3273 Post Road, Warwick), and at the Division of Statewide Planning (265 Melrose Street, Providence).

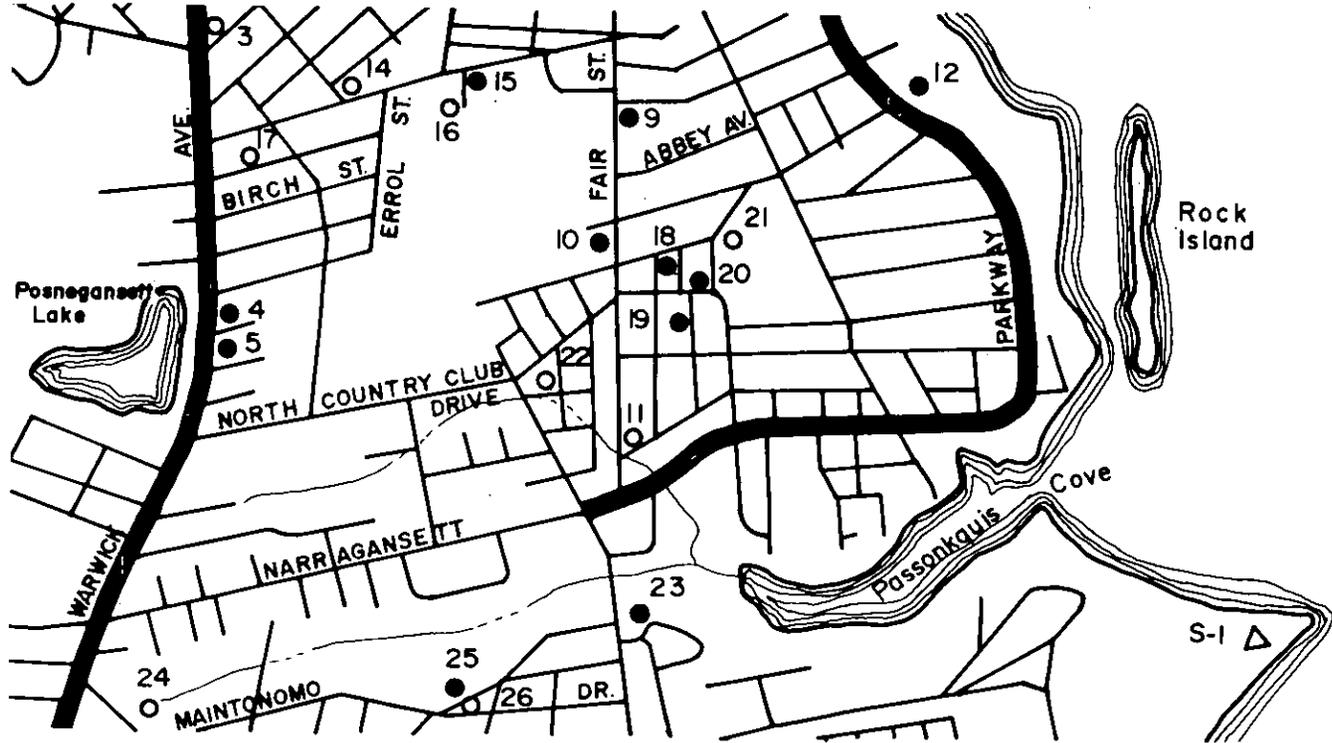


Fig. 91: Sample detail of survey map.

## APPENDIX F: INVENTORY

The inventory is a selective list of culturally significant districts, buildings, structures, sites, and objects in Warwick. It includes properties which are important by virtue of intrinsic qualities or associative values or because they symbolize some aspect of the city's social, cultural, economic, or physical development. Only properties of particular significance have been entered below. In addition to these, many other properties contribute to the historical and visual character of Warwick and are worthy of preservation. These other buildings and sites are included along with the inventory properties on the survey maps of Warwick prepared by the Historical Preservation Commission.

Local deed and tax records were searched to determine the names of original owners and the construction dates of some inventory properties. Time restrictions precluded the completion of such extensive research for all properties, and in most cases the name and dates assigned are based on the study of old maps and the analysis of a building's design.

Inventory entries are listed alphabetically by street name and then in numerical order by street number. Properties without street numbers have been entered under the street headings in the same sequence in which they appear on the street and have been assigned numbers, which appear in brackets. Brief descriptions of a number of historical districts and neighborhoods have been included and are listed alphabetically by name among the street headings. Unless otherwise indicated, buildings are of wood-frame construction.

### KEY:

Properties in particular villages, neighborhoods, or historic districts are indicated by the following code letters:

- A Apponaug
- AHD Apponaug Historic District
- B Bayside
- BU Buttonwoods
- BHD Buttonwoods Beach Historic District
- CE Centerville
- CN Conimicut
- CW Cowesett
- EHD East Greenwich Historic District
- FHD Forge Road Historic District
- GP Gaspee Plateau
- GF Governor Francis Farms
- G Greenwood
- H Hillsgrove
- L Lakewood
- NA Natick
- NO Norwood
- OB Oakland Beach
- OW Old Warwick
- P Pawtuxet
- PHD Pawtuxet Village Historic District
- PN Pontiac
- PT Potowomut
- SHD Spencer Avenue Historic District
- WHD Warwick Civic Center Historic District
- WN Warwick Neck
- \* Properties listed on or approved for nomination to the National Register of Historic Places.
- † Properties recommended for nomination to the National Register of Historic Places.

### ANN MARY BROWN DRIVE

157  
GP  
Asbury United Methodist Church (1932-1933): A handsome Gothic style brick church, comprising a tall, 1-story, gable-roofed sanctuary with a 3-story, buttressed central tower at the front and an attached Tudor-style parish house on the east side. Designed by Woodbury and Stuart of Boston, it is an excellent local example of the Academic Gothic style popularized in the early 20th century by the prominent Boston architect Ralph Adams Cram. It also serves as a strong visual landmark for the neighborhood. The Asbury Methodist congregation was first gathered in March, 1930; work on the church edifice was commenced in June, 1932, and the first service was held here in February, 1933.

### APPONAUG

The founding of Apponaug dates from 1696, when the freemen of Warwick granted a water privilege here for the construction of a fulling mill on Kekamewit Brook. The village was an important crossroads where the Pequot Path (Post Road) intersected the highway from the town to the fulling mill (West Shore Road, "the town" being Old Warwick) and the highway from the fulling mill to the sawmill at Beaver Dam (Centerville Road). Located at the head of a cove, Apponaug became a port and shipbuilding center in the 18th century. Industrial development began with the opening of a cotton factory about 1805, possibly in the old fulling mill. Construction of the Stonington Railroad just east of the village in the 1830s enhanced its importance, and with the shift in the town's center of population brought on by the industrialization of the Pawtuxet Valley, Apponaug was made the new seat of municipal government in 1834-1835. The establishment of the Oriental Print Works on the site of the older mills about 1859 was an important event, for the firm, reorganized and renamed the Apponaug Company after several changes in ownership, became one of the foremost textile-finishing concerns in the country and continued operations until 1958. An ever increasing volume of automobile traffic from the 1920s to the present has contributed to the erosion of the village's visual character as trees have been uprooted and old buildings have been destroyed to permit the construction of wider roads and auto-oriented commercial establishments. The historical structures that do remain are a source of community pride, however, and are a major element in plans for neighborhood revitalization. For inventory properties in Apponaug, see entries at Apponaug Historic District, Warwick Civic Center Historic District, 15 Centerville Road, (3035) through 3434 Post Road, 101 Spruce Street, and 99 Veterans' Memorial Drive.

### APPONAUG HISTORIC DISTRICT

A cluster of five Colonial and Federal dwellings which includes most of the extant 18th- and early 19th-century

buildings in Apponaug. Structures such as these once constituted much of the village's physical fabric but fewer than ten are standing today, making this a rare and significant group. The district comprises the properties at 3376, 3384, 3391, 3397-3399, and 3404 Post Road (see individual inventory entries).

#### ATLANTIC AVENUE

- 333 L Lakewood Town Hall (between 1890 and 1892): A tall 1½-story structure with a 3-story, pyramidal-roofed corner tower. The building was used as a polling place and meeting hall, and the town council met here on several occasions. It also housed a neighborhood library. In 1890, several Lakewood residents were elected to the newly revived Old Warwick Ladies Library Association, an organization which had been dormant since a membership dispute in 1857. Half of the Association's collection was moved to a Lakewood chapel at that time, and in 1892 all of the books were moved into a room in the Lakewood Town Hall. The building was altered in 1975 and is now used for commercial purposes.

#### BALCOM AVENUE

- .96 WN First Edward Anthony House (1809): A 2½-story, gable-roofed, center-chimney dwelling with later additions, among them a large veranda. Edward Anthony of Portsmouth inherited his grandfather's Warwick Neck farm and moved here in 1792 or 1793. In 1809, Anthony dismantled the old farmhouse and used the materials to build the present structure. Several years later he built another house farther north and gave this house to his son, Giles, who owned it into the late 19th century.

#### BANK STREET

- 10\* PHD House (mid-19th century): A handsome 1½-story, gable-roofed Greek Revival dwelling with paneled corner pilasters, a front doorway framed by pilasters and an entablature, and a front veranda.
- 17-21\* PHD Double House (before 1775): A large 2½-story, gable-roofed dwelling resembling two 4-bay, center-chimney houses joined end to end. Supposedly built by a sea captain before the Revolution, it was owned by J. M. and W. R. Wilbur in 1870.
- 27\* PHD House (18th century): A 2½-story, gable-roofed dwelling with a 4-bay facade and two small, interior chimneys in place of the original massive center chimney. It was owned by N. Lee in 1870.

#### BAYSIDE

Present-day Bayside encompasses the areas known as Rivervue, Longmeadow, and Bayside in the late 19th century. The land north of Cady Avenue to Mill Creek constituted Shubael Cady's Rivervue Farm while the land south of

Longmeadow Avenue to Grove Avenue was the Riverside Farm of Malachi R. Gardiner. Between these tracts lay J. H. Warner's Longmeadow. Gardiner, a wealthy Providence merchant, had built a summer house on his land by 1850, and by 1870 Cady and Warner were operating resort hotels on their properties. Construction of the Warwick Railroad through the area led to real estate speculation, and Gardiner and Cady platted streets and house lots on their properties in 1873 and 1874, respectively. For some reason Gardiner chose to call his plat Bayside (perhaps because a community named Riverside was already developing across the bay in East Providence) and the name later came to refer to the entire area at the base of Warwick Neck. Another portion of the Cady property and the Longmeadow Hotel property were both subdivided in 1884. A number of summer houses, some quite substantial, were erected here in the 1880s and 1890s, and with the conversion of the railroad to an electric trolley line in 1900, Bayside began to develop into a suburban neighborhood. Properties on Cady, Draper, Longmeadow, Palmer, Payton, and Samuel Gorton Avenues and Mill Cove Road are included in the inventory.

#### BAYSIDE AVENUE

- 12\* PHD Benjamin Thurston House (1896): A handsome 2½-story Colonial Revival dwelling with a massive gambrel roof, pedimented dormers, and a Tuscan-columned veranda recessed into the mass of the house. The property includes a well designed detached garage.
- 15\* PHD George E. Boyden House (1895): A large 2½-story dwelling comprising several cubical masses topped by gently flared hip roofs, encircled by a columned veranda. A fine carriage house stands to the side of the house.

#### BEECHCREST STREET

- 99 L William Arnold House (1785): A 2½-story, gable-roofed, center-chimney dwelling set end to the street, with an early 20th-century porch added to the front. The pediment which was originally set over the main entrance has been detached and moved to the front of the porch.

#### BELLMAN AVENUE

- 280 CN House (ca. 1880): A 1½-story, gable-roofed dwelling with a veranda, eaves brackets, and an ell with jerkin-head roof.

#### BLEACHERY COURT

- 107, 119, 123, 125 PN Pontiac Mill Houses (ca. 1810): Four 1½-story, gable-roofed dwellings, probably built soon after the first mill at Pontiac was opened ca. 1810. These houses were moved to their present location and altered in 1866. All have been heavily altered in the 20th century. They are rare examples of early factory-owned laborers' housing.

#### BRIDAL AVENUE

- 42 CE Reverend Jonathan Brayton House (ca. 1860): A 2½-story, gable-roofed dwelling with entrance portico, window hoods, and heavy cornice brackets. It was built for the Reverend Brayton, a prominent Baptist missionary who was also president of the Centerville National Bank. It was later owned by Enos Lapham, a member of the family which owned the Centerville Mill in the late 19th century.

#### BUTTONWOODS

Buttonwoods was part of the Nassauket or Nausauket lands "south of the common from Tuskatucket River (near present-day Wildes Corner) to Sweet's Meadow (near present-day Apponaug)" which were first divided into farms in the early 1680s. The Greene family acquired land at Buttonwoods Point and Brush Neck that was bordered on the east, north, and west by property of the Budlong family. The Greene farm was divided in 1806. The Greene and Budlong families intermarried and a portion of the western Greene farm was annexed to the Budlong property. In the 1830s and 1840s Old Buttonwoods, now the site of the Buttonwoods Crest Nursing Home, was a popular picnic excursion spot. In 1871, most of the eastern Greene farm was sold to the Buttonwoods Beach Association, which developed it as a Christian summer resort modeled after the Methodist campground on Martha's Vineyard. Access to the area, first reached by steamboat, improved when the Warwick Railroad was extended to Buttonwoods in 1881. Construction of cottages on the Beach Association's grounds was closely regulated, making it an exclusive area. In the early 20th century, Henry W. Budlong opened a campground on the shore of his property for families of limited means. In the same period the Buttonwoods Airport or Pothier Field, one of the privately owned airfields that served Providence before the opening of Green State Airport, was established on Budlong's land. Buttonwoods has undergone extensive suburban development in the post-World War II years, but the original Greene and Budlong homesteads, dating from about 1700, have been miraculously preserved, as has Buttonwoods Beach. See inventory entries under Buttonwoods Beach Historic District and Buttonwoods Avenue.

#### BUTTONWOODS BEACH HISTORIC DISTRICT

The founding of Buttonwoods Beach was inspired by the popularity and success of the Methodist campground at Oak Bluffs on Martha's Vineyard. In 1871, the Buttonwoods Beach Association, composed largely of members of Providence's Cranston Street Baptist Church, purchased property on Greenwich Bay from Fones Greene Hill for the purpose of establishing a summer resort for religious Protestant families. A hotel with a small park around it was built in

1872, and Providence engineer Niles B. Schubarth laid out house lots along straight streets, reserving a few triangular plots for parks and a strip along the beach for a promenade. The little community, numbering about thirty-five houses in 1873, was first reached by steamboat but became the terminus of the Warwick Railroad in 1881. A chapel, replacing an earlier structure, was erected about 1885 and a casino about 1900. Strict control was maintained over the division and sale of land and the construction of houses, resulting in an attractive and cohesive architectural fabric unique in Warwick. The area contains many fine Late Victorian and early 20th-century cottages in the Gothic Revival, Carpenter Gothic, Queen Anne, Shingle, and bungalow styles. There is also a 1½-story gambrel-roofed colonial farmhouse that may date from the first quarter of the 18th century. District properties listed in the inventory are at 976, 1003, 1078, and 1108 Buttonwoods Avenue.

### BUTTONWOODS AVENUE

- 595\* BU Budlong Farm (ca. 1700 with later additions): A large property containing several barns and a 1½-story, gambrel-roofed, center-chimney dwelling with some early 20th-century additions. The farm was first settled by John Budlong (born 1672) about 1700. The framing of the southeast room in the main part of the house is different from that in the rest of the building, indicating that this may have originally been a one-room, end-chimney structure entered through the door that now opens onto the porch on the south side of the house. The farm remained in the Budlong family ownership until the death of Henry Warner Budlong (1849-1929). Budlong was the son of Benjamin and Roby Knight (Greene) Budlong and grandson of Warner J. Greene, owner of the neighboring Greene-Bowen House (see next entry). Henry Budlong ran a summer campground for working-class city residents on a portion of his property along the Greenwich Bay shore. He was a philanthropist noted for his generous gifts to local churches, hospitals, and charitable institutions, and he funded in full the construction of the Henry Warner Budlong Memorial Library at Apponaug (see entry for 3269 Post Road). After Budlong's death the farm went to his housekeeper's daughter, Emily Ruville Hohler. Mrs. Hohler and her husband ran a dairy farm on the property and made some alterations to the old farmhouse. The Hohlers' descendants now own the farm and operate a stable for horses.
- 698\* BU Greene-Bowen House (between 1687 and 1715 with later additions and alterations): A 2½-story, gable-roofed dwelling with a brick end chimney and an end lean-to, probably enlarged at an early date from a 1½-story, one-room house built by James Greene (1659-1712) or his son Fones (1690-1758). It conforms to the standard "stone-ender" plan used for Providence-area houses in the early Colonial period, but also includes features typically found in Newport dwellings, such as brick-nogged stud walls and a fireplace with

curved side walls. In the mid-18th century the original casements were replaced with double-hung windows and a few other alterations were made, and in the mid-19th century the lean-to was erected and wood-burning stoves (now gone) were installed. Modern plumbing, central heating, and electrical wiring were never put in, however. The house has thus remained virtually unchanged since the 1750s, and is a rare example of an early Colonial residence. Originally the center of a farm which once measured as much as 160 acres, the house was owned by Greene descendants until 1900, when a 13-acre tract containing it was sold to Richard M. Bowen. Bowen's son Edward S. Bowen gave the house to the Warwick Historical Society in 1974 under the stipulation that it be maintained as a museum, but the Society, unable to raise the funds necessary to repair and restore the structure, has recently returned it to the Bowen family.

- 976\* BHD Thomas Greene House (early 18th century): A 1½-story, gambrel-roofed dwelling, supposedly built about 1715. The land surrounding this house, part of the Fones Greene farm in the early 18th century (see entry for 698 Buttonwoods Avenue), was devised to Fones' son Thomas Greene in 1758. It went to Thomas' son Thomas Greene in 1806 and then to the second Thomas' nephew Fones Greene Hill in 1846. According to the 1850 census it was part of a 96-acre farmstead. In 1871, Hill sold 90 acres of the farm to the Buttonwoods Beach Association, which subdivided the property for development as a summer resort (see entry for Buttonwoods Beach Historic District).
- 1003\* BHD Union Chapel (ca. 1885): A tall 1-story, gable-roofed structure with a circular, conical-roofed bell tower on one side. The tower is decorated with a band of carved garlands and swags and a large Palladian window at the front screens a recessed porch entered from the sides. The chapel was designed by Providence architect Howard Hoppin for the Buttonwoods Beach Association, a group organized in Providence in 1871 for the purpose of establishing a Christian summer resort at Buttonwoods.
- 1078\* BHD House (ca. 1875): A handsome 1½-story, cross-gable-roofed Gothic cottage with a veranda, Gothic-arched doors and windows with drip molds, and decorative gable struts with pendants.
- 1108\* BHD House (late 19th century): A 1½-story, cross-gable-roofed cottage with triangular-top door and window openings and jigsaw-cut veranda and bargeboard trim.

### CADY AVENUE

- 79 B Giles M. Wentworth House (1888): A good example of a modest dwelling in the Queen Anne style, this 2-story, gable-roofed building has clapboard, shingle, and cut-shingle wall cover and paneled gable screens. It also has a veranda with turned posts, a decorative railing, and a unique, built-in circular seat on the porch resembling a Victorian ottoman sofa.

### CENTERVILLE

The history of Centerville dates back to the turn of the 18th century, when a tiny rural hamlet called Beaver Dam began to develop around a sawmill on the south branch of the Pawtuxet River. Growth was hampered by the settlement's relatively remote location, but in 1794 Rhode Island's second cotton-textile manufactory was built here near the sawmill. The new enterprise struggled along for a few years and then became a success when Samuel Slater's partners, Almy and Brown, took an interest in the business in 1799. The New London Turnpike (opened 1821) was routed through Centerville, giving the village better access to Providence, but the line of the Providence, Hartford and Fishkill Railroad was constructed some distance north of the village in the 1850s. The mills, expanded through the 19th century, changed hands several times and eventually became the property of Benedict Lapham and his brother Enos. The Laphams brought many French Canadians to work at the mills here in the late 19th century. Inventory properties include 42 Bridal Avenue, 1551 Centerville Road, and 65-67 and (279) New London Avenue.

### CENTERVILLE ROAD

- 15\* A Caleb Greene House, now Greene Memorial House (ca. 1800): A 2½-story, gable-roofed, center-chimney dwelling with a doorway incorporating fluted pilasters, an entablature with cushion frieze, and a pediment with modillions. Built by Caleb Greene, the house was the birthplace of Civil War General George Sears Greene, who was responsible for the heroic defense of Culp Hill at the Battle of Gettysburg. It now houses the Central Rhode Island Chapter of the American Red Cross.
- 1301 Foster Farm (ca. 1848): A 2½-story, gable-roofed dwelling with veranda, set amid open fields, woodland, and stone walls. This property, together with the adjoining Barton Farm (see next entry), was once part of the 336-acre Christopher Greene Farm. John Foster purchased it from the Greene Farm's owner, George A. Kenyon, in 1847. Foster grew potatoes here for marketing and hay and corn for feeding cows, from which he obtained milk and butter to sell. The farm is still owned by Foster descendants and, with the Barton Farm next door, gives an excellent impression of what Warwick's 19th-century rural landscape was like.
- 1351 Barton Farm (ca. 1780, altered ca. 1857): A 2½-story, gable-roofed dwelling with a pedimented fanlight doorway, set amid outbuildings, fields, and stone walls. The original center chimney was removed and a bay window was installed on the facade about 1857 (the present bay is a modern replacement). Before 1838 this property was part of the Christopher Greene Farm, a tract extending east from New London Avenue and north from Centerville Road. George A. Kenyon acquired the Greene Farm in 1846 and subsequently divided it, selling off the eastern portion to John Foster in 1847 (see preceding entry) and the central portion to James W. Barton in 1857. Still owned by the Barton family, this property is

a rare surviving example of a 19th-century farm.

- 1551 **CE** Sunnyside (ca. 1790, with later additions): A 2½-story, gable-roofed dwelling with a late 19th-century central chimney, altered in the Late Victorian period by the addition of tripartite windows on the ground-floor facade and brackets at the cornice line. It also has wings, porches, and an entranceway added during the Colonial Revival period. There is a large Victorian carriage house with a bracketed cornice and cupola on the property behind the house. Enos Lapham, brother of the owner of the Centerville Mill, lived here in the late 19th century.

#### COLUMBIA AVENUE

- 1 **GP** Elwood T. Wyman School (1936): This building combines traditional and modern design elements. It is a 2-story, flat-roofed, rectangular brick mass with abstract classical forms in the Art Deco style applied to the central section. The school is named for Elwood T. Wyman (1863-1930), Warwick's Superintendent of Schools from 1905 to 1914 and from 1922 to 1930.

#### COMMONWEALTH AVENUE

- 624 Rice Farmhouse (mid-18th century): A 1½-story, gambrel-roofed dwelling with a low stuccoed foundation and paired interior chimneys near the ends of the house. The roof and windows were probably modified in the 1880s. The house was owned by Emmanuel Rice in the early 19th century and had probably been the property of Emmanuel's father Thomas Rice, Jr.
- 740 Whitehall (ca. 1850): A 2½-story, gable-roofed dwelling with a symmetrical 5-bay facade, a bracketed entrance portico, and arched windows in the gables. It is a good example of a transitional Greek Revival-Early Victorian house.

#### CONIMICUT

Mill Creek, which borders Conimicut Point on the south, was the site of Samuel Gorton's original settlement in Shawomet in 1643. After the village was relocated when the town was resettled in 1647, the point was fenced off for use as a pasture and a tide-powered gristmill was built on the creek. The area north of Conimicut Point to Pasituxet (the present Cole Farm Road area, site of a 17th-century farm owned by John Greene and later by his son Job) was practically uninhabited until the 1860s, when the Mark Rock resort and a few boarding houses were opened. Conimicut's development as a summer resort accelerated following the opening of the Warwick Railroad in 1875, and, with the electrification of the line in 1900, the area began to change into a suburb with year-round residents. For inventory properties in the Conimicut area, see entries at Bellman, Economy, and Royal Avenues and 1124 West Shore Road.

#### COWESETT

Present-day Cowesett is a portion of the original, more extensive Cowesett Farms, which were laid out and allotted to the Purchasers of Warwick in 1684. Land division patterns and accessibility greatly influenced the pattern of development, with denser settlement occurring on the narrow strip lots along Post Road and more diffuse settlement on the relatively remote, larger tracts west of Love Lane. The area was almost exclusively agricultural until the third quarter of the 19th century. By that time the Stonington Railroad had been built between Post Road and the shore of Greenwich Bay, greatly improving transportation, and the hillside rising to the west of Post Road, with its vista of the bay, became a prime location for country villas of the well-to-do. A number of prominent Rhode Island families established estates here—some of which were small and others large, some with grand new mansions and others with modest older dwellings that were remodeled. The opening of the East Greenwich trolley line on Post Road stimulated further development, and the trend has continued through the late 20th century with the construction of subdivisions of suburban dwellings off Post Road and Love Lane. In contrast, western Cowesett remains a sparsely settled area with acres of woodland and fields and a few farmsteads, some of which have been only recently sold out of the families to which they were granted in 1684. For Cowesett inventory properties see entries under Division Street, Governor's Drive, Hesper Drive, Highland Avenue, Love Lane, Major Potter Road, Ocean Point Road, Overhill Avenue, Post Road (numbers 3825 to 4591), Spencer Avenue, Stiness Drive, Valentine Circle, and Williams Street.

#### CROMWELL AVENUE

- 25 **WN** Nicholas B. Gardiner House (1878): A 2½-story, hip-roofed, cubical dwelling with symmetrical 3-bay facade, bracketed veranda, modillion cornice, and wrought-iron decorative cresting on the roof. Nicholas B. Gardiner was a partner in the Providence firm of Gardiner & Tiffany, hardware merchants. City directories of the 1870s and 1880s list his residence as 145 Washington Street; thus this house was probably used only as a summer residence.
- 51 **WN** William H. Reynolds House (1881-1882): A complex 2½-story dwelling with gable-roofed pavilions and dormers and a veranda, noteworthy for the picturesque effect created by its numerous roof peaks. It was built as a summer residence for William H. and Emily B. Reynolds of Providence.

#### DIVISION STREET

- 15\* **EHD** Dr. Jeremiah Greene House (ca. 1785): A 2½-story, gable-roofed dwelling with paired interior chimneys and a handsome Federal doorway with sidelights.
- 159\* **EHD** Fyrtre Hall (ca. 1844): A 2-story, hip-roofed dwelling of transitional Late Federal-Greek Revival style, with a col-

umn veranda, elaborate entranceway, corner pilasters, modillion cornice, and wooden roof balustrade. It was altered in the late 19th century and twice in the 20th century (the latest alterations are unsympathetic). There is a noteworthy stone wall with tall iron gates along the Division Street side of the property. The house was built by Josiah Barker and was once owned by Thomas Jefferson Hill, a prominent late 19th-century Rhode Island industrialist whose holdings included the Bay Mill at the foot of King Street in East Greenwich.

- 1239 **CW** Benjamin Barton House (1836): A 2½-story, gable-roofed dwelling with three small central chimneys and a columned entrance portico. This is the third house to stand on this property, which was granted to the Barton family in the Cowesett Farms division of 1684. The property remained in the Barton family until the 1950s. The house is a fine example of a vernacular Greek Revival residence.

#### DORY ROAD

- (1) Gateway (late 19th century): A gateway at the intersection of Dory Road and Long Street consisting of paired cylindrical stone posts with shallow conical tops linked to subsidiary posts of similar form by short, curved lengths of stone wall. One post supports a section of a wrought-iron gate. This is a handsome example of 19th-century vernacular masonry construction, similar to stonework found in the Cowesett area (see entry under Post Road heading) and probably all produced by the same talented but as yet unidentified local mason.

#### DRAPER AVENUE

- 69 **B** Samuel Gorton Junior High School (1939): A 2-story, flat-roofed brick building with limestone trim, set on a high brick basement. Its plain, symmetrically composed mass is enlivened by a unique and interesting Art Deco entrance combining fluted pilaster strips, eagles carved in relief, contemporary graphics, and a stainless-steel door hood. Edward O. Ekman of Providence was the architect.

#### DRUID ROAD

- 27 **GP** Mary Rose Ross House (1938): A 2-story, flat-roofed stuccoed dwelling exhibiting International Style influences. It is supposedly the first split-level house built in Rhode Island, with an interior divided into five levels. According to local tradition, it was built by an actress who modeled it after a house she had seen in Florida.

#### EAST AVENUE

- 400 Knight Campus, Rhode Island Junior College (1968-1972): An enormous, flat-roofed, concrete megastructure with semicircular terminus and twin cylindrical skylight funnels,

set on a hilltop site and ranging in height from four to six stories. Offices, classrooms, and workshops are gathered around a large, multi-story interior courtyard, and lecture halls and a library are included in a semi-detached cylindrical section separated from the main block by a road passing through the mass of the building. The structure thus accommodates all academic, social, and recreational functions under one roof. Its design, by Perkins and Will Partnership of White Plains, New York, in conjunction with the Providence firms of Harkness and Geddes and Robinson Green Berretta, is strongly influenced by the work of the famous modern architect Le Corbusier and has been reviewed extensively by international critics (among them Reyner Banham in his book *Megastructures: Urban Futures of the Recent Past*). One of the most striking and innovative contemporary structures in the state, it is, due to its location, a prominent landmark visible from Interstate Highways 95 and 295, from Toll Gate Road, and from much of the surrounding area.

- 486\* **NA** **Knight Estate (ca. 1835):** A 2½-story dwelling with end chimneys, combining Federal forms (center hall plan, symmetrical 5-bay facade, and balustraded roof with monitor) with others popular in the Greek Revival period (Ionic entrance portico). First owned by A. & W. Sprague and later by B. B. & R. Knight, successive owners of the nearby Natick Mills (now destroyed), the property served as the country house of Governor William Sprague (1789-1866), a prominent Rhode Island industrialist and politician who was governor in 1838 and 1839 and U. S. Senator from 1842 to 1844. It was subsequently used by Robert Knight (1826-1912) and Robert's son Webster Knight (1854-1933). It is now owned by the State of Rhode Island and is part of the Knight Campus of Rhode Island Junior College. Behind the house there is a handsome 4-story Shingle Style water tower with an open belvedere at the top.
- 697 **NA** **House (ca. 1800):** A 2½-story, gable-roofed dwelling with a pedimented fanlight doorway. The original center chimney has been replaced by a more modern one and the exterior has been covered with vinyl siding.

#### EAST GREENWICH HISTORIC DISTRICT

Properties on the north side of Division Street from Post Road to Dark Entry Brook, all located within the city limits of Warwick, are listed on the National Register of Historic Places as part of the East Greenwich Historic District. Included are the structures at 15 and 159 Division Street and 815 Love Lane (see inventory entries). The Warwick Survey has identified a number of significant properties on Spencer Avenue which are recommended for addition to the East Greenwich Historic District as an amendment to the original nomination. See inventory entry for Spencer Avenue Amendment.

#### ECONOMY AVENUE

- 11\* **CN** **Moses Greene House (ca. 1750, with later alterations):** A 2½-story, gable-roofed, center-chimney dwelling with rear ell added probably in the 1880s (a veranda added at the same time has recently been removed). Inside, the house retains many of its original features (front staircase and paneled mantelpieces with bolection moldings), but also has a Victorian living hall with staircase, executed during the late 19th-century renovations to the building. The house thus combines important elements of differing 18th- and 19th-century approaches to the arrangement of domestic interiors. In the 1650s or 1660s, Thomas Stafford lived on the site of the present structure, and built a gristmill here driven by the tidal flow of Mill Cove. The ruins of what appears to be the mill dam can still be seen running out from the water front of the house lot.

#### ELMWOOD AVENUE

- (1680) **NO** **Elmwood Avenue Bridge (1919, 1931):** A triple-arched structure spanning the Pawtuxet River, with segmentally curved, reinforced-concrete ribs supporting the roadbed and cantilevered sidewalks. Balustrades with square, reinforced-concrete balusters run along each side of the bridge, and two octagonal concrete lamp-posts with ball finials are set at each end. The structure, erected in 1919, was expanded in 1931 using the same structural system that had been employed twelve years earlier. The system was devised by a State Board of Public Roads staff engineer, Clarence L. Hussey, in response to the need for a standard bridge type that was aesthetically pleasing yet quick and economical to construct. The Elmwood Bridge was the first to be built using Hussey's system, and was followed by a series of similar bridges which are among the handsomest of their period in the state. The Elmwood Bridge is a local landmark worthy of preservation, for it monumentalizes this important Pawtuxet River crossing and serves as a symbolic gateway to Warwick for travelers from the north.

#### FAIR STREET

- 15\* **PHD** **Old Store (ca. 1715, 1804):** A 2-story, gable-roofed dwelling set end to the street. The main part of the structure, originally a store, was enlarged and converted into a dwelling in 1804. The ell is a small house constructed about 1715 which was moved to this lot and joined to the store building.
- 21\* **PHD** **House (18th century):** A 2½-story, gable-roofed dwelling with a center chimney and a doorway with sidelights framed by narrow pilasters and a broad entablature.
- 25-27\* **PHD** **Captain John Low House (1763):** A 2½-story, gable-roofed dwelling with a 4-bay facade, a center chimney, and a projecting vestibule.
- 30\* **PHD** **Former Baptist Parsonage (ca. 1775, with major 20th-century alterations):** A 2½-story, gable-roofed structure with modern fenestration and brick wall cover. Originally built to serve

as the parsonage of the Pawtuxet Baptist Church, its original character has been completely obliterated by contemporary alterations. It is now an apartment building.

- 42\* **PHD** **J. W. Arnold House (mid-19th century):** A handsome 1½-story, gable-roofed, side-hall-plan Green Revival dwelling set end to the street, with the gable treated as a pediment. Entablatures and paneled pilasters outline the mass of the house and the recessed front doorway. This is Warwick's finest surviving Greek Revival structure. It was owned in 1855 by J. W. Arnold.
- 69\* **PHD** **Fair House (1819, ca. 1848):** A large 2½-story, gable-roofed structure set end to the street, with a 2-story front portico recessed under the roof, bracketed eaves, and a cupola. Built in 1819 to serve as an exhibition hall for the annual fairs of the Rhode Island Society for the Encouragement of Domestic Industry, it was remodeled for use as a residence after the last fair was held in 1848. It was owned by R. Rhodes in 1855.
- 89\* **PHD** **Slocum Homestead (1840):** A handsome 1½-story, gable-roofed Greek Revival dwelling with paneled pilasters and entablatures trimming the building mass and the front door and late 19th-century bay windows with bracket-trimmed eaves.
- 117\* **PHD** **House (18th century with later additions):** A large 2½-story, gable-roofed, center-chimney dwelling with extensive 20th-century additions. It is now used as an apartment house.
- 130\* **PHD** **Colonel Ephraim Bowen House (1799, ca. 1860):** A large 2½-story, gambrel-roofed dwelling with a 2-story, arcaded front veranda, bracketed eaves, bay windows, and Italianate window hoods, all added during the Victorian era. Originally built for Colonel Ephraim Bowen (died 1839), one of the participants in the 1772 raid on the British revenue cutter *Gaspee*, the house was acquired in the mid-19th century by Joseph Butler, a Providence merchant, who probably commissioned the Italianate additions around 1860. Subsequent additions have also been made and the structure is now an apartment building.
- 169 **House (ca. 1910):** A 2½-story, gable-roofed dwelling with Shingle Style design elements. It has clapboard and shingle wall cover, a gazebo-like entrance porch with turned posts, protruding rafters which form eaves brackets, and window embrasures with inward-curving sides in the front gable.

#### FORGE ROAD HISTORIC DISTRICT

An unspoiled rural area encompassing the properties along both sides of Forge Road from Ives Road to the Potowomut River. The district contains several 18th- and 19th-century structures set amid woodland and open fields, with stone walls and picket fences lining the roadway. It is one of few spots left in the city where the community's historic rural landscape survives. The district includes the Forge Farm, a National Register property, and houses at 57, 77, and 107 Forge Road.

## FORGE ROAD

- 40\*** **Forge Farm (1684 ff.):** A large tract in Potowomut which has been owned by a branch of the Greene family since the 17th century. The property includes a 2½-story, gable-roofed dwelling with a projecting, gable-roofed central pavilion, an entrance portico, and an ell fronted by an arcaded veranda; a Greek Revival farmhouse (106 Forge Road); several barns and sheds; and a family burial ground. James Greene (1626-1698), son of surgeon John Greene, first moved here in 1684, and his house supposedly forms part of the dwelling now standing here. James' son Jabez Greene (1673-1841) dammed the Hunt's River and built a sawmill and gristmill in partnership with his neighbor across the river, Thomas Hill. Between 1720 and 1730 an anchor forge—one of the earliest manufacturing establishments in Rhode Island—was opened near the mill by the Greens. Sometime during the middle decades of the 18th century the house of 1684 was enlarged and altered. In 1742, Jabez's grandson Nathanael Greene, the famous Revolutionary War general, was born on the farm. Before joining the Continental forces, Nathanael worked at the forge with his brothers and his father Nathanael and served as an officer with East Greenwich's Kentish Guards. The general's brother Christopher eventually inherited the farm, and Christopher bequeathed the property to his son Richard Ward Greene (1792-1875), a well known lawyer who served for many years as a judge of the Rhode Island Superior Court. Richard Greene had the old 18th-century house altered to its present form in 1862-1863 after similar renovations had been made to the house across the road, which belonged to his niece Elizabeth Greene Waterman and her husband Rufus. Today the farm is owned by the heirs of Judge Greene's great-grandson, Thomas Casey Greene. It is one of Rhode Island's most important historical and architectural monuments and is designated a National Historic Landmark by the United States Department of the Interior.
- 57\*** **The Grange (18th century, ca. 1860):** A handsome, 2½-story dwelling with a jerkin-head roof, gable-roofed central pavilion, and classical entrance portico with bracketed cornice. It is a Colonial house altered to its present appearance in the Late Victorian period. The property, originally part of the extensive Greene family holdings in Potowomut, came into the possession of Rufus Waterman after his marriage to Elizabeth Greene, great-great-granddaughter of Potowomut settler James Greene, in 1852.
- (401)** **Elizabeth Spring:** A freshwater spring covered by a granite millstone with a mid-19th-century inscribed marble marker set into it. It was a resting place on the Pequot Path—today's Post Road—between Boston and Stonington, Connecticut. Roger Williams, who stopped here often on his travels to the Narragansett country, is responsible for the spring's name. In a letter to John Winthrop, Jr., governor of Connecticut, written after Winthrop's wife Elizabeth had died, Williams describes a trip during which he had stopped at this

spring, which called to mind previous stops he had made here with Mrs. Winthrop. Williams wrote: "Here is the spring, say I, but where is Elizabeth? My charity answers: she is gone to the Eternal Spring and Fountain of Living Waters." Thus the site came to be called Elizabeth Spring.

## GASPEE PLATEAU

The Gaspee Plateau area developed on what was once the Choppequonsett Farm, a tract of approximately 500 acres between Ephraim Bowen's estate at Pawtuxet and Passeonkquis Cove. James Rhodes built a large Federal house on the farm in 1799, and after a few changes of ownership the property came into the possession of Nicholas Brown (1792-1859), cousin and brother-in-law of Governor John Brown Francis, who owned the adjacent Spring Green estate. Brown had been United States consul to Italy during the Polk administration and after his return to Rhode Island he made extensive additions in the Italianate style to the main house at Choppequonsett. After his death Brown's estate was divided among four heirs, and the house and thirty-five acres were first leased and then sold to a group of Providence men for use as a country club, the first in the metropolitan region. The house was destroyed by fire in 1894 and the club did not rebuild. In the early 20th century the portion of the old estate north of Audubon Road and Columbia Avenue was acquired by the New England Land Company and the section south of those streets was purchased by Providence realtor J. Morton Ferrier. These developers platted streets and house lots beginning in 1912, and sold and donated land to the Metropolitan Park Commission for the construction of Narragansett Parkway (completed 1927). The developers sold some lots with deed clauses designed to regulate the character and appearance of buildings to be erected on the parcels. Most house construction here occurred between 1920 and 1960. Today Gaspee Plateau is a pleasant neighborhood with fine examples of suburban dwellings of the 1920s and 1930s. For inventory properties in the area see entries under Ann Mary Brown Drive, Columbia Avenue, and Druid Road.

## GASPEE POINT

- \* **Gaspee Point:** An uninhabited point of land jutting out into Narragansett Bay, covered with marsh grass and scrub growth. It was the site of the burning of the British revenue cutter *Gaspee* by rebellious colonists in June, 1772.

## GOVERNOR FRANCIS FARMS

A mid-20th-century residential development with three distinct sections. The central portion, comprising twelve separate subdivisions laid out by civil engineer Frank Drew between 1939 and 1959, has an interesting pattern of straight and curving streets punctuated with landscaped rotaries.

It contains houses of varying form and style built for individual clients by Roswell B. Liscomb, Walter H. Monroe, and other developers. Restrictive clauses were included in deeds to the house lots to give the Farms' owner, the Alice Francis Brown Estate, a measure of control over the siting and design of buildings. There are noteworthy ranch-type houses, a contemporary dwelling, and even an "Alpine chalet" within the tract. Most of the structures, however, are "Colonial"; some rather academic replicas of 17th- and 18th-century houses, others with freely adapted Colonial and Federal decorative elements. The uniformity of building scale and the scenic quality of its large, impeccably maintained house lots continue to give the neighborhood a cohesive fabric of considerable character. An excellent example of a sensitively designed housing tract of the mid-20th century, Governor Francis Farms is located on a portion of the old Spring Green estate of Rhode Island Governor John Brown Francis (1791-1864), from whom the area derives its name. See inventory entries under Miantonomo Drive, Spring Green Road, and Squantum Drive.

## GOVERNOR'S DRIVE

- 22** **Stephen Schulman House (ca. 1968):** One of the most striking contemporary style dwellings in Rhode Island, this structure is composed of shed-roofed rectangular units grouped to form an abstract sculptural mass. Its weathered vertical board siding and organic quality help to relate the building to its heavily wooded setting.

## GRAYSTONE STREET

- 102-** **Rhode Island Malleable Iron Works Mill Houses (1867):**  
**104,** Two well preserved, 1½-story double houses among several  
**112-** in the block bounded by Graystone, Thurber, Kilvert, and  
**114** Cottage Streets (the others are altered to varying extent).  
**H** These are probably among the houses built in 1867 by carpenters French and MacKenzie as housing for employees of the Rhode Island Malleable Iron Works. Their design derives ultimately from Greek Revival models and serves as an example of the persistence of earlier building traditions in late 19th-century vernacular architecture.

## GREENWICH AVENUE

- 111** **All Saints Episcopal Church (1887):** A 1½- and 2-story,  
**PN** stone and wood, Shingle Style structure with Gothic detailing, designed by Providence architect Howard Hoppin. It contains a church and a parish hall; the church section has a 2-story, conical-roofed polygonal tower. It was erected by B. B. & R. Knight, owners of the Pontiac Mill, and deeded to the Episcopal parish of the village, which had previously held services in a room on the second floor of the company store. The wooden portions of the building are now covered with aluminum siding.

333 **PN** **House (late 18th century):** A 2½-story, gable-roofed dwelling that has been extensively altered (early 20th-century sash, veranda with fieldstone posts, new center chimney). It is now used for commercial purposes.

389 **PN** **St. Paul's Evangelical Lutheran Church (ca. 1915):** A tall 1-story, gable-roofed structure with Gothic detailing. It has a 4-story buttressed corner tower with a belfry and octagonal spire. Saint Paul's is the oldest Swedish Lutheran parish in Rhode Island. It was organized in 1874 by Swedish immigrants, who had first begun to settle in the Pontiac area in the late 1860s. The site of Saint Paul's was originally occupied by the First Baptist Church. The Baptists built a meetinghouse at Greenwood ca. 1833, moved it to Pontiac ca. 1850, and disbanded the congregation in 1871. They then sold their meetinghouse to the Warwick and East Greenwich Freewill Baptist Church, a black congregation, which moved it back to Greenwood in 1873, and sold the land to the Swedes, who built a new church there in 1876. The original Saint Paul's burned down in December, 1914, and the present structure was erected to replace it.

987\* **Caleb Gorton House (ca. 1790):** A 2½-story, gable-roofed, center-chimney dwelling with a Greek Revival pilastered doorway. The building is noteworthy for its unique chimney arrangement. Inside, the chimney mass is set so that its sides are at a 45-degree angle to the walls of the house, and fireplaces are located in the corners of four rooms. As the chimney rises through the attic, it twists so that on the exterior its sides are parallel to the walls of the house.

### GREENWOOD

Greenwood, originally part of the "four-mile common," was later subdivided into farms and remained primarily agricultural land through the 19th century. By the early 1800s a coach-stop inn, the High House, had been built at the intersection of present-day Post Road and Main Avenue (now known as the Greenwood Inn, it still stands at 1350 Jefferson Boulevard). A station on the Stonington Railroad was established near the inn, initiating real-estate speculation in the area. In 1855, Josiah Baker, proprietor of the High House, platted streets and house lots on his property east of Post Road, and Stephen Budlong did the same thing on his farm west of Post Road. Budlong's plat was known as Greenwich Village, probably the source of the later name Greenwood. The neighborhood was heavily promoted as a prime site for suburban homes in the late 19th century, but the area did not develop until the early years of the present century. In addition to the Greenwood Inn, the house at 985 Main Avenue is listed in the report inventory.

### HARRISON AVENUE

96 **L** **House (ca. 1920):** This 1½-story, gable-roofed dwelling with exposed rafter ends, decorative eaves struts, and front

porch with paneled, tapered square piers is an excellent example of the bungalow style, popularized by *The Craftsman* and other magazines in the early 20th century.

### HESPER DRIVE

51† **CW** **Benjamin R. Vaughn House (between 1867 and 1869 with later alterations):** A large, 2½-story Second Empire dwelling with mansard roof, central entrance pavilion, modillion cornices, bay windows, and a veranda with an octagonal corner gazebo. It is visible from Post Road, set far back from that street with an imposing sweep of lawn in front.

### HIGHLAND AVENUE

160 **CW** **Conrad K. Strauss House (1940):** A 2-story, hip-roofed, "Moderne" brick dwelling painted white. It is one of two or three residences in Warwick influenced by International Style design principles developed in Europe during the 1910s and 1920s.

### HILLSGROVE

Hillsgrove began to develop after the Civil War, when the Stonington Railroad established a station here on land owned by Providence industrialist Thomas Jefferson Hill. Hill opened the Rhode Island Malleable Iron Works near the station in 1867, and by the mid-1870s a village of 49 inhabitants had grown up around the plant. In 1875 the Elizabeth Mill, a steam-powered textile manufactory built by Hill and named for his wife, commenced operations. The original iron works burned in 1918 but were immediately rebuilt. Between 1929 and 1931, the State Airport, now Green State Airport, was established east of the village on "the plains," Warwick's central flatlands. Since then, considerable commercial development has occurred along Post Road between the airport and the old rail-stop mill village. Properties on Graystone Street and Jefferson Boulevard (numbers 697 and 745) are included in the inventory. See also the entry for the original State Airport Terminal, 572 Occupasstuxet Road.

### HOMESTEAD AVENUE

27\* **WN** **Richard Wickes Greene House (1849):** A 2½-story, gable-roofed dwelling with four end chimneys. The house has Greek Revival interiors and a front doorway with paneled pilasters and entablature. Richard Wickes Greene, a sea captain, purchased this property in 1826 from John Wickes. He built the present house in 1849, south of and further from the road than the old house on the site. Greene's son inherited the house and sold it in 1871 to Henry J. Smith of Providence for use as a summer residence. In the early 20th century the house was owned by Henry A. Kirby (1862-1920), a partner in the Providence firms Kirby and Mowry

and, later, H. A. Kirby and Company, manufacturers of fine jewelry. Kirby was a son-in-law of Charles H. Perkins, who owned the estate at 1096 Warwick Neck Avenue (see inventory entry below).

### INTERSTATE ROUTE 95

**Interstate Route 95 (1960-1966):** This 6- to 8-lane asphalt highway winding through the western half of Warwick is probably the single most important factor contributing to Warwick's explosive economic and physical development in the late 1960s and 1970s. Its impact matched that which the railroads had had on community development in the previous century. In 1947, plans were made for a metropolitan expressway from the Warwick city line through Providence and Pawtucket to the Massachusetts line. This proposed highway, extended through Warwick and southwest to Westerly, became the basis of the present Route 95, constructed between 1958 and 1969 in accordance with the provisions of the Federal Highway Act of 1956.

### JACKSON AVENUE

130 **L** **House (ca. 1885):** A 1½-story, cross-gable-roofed dwelling with clapboard and cut-shingle wall cover, heavy bracketed door hood, and decorative window hoods. It is a well preserved example of a modest Victorian residence in the Queen Anne style.

### JEFFERSON BOULEVARD

697 **H** **Former Rhode Island Malleable Iron Works, now United Wire and Supply Company (1918):** A rather nondescript 1- and 2-story, brick industrial structure with a noteworthy 2-story, flat-roofed, brick and stone central block. The latter section, designed by Jackson, Robertson and Adams of Providence, has quoins, window lintels, and an ornamental door frame patterned after those on Colonial and Federal period buildings. The iron works was founded by Providence industrialist Thomas J. Hill in 1867 and manufactured malleable iron castings. The original factory burned in August, 1918, and this structure was built to replace it.

745 **H** **Elizabeth Mill (1875):** A 3-story, flat-roofed brick structure with a 4-story, panel-brick tower. It was built by Thomas J. Hill, a prominent late 19th-century Rhode Island industrialist, and was originally a steam-powered textile mill. The Bourdon Aircraft Company occupied the building in the late 1920s and manufactured airplanes here. The Leviton Company now owns the mill and uses it to manufacture electrical switches, sockets, and outlets. The building has been added to and altered several times in the 20th century. The tower's original mansard roof was removed during one of these renovations.

1350 **G** **Greenwood Inn (early 19th century with mid-20th century additions):** A rambling 2½-story mass consisting of two ad-

joining, gable-roofed structures oriented perpendicular to each other, encased in 1-story, 20th-century additions. The significance of this building derives from its history as a stop along the Post Road, an important travel route from colonial times to the present. Originally a stagecoach stop, a railroad station was established here when the Stonington Railroad was completed in 1837.

#### KNIGHT STREET

- 291 W. A. Cory House (mid-19th century): A 1½-story, gable-roofed dwelling with pilasters and entablature framing the entrance and a cornice molding that continues around the gable ends, defining them as pediments. It is a fine example of a vernacular Greek Revival house. It appears on an 1862 map of Warwick at which time it was owned by W. A. Cory.
- PN
- 334\* Pontiac Mills (1863 et seq.): A complex of thirty-eight industrial structures once owned by B. B. & R. Knight, a prominent Rhode Island textile-manufacturing firm. The present main building, constructed in 1863, is a 4-story, flat-roofed brick structure with a corbeled brick cornice and a tall Romanesque style tower with belfry. Other buildings include some multi-story brick and stucco additions dating from the 1870s; a 2½-story, mansard-roofed brick company store built in 1866 (Clifton A. Hall of Providence, architect); and a 1-story, gable-roofed, wood-frame Italianate gatehouse with bracketed cornice and segmental-arched window hoods, built in 1870. The first mills at Pontiac were erected ca. 1810, when Dutee Arnold built a sawmill and a gristmill and his brother Horatio put up a carding and spinning mill. After several changes in ownership, the property came into the possession of John H. Clark in 1830. Clark named the settlement Clarksville and built a stone factory and a bleachery here in the early 1830s. In 1850, Clark sold out to Zachariah Parker and Robert Knight, and in 1852 Benjamin B. Knight replaced Parker as his brother Robert's partner. The new firm, B. B. and R. Knight, changed the name of the village to Pontiac, and went on to demolish the older buildings and erect new ones. The Knights expanded their mill empire until they became one of the top firms in Rhode Island. They became famous as the manufacturers of a fine cotton fabric marketed under the trademark "Fruit of the Loom."

#### LAKWOOD

The Lakewood neighborhood, originally part of the Pawtuxet lands annexed to the town of Warwick in 1696, remained an agricultural area through the late 19th century. Among the farms here were those of John Waterman Arnold and William Arnold (see inventory entries for their houses under Roger Williams Avenue and Beechcrest Street). Residential subdivisions were laid out in the early 1870s in anticipation of the opening of the Warwick Railroad and the establishment of a station here. One of the earliest tracts was Josiah A. Whitman's Central Park Plat of 1872, bounded by present

day Warwick, Harrison, and Tilden Avenues and Fillmore and Jefferson Streets. Development accelerated when the Broad Street trolley line to Pawtuxet was extended to the Lakewood Station in 1893, and was stimulated further when the Warwick Railroad was converted to a trolley line in 1900. In addition to the Arnold farmhouses mentioned above, buildings on Atlantic, Harrison, and Jackson Avenues are included in the report inventory.

#### LAWN AVENUE

- 7\* Scott C. Burlingame House (1905): A fine 2½-story Colonial Revival dwelling with a massive gambrel roof, pedimented dormers, a Tuscan-columned veranda partly recessed into the mass of the house, and a Palladian window at the attic level.
- PHD
- 10\* William A. Cranston House (1905): A handsome 2½-story Colonial Revival dwelling with a massive cross-gambrel roof, a Tuscan-columned front porch overlooking Pawtuxet Cove, and a tripartite attic window on the front with a scroll pediment over the center sash.
- PHD

#### LONGMEADOW AVENUE

- 200 Elijah Baxter House, commonly called Wilhelm Castle (1892): A unique 3-story, stone and wood-frame structure in the form of a castle. It has a 4½-story, conical-roofed tower, battlemented turrets, and a large, 2-story oriel window. It was built by Elijah Baxter (1848-1939), a well known late 19th- and early 20th-century Rhode Island painter who worked with others for the establishment of the Rhode Island School of Design. He later moved to Newport and was a founder of the Newport Art Association. The house was subsequently owned by George Wilhelm (d. 1912), a master brewer from Germany who managed the Narragansett Brewery in the early years of this century.
- B
- 205 Levina A. Marsh House (1895): A 1½-story, cross-gable-roofed, Queen Anne dwelling. It has a 2½-story, conical-roofed tower with a frieze containing carved scallop shells.
- B

#### LOVE LANE

- 815\* Samuel Gorton, Jr., House, commonly called the Governor Greene House (ca. 1685, ca. 1758): A 2½-story, gable-roofed structure with a massive stone chimney (originally an end chimney) and doorways with modillion-trimmed pediments. The original section of the house was built by Samuel Gorton, Jr., and was later purchased by his niece's husband, Samuel Greene. This was the home of Samuel's son William Greene, Governor of Rhode Island from 1743-1758, and of William's son William, Governor of Rhode Island from 1778-1785. George Washington, Benjamin Franklin, the Comte de Rochambeau, the Marquis de Lafayette, and Henry Wadsworth Longfellow were among the famous visitors to this house. It is currently owned by Greene descendants, and stands within the East Greenwich Historic District.
- CW
- EHD

#### MAIN AVENUE

- 985 House (18th century): A low, 1½-story, gable-roofed, Cape Cod-style cottage with a massive center chimney. It is now covered with aluminum siding.

#### MAJOR POTTER ROAD

- 794 Oliver A. Wickes House (1855): A handsome 2-story, hip-roofed fieldstone dwelling with recessed entrance. This property was allotted to the estate of John Wickes when the Cowesett Farms were divided in 1684-1685. John's descendant Oliver A. Wickes built the present house, which was owned by Wickes descendants until 1979.
- CW

#### MIANTONOMO DRIVE

- 325 John Brown Francis School (1954): A sprawling, 1-story brick structure with low-pitched shed and gable roofs. It typifies local grammar school design in the 1950s. The architects were MacConnell and Walker, a Warwick firm responsible for practically every school built in the city between 1947 and 1960. More asymmetrical than MacConnell's earlier compositions, the Francis School is noteworthy for its tall, broad chimney ornamented with a sundial. It was selected for publication in the March, 1955, issue of *Progressive Architecture* magazine.
- GF

#### MIDLAND MALL

Midland Mall (1965-1967): A monolithic structure comprising a 2-story, flat-roofed concrete block with pier and lintel structural system and textured concrete filler panels and a 2-story, flat-roofed block with patterned brick walls. Designed by Victor Gruen Associates of New York for the Homart Development Company, this was Rhode Island's first enclosed shopping center, responsible for introducing a new commercial building type to the state. The mall is a smaller version of Colonie Center near Albany, New York, built by Gruen for the same client. It has two levels of shops facing into a covered, climate-controlled courtyard. Its exterior, though blank and windowless, has an austere beauty which is somewhat marred by the barren acres of asphalt-paved parking lots that surround it. This structure, together with the Apex Department Store on Greenwich Avenue, marks a trend toward the construction of more architecturally pretentious commercial buildings in Warwick. The mall was considerably more ambitious in intent than other local shopping centers of the 1950s and 1960s, for it was designed to attract and serve customers from the entire metropolitan area. Midland Mall, together with Warwick Mall, is responsible for shifting the focus of regional retail merchandising from Providence to Warwick, a move which has had a radical impact on the social and economic history of Rhode Island.

## MILL COVE ROAD

- 32 B Christopher A. Cady House (1891): A fine 1½-story dwelling with steeply-pitched gable roof, decorative cutout gable screen, and a veranda with ornamented eaves and a Chinese Chippendale-style railing.

## NATICK

The village of Natick grew up around a cotton factory erected on the Pawtuxet River by Christopher and William Rhodes in 1807. After 1821, this relatively remote settlement had access to Providence via the New London Turnpike, a toll road constructed by a company which included the Rhodes brothers among its incorporators. Transportation to and from the village improved greatly after the opening of the Providence, Hartford and Fishkill Railroad in 1854. The textile works, with additions and replacements built through the 19th and early 20th centuries, passed from Rhodes ownership to A. & W. Sprague and then to B. B. & R. Knight. The earlier mill structures, all on the west side of the river in present-day West Warwick, have all been destroyed, but some early 20th-century additions on the Warwick side of the river still stand. The Natick Mills attracted Swedish and Italian immigrants to the village. Inventory properties include the structures at 486 and 697 East Avenue and 42 Pontiac Street.

## NAUSAUKET ROAD

- 70 Nausauket School (1947): This building, which appeared in the January, 1947, issue of *The Nation's Schools* magazine as the "new Buttonwoods Elementary School," was Warwick's first modern school. It is a 1-story, flat-roofed brick structure generally following an E-shaped plan, with the wings running away from the road. Its most noteworthy feature is a central portico of rusticated piers, flanked by medallions depicting the eastern and western hemispheres of the globe. Designed by S. Wesley MacConnell of Warwick, its symmetrical facade and classicizing entranceway are somewhat conservative, but the innovative features of the design served as a prototype for a whole series of schools done by MacConnell's firm in the 1950s.

## NEW LONDON AVENUE

- 65-67 CE Mill House (ca. 1800): A 1½-story, gable-roofed double house set on a low stuccoed foundation, originally built as housing for the nearby textile mills. It has heavy pegged window frames and beaded corner boards. The first mill at Centerville was built in 1794 and another was erected in 1807, so this house could be very old.
- (279) CE Ledgemont (ca. 1900): A large, 2½-story, gable-roofed, L-shaped, stone and wood-frame dwelling in the style of an English Tudor manor house. The property also contains

an interesting Shingle Style barn which has a polygonal tower with a bell-shaped roof. The original portion of the house was designed by Providence architect Howard K. Hilton for Robert B. Treat, state senator and early Chairman of the State Board of Public Roads, who was a grandson of Centerville Mill owner Benedict Lapham. The building was purchased by a group of Providence businessmen in 1924 and converted into a clubhouse for the Ledgemont Country Club. The alterations and additions made at that time were executed by the Providence architectural firm Jackson, Robertson and Adams. The architectural character of the structure has been harmed by the construction of an unsympathetic concrete-block addition in the mid-20th century. The building is now owned and used by the Valley Country Club.

## NORTH FAIR STREET

- 31\* PHD Captain Crandall House (ca. 1690 with later additions and alterations): A 1½-story, gambrel-roofed dwelling that was originally a one-room house constructed on Prudence Island. It was moved to Pawtuxet on a barge.
- 37\* PHD Ephraim Bowen Still House (ca. 1720, ca. 1800): A 1½-story, gambrel-roofed dwelling set end to the street, comprising three sections: a front portion which is a house built about 1720, a center portion built as a still house on the Ephraim Bowen estate about 1800 and moved here about 1850, and an ell added later which had supposedly been a blacksmith shop on the property next door.

## NORWOOD

The Norwood neighborhood was part of the Pawtuxet lands annexed to Warwick in 1696 and remained an agricultural area well into the 19th century. By the latter period farms were owned and operated here by the Budlongs, Harringtons, Pierces, and a few other families. In the mid-1870s a Norwood Station was established on the Stonington Railroad, and by the early 1880s a bridge had been erected over the Pawtuxet River and Elmwood Avenue had been extended south to Post Road, all of which prompted real-estate speculation in the area. Nathan D. Pierce had the Norwood Station Plat laid out on his property in 1874, but development proceeded slowly until the Gorham Silver Company plant was constructed in Elmwood in the 1880s. This stimulated growth and plats were laid out on the Budlong and Harrington farms. Extension of the Elmwood Avenue trolley line through the neighborhood to East Greenwich accelerated local development. With increasing automobile usage in the early 20th century, Norwood's proximity and accessibility to Providence made it a popular suburban neighborhood. Norwood and Pettaconsett Avenues both have properties inventoried in this report.

## NORWOOD AVENUE

- 140 NO Jane A. Delano House (ca. 1895): A large, 2½-story structure with a cross-gable-and-gambrel roof. Basically a Shingle Style structure, the house has some Colonial Revival detailing, several bay windows, and a loggia in the north gambrel. Jane A. Delano opened a milliner's shop in the Providence Arcade about 1899 and commuted from this house to her downtown business.
- 381 NO Noel B. Chartier House (1930): This 1½-story, gable-roofed dwelling is an excellent example of the bungalow style. It has a broad veranda with tapered, square corner piers and a large, gable-roofed dormer in front.

## OAKLAND BEACH

The Oakland Beach neighborhood occupies the peninsula known as Horse Neck, set off by the town and fenced in 1651 "to keepe the . . . horses and draught cattell in during the time of the Indian corne . . ." Before 1850 the Wilcox House at 294 Pequot Avenue (see inventory entry) was the only structure in the area. Development of Horse Neck as a summer resort began with the construction of the Oakland Beach Hotel in the early 1870s. First reached by steamboat and later by the Warwick Railroad, the hotel was surrounded by a pleasure garden and amusement park which encompassed all the land south of present-day Suburban Parkway. House lots were platted between the hotel grounds and Ottawa Avenue, but the area's development as a cottage resort progressed slowly until the railroad was converted to a trolley line in 1900. Lack of stringent regulations over building attracted many working-class families who could not afford summer homes at Warwick's other shore resorts, resulting in a building boom in the early years of this century. The hotel burned in 1903 and part of its grounds were subsequently occupied by concession stands, an amusement arcade, a carousel, and a movie theatre. Oakland Beach suffered considerable damage in the hurricanes of 1938 and 1954. Many of the area's houses, built quickly and cheaply at the turn of the century, are now deteriorating. The neighborhood's spectacular bayside site is an important plus, however, and revitalization and renewal programs could make this a thriving and desirable community. In addition to the Wilcox House, see inventory entries for properties on Oakland Beach and Seaview Avenues and Suburban Parkway.

## OAKLAND BEACH AVENUE

- 898 OB D. Russell Brown House (ca. 1905): A 1½-story, hip-roofed dwelling with recessed veranda (now enclosed) and a chimney of small boulders. It was built as a summer home for D. Russell Brown, a prominent Providence businessman who served as Governor of Rhode Island from 1892 to 1895. After Brown's death in 1919 the house was purchased by Joseph Carolo, a well known Rhode Island carousel owner (his properties included the Rocky Point, Goddard Park, and Oakland Beach carousels).

## OCCUPASSTUXET ROAD

- 572\* **H** Former State Airport Terminal (1932): A 1- and 2-story, flat-roofed, stuccoed structure with cream-colored walls, contrasting stringcourses, and geometric entrance trim influenced by Art Deco design principles. It is a noteworthy, very early example of moderne architecture by Jackson, Robertson and Adams, a Providence firm which usually designed Neo-Federal buildings. The State Airport was established at the urging of metropolitan-area businessmen, who hoped to promote economic growth by attracting national airline service to Rhode Island. Agitation for a publicly owned and operated airport began in the early 1920s, and town officials interested in stimulating local commercial development vigorously sought to have the facility constructed in Warwick. A site at Hills Grove was chosen in 1929 at the recommendation of a New York consulting firm. The airfield, the first state-owned airport in the United States, was opened in 1931, and the dedication exercises, comprising daytime and evening ceremonies, drew a total of 150,000 spectators. Construction of the Terminal Building was begun ten months later, and the structure was opened in January, 1933.

## OCEAN POINT ROAD

- (1) **CW** Railroad underpass (1837): An arched stone viaduct similar to the one over King Street in East Greenwich, on what was originally the main line of the Stonington Railroad. The interior surface of the arch is now faced with concrete. The railroad was built under the supervision of Major William Gibbs MacNeil, a prominent 19th-century American engineer, who probably designed this bridge. For a history of this rail line see the inventory entry for the Stonington Railroad.

## OLD HOMESTEAD ROAD

- 100\* **H** John R. Waterman House (ca. 1800): A 2½-story, gable-roofed dwelling with paired interior chimneys and a handsome Federal doorway with leaded-glass transom. The house was the center of a large estate owned by John R. Waterman, a well-to-do farmer who was extensively involved in state politics. Waterman first entered the General Assembly as representative from Warwick in 1810 and was elected to the state senate in 1821. During his years in the legislature he supported the establishment of a public school system, drafting a bill for that purpose in 1824. Though Waterman's bill did not pass, features of it were incorporated in the 1828 public education bill which was enacted by the Assembly. Waterman was also a proponent of free suffrage. He supported Thomas W. Dorr in the General Assembly, and represented Warwick at the 1841 convention that drafted the "People's Constitution."

## OLD WARWICK

Old Warwick was the village begun by Samuel Gorton and his followers when they resettled the town in 1647 after a 4-year exile. It served as the town center from the 17th to the early 19th century. In form it was somewhat diffuse, extending from Conimicut Point to Second Point and partly out Warwick Neck. Though the original town schoolhouse, town orchard, graveyard, and, later, the Baptist Meetinghouse were all located at the present intersection of West Shore Road and Sandy Lane, the real center of the community was at the present intersection of West Shore Road and Warwick and Warwick Neck Avenues. Here the road from Providence met the road to the Warwick Neck-Prudence Island ferry, a link in the mid-18th century's chief route between Providence and Newport. When the Revolutionary War ended ferry service and changed travel patterns, the village began to decline. It slipped further into obscurity after the Industrial Revolution, for it did not contain water-power sites suitable for industrial development. With the removal of the Town Clerk's office to Apponaug in the 1830s, Old Warwick became a backwater. Most of the old buildings have since been destroyed or altered, and today little remains to identify and define this area as the nucleus from which the city grew. Inventory properties are listed under West Shore Road (numbers 1124 through 1705) and Warwick Neck Avenue (numbers 70 and 190).

## OVERHILL AVENUE

- 90 **CW** Joseph G. Nathanson House (1930): A picturesque, 1½-story, brick and half-timbered dwelling with asymmetrical massing and steeply pitched gable roofs. It is an excellent example of a small Tudor cottage, a popular early 20th-century house type rarely seen in Warwick. Overhill Avenue and the abutting house lots were laid out in 1927 by civil engineer Leighton T. Bohl for the Stephen D. Watson Company of Providence. Parcels in this plat, known as Greenwich Village, were sold with stiff deed restrictions to regulate the design and siting of houses. The Watson Company sold a few lots to another Providence firm, Homes Permanesque of Rhode Island, which built the house at 90 Overhill. The property was heavily mortgaged and was owned by a series of developers and real-estate speculators until it was purchased by Joseph G. Nathanson in 1936.

## PAINÉ STREET

- (237) **WN** Pomham's Fort Site (1644): A plain concrete monument which once held a metal plaque (now missing) marks the site of Pomham's Fort, a fortification erected by Massachusetts men in 1644. According to local tradition, Pomham, sachem of Shawomet, feared he would be attacked by the Narragansetts, who suspected him of being an accomplice to the murder of their sachem Miantonomi in 1643. Pomham had become a subject of Massachusetts and he called for aid from his protectors, who built this fort to ensure

his safety. One historian, however, maintains that construction of the fort was intended to further the Bay Colony's attempts to annex Shawomet, from which they had driven Samuel Gorton and his followers.

## PALMER AVENUE

- 110 **B** Spring Farm (19th century): A large tract running from Palmer Avenue east to Narragansett Bay between Grove and Alden Avenues. It includes a small Greek Revival-Early Victorian farmhouse; two large barns, one with a gambrel roof and cupola; and a very large, gambrel-roofed Colonial Revival main house built in 1889-1890. An 1851 map of Warwick does not show any buildings on this property, and the land was still vacant when Samuel Low sold it to William Spencer and James Tiffany of Providence in 1854. William Tiffany apparently inherited James' share, and purchased Spencer's share in 1859. The farmhouse was probably built for William Tiffany, for he sold the land, with buildings, to Stephen A. Lockwood of Providence in 1864. Lockwood sold the farm to George W. Greene of Providence in 1868, and a year later Greene sold it to T. W. Kelton of Warwick. The property appears on an 1870 map as T. W. Kelton's Spring Farm. In 1886, Kelton defaulted on a mortgage and the farm was purchased by John S. Palmer (1824-1908), a wealthy Providence jewelry manufacturer who was a partner in the firm Palmer & Capron. The large Colonial Revival house on the property, designed by the prominent Providence architects Stone, Carpenter and Willson, was erected for Palmer in 1889-1890 and was used by him as a country retreat. The property is still owned by Palmer descendants.

## PAWTUXET

Pawtuxet's occupation by English colonists about 1638 predates Samuel Gorton's settlement at Shawomet, but the portion of the village south of the Pawtuxet River did not become part of Warwick until 1696. Pawtuxet was a stop on the Pequot Path—later Post Road—that connected Providence to the Narragansett country and the settlements of southeastern Connecticut. Its location on a sheltered cove contributed to its growth as a seaport in the 18th century. The falls on the river here spurred industrial development in the 19th century, but the textile mills erected here about 1800 and 1810 were destroyed by fires in 1859 and 1875, ending the village's role as a manufacturing center. Pawtuxet became the terminus of one of Providence's streetcar lines in 1870, a factor which led to the village's development as a resort and recreation center. The introduction of electric trolleys on the line in 1892—the first in the metropolitan region—greatly improved access to Providence and spurred the area's growth as a suburban neighborhood. The construction of Narragansett Parkway from Post Road south to Bayside Avenue between 1923 and 1925 altered Pawtuxet's street layout and

changed local travel patterns. In the early and mid-20th century, the introduction of auto-oriented businesses and the construction of the Post Road cut-off south of the Bank Cafe have detracted from the village's historical character. However, Pawtuxet still contains the greatest concentration of Colonial- and Federal-era structures in Warwick. See entries at Pawtuxet Village Historic District, Bank Street, Bayside Avenue, Fair Street (numbers 15 through 130), Lawn Avenue, North Fair Street, Post Road (numbers 2-4 through 141), Remington Street, South Atlantic Avenue, South Fair Street, and Spring Garden Street for inventory properties in Pawtuxet.

### PAWTUXET VILLAGE HISTORIC DISTRICT

In recognition of its long and interesting history, spanning three centuries of development, and its remarkable collection of buildings from the colonial era through the 20th century, much of the Pawtuxet area of Cranston and Warwick has been listed in the National Register of Historic Places. The Warwick portion of the Pawtuxet Village Historic District is bounded roughly by the Pawtuxet River, Pawtuxet Cove, Bayside Avenue, South Fair Street, and South Atlantic Avenue, with an extension down Fair Street to include the Colonel Ephraim Bowen House. For inventory entries on individual properties within the district, see Bank Street, Bayside Avenue, Fair Street (numbers 15 through 130), Lawn Avenue, North Fair Street, Post Road (numbers 2-4 through 141), Remington Street, South Atlantic Avenue, South Fair Street, and Spring Garden Street.

### PAYTON AVENUE

- 162 B Malachi R. Gardiner House (ca. 1850, altered 1880s): A 2½-story, gable-roofed, side-hall-plan, Greek Revival dwelling with a late 19th-century turned-post veranda and some Queen Anne windows. Malachi R. Gardiner (1807-1882), a descendant of one of the Shawomet purchasers, John Wickes, was born in the Gardiner-Wickes House at Old Warwick. As a youth he went to work for George S. Rathbone, a Providence grain importer, and he eventually became a partner in the firm Rathbone & Gardiner. He inherited a portion of his family's Warwick Neck holdings, a tract bounded by Narragansett Bay and present-day Longmeadow, Palmer, and Grove Avenues, and built upon it a Greek Revival dwelling—this house—which he used as a summer residence. The building appears on an 1851 map and is shown on an 1870 map as M. R. Gardiner's Riverside. In 1873, Gardiner hired Providence engineer and architect Niles B. Schubarth to survey and subdivide his estate. This plat was called Bayside, and its name is still used for the neighborhood which developed on Gardiner's property. Although the Warwick Railroad was built through Bayside in 1874-1875, development of the area proceeded slowly, and an 1878 plat map shows

only three houses besides Gardiner's in the area. Gardiner died in 1882, and the Queen Anne additions to his house were probably made shortly thereafter by the building's new owner.

### PEQUOT AVENUE

- 294 OB Wilcox House (ca. 1800-1810): A large, 2½-story, gable-roofed dwelling with paired interior chimneys and pedimented fanlight doorway. The present 7-bay facade is the result of a later addition. Alterations have compromised the house's architectural integrity. This house was the only structure on Horse Neck (present-day Oakland Beach) through most of the 19th century. It appears as a hotel on maps of Warwick drawn in 1851 and 1855, but by 1870 it was owned by a J. Wilcox.

### PETTACONSETT AVENUE

- 72 NO Henry C. Budlong House (19th century): A 2½-story, 4-bay, hip-roofed dwelling with windows and doorway typical of the Greek Revival period and decorative brackets around the eaves and over the door. The scale and basic form of the house indicate that it may be a Federal house, altered during the Greek Revival and Early Victorian periods, but the structure does not appear on any maps prior to 1862. However, information in an old deed proves that John Budlong and his son George W. Budlong each had a house in the Norwood area in 1824, and, since George's house was still standing in 1889 (it has since been destroyed), the accuracy of the pre-1862 maps is questionable. In 1861, George W. Budlong sold to Henry C. Budlong a 2½-acre parcel with improvements; this included the lot upon which 72 Pettaconsett now stands. The present house, perhaps incorporating an earlier dwelling, was standing by 1862, when it appears on a map of Warwick. The building was owned by Budlong descendants through the 1940s.

### PONTIAC

Pontiac, known as Toskeunke in the 17th century, was probably first settled after King Philip's War. The Stafford family built a house in the area in 1681. By the early 19th century the Arnold family had acquired a great deal of land in the vicinity and a little settlement known as Arnold's Bridge grew up at the Pawtuxet River crossing here. About 1810 one of the Arnolds built the area's first textile mill. The works were expanded and went through several changes of ownership before coming into the possession of B. B. & R. Knight in 1852. The Knights renamed the village Pontiac, and their firm went on from its beginning here to become one of the largest and richest in Rhode Island. A branch railroad was constructed through the village in the 1870s, linking it to the Stonington Railroad. Many immigrants, primarily Swedes and Italians, came to work in the mills

in the late 19th and early 20th centuries. Properties on Bleachery Court, Greenwich Avenue (numbers 111, 333, and 389), Knight Street, and Reed Street are included in the inventory. See also the entry for the former Pontiac Railroad Station, 2245 Post Road.

### PONTIAC STREET

- 42 NA Elvira DiCarlo House (1917): A 2½-story, hip-roofed dwelling in which concrete blocks are used to imitate stone construction. The walls of the house are composed of rock-faced blocks, while the corners are laid up with plain, untextured quoins. Window lintels are of cast concrete with an egg-and-dart motif, and the front door is flanked by consoles supporting a shallow hood, which serves as the floor of a balcony with a wrought-iron railing. The house was apparently designed either by an immigrant Italian mason or by DiCarlo herself to reflect the architectural tradition of their homeland.

### POST ROAD

- 2-4\* PHD Kearsage House (before 1775, altered mid-19th century): A 2½-story, gable-roofed structure set close to the street. Its exterior door and window trim, corner boards, and deep gable eaves with returns give it the appearance of a Greek Revival vernacular building of the mid-1800s. Owned by D. Howard in 1870, the structure was used as a saloon in the 19th century and now is a commercial and residential building.
- 6-8\* PHD Smith House (before 1775): A 2½-story, center-chimney, gable-roofed dwelling with a 4-bay facade and a front doorway with Ionic pilasters, a cushion-frieze entablature, and a triangular pediment. It is set back from and perpendicular to the street behind 2-4 Post Road. Owned by the R. Smith Estate and by A. S. Smith in the middle and last 19th century, it was moved from a site closer to Post Road to its present location when the northern end of Narragansett Parkway was constructed in 1923.
- 10\* PHD House (18th century): A 1½-story, gambrel-roofed dwelling with a small center chimney and extensive additions.
- 18-20\* PHD Former Customs House and Post Office (ca. 1760, with 20th-century additions and alterations): A 2½-story, gambrel-roofed, 18th-century dwelling with a 1-story, flat-roofed, 20th-century addition around the north and west sides. The northeast corner of the original structure was truncated to permit the construction of a portion of Narragansett Parkway in 1923. The addition, used for commercial purposes, has a storefront of black opaque structural glass on the north end. The original part of the building served as a customs house while Pawtuxet's maritime trade flourished and afterward it continued to house the village post office.
- 23-25\* PHD Christopher Rhodes House (1800): A 2½-story, gable-roofed dwelling with paired interior chimneys and a pedimented fanlight doorway with Ionic pilasters. The multi-pane "Colonial" bow windows installed in place of the original ground-floor

- windows are to be removed and the original fenestration is to be restored. Christopher Rhodes (1776-1861) was a descendant of Zachariah Rhodes, one of the early settlers of Pawtuxet. With his brother William, Christopher formed the C & W Manufacturing Company, which operated textile mills at Pawtuxet, Natick, Wickford, and Albion, Rhode Island, and in northeastern Connecticut. The Rhodes brothers also founded the Pawtuxet Bank (see entry for 40 Post Road). From 1828 to 1831 Christopher Rhodes represented Warwick in the General Assembly. He was later a member of the building committee for the old State Prison on Gaspee Street in Providence and served as a prison inspector after the facility's completion.
- 27-29\*** **PHD** **James and Malachi Rhodes House (1734, 1774):** A 2½-story, gable-roofed dwelling with an irregular 5-bay facade, one center chimney and one interior end chimney, and a flat-top Federal doorway with a transom, pilasters, and consoles. The original portion of the structure, built in 1734 by James Rhodes, was a 3-bay "half house" with an end chimney. An addition, two bays broad with an end chimney, was constructed on the south end of the original structure by Malachi Rhodes in 1774.
- (30A)\*** **PHD** **Milepost (1784):** A granite monument with a piece of an old slate marker set into it. The slate is inscribed "5 miles from Providence Bridge 1784 J. B." The initials "J. B." refer to the prominent merchant John Brown, who had the post set up to mark the route from his town house in Providence to his country estate, Spring Green (see inventory entry below).
- 30-32\*** **PHD** **Nelson Slocum House (ca. 1760):** A 2½-story, gable-roofed, center-chimney dwelling with a 4-bay facade and a bracketed, gable-roofed Victorian door hood. Now set end to the street, it originally faced Post Road. It was used as a tavern.
- 36-38\*** **PHD** **House (18th century):** A 2½-story, gable-roofed dwelling with a 4-bay facade, a small center chimney, and a bracketed Victorian door hood. The chimney, door hood, and roof with gable returns are 19th-century alterations to this Colonial-era structure.
- 37-39\*** **PHD** **Sylvester and Mary Rhodes House (ca. 1770):** A 2½-story, gable-roofed dwelling with center chimney, a 4-bay facade, and a flat-top Federal doorway. The house was probably built for Sylvester Rhodes about the time of his marriage to Mary Aborn in 1770, for in 1777 James Rhodes deeded to his son Sylvester a lot with a house in which the younger Rhodes had been living.
- 40\*** **PHD** **Former Pawtuxet Bank, now the Bank Cafe (1814, 1866):** A 2½-story brick structure of the Federal period with a mansard roof, bracketed eaves cornice, and a veranda added during the Victorian era. The building was erected to house the Pawtuxet Bank, an institution established by Christopher and William Rhodes in 1814 to help finance their expanding textile-mill empire. The bank moved to Providence in 1845 and closed in 1882. The structure was then used as a residence until James Turner opened the Bank Cafe here in the late 1870s.
- 47-49\*** **PHD** **Captain Thomas Remington House (1740):** A 2½-story, gable-roofed dwelling with paired interior chimneys and a pedimented fanlight doorway of the Federal period. Modern bow windows have replaced the original ground-floor windows on the front.
- 90\*** **PHD** **John and Jeremiah Randall House (ca. 1785):** A 1½-story, gable-roofed dwelling with an asymmetrical 4-bay facade and Greek Revival door and window trim. The original center chimney has been removed and replaced with a stovepipe.
- 94-96\*** **PHD** **Wightman House (ca. 1760, with later additions):** A 2½-story, gambrel-roofed, 3-bay "half house" with a bracketed Victorian door hood and bay windows added in the 19th century.
- 98-100\*** **PHD** **House (ca. 1740):** A 2½-story, gable-roofed, center-chimney dwelling with an asymmetrical 4-bay facade and a flat-top Federal doorway with transom.
- 110\*** **PHD** **George Sheldon House (ca. 1790):** A 2½-story, gable-roofed dwelling with an asymmetrical 4-bay facade, a flat-top Federal doorway with transom flanked by consoles, and a small center chimney.
- 116-118\*** **PHD** **Carder Tavern (1740):** A 2½-story, gable-roofed structure with paired interior chimneys and a Federal pedimented fanlight doorway.
- 126\*** **PHD** **Captain John Carr House (ca. 1760):** A 2½-story, gable-roofed dwelling with an asymmetrical 4-bay facade and a heavy, bracketed Victorian door hood.
- 131\*** **PHD** **H. L. Johnson House (ca. 1860):** A 1½-story, gable-roofed dwelling noteworthy for the handsome brackets ornamenting the eaves, door hood, and porch in front of the side ell.
- 141\*** **PHD** **William Rhodes House (1798):** A 2-story, hip-roofed dwelling with four end chimneys and a front door with a fanlight and a projecting gable-roofed portico. William Rhodes, together with his brother Christopher (see entry for 23-25 Post Road), was a co-founder of the the C & W Manufacturing Company, a textile firm, and the Pawtuxet Bank (see entry for 40 Post Road).
- 751** **Amoco Gas Station (ca. 1948):** A 1-story, flat-roofed, stuccoed structure with a curved corner and a short entrance tower with narrow vertical bands of glass brick at the second-floor level. It is a good example of a mid-20th century service station influenced by International Style design principles.
- 789** **Nelson W. Aldrich Junior High School (1934-1935):** A 2-story, flat-roofed brick block built during the Depression as a WPA project. Its most noteworthy feature is a tetrastyle Ionic portico at the center of the main facade. This was the last school building in Warwick on which "correct" classical architectural forms were used for decorative embellishment. Named for a famous U.S. Senator from Rhode Island who maintained a country estate in Warwick, this structure served as one of three city high schools until a new central high school was built in 1954-1955. Since then it has been used as a junior high.
- 1776** **Mobil Gas Station (ca. 1970):** This 1-story, flat-roofed, glazed-brick and glass structure is one of the handsomest contemporary commercial buildings in the city. It is one of a series which the Mobil company erected all over the country, based on a standard design developed in 1966 by Eliot Noyes Associates, a prominent American industrial design firm. Noyes' commission was a much-publicized example of a major American company using sophisticated modern design to create a recognizable and attractive corporate image.
- 2245** **Pontiac Railroad Station (1882):** A 1-story, gable-on-hip-roofed structure with gracefully curved struts supporting widely overhanging eaves. It originally stood on the northeast corner of Greenwich Avenue and Reed Street in Pontiac, and was a stop on the Pawtuxet Valley Branch Railroad, a line which connected Pontiac to the New York, Providence and Boston Railroad at Auburn and to the Providence, Hartford and Fishkill Railroad at a junction north of Natick. The building stood in Pontiac until 1964 when it was moved to its present location and was attached to the Great House, a popular restaurant. It is now used as a cocktail lounge.
- 3035** **A** **Electric Light Station (1901):** A 1-story, flat-roofed brick structure with arched windows set in bays defined by Tuscan pilasters. It is a well conceived and handsomely executed composition, in which forms borrowed from Italian Renaissance palazzos are used to decorate what might otherwise have been a dull, nondescript industrial building. The building is identical to an electric substation standing in Warren, Rhode Island. In 1898, the Narragansett Electric Light Company of Providence acquired the East Greenwich and the Bristol County Electric Light Companies, and these substations were built thereafter by Narragansett.
- 3165** **A** **House (ca. 1875):** A 1½-story, cross-gabled dwelling with bracketed cornice and very handsome bargeboards, the edges of which are sawn to form a series of small trefoil pendants.
- 3188** **A** **Thomas Wilbur House (ca. 1820):** A 2½-story, gable-roofed dwelling. A veranda (a later addition) obscures a fine Federal doorway with a transom, fluted pilasters, and consoles with the Masonic rule-and-compass device carved on them. Thomas Wilbur, a housewright, constructed this residence for himself, and probably carved the original doorway. The house stands near the site of Apponaug's original Baptist meetinghouse (built 1744) and contains some of the material from the meetinghouse, which was dismantled about the time this dwelling was constructed (see entry for Warwick Central Baptist Church, 3262 Post Road).
- 3214** **A** **House (ca. 1868):** A fine example of a typical 1½-story, gable-roofed, side-hall-plan Victorian dwelling with bracket trimmed cornice and door hood, set end to the street.
- 3235** **A** **House (18th or early 19th century, with later alterations):** A 2½-story, gable-roofed, 4-bay dwelling constructed during the Colonial or Federal period, with a small center chimney and a bracketed door hood added during the Victorian era.
- 3239** **A** **House (ca. 1865-1870):** A 1½-story, gable-roofed dwelling with double bay windows, Eastlake style door hood and trim.

- 3257 **A** St. Barnabas' Episcopal Church (1921-1926, with later alterations): The front portion of this building is a handsome fieldstone structure in the Gothic style with a 2-story central tower with corner buttresses, a belfry, and a battlemented parapet. The sanctuary, remodeled in the 1960s, is a 1½-story, cross-gabled, modernistic concrete-block structure which is out of character with the original fabric. The congregation was gathered in August, 1880, by the Reverend Thomas Cocroft, an Episcopal clergyman who founded churches in many Rhode Island mill villages. The first church, a wood-frame Colonial Revival-Queen Anne structure designed by Howard Hoppin of Providence, was built in 1882. In 1899, the congregation was given the Greene Memorial House at 15 Centerville Road (see above) for use as a Guild Hall. The church burned in 1911, and services were held in the Guild Hall. A new church was started in February, 1921, and the Guild Hall was sold in May of that year. The basement was completed in 1923, but work on the upper church was not begun until May, 1926. The building was completed by December, 1926, and was consecrated in May, 1942.
- 3262 **A** Warwick Central Baptist Church (1834 and 1905): A tall 1½-story, gable-roofed structure with a belfry and spire rising from the front part of the roof. A Baptist church had been founded in Apponaug in 1744 and a meetinghouse had been constructed near the site of the Thomas Wilbur House, 3188 Post Road (see inventory entry above). The congregation dissolved before the Revolution, but was reorganized some time between 1785 and 1792. The old meetinghouse was repaired and services were held there until 1805, when the congregation again dissolved. The church was sold and a portion of it was used in the construction of the Wilbur House. The Warwick Central Freewill Baptist Church was subsequently organized, and built a new meetinghouse which was dedicated in December, 1834. This structure burned early in 1905 but was rebuilt and was rededicated in December, 1905. The present church edifice is the 1905 reconstruction of the 1834 meetinghouse.
- 3267\* **A** **WHD** Henry Warner Budlong Memorial Library (1925): A 2-story, flat-roofed, yellow-brick structure in a simple Beaux-Arts style. It originally had a portico of Tuscan columns *in antis*, but these were removed in the early 1970s. This library's origin dates back to 1867, when Stephen T. Arnold first suggested the founding of such an institution to Alfred A. Reed, owner of the Oriental Print Works. Reed and others donated money for the project and a library was opened in a rented room. In 1885, a free library was organized by local citizens, which moved into quarters in the new Town Hall (next entry) when that structure was completed. The library was chartered as the Apponaug Free Library in 1898. In 1925, Henry W. Budlong of Buttonwoods, a benefactor of the library, gave \$25,000 for the erection of a new building, which was named in his honor.
- 3275\* **A** **WHD** Warwick City Hall (1893-1894): A 3-story, mansard-roofed brick and granite structure on a high basement story, with projecting, hip-roofed end bays on the facade flanking a colossal tetrastyle Ionic entrance portico and a 6-story, square clock tower with a domed, wood-frame belfry. It is a noteworthy example of the Colonial Revival style and is probably the finest extant municipal building by the Providence architectural firm William R. Walker and Son, which designed a number of impressive Late Victorian town and city halls for communities in Rhode Island and nearby Massachusetts. The building was erected to replace a Town House constructed on the same site in the 1830s. Its interior, now altered, was originally organized to reflect the functions of local government, and its opulent decoration, still largely intact, was a suitable expression of status and civic pride. The chief architectural manifestation of Warwick's civic identity, City Hall will continue to serve as the seat of local government after the completion of a recently initiated rehabilitation program.
- 3351 **A** House (early 19th century): A heavily altered 2½-story, gable-roofed structure set end to the street. It was probably constructed about 1810 or 1820 for use as a residence. It was owned by E. L. Budlong in 1870.
- 3376\* **AHD** Henry Remington House (ca. 1800): A 2½-story, gable-roofed, center-chimney Federal dwelling with a pedimented fanlight doorway. It was remodeled in the Victorian period, when the sash was replaced and a bay window was added on the south side. Henry Remington (1764-1841) purchased this lot from Thomas Arnold in 1799 and subsequently built this house. Remington later became a judge in the Rhode Island Supreme Court.
- 3384\* **AHD** Harrison House (18th century, altered ca. 1800): A 2½-story, gable-roofed, center-chimney dwelling with an irregular 5-bay facade and a fine pedimented-fanlight Federal doorway. It was probably built during the Colonial period and acquired its doorway during an early 19th-century renovation. The history of this house is difficult to document. The Arnold family owned a great deal of land in this vicinity in the late 18th and early 19th centuries, and various members of the family kept selling parcels back and forth to one another. Land adjacent to and perhaps including this lot was also owned at different times by the Brayton and Greene families. An 1805 map of Apponaug shows a house on or near this site and gives the owner as T. Warner, but no deeds have been found to corroborate this information. By 1816 the house was owned by William Harrison (1781-1863), a sea captain who retired and became a partner and agent of the Roger Williams Manufacturing Company. By 1870 the property was owned by Harrison's sons William H. and Thomas W. Harrison. Thomas died in 1871 and his brother inherited full interest. William H. Harrison was Warwick Town Clerk and Justice of the Peace for many years. Harrison's heirs sold the house in 1920, ending a century of family ownership.
- 3391\* **AHD** House (early 19th century): A 2½-story, gable-roofed structure with brick end walls and chimneys and two front entrances, one with a fine flat-top Federal doorway with a broad entablature and consoles. It was probably constructed between 1810 and 1820. It was owned by J. R. Card in 1870.
- 3397\* **AHD** House (early 19th century): A 2½-story, gable-roofed dwelling with end chimneys, an elaborate eaves cornice with dentil frieze, and a projecting gable-roofed portico sheltering a door with a semicircular fanlight. Though now in extremely poor condition, this building, probably erected between 1810 and 1820, was undoubtedly the grandest Federal-era residence in Apponaug. It was owned in 1870 by Benjamin W. Vaughn, proprietor of the gristmill, sawmill, and planing mill in the village and a dealer in coal, grain, flour, feed, and building materials.
- 3404\* **AHD** House (early to mid-18th century): A 2½-story, gable-roofed dwelling with an extremely asymmetrical facade that probably contained four bays at one time. The present small center chimney is presumably a replacement for the original massive center chimney. Alterations have obscured the house's architectural character but the narrow proportions of the heavy pegged window frames suggest a construction date between 1725 and 1750.
- 3422, 3426, 3430, 3434 **A** Houses (ca. 1895-1905): These four 1½-story, gable-roofed frame cottages, with their identical turned-post porches and areas of ornamental cut-shingle wall cover, serve as examples of a common Late Victorian building type. They also create a unified streetscape which defines and anchors the southern approach to Apponaug Village.
- 3595 **rear** Drum Rock: Two boulders, one on top of the other, located at the rear of the Cowesett Hills apartment complex. The upper boulder was originally set in such a way that it could be rocked back and forth, and tradition states that local Indian tribes signaled each other by jumping up and down on the rock, which produced a drumming noise that could be heard for miles.
- (3825) \* **CW** Amasa Sprague Estate Stone Wall (ca. 1870): This wall, with its tall, two-tone, granite-block carriage gateposts and monolithic, carved granite pedestrian gateposts (both with incised Eastlake style decoration; the pedestrian gateway also has its original Stick Style wooden gate) surrounded the magnificent mansion and outbuildings that Providence architect William R. Walker designed for Amasa Sprague (1828-1902), a member of the Rhode Island textile-manufacturing family. The estate was later owned by U.S. Senator Walter R. Stiness. The main house was demolished several years after Stiness' death in 1926, but a carriage house (now standing at 118 Valentine Circle, see inventory entry below) and this wall are important remnants of what was once one of Rhode Island's most opulent estates.
- (3901) **CW** Stone Walls (late 19th century): Post Road south of Cowesett Road is lined for much of its length by handsome fieldstone walls with conical-capped cylindrical gateposts at intervals. They are an important part of the historical and visual fabric of the Cowesett area and should be preserved.
- 3960+ **CW** House (ca. 1870): A 1½-story dwelling with mansard roof, gabled pavilions with Eastlake style bargeboards, bracketed cornices, bay windows, and porches. It is one of the handsomest and best preserved Victorian houses in the city.

At one time Amasa Sprague owned this land, and the house may have been built as a gardener's or caretaker's cottage for the Sprague estate across the road.

- 3987 **House (ca. 1895):** A large, 2½-story, gable-roofed, Shingle CW Style structure set on a magnificent hillside site overlooking Greenwich Bay.
- 4019 **George Reed House (mid-18th century):** A 2½-story, gambrel-roofed dwelling, hidden behind trees and shrubs a short distance from the road. It was owned by George Reed in 1857 and by Joseph Carr in 1870.
- 4157† **Alfred A. Reed Estate (ca. 1870):** A rare and impressive CW 2½-story stone mansion in the Gothic style, with beautiful wooden bargeboards and iron cresting along the ridges of its gable roofs. The house was designed by William R. Walker of Providence for Alfred A. Reed (1817-1878), the owner of Apponaug's Oriental Print Works. Reed's son, Alfred A. Reed, Jr., inherited the property. He was the husband of Elizabeth Ives Slater Reed, a granddaughter of John Slater and grandniece of Samuel Slater, the pioneer of American cotton-textile manufacturing. The property then went to Alfred, Jr.'s daughter, Helen Slater Reed Allen, wife of Philip Allen of Providence. Mrs. Allen was an accomplished pianist who had studied in Germany with the composer Franz Liszt. She was also a founder of the Providence Lying-In Hospital, now Women and Infants' Hospital of Rhode Island. The Reed Estate was one of several large suburban estates built in Warwick by prominent Rhode Island business and political figures during the Victorian era. It is a unique survivor of the period, still owned by a Reed descendant and maintained in its original state.
- 4177 **House (late 18th century, with later additions and alterations):** This 2½-story, gambrel-roofed dwelling with paired interior chimneys appears to have been remodeled in the 1880s with Queen Anne and Colonial Revival details. Some later, nondescript additions detract somewhat from its appearance. The property was owned by J. H. Clark in 1851.
- 4204 **House (ca. 1800-1805):** A 2½-story, gable-roofed dwelling CW with a handsome pedimented-fanlight doorway. The original center chimney has been removed and the exterior covered with aluminum siding. It was owned by B. Rice in 1851.
- 4365 **The White Swan (ca. 1800, with later additions and alterations):** A 2½-story, gable-roofed dwelling with interior CW end chimneys. The house was extensively altered in the Greek Revival period (a porch was added across the front, a Greek Revival doorway installed, and the parlors were re-decorated), and again by the Lisle family in the early 20th century. In 1929 an elaborate French style formal garden was laid out behind the house. The house was unsympathetically altered in 1974-1975 (the Greek Revival porch was removed, a Federal doorway on the rear ell was removed and destroyed, and the exterior was sheathed with aluminum siding). This house was owned in the mid-19th century by John H. Clark, owner of the textile mills at Pontiac. In 1867, the house was acquired by Dutee Arnold (1820-1886), grandson of the Dutee Arnold who had built the mills

at Pontiac which Clark had subsequently purchased. The younger Dutee Arnold was a partner in the Providence firm D. Arnold & Company, stove founders, which had been established in 1850. Arthur B. Lisle and his wife purchased the property from Arnold's widow in 1898. Lisle had interests in a number of electric and water companies, but is best known for serving as General Manager of the Narragansett Electric Light Company from 1908 to 1927. Lisle's widow Martha B. Lisle bequeathed the estate to the Rhode Island School of Design in 1967.

- 4372 **Emma Hastings House (1913):** This 1½-story, gable-roofed CW bungalow with overhanging gables and recessed veranda is a rare example of the early 20th-century prefabricated housing. Dwellings like this bungalow could be ordered by catalog from Sears, Roebuck and Company in the early 1900s. The house was built for Emma Hastings in 1913 and was purchased in 1926 by Arthur B. Lisle and his wife, who owned the estate across the street (see entry above). The Lisles used it as quarters for their gardener.
- 4415 **Potter House (1743?, with later alterations):** A handsome CW 1½-story, gable-roofed cottage with a simple pilaster-and-sidelight doorway and a central front gable breaking up through the eaves. The house has two brick interior end chimneys, the south one constructed with its base exposed on the exterior. Though reputedly dating from the Colonial era, the exterior of the house is mid-Victorian in character.
- 4433 **Farrington House (1924):** A 2½-story, hip-roofed, brick CW dwelling with a 5-bay facade, Tuscan-columned portico, tripartite central window on the second floor, and modillion cornice, all derived from Georgian and Federal architectural sources. It is a good example of a house in the neo-Colonial style popular in the 1910s and 1920s. It was built in 1924 for either Laura or Lewis Farrington, the widow and son of William U. Farrington (d. 1906), who had been a manufacturer of starches, sizings, gums, and other products used in the finishing of cotton textiles (see inventory entry for the mill site on Potowomut Road).
- 4451\* **Captain Oliver Gardiner House (ca. 1750):** A well preserved CW 2½-story, gambrel-roofed dwelling with a 6-bay facade, entrance portico, a 1½-story gambrel-roofed ell to the north, and a porch on the south side.
- 4456† **George H. Tyler House (1886-1887):** A tall, 1½-story Shingle CW Style dwelling with gambrel roof, conical-roofed tower, oriel window, and end porches with posts of small boulders. It was constructed for George H. Tyler, a New York brewers' supply dealer who moved to Rhode Island and became the owner of a factory at Washington village in Coventry.
- 4491 **Horatio R. Nightingale House (ca. 1890):** A very large 2½-story CW dwelling with a massive gambrel roof and a prominent 3-story, cylindrical corner tower with a recessed porch at the base and a hemispherical dome on top. Now divided into apartments, its character has been compromised by modern alterations, but the tower is an important visual landmark in that part of Warwick which developed as the "suburbs" of East Greenwich in the late 19th century.

## POTOWOMUT

Potowomut Neck, purchased from the Indians in 1654, was first settled in the 1680s by members of a branch of the Greene family. A sawmill and gristmill and an anchor forge—the latter one of the first manufacturing industries in Rhode Island—were established near the present Forge Road Bridge by the 1730s. This hamlet was a coastal port of some importance, but the Revolution put an end to maritime activity. A textile mill was built near the forge in the early 19th century and a village grew up around it; however, the buildings were all moved away or demolished in the 1880s. Another mill village developed near the Potowomut Road Bridge in the early 19th century, but it was largely destroyed by fires in 1893 and 1894 and the only remaining traces are the old mill foundations and millrace. In the 1790s Hope Brown Ives acquired one of the old Greene farms at Potowomut. The Iveses purchased more Greene land in 1802 and the outer end of Potowomut Neck became a family preserve with country houses built by Ives descendants. One of these estates was donated to the state of Rhode Island in 1928 and is now Goddard Memorial Park. Today Potowomut is a mixture of farms, estates, and suburban residential tracts, with large expanses of open space and woodland. Inventory properties are listed under Forge, Ives, Potowomut, and Wampanoag Roads.

## POTOWOMUT ROAD

- PT **Mill Site (early 19th century):** These picturesque ruins of a stone mill foundation, with additional concrete sluices and retaining walls of modern vintage, are located just north of a waterfall on the Hunts (also called the Potowomut) River. Some sort of mill or factory had been built here by 1831, for it appears on the Stevens map of Rhode Island. According to old maps the mill was owned by a member of the Greene family in 1851 and by Scott & Davis in 1855. By 1870, a village had grown up around the mill, which was then owned by E. H. Stafford & Company and was producing cotton textiles. Fires in 1893 and 1894 destroyed the mill and much of the village, a blow from which the once thriving settlement never recovered. The surviving structures were purchased by William U. Farrington, who used them to manufacture products employed in the textile-finishing process. Today the property is owned by the State of Rhode Island and is maintained as a fisherman's access to the former mill pond.

## REED STREET

- 10-12 **Pontiac Mill House (1866):** This 1½-story, gable-roofed PN double house is one of many built to shelter employees of the Pontiac Mills and is the best preserved in the village. It is probably one of the "nine tenements" designed by

Providence architect Clifton A. Hall, which were erected during an expansion program in 1866.

## REMINGTON STREET

- 59\* PHD Pawtuxet Armory (1843): A 2-story, gable-roofed structure with stuccoed walls, erected by the state as headquarters for the Pawtuxet Artillery. The building also housed the apparatus of the village's volunteer fire brigade after 1853, and served as a meeting hall for Harmony Lodge of Masons for fifty-seven years. It is now used as a dwelling.

## RHODE ISLAND AVENUE

- 65 WN Robinson-Sims House (1882): A large, 2½-story, gable-roofed Queen Anne dwelling with clapboard and cut-shingle wall cover, decorative bargeboards, and a veranda. This property, originally part of the George C. Nightingale estate (the main house of which still stands at 35 Westford Avenue) was sold by Nightingale to Edward H. and Grace H. Robinson in 1881. A mortgage on the property executed in January, 1883, shows that a house had been built here by then. The Robinsons apparently ran into financial difficulties, for they sold the house and land in 1889 to Gardiner C. Sims of Providence, who paid off the mortgage. Sims was a partner in Armington & Sims, a Providence firm which manufactured stationary steam engines. The Armington & Sims engines were noted for their low fuel consumption, simple construction, fine workmanship, durability, and low price, and were used extensively in America and Europe to power electric generators. Sims was also president of the George W. Stafford Manufacturing Company, producers of textile-weaving machines.

## RIDGEWAY AVENUE

- 110 House (ca. 1890): A unique 1½-story Second Empire dwelling with mansard roof and side-hall plan. The entrance portico columns have unusual carved wooden capitals, and the eaves, bay window, and portico cornices are all trimmed with brackets.

## ROCKY POINT

A high, rugged promontory on the eastern shore of Warwick Neck which has been the site of a resort and amusement park since 1847. Captain William Winslow, skipper of the Narragansett Bay excursion steamer *Argo*, developed the property as a picnic ground and amusement park in the 1850s, and the spot became a resort with the construction of a hotel here in the 1860s. The hotel's destruction by fire in 1883 ended the resort era, but Rocky Point remained a popular amusement park through the early 20th century, attracting thousands of visitors by trolley on summer weekends. Though its popu-

larity has waned in recent years it still operates as an amusement park and its Palladium Ballroom is an important hall used for functions by many of the state's social, charitable, and political organizations. All of the early buildings have been destroyed except for the Rock Cottage, a run-down, gable-roofed, mid-19th-century structure on the hill behind the present shore dinner hall.

## ROGER WILLIAMS AVENUE

- 25\* L John Waterman Arnold House (between 1770 and 1800): A 2½-story, gable-roofed dwelling with a center chimney. It is a good example of a typical, simple Federal farmhouse. Part of the once-extensive Arnold family holdings in this area (see entry for 99 Beechcrest Street), this house was acquired by the Warwick Historical Society in 1965 and is now maintained by them as a museum.

## ROYAL AVENUE

- 3 CN House (ca. 1900): A good example of a Shingle Style house. It is 2½-stories tall and has shingled walls, a massive gambrel roof, a veranda facing the bay, and a chimney of small boulders.

## SAMUEL GORTON AVENUE

- 194 B Ella Calder House (1895): A 1½-story, gambrel-roofed frame dwelling with a broad veranda and gabled dormers. It is a fine, well proportioned example of Shingle Style architecture. It was built in 1895 on one of several lots that William J. Crossly had purchased from Benjamin White in 1873. Crossly probably constructed the house and sold it to Ella Calder soon after its completion.
- 236 B House (ca. 1910-1915): A fine Shingle Style house. This is a 1½-story, gambrel-roofed dwelling set end to the street. It has a Tuscan-columned veranda with a gazebo-like terminus, and Queen Anne windows with shallow hoods formed by outward swellings of the shingled wall surface.

## SANDY LANE

- 355\* Esek Randall House (1701, with later additions): A 1½-story, gable-roofed structure with a massive off-center chimney (due to an addition). It has a pair of millstones in front with the inscription "Locust Farm-1807" carved on them.
- 393 Old Miller's House (18th century): A 1½-story, gable-roofed dwelling, originally owned by a member of the Lockwood family. There was once a mill at the rear of this property on Buckeye Brook, and this house was the miller's residence.

## SEA VIEW AVENUE

- 240 OB House (ca. 1900): This plain, 1½-story, gable-roofed structure with a small bracketed porch is one of the best ex-

amples of the type of summer cottages built at Oakland Beach in the Late Victorian period.

- 292 OB A. Herman Staff House (1909): A little more substantial and pretentious than the average Oakland Beach cottage, this 1½-story, gable-roofed dwelling has a front porch surmounted by a projecting gambrel-roofed pavilion with a Palladian window. It was built by A. Herman Staff in 1909.

## SERVICE AVENUE

- 171 Bulova Watch Company Plant (1967-1968): This 2-story, flat-roofed structure of white brick and glass is a handsome example of contemporary industrial architecture. It was designed by Baker and Conlon of East Providence.

## SOUTH ATLANTIC AVENUE

- 35\* PHD House (late 19th century): A large 2½-story, gable-roofed house with a bracketed door hood. It is a fine example of a vernacular Italianate house of the Late Victorian period.
- 53\* PHD House (ca. 1910): A handsome 1½-story, gable-roofed dwelling set end to the street, with bay windows, a turned-post front porch, and patterned shingles in the front gable. It is an excellent example of a Late Victorian-Queen Anne vernacular house, supposedly built in 1910 but perhaps dating from as much as a decade earlier.

## SOUTH FAIR STREET

- 25-27\* PHD Octagon House (mid-19th century, with later alterations): A 2-story, hip-roofed, octagonal dwelling undoubtedly constructed during the octagon house craze of the 1850s. One corner has been built out, giving the house the shape of an irregular heptagon, and wall sheathing and windows installed in the early twentieth century have obliterated the original architectural character of the building.

## SPENCER AVENUE AMENDMENT, EAST GREENWICH HISTORIC DISTRICT

The dwellings on Spencer Avenue from numbers 204 through 288 and from 269 through 291 have been approved for nomination to the National Register as part of the East Greenwich Historic District. Except for the house at 244 Spencer, a Federal dwelling relocated to its present site from the corner of Post Road and Division Street in 1880, these structures are fine examples of Late Victorian architecture and, as a group, represent the development of this portion of Cowesett as a suburb of East Greenwich village shortly before and after the turn of the century.

## SPENCER AVENUE

- 22 CW House (ca. 1895-1905): A complex 1½-to-2½-story stone and wood frame, Shingle Style dwelling with intersecting

- gable roofs, a conical-roofed turret, diamond-paned windows, and a massive chimney of small boulders.
- 204\*** **House (ca. 1860, with later additions and alterations):** A 2½-story, cross-gable-roofed dwelling with a veranda and portico, a second-floor bay window over the veranda, and a bracketed eaves cornice. The house was remodeled in the 1880s or 1890s in the Queen Anne style and contains a living hall with Colonial Revival detailing. It was owned by a Mrs. Stone in 1870 and by Benjamin F. Vaughn in 1895.
- 216\*** **House (ca. 1875):** A handsome 2½-story, mansard-roofed dwelling with bay windows, gable-roofed dormers, and a front portico. It was owned by James Holland in 1895.
- 230\*** **Benjamin Arnold House (1867-1868):** A unique 2½-story, mansard-roofed brick dwelling with a brick dentil cornice, a triangular transom over the front door, and distinctive geometric panel-brick hoods over the windows.
- 244\*** **Silas Casey House (ca. 1808):** A 2½-story, hip-roofed dwelling with a Federal leaded-glass-transom doorway. It was moved to its present location in 1880 from the corner of Post Road and Division Street, at which time a number of sympathetically designed Colonial Revival alterations were made to the building. Silas Casey (1734-1814) was a wealthy merchant who lived at what is now the Casey Farm museum in North Kingstown. Casey probably built this house for his son Wanton (born 1760), who served with the Kentish Guards during the Revolution.
- 258\*** **House (ca. 1890):** A large and complex 2½-story dwelling in the Shingle Style, with hipped, gabled, and semi-conical roofs, a stone chimney, and some Colonial Revival detailing.
- 288\*** **House (ca. 1895):** A 2½-story, cross-gable-roofed dwelling with a projecting front wing containing a recessed entrance porch with an oriel window over it. The complex massing and intersecting gables reflect the domestic architecture of 17th-century New England and the buildings of medieval England which served as their models.
- 291\*** **House (ca. 1920):** A 2½-story, hip-roofed dwelling with a central entrance portico surmounted by a semi-hexagonal bay window, a modillion cornice, and a tripartite front dormer with arched center section. It is an excellent example of an upper-middle-class Neo-Colonial residence of the 1910s and 1920s.

#### SPRING GARDEN STREET

- 48\*** **Timothy R. Scott House (1904):** A fine 2½-story, gable roofed dwelling with a projecting second story over a bay window and a projecting vestibule on the facade, a shed-roofed front dormer, and a hip-roofed side porch with fret-work balustrade and columns.

#### SPRING GREEN ROAD

- 296** **John Olson House (1940):** A good example of a mid-20th-century house with decorative features drawn from Georgian,

and Federal sources. It is a 2-story, hip-roofed structure bearing a vague resemblance to the Vassall-Longfellow House in Cambridge, Massachusetts (built 1759). It is set in Governor Francis Farms, a residential subdivision with many homes of "Colonial" design. The house was built by developer Roswell B. Liscomb in 1940 and was sold in 1941 to John Olson.

**314** **House (ca. 1950-1955):** This 2½-story, gable-roofed frame structure, also located in the Governor Francis Farms area, is modeled after the dwellings of 17th-century New England. Its 2nd-story overhang and compound center chimney are similar to those of the Parson Capen House, erected in 1683 in Topsfield, Massachusetts.

**491-** **Spring Green, (ca. 1690-1708, ca. 1788):** A large, 2½-story, gambrel-roofed dwelling with encircling veranda. It is a very important house, once the center of a vast estate, now the main house in a family compound which includes an 18th-century gate cottage, a Greek Revival-Early Victorian farmhouse, an early 20th-century beach cottage, a Dutch Colonial style house, and a mid-20th-century contemporary style house. There is also an icehouse built in the 1740s. The history of this property dates back to 1642, when John Greene purchased Occupastuxet from the Indians. The estate lay on both sides of Occupastuxet Cove, and Greene lived in a house on the southern portion, near what is now Cole Farm Road. Greene's son, John, built a house on the site of the main house some time between 1690 and 1708; this is incorporated in the present structure. The property, which fell into disrepair during the Revolution, was purchased by Providence merchant John Brown in 1783. He named the farm Spring Green and used it as a weekend retreat. Brown gave the house to his daughter, Abby, when she married John Francis of Philadelphia in 1788. The house was enlarged and improved at that time. When Abby died the property passed to her son John Brown Francis (1791-1864). Francis was active in the political life of Rhode Island, serving as state representative, state senator, and U.S. senator. He is best known, however, for serving as Governor of Rhode Island from 1833 to 1838. Unlike his grandfather Brown, who used the estate as a country house, Francis lived at Spring Green year round and operated it as a farm, a use it retained well into the 20th century. Between 1931 and 1963 portions of the property were subdivided into house lots; these plats are known collectively as Governor Francis Farms. The historic core of the estate is currently owned by the heirs of John Francis Brown, who was a descendant of John Brown Francis. This property, still in its second family ownership since the 17th century, is noteworthy not only for its architectural splendor and its historical associations but also for its scenic value as one of the few unspoiled bayside properties in a heavily populated urban area.

#### SPRUCE STREET

- 101** **Caleb R. Hill House (ca. 1850):** A 2½-story, gable-roofed dwelling built during the transition from Greek Revival to the Italianate style. It has arched-panel corner pilasters, a deep entablature, paneled door pilasters, a wide veranda, and arched windows in the gable ends. This structure originally stood on or near the site of the house at 3181 Post Road, and the house lot encompassed the entire area bounded by Prospect, Coyle, and Spruce Streets and Post Road. It was moved to its present location sometime after 1924.

#### SQUANTUM DRIVE

- 130** **Gilbert R. Bodell, Jr., House (1950):** This 2-story, gable-roofed, center-chimney dwelling, located in the Governor Francis Farms plat, is an archeologically correct replica of a typical 18th-century Colonial house. Its most noteworthy feature is an elaborate front entrance with double-leaf door surmounted by a carved broken-scroll pediment, resembling the 1756 doorway of the John Williams House in Old Deerfield, Massachusetts. The house was built by Walter H. Monroe, Inc., a real-estate development firm, in 1950, and was sold in 1952 to Gilbert R. Bodell, Jr.

#### STINESS DRIVE

- 10** **Edward O. Ekman House (1964):** A 1½-story, flat-roofed contemporary style dwelling with vertical wood siding and narrow, vertical window bands. It is an imaginative alternative to the architecturally conservative tract houses being built all over Warwick after World War II. This structure was designed and occupied by Edward O. Ekman, a local architect.

#### STONINGTON RAILROAD, NOW CONRAIL

**Stonington Railroad (1837 ff.):** This line, opened between Providence and Stonington, Connecticut, in 1837, was Rhode Island's second railroad. It quickly became an important means of travel between Boston and New York (travelers rode the Boston and Providence Railroad to Fox Point in Providence, ferried over to the Stonington terminus on the west side of the Providence River, and rode the Stonington line to Connecticut, where they then boarded a steamer for New York). Subsequent improvements, such as the construction of a central terminal in Providence and the continuation of the line to New York, increased the importance of the railroad. The line accelerated the growth of existing settlements through which it passed, such as Apponaug, and encouraged the industrial and residential development of unoccupied land adjacent to it, for example, at Greenwood, Hills Grove, and Norwood. The railroad was later known as the New York, Providence & Boston; it was merged into the New York, New Haven & Hartford system in 1893. After the New Haven went bankrupt in the 1960s it became part of the Penn Central Railroad, which has become part of

the Conrail network serving the northeastern United States. The line's enormous influence on Warwick in the 19th century makes it an important historical artifact. In addition, certain structures along the line are significant from an architectural or engineering standpoint.

### SUBURBAN PARKWAY

- OB** **Suburban Parkway:** A wide boulevard with grass-covered median strip running across Horse Neck. It was laid out in the 1870s as a double roadway with the right-of-way of the Warwick Railroad through its center. It is an important feature of the neighborhood with great potential for attractive landscape development.
- 189 OB** **House (late 19th century):** A 1-story, gable-roofed summer cottage with Stick Style cross-braces decorating the veranda and gable.

### VALENTINE CIRCLE

- 118 CW** **Amasa Sprague Estate Carriage House (ca. 1870):** This 1½-story, cross-gabled structure, with Stick Style wall articulation, elaborate bargeboards, and a "Swiss Chaler" style balcony, is currently used as a single-family residence. It was originally the carriage house on a large estate built by William R. Walker for Amasa Sprague, a member of the prominent Rhode Island mill-owning family.

### VETERANS MEMORIAL DRIVE

- 99 A** **Warwick Police Station (1975):** A 1- and 2-story contemporary style brick structure with flat and shed roofs, designed by the Providence firm of Robinson Green Beretta. It is set on the shore of Gorton Pond at the northern edge of Apponaug village. Since the early 1960s this location has been considered the ideal site for a new civic center. A master plan drawn up at that time has never been executed, but the recent completion of the police station here reflects the influence of that plan.

### WAMPANOAG ROAD

- (1)† PT** **Hopelands, now Rocky Hill School (1686, 1793, ca. 1885):** A 2½-story, gable-roofed, center-chimney dwelling with a 2-story columned veranda, pedimented doorway, rear wing, and 2½-story gabled side ell. The ell section was begun by Thomas Greene in 1686 and was later expanded and inhabited by members of the Greene family through the 18th century. At the time of the Revolution the property was owned by "King Richard" Greene, a Tory who was forced to flee to Newport and who died there in 1779. The estate, occupying a beautiful site overlooking the Potosomut River, was acquired by the Brown brothers of Providence and given to Hope Brown Ives, daughter of Nicholas Brown and wife of Thomas P. Ives. She added what is now

the main portion of the house and named the estate Hopelands. The property was owned by Ives descendants, the Goddard family, in the late 19th century, and more alterations and additions were made about 1885, in the Colonial Revival style. The estate, with its carriage house and other outbuildings intact, has been occupied by the Rocky Hill School since 1948.

### WARWICK AVENUE

- 460** **Vickery Memorial Church (1891):** A 1½-story, gable-roofed structure with cut-shingle wall cover and Eastlake trim on the windows and door. It was built by S. J. Vickery, who owned much land in this vicinity, for use as a Methodist meetinghouse. It became an Oddfellows Hall in the early 20th century, and currently houses a printing shop.
- 1443** **House (mid 18th century, with later additions):** A 1½-story, gambrel-roofed structure, almost totally encased in later additions. For many years it housed a popular restaurant known as the "Holland House."

### WARWICK LAKE AVENUE

- 34** **Former Hoxsie School, now Warwick School Administration Building (1925-1926, with addition ca. 1970):** The original portion of this building is a tall 2-story, flat-roofed brick structure designed by Thomas J. H. Pierce. It is inspired by Late English Gothic architecture of the Tudor period, with a particular resemblance to the gate towers of Hampton Court Palace. Several American universities, influenced by the works and writings of the Boston architect Ralph Adams Cram, constructed Gothic and Tudor style buildings in the course of expansion campaigns undertaken in the early 20th century. After that the Academic Gothic style was widely used for public grammar schools and high schools. This structure is a good example of this nationwide trend.

### WARWICK CIVIC CENTER HISTORIC DISTRICT

A group of four public buildings erected in Apponaug in the late 19th and early 20th centuries to house governmental agencies and quasi-public service organizations. Together these buildings serve as a physical manifestation of Warwick's corporate identity and as an architectural expression of civic pride. Included are the former Kentish Artillery Armory, 3259 Post Road; the former Apponaug Fire Station, 3265 Post Road; the Henry Warner Budlong Memorial Library, 3267 Post Road; and Warwick City Hall, 3275 Post Road (see inventory entries).

### WARWICK NECK

Warwick Neck continued to be occupied by the Shawomet Indians after Samuel Gorton and his followers settled in Warwick in the 1640s. The Indians were relocated in the 1660s, after which the prime lands here were subdivided among the

Purchasers. Warwick Neck remained an agricultural area from the 17th through the 19th centuries. Most of the outer end of the Neck was owned by a branch of the Greene family, while the Anthonys, Holdens, and Bartons held large parcels in the central section. From the 1740s to the 1770s, present-day Warwick Neck Avenue was a link in an important route from Providence to Newport via the Warwick Neck-Prudence Island-Aquidneck ferries, but the termination of ferry service during the Revolution ended travel on this route. The establishment of Rocky Point in 1849 and the erection of a few country villas on the Neck in the 1850s and 1860s initiated the area's development as a summer resort. Construction of the Warwick Railroad in 1873-1874 prompted the layout of several subdivisions of house lots, such as the Shawomet Land Company Plat. Even with conversion of the railroad to a trolley line in 1900, development proceeded slowly, for much of the Neck was beyond convenient walking distance from the station at present-day Meadow View Avenue. The increase in automobile usage since the 1910s has accelerated neighborhood growth, but land-ownership patterns have resulted in the maintenance of large pockets of open space. Inventoried properties are listed under Balcom, Cromwell, Homestead, Rhode Island, and Warwick Neck Avenues.

### WARWICK NECK AVENUE

- 70 OW WN** **Old Warwick League Library (1885):** A 1½-story, gable-roofed, Queen Anne structure with a turned-post porch and an owl carved in a wooden panel over the porch. The original fish-scale and wave-pattern cut shingles on the walls were covered over during a recent alteration. The Old Warwick League was a men's social and intellectual-improvement association formed in 1882. It built this structure in 1885 and established a library here in 1886. The building is now a residence.
- 190 OW WN** **Samuel Gorton House Site (17th century):** When Warwick was resettled in 1677 following King Philip's War, the town's founder built a house here. The structure was demolished in 1848, and a bronze plaque set in a boulder now marks its site. The house currently located on the property was erected by a Gorton descendant in the Early Victorian period.
- 296 WN** **Barton House (18th century, with later additions and alterations):** A low 2½-story, gable-roofed dwelling with a small center chimney and a partially enclosed front veranda. The architectural treatment of the exterior is vernacular Greek Revival in character, but in plan it resembles two end-chimney houses joined end-to-end. The present kitchen ell may have originally been a one-room, end-chimney, early Colonial house, but the present brick chimney probably dates from the early 1800s. The property on which the house stands was part of the home lot of Rufus Barton, one of the original settlers of Warwick. It was owned by B. R. Barton in 1870.
- 366 WN** **St. Mary's Episcopal Church (1879, 1923):** A tall 1-story, gable-roofed, shingled structure with a jerkin-head-roofed vestibule, a belfry, and a small rose window on the facade.

The church was built in 1879 at the southeast corner of Warwick Neck and Rocky Point Avenues and was moved to its present location in 1923, when the belfry and a chancel were added and the clapboard walls were sheathed with shingles. Despite these changes, it is a good example of a simple Late Victorian country church with Gothic-derived detailing.

- 380** **Benjamin Barton House (1795-1796):** A 2½-story, center-chimney dwelling, altered in 1835 by the addition of a simple Greek Revival doorway. The house was once owned by Byron Sprague, member of the famous family of Rhode Island textile manufacturers and owner of Rocky Point in the late 1860s.
- 541** **Second Edward Anthony House (ca. 1820):** A 2½-story, gable-roofed, center-chimney dwelling with a 4-bay facade and Federal doorway. Edward Anthony built this house some time after his 1809 house (now 96 Balcom Avenue, see inventory entry above), which he gave to his son Giles after this structure was completed. The 1779 date on the chimney of this house may refer to the construction date of the original homestead on the Anthony farm, torn down when the Balcom Avenue house was erected.
- 836\*** **Indian Oaks, the Senator Nelson W. Aldrich Estate, now Our Lady of Providence Seminary (early 20th century):** A large property on Warwick Neck bordering on Narragansett Bay and surrounded by a stone wall, containing, among other structures, a 2½-story, hip-roofed stone mansion modeled after a 17th-century French chateau (built ca. 1911; Carrere and Hastings of New York, architects); a tall wrought-iron double-leaf gateway with 1½-story stone gate lodge (1904-1905; Stone, Carpenter and Willson of Providence, architects); a rambling, 1½-story, mansard-roofed, stone stable complex with a very tall, pyramidal-roofed, fieldstone Shingle Style tower (Stone, Carpenter and Willson); and a 1½-story, gable-roofed, frame and stucco boathouse on a high stone foundation (Stone, Carpenter and Willson). It was the country estate of Nelson W. Aldrich (1841-1915). Aldrich, a native of Foster, Rhode Island, moved to Providence at the age of seventeen and by the time he was twenty-four had become a partner in Waldron and Wightman, the state's largest wholesale grocery firm. He subsequently amassed a fortune through investments in banks; electric, gas, and public-transit companies; and rubber and sugar trading. His political career began with his election to the Providence Common Council in 1869, where he served for six years. At this time Aldrich allied himself with state Republican Party chief Henry B. Anthony, and went on to serve in the state legislature from 1875 to 1876 and the United States House of Representatives from 1879 to 1881. In 1881 Aldrich began a remarkable 30-year term in the United States Senate where, with the support of a few other prominent Republicans, he virtually controlled the passage of legislation. Aldrich felt that the nation's prosperity could be best assured by promoting the interests of big business, and he used his power and influence to protect industrialists and

financiers from the reforms proposed by progressive legislators. He was largely responsible for federal tariff and currency legislation favorable to the business community. Aldrich also controlled, through Charles R. Brayton, the political machine of the Republican Party in Rhode Island. He was attacked repeatedly by muckraking journalists of the era and his power eventually declined as the public grew discontented with the conservatives and their programs. Aldrich retired from the Senate in 1911 and died four years later. The Roman Catholic Diocese of Providence acquired his estate in 1939, added a few buildings, and now uses it as a seminary.

- 946\*** **Former Caretaker's Cottage of the Aldrich Estate (1899):** A fine 2½-story house with stone ground story, shingled frame upper story, and picturesquely arranged gable-roofed pavilions and dormers. The gables are all ornamented with shingled bargeboards in a variety of segmental and Gothic-arched shapes. This is a mid-19th-century house altered in 1899 according to designs by the Providence architectural firm Stone, Carpenter and Willson.
- 975** **George M. Richmond House (ca. 1875):** A 2½-story, cross-gable-roofed, Late Victorian dwelling with a bracketed veranda and decorative bargeboards, set on a prominently located, well landscaped lot. It is a key visual landmark of the Warwick Neck neighborhood. It was the country house of George M. Richmond, owner of the Richmond Print Works at Crompton.
- 1046†** **William Aldrich House (1882):** A 1½-story dwelling with hipped and gabled roof forms, corbeled chimneys, cut-shingle wall cover, a veranda, a porte-cochere, and carved decorative panels with the initial "A" and the figure of a squirrel. Aldrich, a son of Nelson W. Aldrich, who owned the large estate a short distance away, was an architect and undoubtedly designed this house himself.
- 1096** **Charles H. Perkins Estate (late 19th century):** A beautifully landscaped property extending from Warwick Neck Avenue to Narragansett Bay, containing a 2½-story, gable-roofed frame dwelling built before 1870 for Benjamin R. Arnold, a larger 2½-story, cross-gabled Shingle Style house with seaside veranda and oriel windows, built in 1899 for Charles H. Perkins, and stables and outbuildings. It is a well preserved example of an upper-class suburban estate of the Late Victorian period. Charles H. Perkins, (1830-1904), a native of Taunton, Massachusetts, moved to Putnam, Connecticut in 1850, where he invented a horseshoe-making machine seven years later. In 1859, he moved to Providence and founded the firm Cutler and Perkins, later the Union Horse-Shoe Company. This firm had a contract to supply the government with horseshoes during the Civil War. In 1867, Perkins discovered a new method for making horseshoes and he founded the Rhode Island Horse-Shoe Company with the financial backing of A. & W. Sprague, the textile-manufacturing firm. After the Spragues' failure in 1873, Perkins and two partners acquired Rhode Island Horse-Shoe, which was re-organized in 1891 as the Rhode Island Perkins Horse-Shoe

Company. By 1900, Perkins had invented or perfected thirty machines which had revolutionized the horseshoe-manufacturing industry. Perkins purchased the Arnold place on Warwick Neck in 1893, erected a large, new house six years later, and used the estate as a summer residence until his death.

- 1350†** **Warwick Light (1932):** A tall, cylindrical cast-iron structure topped by a glass lantern surrounded by a balcony. The first lighthouse here was built in 1826. The property, which provides an excellent view down Narragansett Bay to Jamestown and Newport, currently includes a garage and a late 19th-century keeper's cottage in addition to the lighthouse.

## WEST SHORE ROAD

- 324** **Christopher Greene House (ca. 1807 with later alterations):** A 2½-story, gable-roofed dwelling with paired chimneys and a front porch. It was probably built by Christopher Greene (1776-1854) and was once owned by Governor Francis.
- 1124\*** **Peter Greene House (1751):** A 2½-story, gable-roofed, center-chimney dwelling prominently set at a bend on West Shore Road at the head of Conimicut Point. Peter Greene was an early town clerk of Warwick.
- 1272†** **Almyra Durfee House (ca. 1780):** A 2½-story, gable-roofed, center-chimney dwelling with a veranda.
- 1515** **District Four Schoolhouse (1886):** A 2½-story, gable-on-hip-roofed structure with some cut-shingle wall cover. It is the oldest known school building still standing in Warwick and was designed by William R. Walker and Son of Providence.
- 1642** **Shawomet Baptist Church (1888, with later additions):** A tall, 1½-story structure on a high brick foundation. It has a 2½-story corner steeple with Queen Anne and Colonial Revival design elements. Unsympathetic mid-20th-century additions detract from the building's character. The Shawomet Baptist Church was organized in 1842 and originally met in the old meetinghouse of the defunct Old Warwick Baptist Church, which then stood on the southwest corner of West Shore Road and Sandy Lane (now the site of a fire station). The congregation began to plan the erection of a new meetinghouse about 1870, but instead repaired the old one. They finally built a new church—the core of the present one—in 1888.
- 1660** **Lambskin Club (1926):** This 1½-story, jerkin-head-roofed structure with stuccoed walls and front porch is an interesting example of the domestic bungalow adapted for use as a social hall. Originally built for the Masonic Club of Warwick, it has noteworthy period graphics which complement the building's design.
- (1700)** **The Centennial Elm:** A tall elm tree in a traffic island at the intersection of West Shore Road and Warwick Neck Avenue. It was planted by the citizens of Warwick in 1876 to commemorate the centennial of American independence. A granite marker with bronze plaque was erected at the foot of the tree in 1936.

1705 **OW** Former Quaker Meetinghouse, now Fiddler's Green Restaurant (ca. 1716, with later additions and alterations): A tall 1-story, gable-roofed structure with stuccoed walls. Within it is preserved the framing of the Quaker Meetinghouse, built before 1720, reconstructed in 1815 following the Great Gale of that year, repaired in 1875, and converted to a restaurant after 1929.

2814 House (ca. 1770-1780): A 1½-story, gable-roofed, 3-bay dwelling with entrance to one side and a very low stuccoed foundation. It does not appear on early maps, but the architectural style and form are similar to those of a number of houses in western Rhode Island known to have been built in the 1770s. The house appears on an 1870 map and is listed as belonging to D. Stone.

3235† Baker Homestead (1790): A 1½-story, gable-roofed, center-chimney dwelling, with late 19th- or early 20th-century additions inspired by the Shingle Style, including a sweeping roofline, a veranda, and a large gabled dormer. It was owned by J. B. Baker in 1851, and according to local tradition was the homestead of Patience Brown Baker, a great-granddaughter of Chad Brown, one of the original settlers of Providence.

3254 James T. Lockwood Junior High School (1925-1926): A 2-story, gable- and hip-roofed brick structure with design elements derived from 18th-century American architecture. It has a central block with 2-story-tall arched windows and a central octagonal cupola on the roof. This building was constructed to replace Warwick's first high school, organized in 1920 in the old Apponaug Grammar School (built 1903) and destroyed by fire in February, 1924. It served as one of the town's three high schools until Veterans Memorial High School was built in 1954-1955, after which it became a junior high. The school is named for one of Warwick's best known town clerks.

#### WHARF ROAD

47 Caleb Carr Greene House (ca. 1760 with later alterations): A 1½-story, gambrel-roofed structure with a massive interior end chimney and a 2-story, gable-roofed, Late Victorian addition on the west side. It was owned by A. J. Smith in 1870.

#### WILLIAMS STREET

66 **CW** Nightingale Cottage (19th century): This 1½-story, gable-roofed dwelling appears to be a Greek Revival vernacular house of the 1840-1860 period. However, it was supposedly built in 1800; it may be an early house which was extensively remodeled. The structure must have been moved to this location, for it does not appear on any maps prior to 1922.

#### ADDENDA

##### POST ROAD

(O) **PHD** Pawtuxet Bridge (1883-1884, 1932): This small, double-arch, stone bridge spans the Pawtuxet River, linking Broad Street, Cranston to Post Road, Warwick. The engineer was J. A. Latham and the builders were Garvey Brothers and H. C. Macomber. Originally about half as wide as it is now, the bridge was extended on its west side in 1932. This is the ninth bridge on the site. The first was built in 1711.

860 McDonald's (1963): A 1-story structure with plate-glass windows and red and white glazed-tile walls topped by a shed roof soaring through a pair of aluminum-framed yellow plastic arches. It replicates the design of the first McDonald's franchise—erected in Des Plaines, Illinois, in 1955—which featured large illuminated arches modeled after those on the hamburger stand built by Maurice and Richard McDonald in San Bernadino, California, in 1948. Though not the first venture into fast-food merchandising, McDonald's, through aggressive promotion and expansion, has become probably the best known and most widespread of such operations. It revolutionized American eating habits, spawning a host of imitative competitors. The eye-catching "golden arches" design used for the firm's early drive-ins is a classic example of the use of standardized design to create a highly visible, readily comprehensible corporate image. With its kaleidoscopic array of brilliant colors, shiny surfaces, and blazing lights, it is the quintessential expression of the architectural vernacular of the 20th-century commercial strip, where each building is treated as a large-scale graphic symbol which projects its message quickly and emphatically to the passing motorist. The "golden arches" design served as McDonald's' standard building type through the 1960s and was used for the company's drive-ins at 860 and 2814 Post Road in Warwick, both constructed in 1963. By 1968 the desire for a less obtrusive image prompted the firm to adopt a more conservative design with brown brick walls and a flaring mansard roof. Corporate policy now dictates the eventual replacement of all the golden-arch structures. The original building at 2814 Post Road was demolished in 1980 after one of the firm's new restaurants was completed adjacent to it. The golden-arch McDonald's at 860 Post Road, one of three such structures remaining in New England, is a rare surviving example of what is perhaps the most pervasive and compelling architectural image in the history of American commerce.

3259 **A** Kentish Artillery Armory, now Warwick Museum (1912): A 2-story, red brick structure with a gable-roofed rear wing fronted by a block with projecting, square corner towers and a battlemented parapet. The Kentish Artillery, a militia unit chartered in 1797, received permission from the town of Warwick in 1854 to build an armory and drill hall on the

eastern end of the town house lot. A 1-story, gable-roofed, wooden Greek Revival structure was erected which was destroyed by fire in 1911. The present building, designed by William R. Walker and Son, was constructed in 1912 as a replacement.

#### WARWICK MALL

Warwick Mall (1968-1970 et seq.): A commercial complex centering on a 1-story, masonry and concrete, enclosed shopping arcade with attached 2- and 3-story department stores, set in a 120-acre asphalt-paved parking lot with detached 1-, 2-, and 3-story commercial and residential structures around the perimeter. The success of the nearby Midland Mall (see inventory entry) prompted the development of this parcel by Bliss Properties of Providence. Construction of the arcade and the first three department stores was begun in 1968 and completed by the end of 1970. A fourth department store was added to the mall in 1978-1979. Other buildings include a gas station, a bank, a cinema, a health club, an auto supply and repair facility, a nightclub and dinner theatre, and an apartment complex. Most notable of these ancillary structures are the Chateau de Ville, a 2-story, flat-roofed cubical mass with a cylindrical glass stair tower at one corner containing a huge, very prominent crystal chandelier and the Villa del Rio, a group of apartment blocks surrounded by a stuccoed wall intended to evoke the atmosphere of a Mediterranean village. The inclusion of residential buildings differentiates Warwick Mall from other Rhode Island shopping centers, but the lack of amenities and creative planning keep this from being a well integrated mixed-use community. Together, Midland Mall and Warwick Mall now constitute the primary retail center of Rhode Island and nearby Massachusetts and Connecticut.

## BIBLIOGRAPHY

- American School Board Journal* (New York, Milwaukee, and Chicago, December 1942).
- Annual Report of the Board of Metropolitan Park Commissioners* (Providence, 1912-1928).
- Annual Report of the State Department of Public Works* (Providence, 1937-1940).
- Annual Report of the Department of Public Schools* (Warwick, 1915-1934).
- Annual Report of the School Committee* (Warwick, 1887-1924).
- Annual Report of the State Board of Public Roads* (Providence, 1904-1937).
- Bartlett, John R., *Memoirs of Rhode Island Officers who Engaged in the Service of Their Country During the Great Rebellion of the South* (Providence, 1867).
- Bayles, Richard M., ed., *History of Providence County, Rhode Island* (2 vols., New York, 1891).
- Belcher, Horace G., "Old Rocky Point," *Rhode Island History*, VIII, 2 (April 1948).
- Bicknell, Thomas W., *The History of the State of Rhode Island and Providence Plantations* (5 vols., New York, 1920).
- Bouvier, Leon F., and Inge B. Corliss, *An Ethnic Profile of the State of Rhode Island*, unpublished masters thesis, University of Rhode Island, 1968.
- Cady, John Hutchins and Howard K. Menhinick, *Planning and Zoning in Rhode Island* (Providence, 1937).
- Carroll, Charles, *Rhode Island: Three Centuries of Democracy* (4 vols., New York, 1932).
- Chapin, Anna A., and Charles V. Chapin, *A History of Rhode Island Ferries, 1640-1923* (Providence, 1925).
- Cole, J. R., *History of Washington and Kent Counties, Rhode Island* (2 vols., New York, 1889).
- Country Life*, XXXV (February 1919).
- Delabarre, Edward B., *Collected Papers on the Inscribed Rocks of Narragansett Bay* (Providence, 1925).
- Denison, Frederic, *The Past and Present: Narragansett Sea and Shore* (Providence, 1879).
- Downing, Antoinette F., *Early Homes of Rhode Island* (Richmond, Va., 1937).
- Field, Edward, ed., *State of Rhode Island and Providence Plantations at the Turn of the Century: A History* (3 vols., Boston and Syracuse, 1902).
- Fuller, Oliver P., *Historical Sketch of the Churches of Warwick* (Providence, 1880).
- Fuller, Oliver P., *History of Warwick, Rhode Island* (Providence, 1875).
- Greene, Welcome Arnold, et al, *The Providence Plantations for Two Hundred and Fifty Years* (Providence, 1886).
- Grieve, Robert, ed., *Journal of Commerce Guidebook to the Shore of Southern New England* (Providence, 1897).
- Grieve, Robert, *Picturesque Narragansett* (4th edition, Providence, no date).
- Hall, J. D., *Biographical History of the Manufacturers and Businessmen of Rhode Island . . .* (Providence, 1901).
- Hammerschlag, Dieter, Brian K. Barber, and J. Michael Everett, *The Interstate Highway System and Urban Structure: A Force for Change in Rhode Island* (Providence, 1976).
- Harpin, Mathias P., *Trumpets in Jericho* (West Warwick, 1961).
- Hoag, Wade and Company, *History of Rhode Island*, (Philadelphia, 1878).
- James, Sydney V., *Colonial Rhode Island—A History* (New York, 1975).
- Kennedy, Hazel Wade, *A Guide to Historic Pawtuxet* (Providence, 1972).
- Krim, Arthur J., et al, *Survey of Architectural History in Cambridge—Report Five: Northwest Cambridge* (Cambridge, Mass., 1977).
- Lawrence, Anna M. M., *History of Potowomut, Warwick, Rhode Island* (East Greenwich, 1931).<sup>1</sup>
- Leading Manufacturers and Merchants of Rhode Island* (New York, 1886).
- Lockwood, Alice G. B., Garden Club of America, *Gardens of Colony and State—Gardens and Gardeners of the American Colonies and of the Republic Before 1840* (New York, 1931).
- Munro, Wilfred, *Picturesque Rhode Island* (Providence, 1881).
- The Nation's Schools*, XXXIX (January 1947).
- New England Magazine*, XVIII (May 1898).
- Osterberg, T. S., *Svenskarna I Rhode Island* (Worcester, Mass., 1915).
- Perry, Amos, *Rhode Island State Census, 1885*, (Providence, 1887).
- Progressive Architecture*, XXXVI, 3 (March 1955).
- Providence Evening Bulletin*, various articles, 1932-Present.
- Providence Journal*, various articles, 1864-Present.
- Providence Magazine—The Board of Trade Journal* (title varies), various issues, 1902-1931.
- Rededication of the Warwick Central Freewill Baptist Church, December 10, 1905* (no city, 1905).
- Rhode Island Conference of Business Associations. *The Book of Rhode Island* (Providence, 1930).
- Rhode Island Historical Society Collections*, XII (July 1919).
- Rhode Island Review*, I, 4 (28 February 1934).
- Rhode Island Yearbook*, 1970.
- Simister, Florence P., *Streets of the City*, typescripts of radio broadcasts at Providence Public Library.
- Snow, Edwin M., *Report Upon the Census of Rhode Island, 1865* (Providence, 1867).
- Snow, Edwin M., *Report Upon the Census of Rhode Island, 1875* (Providence, 1877).
- The Survey of Federal Archives, *Inventory of Federal Archives in the States*, Series X, No. 38 (Providence, 1938).
- Warwick, City Clerk, Land Evidence Records (unpublished, 1642-present).
- Warwick, City Clerk, Tax Books (unpublished, 1870s-1950s).
- Warwick, Tax Assessor, Title Cards (unpublished, early 20th century-present).
- Webb Brothers, *Webb's New England Railway and Manufacturers Statistical Gazeteer* (Providence, 1869).
- Western Rhode Island Civic Historical Society, *The Hinterland*, I, 1 (May 1960-December 1960).
- Yankee*, XXX, 6 (June 1966).

## MAPS

- Beers, D. G., and Company, *Atlas of the State of Rhode Island and Providence Plantations* (Philadelphia, 1870).
- Everts and Richards, *Atlas of Southern Rhode Island* (Philadelphia, 1895).
- Hopkins, G. M., *Atlas of Providence, R. I. and Environs* (Philadelphia, 1882).

- Lewis, Sabin, "A Plat of the Village of Apponogue" (manuscript in Graphics Collection, Rhode Island Historical Society Library, 1805).
- Richards, L. J., and Company, *Atlas of the Metropolitan District of Providence* (Philadelphia, 1917).
- Sanborn Map Company, *Insurance Maps of Pawtuxet Valley and Warwick, R. I.* (New York, 1922).
- Stevens, James, *Topographical Map of the State of Rhode Island* (Newport, 1832).
- Walling, Henry F., *Map of Providence County, Rhode Island with some of the Adjacent Towns* (Providence, 1851).
- Walling, Henry F., *Map of the State of Rhode Island and Providence Plantations* (Boston, 1855).
- Walling, Henry F., *Map of the State of Rhode Island and Providence Plantations* (New York, 1862).
- Warwick, City Clerk, Plat Books and Plat Cards (unpublished, early 19th century-present).

Rhode Island Historical Preservation Commission

Frederick C. Williamson, Director, Department of  
Community Affairs and State Historic Preserva-  
tion Officer

Antoinette F. Downing, Chairman

Carol Barnes, represented by E. Pierre Morenon

N. David Bouley

Joseph A. Cirillo, State Building Code Commissioner

Scott Eubanks, Director, Department of Economic  
Development, represented by David DePetrillo

William H. Jordy

Representative Thomas A. Lamb, Chairman, Rhode  
Island House Finance Committee

Senator Robert J. McKenna, Chairman, Rhode Island  
Senate Finance Committee

William Metz

Paul E. Molitor, Jr.

Christopher Monkhouse

Peter Schmidt

Richard A. Toupin

Daniel W. Varin, Chief, Rhode Island Statewide Plan-  
ning Program, represented by John Deary

W. Edward Wood, Director, Department of Environ-  
mental Management, represented by Robert  
Bendick

Eric Hertfelder, Executive Director

Author: Robert O. Jones

Commission Review: Winslow Ames  
Antoinette F. Downing  
Irving Haynes  
William H. Jordy  
Albert T. Klyberg

Staff Review: Pamela A. Kennedy  
Wm. McKenzie Woodward

Editors: David Chase  
Bernard Mendillo

Prehistory Section: Geoffrey P. Moran  
Paul Robinson

Survey: John F. A. Herzan  
Robert O. Jones

Research Intern: Susan Chapdelaine

Production Interns: Barbara Carroll  
Kathleen Madden  
Paula Woolley

Art Director: Elizabeth S. Warren

Cartography: Robert O. Jones  
Northern Consulting Associates

Typing: Delma A. Nash

Printing: College Hill Press