

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Crompton Mill Historic District

other names/site number Crompton Mills

**2. Location**

street & number 20 Remington Street, 53 and 65 Manchester Street N/A not for publication

city or town West Warwick N/A vicinity

state Rhode Island code RI county Kent code 003 zip code 02893

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

Rhode Island Historical Preservation and Heritage Commission  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional Comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain):	_____	_____

Name of Property: Crompton Mill

County, State: Kent County, Rhode Island

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

(Check only one box)

- private
- public-local
- public-State
- public-Federal
- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>13</u>	<u>1</u>	buildings
<u>1</u>		sites
<u>7</u>	<u>2</u>	structures
		objects
<u>21</u>	<u>3</u>	Total

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

INDUSTRY/ PROCESSING/ EXTRACTION:

Manufacturing Facility

**Current Functions**

(Enter categories from instructions)

VACANT/NOT IN USE

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

No Style

**Materials**

(Enter categories from instructions)

foundation STONE: granite

walls BRICK

roof ASPHALT

other WOOD: weatherboard

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Areas of Significance**

(Enter categories from instructions)

- INDUSTRY
- ENGINEERING
- ARCHITECTURE
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**Period of Significance**

1807—1946

**Significant Dates**

1807 first building; 1866 Geo. Richmond buys Crompton Co./major improvements begin; 1885 corduroy/velvet production starts; 1946 Crompton Co. quits RI

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

N/A

**Architect/Builder**

N/A

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

R.I. Historical Society, Providence Public Library, Pawtuxet Valley Preservation and Heritage Society

**10. Geographical Data****Acreeage of Property** 5.12**UTM References See continuation sheet.**

(Place additional UTM references on a continuation sheet)

A. 19	0289672	4617928	C. 19	0289914	4617833
Zone	Easting	Northing	Zone	Easting	Northing
B. 19	0289878	4617909	D. 19	0289933	4617687
Zone	Easting	Northing	Zone	Easting	Northing

X See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**name/title Matthew A. Kierstead and Jenny R. Fieldsorganization PAL Inc. date December 2005street & number 210 Lonsdale Avenue telephone (401) 728-8780city or town Pawtucket state RI zip code 02860**Additional Documentation****Submit the following items with the completed form:****Continuation Sheets****Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items** (Check with the SHPO or FPO for any additional items)**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name Joel Westermanstreet & number 55 Arrowhead Trail telephone (401) 331-5416city or town East Greenwich state RI zip code 02818**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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### DESCRIPTION

#### General Information

##### *Location and Setting*

The Crompton Mill Historic District is a 5.12-acre district on the east side of the South Branch of the Pawtuxet River in the southwest corner of the town of West Warwick, Rhode Island. The district includes a complex of densely clustered mill buildings, mostly red brick, mostly multi-story, and waterpower resources including dams and raceways. The land surrounding the district consists of the densely settled, now mostly residential and commercial, village of Crompton in West Warwick. The district, which is located between the Quidnick Mill upstream and the Arctic Mill downstream, is one of numerous historic textile mill complexes on the Pawtuxet River. This heavily industrialized waterway supplied power and process water for the mills along its route from its headwaters in the Flat River Reservoir in Coventry, Rhode Island to its confluence with the North Branch at the village of Riverpoint, and to Pontiac Mill in Warwick.

##### *Resource Summary*

The district includes 24 resources: 13 contributing buildings, 7 contributing structures, and 1 contributing site, all associated with the historical development of the property during its period of significance (1807–1946). The district includes two noncontributing structures and one noncontributing building.

##### *General Boundary Description*

The district is bounded by the east bank of the Pawtuxet River on the west side, Pulaski Street on the north side, and Manchester and Remington streets on the east and south sides. The boundary crosses Pulaski, Manchester, and Remington streets in lines-of-convenience, and also crosses the Pawtuxet River to the west bank to encompass the Crompton Lower Dam and retaining wall.

##### *General Site Layout*

The Crompton Mill Historic District is contained on the east side of the Pawtuxet River, with the exception of the Crompton Lower Dam, and represents the intact portion of what was once a larger mill complex that straddled the Pawtuxet River. These two complexes shared the same corporate lineage for most of their history, but hosted discrete functions and had independent waterpower systems. The two areas also had different modern histories that have left two very different types of landscapes. The complex comprising the Crompton Mill Historic District on

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the east side of the river was a textile finishing operation historically referred to as the Fustian Works and Dyeing and Finishing Works. This complex is an intact, densely clustered group of multiple attached and freestanding nineteenth- and early-twentieth-century, single- and multi-story industrial buildings lying on two major axes along the river. The east complex incorporates waterpower infrastructure including a dam and an underground raceway system. The buildings on the east side of the river are mostly of brick masonry construction with the exception of two nineteenth-century, granite block buildings, including one altered building dating from 1807 that is the earliest known stone mill building in Rhode Island. This complex also includes the Crompton Lower Dam which extends west to the west bank of the river.

The complex on the west side was a spinning and weaving operation historically referred to as the Cotton Mill, and originally contained a massive complex of long, narrow, tall, attached granite block-walled, early- to late-nineteenth-century, textile mill loft buildings that were almost entirely destroyed by fire in 1992. The west side of the river now contains partial ruins of the mill at its core, several standing altered peripheral buildings, and waterpower infrastructure elements including a power canal trench that extends west into Coventry, Rhode Island.

### Crompton Mill Complex

The Crompton Mill complex at 20 Remington Street and 53 and 65 Manchester Street in West Warwick consists of a dense grouping of closely spaced, rectangular, masonry-walled buildings ranging from single freestanding ones to clusters of attached buildings that were connected over time by additions ranging from large historic masonry buildings to modern ephemeral awnings covering alleyways. The complex is bordered by the east bank of the Pawtuxet River on the west side, Pulaski Street on the north side, and Manchester and Remington streets on the east and south sides.

There are several vehicular access points from surrounding public roads. An unpaved mill driveway, formerly part of Remington Street, leaves Pulaski Street immediately east of the bridge over the river and extends southeast to the west end of the Finishing Building, where it splits to the east and southeast. The east continuation ends at Manchester Street, and the southeast continuation passes through a chain-link fence gate between Dye House No. 2 and the Soap House. This road continues southeast in an alley between several buildings, turns south at the Drug Room, passes west of the Napping Building, the Boiler House/Engine House/Fan Room, and turns east where it dead-ends between the Assorting Building and Mill No. 1. There are several access points along Manchester Street. A driveway extends west between the Office Building and the Dressing Building and passes through the ground floor of the Connecting Building, emerges in a formerly open cluster of alleys between several buildings now covered with a modern wood frame roof structure, and exits into the roadway at the west side of the

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complex, described above. A gated roadway extending west from Manchester Street between the Dressing Building and Building 66 leads west to a dead end at a retaining wall overlooking the millpond south of the Assorting Building. Manchester Street splits into several rights-of-way at this point that lead to Auto House No. 67/67-B and Auto House No. 67-A, with one branch extending along the south edge of the complex to an overgrown parking lot south of the Painting Building.

The buildings within the complex are grouped in two clusters oriented on different axes, divided by the roadway along the west edge of the complex. The five attached buildings west of this roadway are all attached end-to-end, oriented on a northwest-to-southeast long axis that reflects the historical progression of construction from earlier, similarly oriented attached buildings that once stood immediately southeast, the earliest of which dated to 1810. The buildings east of the west roadway are normal to each other but oriented on a north-south long axis conforming to the orientation of the Manchester Street–Remington Street road grid.

Most of the Crompton Mill buildings share a range of typical mid-nineteenth- to early-twentieth-century exterior and interior materials and construction methods. Many of the roofs are flat, built-up structures with a subtly pitched gable for drainage, and have similar overhanging wood cornices with plank soffits and fascia, exposed beveled rafter tails, and wood crown molding at the gutter line. Walls are of brick masonry construction with little or no decoration. The foundations, where exposed, are built of brick or granite blocks. Fenestration is consistent, with tall rectangular or segmental arch windows openings with brick lintels and quarry-faced granite sills that contain a range of original multiple-pane wood sash, modern replacement units, or blank panels. The interior structures are of fire-resistive mill construction with heavy post-and-beam and/or structural steel framing and multiple-layer wood plank or concrete slab floors.

The complex includes two nineteenth-century granite block buildings, one with its original gable roof, and several small later twentieth-century utility additions constructed of modern materials. The buildings are now vacant, and were most recently partially occupied by two dyeworks and a lace-making operation. The interiors have been stripped of historic textile machinery, and almost all associated mechanical drive systems. Some remaining physical plant and power generation equipment remains, including steam boilers, water pumps, and air compressors; one vertical-shaft turbine with main drive shaft, flyball governor, belt drive flywheel, and generator; a row of waterwheel mainshaft bearing pads; and some overhead lineshafting.

The manufacturing buildings in the complex are integrated into and built over an underground raceway system that was enlarged over time. Parts of the granite block-lined 1807 Raceway Tunnel were originally open, but the entire system is now roofed over, and its visible components consist of intake and outfall structures widely separated by intervening buildings. Water in the

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millpond is held back by the East Dam and West Dam and provided head for the waterwheel, and, later, the turbines that provided mechanical power. The water from the millpond was diverted into the granite block-lined 1807 Raceway Tunnel at the 1807 Raceway Intake Structure that was later incorporated into the south elevation of the Assorting Building. The formerly partially open raceway, now in a covered tunnel, proceeds northeast along the east elevation of 1807 Mill No. 1. This section of the 1807 Raceway Tunnel is still watered. The 1807 Raceway Tunnel originally directed water into the headrace for Mill No. 1's basement waterwheel pit, now filled in, and the water exited the building via a tailrace through another arch in the west elevation, also now filled in. The headrace originally entered the building through a broad granite block arch in the east elevation, north of the stair tower. This arch is now filled in with stone blocks. The tailrace from Mill No. 1 carried the spent water west and back into the river below the East Dam. About 1810 another mill building was built at the east end of the East Dam, over Mill No. 1's tailrace trench, and the water was then used a second time to power another waterwheel, and later, a vertical-shaft turbine, the turbine shaft of which is located in what was the southeast end of the building, close to the 1810 Raceway Arch. In 1870 the raceway was extended north along the front of Mill No. 1. This part of the 1807 Raceway Tunnel bends northwest and then west under the Connecting Building, passes through a pair of vertical slide gates, through a vertical shaft turbine pit, continues west to a point west of the Napping Building, and veers northwest to exit at the 1870 Tailrace Arch west of the Drug Room. This section of the Tailrace Tunnel is still watered.

The overall building footprint measurements appearing in the following descriptions are taken from the 1927 Factory Mutual map and 1901–1982 Crompton Company map. The building names are also taken from the 1927 Factory Mutual Map. Building numbers given on that map are included in building description headings, but then used again only when the building was not actually assigned a name, or in order to differentiate two buildings with identical names. Building interior functions are drawn from the 1927 Factory Mutual Map.

### INVENTORY

#### **Crompton Lower Dam** (RI Dam No. 150) (1882; Rebuilt 1908) (Contributing Structure)

The Crompton Lower Dam spans the Pawtuxet River immediately north of the mill pond. This dam actually consists of two 120-foot-long dams, the East Dam and West Dam, which are divided by a small, 65-foot-wide island in the center of the river. Both dams are gravity-type, granite block structures with a stepped profile. The spillway height is 8 feet, and the overall height of each structure is 12 feet. This structure and its predecessors were built to provide a head of water for the turbines in Mill No. 1, the 1810 Mill Site and the Connecting Building. The dam includes a granite block abutment and retaining wall on the west bank of the river.



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### **1807 Raceway Intake Structure (1807) (Contributing Structure)**

The 1807 Raceway Intake Structure is located immediately south of, and is integrated into the substructure of, the Assorting Building. It consists of a pair of opposed granite block piers at the entrance to the 1807 Raceway Tunnel. The piers contain notches for installation of flashboards (not currently in place) to regulate or stop the flow of water into the 1807 Raceway Tunnel. A modern coffer dam consisting of sheet pile and creosoted heavy timbers in front of the 1807 Raceway Intake Structure currently blocks the mouth of the 1807 Raceway Tunnel.

### **1807 Raceway Tunnel (1807) (Contributing Structure)**

The 1807 Raceway Tunnel is located in the south end of the complex. It consists of a buried, approximately 20-foot-wide, granite-block-lined, watered trench that begins at the south elevation of the Assorting Building, extends northeast to the space between Mill No 1 and the Dressing Building, and proceeds north to a point just north of Mill No. 1's east tower. At this point the 1807 Raceway Tunnel turns west to flow through the basement of Mill No. 1, but is now filled in. The 1807 Raceway Tunnel proceeded west to the ca. 1810 mill to the west, and into the Pawtuxet River. It was built to convey water to the waterwheel, and, later, possibly a turbine, in the basement of Mill No. 1, and the turbine inside the 1810 Mill Site. In 1870 it was extended north and west to power additional turbines (see below).

### **1870 Raceway Tunnel (1870) (Contributing Structure)**

The 1870 Raceway Tunnel begins at the northernmost extent of the 1807 Raceway Tunnel, just northeast of the tower on the east side of Mill No. 1. It proceeds north to the Connecting Building, northwest under the center of that building through a set of slide gates and a turbine pit that still contains a vertical shaft turbine, and west and northwest again to the 1870 Tailrace Arch. The 1870 Raceway Tunnel was built to provide water to a turbine located in a ca. 1870 wheel house (no longer extant) that in 1914 was integrated into the basement of the Connecting Building, and modified for hydroelectric generation.

### **1870 Raceway Arch (1870) (Contributing Structure)**

The 1870 Raceway Arch is located southwest of the Drug Room. It consists of a shallow, segmental arch with wedge-shaped, quarry-faced granite block voussoirs and a slightly-protruding keystone. The spandrel wall is made of large, rectangular, quarry-faced, horizontally coursed granite blocks. A carved stone located over the keystone bears the date "1870" in relief within a recessed rectangular panel flanked by rectangular quarry-faced panels. The northeast end of the spandrel wall blends into the retaining wall on the southwest side of the Drug Room, and the southwest half of the spandrel wall is missing. The 1870 Raceway Arch carries water from the 1870 Raceway Tunnel into the Pawtuxet River via the space under the Concrete Mill Deck.

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### **1810 Mill Site** (1810) (Contributing Site)

The 1810 Mill Site is located west of the Engine House/Boiler House/Fan House, along the east bank of the Pawtuxet River. It consists of the remains of a mortared fieldstone foundation and filled basement of a water-powered mill built in 1810. The site includes two waterpower features, a raceway arch, and a turbine shaft. The raceway arch is located at the southeast end of foundation, immediately west of the Bridge. It consists of a shallow arch made of tabular split granite blocks. The opening of the arch is partially filled with brick to form a rectangular doorway. Several metal pipes and settling tanks are visible inside the chamber inside the entrance. The arch forms the opening to the west end of the 1807 Raceway Tunnel, which appears to be open for some distance to the east. The turbine shaft is located just west of the raceway arch. It consists of an approximately 6-foot-high, 3-inch-diameter, forged iron or steel vertical shaft with a centering hole in its upper face, a spline notch in its top side, and several worn bearing grooves along its length. It rises from an underground pit with a deteriorated plank deck. The top of the turbine is not visible in the mud at the bottom of the pit.

### **Mill No. 1** (Buildings No. 52, No. 52-A, and No. 52-B) (1807 with 1907 additions) (Contributing Building)

Mill No. 1 is centered in the north-south oriented block of the complex, surrounded by the Engine House/Boiler House/Fan House to the west, the Connecting Building to the north, the Dressing Building to the east, and the Assorting Building to the south. It is a rectangular, 143 ft long, approximately 19 bay, north-south, by 37 ft wide, three-bay, east-west, three-story building with a two-bay by two-bay projecting tower on the east elevation. The tower is flanked by two one-story, rectangular, 15 foot wide, 1907 additions, the south 19 feet long and the north 41 feet long. A 1914 addition connecting Mill No. 1 to the Finishing Building obstructs the original north elevation and north corner of the west elevation. This addition is discussed in the description of the Finishing Building.

The original section of the mill has a replacement, built-up, flat roof, and granite block walls. The roof has wood soffits and fascia, exposed beveled rafter tails, and metal flashing. Inconsistent wall masonry indicates a range of modifications over time. All of the windows have also been altered; the window openings are rectangular, with a mixture of granite and steel lintels, and brick and granite quoining. They have been covered over or retrofitted with small, modern, sliding sash windows.

The portion of the east elevation north of the tower is 10 bays wide with a double-width pier between the sixth and seventh bays north of the tower. This pier divides this section of wall into two different masonry patterns. South of the pier, the window openings have brick quoining, tight masonry joints, and the granite block between the windows and on the intervening pier is horizontally coursed. North of the pier, the granite blocks are irregularly coursed ashlar, rougher

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in texture, loosely jointed, and there is no quoining around the window openings. The masonry between the soffits and one course above the lintels on the whole wall section north of the tower is brick and all of the second-story windows have steel lintels. The lintels on the third story are structurally non-continuous. A horizontal row of cast-iron floor beam anchors in a star pattern defines the third-story floor line. The north end of the building appears to have been engulfed by the Connecting Building. The masonry pier between the northernmost bay of the east elevation and the south wall of the Connecting Building is wider than the piers between the other windows on the elevation.

The square tower extends one story above the building and has the same roof and wall construction, with the exception of bullnosed, rather than tapered, rafter tails. Granite quoins define the corners of the tower and the masonry articulation ranges from horizontally coursed ashlar and rectangular block to irregularly coursed rubblestone, suggesting extensive alterations over time. There are two bays on the east elevation. The south bay is a hoist bay, containing a horizontal wood beam for a block and tackle, which is cantilevered from the wall beneath the cornice line, and three vertically stacked hoist bay doors. The north bay is a toilet bay, with a six-over-six double-hung wood sash window on the top floor, and a modern, one-over-one, double-hung window at the third floor. A vent pipe is located on the roof above the toilet bay.

The two 1907 east elevation additions flanking the tower have built-up, tar and gravel, shed roofs, vertically scored plywood panels, and raised concrete foundations. The roofs have wood plank soffits and fascia and simple wood cornice molding. The concrete foundations are poured and formed in a rusticated style with four courses of long, narrow horizontal blocks above a beveled continuous panel at the ground line. The vertical plywood paneling covers a former continuous window band on the north addition, and there is a plywood double door located on the north elevation of the south addition.

The south elevation of Mill No. 1 is three bays wide. The west window opening on the third story was shortened to accommodate a steel structural beam connected to the Assorting Building to the south, and the central window opening houses an enclosed conveyor belt, leading to the same building. The bottom two floors of the north bay are obstructed by a modern, enclosed passageway between Mill No. 1, the Assorting Building, and the Dressing Building. The two remaining ground floor bays house a modern, steel personnel door with an original granite lintel and a modern, metal roll door. Some of the original brick-quoined entrance is visible behind the roll door.

The west elevation is 19 bays long and reflects the stonework changes visible on the east elevation and the interior. Like the east elevation, the masonry changes to brick above the third story lintels. The corners of the facade have brick quoins and the masonry adjacent to the quoins

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is horizontally coursed, rectangular granite block that changes to irregularly coursed rectangular and oblong granite block. The window openings on the first and second stories have steel lintels and are covered in either vertical wood plank or metal panels. Some of the third floor window openings have the same type of modern windows as the east elevation.

The interior structure of Mill No. 1 consists of a mix of hewn and sawn wood posts and beams, and plank floors, with large portions of the original structure gutted and replaced with fire-resistive construction. All of the original posts on the ground floor in the main section of the mill have been replaced with cylindrical steel columns. The east wall south of the tower was removed and replaced with riveted steel columns. The exterior walls of the main building, enclosed by the 1907 additions, are plastered over, but a window remains in the south elevation of the tower. The southwest corner of the ceiling is cut through, forming a two-story workspace with the floor above. The floor is wood plank in the north half of the original structure, and poured concrete slab throughout the remainder of the ground-level. Former wheel pits for the raceway are filled in, but the headrace and tailrace arches, located north of the tower, are visible. The framing of the additions have been altered with heavy timber post-and beams, but the original band of six-over-six double-hung windows remain.

Steel pipe columns span the full length of the second floor interior space, but the hewn wood beams and plank floor remain. At the location of the wide pier where the masonry changes on the east and west elevations, the interior beams north of the pier are sawn, rather than hewn, which is further evidence of alteration.

The third floor contains a single row of square wood posts supporting rectangular wood roof beams. A pencil notation written on the west side of a post in the southern half of the building notes the date and time of the assassination of President John F. Kennedy.

Mill No. 1 was the first mill to operate on the Crompton Mill site and it was originally used for the carding, spinning, and weaving of cotton. Historic sources noted that the dimensions of the original mill building were altered from 117 ft by 33 ft to the current 143 ft by 37 measurements. The north and south 1907 additions housed a machine shop and a cutting shop.

**Finishing Building** (Buildings No. 58, 58-A, 58-B) (1902, 1900) with Connecting Building (Buildings No. 63 and 63-A) (1914) (Contributing Building)

The Finishing Building is located north of Mill No. 1 within the space south and west of Remington Street, where the street jogs south. The building consists of five connected sections. The primary section is a one-story and three-story, rectangular, Finishing Building. A historic, two-story, irregular plan Soap House projects from the west elevation of the Finishing Building on a northwest angle; and a historic, one-story, Shipping House extends from the center of the

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south elevation of the Finishing Building. A four-story, rectangular Connecting Building extends perpendicularly from the east end of the south elevation of the Finishing Building; and a one-story, rectangular Generator House extends south from the west elevation of the Connecting Building. The ground slopes from north to south, so on the north elevation, only two stories of the east half of the Finishing Building and half a story of the west half of the Finishing Building are exposed above grade. The narrow alleys north of the Generator House, east and north of the Napping Building, west of the Connecting Building, and south of the Shipping House are all covered with a modern, wood roof.

The Finishing Building is a 162 ft long, 15 bay, east-west, by 64 ft wide, 6 bay, north-south building, with a three-story section to the east and a one-story section to the west. The three-story section is 10 bays wide and the one-story section is 5 bays wide. The building has a flat, built-up roof and brick pier and spandrel walls. The roof has a slightly pitched gable, overhanging wood cornice with plank soffits and fascia, exposed beveled rafter tails, and wood crown molding at the gutter line. The brick segmental arched window openings fill the width of the spandrels between piers and have quarry-faced granite sills. Each bay on the three-story section contains two tall window openings and some have basement window openings below. A pit that allowed light to enter through basement windows on the north elevation is now filled in. All of the exposed window openings have either fiberglass or plywood infill and many contain modern, single-pane, one-over-one fixed or movable windows. The fourth bay from the east on the north elevation has a short ground-story window opening that accommodated for overhead passageway above, leading to the north. The passageway is no longer extant and the opening is filled in with concrete block. The north elevation also contains two loading docks; a concrete raised dock with a metal awning and wood panel roll door in the center; and a concrete dock with steel steps and a pipe railing in a wood-framed shelter with a steel roll door in the west bay. An additional metal roll door and modern, double personnel door are located on the southwest corner of the building, which is chamfered to accommodate the driveway. Large sheet metal pipes extend from the ground onto the roof at the fourth bay from the west on the three-story section of the north facade, and a large sheet metal duct extends from the roof of the one-story section, up the west elevation of the three-story section, and onto the roof. A wood-frame tower with clapboard siding and rectangular window openings with plywood infill extends from the south end of the west elevation of the three-story section.

The interior is built of fire-resistive construction with five longitudinal rows of four square wood posts supporting heavy rectangular wood beams. The floors were originally wood plank, except for the west portion of the basement in the three-story section of the building, which has a specialized drainage system consisting of a crowned concrete slab with drainage trenches, now covered over with diamond plate steel panels. The wood plank floor on the top story is covered over with linoleum. The basement is divided by a partition barrier around the loading dock at the

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north end and a historic partition with a vertical center-pivot transom at the east end. A modern administrative space with modern wood paneling is located on the east side of this partition. A motorized conveyor belt runs from the first floor to the second floor. A second conveyor belt runs from the first floor to the Connecting Building. The stair to the Connecting Building is on the third floor near the southeast corner and a washroom is located in the southwest corner.

The Finishing Building was constructed in 1902 and originally used for cloth stretching on the first floor, finishing on the second, and packing on the third.

The Soap House is oriented on an angle from the primary building, likely to fit in the wedge-shaped space between Remington Street and the access road south of it. It is 32 ft long on the north/northeast elevation, 20 ft wide on the west/northwest elevation, and 34 ft long on the south/southwest elevation. The building has a flat roof with a simple plank cornice, wood-frame walls sheathed in vertically-scored plywood paneling, and a concrete foundation. Modern, fixed and movable, two-pane windows and one glass block window are randomly placed. A modern, wood personnel door is located in the center of the west/northwest elevation. The interior contains a laboratory and dyeworks technical office with dyestuffs.

Constructed in 1900, the Soap House predates the adjacent Finishing Building. It may have been part of an earlier structure and was likely connected as part of the Finishing Building in 1902. The building is noted on the 1927 Factory Mutual map as a Soap House. This minor building has been heavily altered with modern siding, windows, roof, doors, and interior finishes.

The Shipping House addition is 36 ft long, north-south, by 33 ft wide, east-west. It has a flat, built-up roof with a simple plank cornice, concrete block walls, and a concrete slab foundation. Two modern, aluminum sash windows and a raised concrete loading dock, in a wood frame enclosure with a flat roof and plywood sides, are located on the west elevation. The interior construction is consistent with the Finishing Building, with fire-resistive wood posts and beams, forming two interior bays. The floor is concrete with drainage trenches covered by steel plates. The south half of the room contains an open, shallow pit. The ceiling dips down to accommodate an overhead bridge that connects the Finishing Building to the Napping Building. The bridge is constructed of Queen post truss-like framing at the sides with vertical steel tension rods. The building was historically used as a shipping dock.

The Connecting Building is a 137 ft long, north-south, by 60 ft wide, east-west, building with a toilet tower on the west elevation, and it connects the Finishing Building to Mill No. 1. A tunnel near the center of the building, south of the tower, runs from the east elevation to the covered alley at the west elevation. The building has a flat, slightly-pitched, built-up gable roof, brick walls, and a concrete foundation. The roof has an overhanging wood cornice with plank soffits

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and fascia; exposed, beveled rafter tails; wood crown molding at the gutter line; and a single, 30-60-90 sawtooth monitor at the north end. Except for the east elevation, the majority of the building is obstructed on the lower floors by surrounding or connected buildings. All of the segmental arch window openings located in the 17 exposed bays on the east elevation, the two exposed bays on the east end of the south elevation, and the exposed upper stories on the west elevation, have brick lintels and sills with fiberglass panels. Many of the window panels contain small, modern, two-pane, horizontal slide-sash, metal frame windows. From the east elevation, the tunnel provides access to doors that lead to the north and south halves of the building. The door on the south side of the tunnel leads to a modern machine shop. The double doors are original, with diagonal tongue-and-groove plank, four lights, granite lintels, and steel pier protectors. Doors of the same style are located at the northeast and southeast corners of the building and provide access to interior stairwells.

The Connecting Building incorporates a later type of fire-resistive interior construction than the Finishing Building, consisting of a single, longitudinal row of riveted structural steel columns supporting transverse steel beams on each floor except the fourth, where the vertical posts are wood, rather than steel. Other fire-resistant features include splined, beaded decking with maple plank, wearing surface flooring. The floor on the north end of the fourth floor is covered with diamond-plate steel sheathing, which suggests that machinery operating at high temperatures was located there. The northern third of the second floor is approximately 6 inches lower than the southern two-thirds.

Staircases are located in the northeast and southwest corners of the building. The southwest stairwell has tongue-and-groove wood paneling on the sides, molded rails, and wood newel posts with pyramidal tops. A freight elevator in the northwest corner of the second through fourth floors, a scissor lift in the northern portion of the second floor, and a conveyor belt descending from the north end of the third floor into the south end of the Finishing Building, provided for the vertical and horizontal movement of products. The toilets are located in the tower on the west wall of the building, on floors two through four.

The south half of the ground floor is occupied by a modern machine shop with a concrete slab floor. The 1870 mill raceway cuts across the machine shop floor from east to west and is now covered over with a heavy plank deck. A substantial amount of mechanical equipment related to the hydropower system remains in the space. The northeast portion of the shop contains the control mechanisms for two vertical slide gates with rack and pinion gears. The original turbine and drive equipment, including the horizontal bevel gear, drive shaft, bearings, turbine fly ball governor, dynamo belt drive wheel, and generator remain in situ in the west half of the room. The north half of the ground floor is an empty room. The piers and windows on the north end of the west wall of the room were cut out to provide communication with the formerly exterior space

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between the Napping Building, the Generator House, the Finishing Building, and the Shipping House, which is now covered by a flat, plank roof supported by wood posts. The wide entrances between these spaces are supported by massive, reinforced concrete beams.

The 1914 Connecting Building originally contained drying, stiffening, shearing and cutting operations, as well as storage space, a second-floor sales room, and additional shipping space on the third floor.

The Generator House is 70 ft long, north-south, by 15 ft wide, east-west building. The exterior is obstructed by modern enclosed passageways, so the majority of the exterior walls are only visible from the alleys formed by the modern roof structures. The building has a reinforced concrete slab roof with steel beams and brick walls. The steel roof beams are encased in metal lath and plaster to make them fire-resistant. Slate panels mounted on the interior of the west wall formerly held electrical switch gear.

The Generator House provided electrical power to the mill complex.

### **Napping Building** (Building No. 57) (1887) (Contributing Building)

The Napping Building is in the middle of the complex, south of the Finishing Building and north of the Boiler/Engine/Fan House Building. It is a two-story, rectangular, 101 ft long, 11 bay, north-south, by 36 ft, wide, four-bay, east-west building surrounded by attached modern enclosed passageways that obstruct the majority of the north and east elevations. The ground floor of the south elevation is obstructed by the 1870 Engine House and there is a narrow alley between them.

The Napping Building has a flat, built-up roof, clapboard siding, and a rough mortared foundation. The roof includes projecting eaves with bead molding and plank soffits and fascia, exposed tapering rafter tails, plank corner boards, cove molding at the gutter line, and a flat-roofed box monitor in the northwest corner. The rectangular windows are all covered with plywood panels and have plank trim and protruding wood sills. A wood plank personnel door is located on the south end of the west elevation.

The interior structure of the building incorporates narrow, closely spaced, sistered, sawn plank joists, and has a single central row of square wood posts that divide the second floor into two bays. The floor is posted for limited loading capacity. A bridge in the center of the north wall on the second floor spans over the Shipping House and connects the Finishing Building and an opening at the southeast corner of the building connects Mill No. 1. A stairway is located on the west side of the building. Some of the original, eight-over-eight, double-hung wood sash windows remain. A wood plank personnel door and a manual-driven chain roll door are enclosed in the basement at the north elevation.



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**Engine House, Boiler House, and Fan House Building** (Buildings No. 53-A, No. 53, and No. 53-B (1870, 1870, and 1906) (Contributing Building)

The Engine House, Boiler House, and Fan House Building is part of the core group of north-south oriented buildings and is located near the northeast end of the millpond, south of the Napping Building, west of Mill No. 1. The building consists of three distinct sections including from north to south; an 1870, rectangular Engine House; an 1870, rectangular Boiler House; and a 1906, square Fan House addition.

The Engine House is a 50 ft long, east-west, by 27 ft wide, north-south, one-story building with a flat roof and parged rubblestone walls. The roof has plank soffits and fascia, exposed beveled rafter tails, and wood molding at the cornice. A wood plank bridge at the west elevation obscures the foundation. Tall, rectangular windows with split granite lintels and sills, located on the west elevation, flank a prominent central doorway with a massive, tabular-cut granite sill and lintel, and wood paneled double doors.

The interior of the Engine House is separated from the interior of the Boiler House by a brick party wall with a door opening in the west end. The north wall is approximately 30 inches thick and has three window openings filled in with concrete block. A tunnel at the south end of the east wall leads to the basement of Mill No. 1. Substantial amounts of original machinery and furnishings remain in the building, including, vernacular work benches and cabinets; a belt-driven electric motor located on the east wall; a Laid Law single cylinder horizontal air compressor; a steam-powered, two-cylinder, horizontal water pump made by the Warren Pump Company in Warren, Massachusetts; and a Deane of Holyoke, Massachusetts, steam-driven, two-cylinder, horizontal fire water supply pump.

The Boiler House is a 55 ft long, north-south, by 50 ft wide, east-west, two-story building. It has the same roof and wall construction as the Engine House, but the second story wall on the exposed north elevation is brick. This is the only original exterior brick wall on the building, which suggests that the Engine House below was originally two stories. The parged rubblestone wall was replaced with brick at the east end of the south elevation and top and edges of the east elevation. The second story of the west elevation contains 12-over-12 double-hung wood sash windows with wood lintels and sills, most of which are filled with plywood panels. A band of four of these windows near the north end of the facade forms a massive transom that illuminated the interior. An original, 12-over-12 double-hung window with a granite lintel and sill is located in the center of the first story on the west elevation, between two wide, garage-type doors with single tabular granite posts and built-up structural steel lintels. Two original, narrow entrances

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with granite sills and lintels are located on the east elevation, but have been filled in with cement block.

The Boiler House interior contains a brick setting supporting five fire-tube type boilers, which are all connected to a single overhead flue that passes through the south wall, leading to the chimney outside. Two of the boilers were manufactured by D.M. Dillon in Fitchburg, Massachusetts and three by the Cunningham Iron Company in South Boston, Massachusetts. The latter have castings dating 1899. The north and central boilers have modern oil burners.

The Fan House is a 23 ft long, east-west, by 21 ft wide, north-south, one-story building with a flat, built-up roof and concrete walls. The roof has wood plank soffits and fascia, exposed beveled rafter tails, and wood molding on the cornice, which is slightly lower than the cornice of the adjacent Boiler House. A flat-roofed, small rectangular monitor is located in the center of the roof. The concrete foundations are poured and formed in a rusticated style with horizontal courses of long, narrow blocks. A segmental arch window opening with a protruding sill and concrete lintel is located on the west and south elevations. The only entrance is a wood personnel door located at the west end of the south elevation. It has a diagonal tongue-and-groove plank panel on the bottom and four lights with a segmental arch on the top.

### **Assorting Building** (No. 51) (1902) (Contributing Building)

The Assorting Building is located at the northeast corner of the mill pond, south of Mill No. 1, west of the Dressing Building. The east half of the building straddles the east raceway and the west half of the south end is situated on top of a mortared granite block retaining wall. It is a rectangular, approximately eight-bay, east-west, by four-bay, north-south, two-story building, chamfered on the southwest corner to conform to the angle of the retaining wall. It has a flat built-up roof with exposed beveled rafter tails and wood plank soffits and fascia, and brick pier and spandrel walls. The section of the building spanning the raceway is supported by rolled steel I-beams. A row of cast-iron floor beam anchor washers in a star pattern mark the line of the second floor.

The segmental arch window openings occupy the full width of the recessed spandrels and have quarry-faced granite sills. Most of the window openings have been filled in with vertically scored wood panels and a few have been replaced with modern metal sash windows with false mullions. One historic window is located on the north elevation, but the 12-over-12 configuration is not original. Two doors located on the north elevation include an original, diagonal tongue-and-groove plank panel double door with a steel lintel in the west bay, and a segmental arch, nine-light wood personnel door in the third bay from the east side. The east elevation includes a wide hoist bay on the north end with a beaded tongue-and-groove plank double door with a nine-light window, and a bush-hammered granite sill at the second floor. A two bay wide entrance with a

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horizontal steel lintel is located on the first floor. Modern, enclosed wood plank passageways obstruct portions of the north and east elevations.

The interior of the Assorting Building is of fire-resistive construction, consisting of square wood posts and rectangular wood beams. A stairway and elevator are located in the center of the building. The original windows, with center pivots at the bottom, and inward-tilting hoppers at the top, are visible at the east wall of the second floor. The west half of the second floor has been modified for a modern laboratory with modern cabinets, countertops, and Bunsen-burner jets.

Constructed in 1902, the building housed sewing and stitching operations.

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**Drug Room** (Building No. 59-A; 1893, 1898, 1900), Bleach House (Building No. 59-B, circa 1893-1898), Dye House No. 2, (No. 59, 1900), Chemical House (No. 48, 1900), and Building No. 47 (1913) (Contributing Building)

Drug Room/Bleach House/Dye House No. 2/Chemical House/Building No. 47 is located along the east bank of the Pawtuxet River, north of the 1870 Tailrace Arch, west of the Finishing Building. It is a long series of five connected buildings at a skewed angle to the rest of the buildings in the complex on the east side of the river. It consists of five, attached, one- and two-story sections. Two of these, the Drug Room and the Bleach House, were built in 1893 as freestanding buildings, and were subsequently linked by a series of additions, including the Dye House No. 2 addition at the southeast elevation of the Bleach House, a one-story Chemical House addition at the northwest wall of the Bleach House, and Building No. 47, a two-story addition on the northwest wall of the Chemical House.

The Drug Room is a rectangular 33 ft long, northeast-southwest, by 30 ft wide, northwest-southeast, 1893 building, with a rectangular, 47 ft, northwest-southeast, by 30 ft, northwest-southeast, addition on the northwest elevation. The southeast portion of this addition was built in 1898 and the second, northwest portion was built in 1900. The northwest wall of the addition is connected to Dye House No. 2. The Drug Room has a flat, built-up roof with new sheet metal flashing and plank soffits and fascia, wood-frame walls covered in horizontal wood siding, and a mixed brick and concrete foundation raised above the concrete deck. The east corner of the building is chamfered to accommodate the adjacent access road. The northeast elevation of the building is three bays wide and is covered with novelty asphalt sheathing in a brick motif. The fenestration is inconsistent throughout the building. There is one square and one rectangular window with plank trim on the northeast elevation, a rectangular plank trimmed window with plywood infill on the chamfered east corner and a fixed, eight-light wood sash window on the southeast elevation. A narrow transom band under the eaves of the southwest elevation appears to have been added at a later date. The building is accessible via a personnel door with a shed-roofed awning on the northeast elevation. A sign that reads "York Lace" is mounted on the door. The Drug Room interior is divided by a northeast-southwest wood-framed partition, and contains office space with wood paneling and a suspended acoustical ceiling.

The northwest addition to the Drug Room has a flat, built-up tar and gravel roof with a sheet metal cornice and plank soffits and fascia, and wood-frame walls. The foundation is a mixture of brick and concrete laid over a high wall of large mortared granite block continuous with the 1870 tailrace arch, forming a wing wall at the southwest corner of the building. The walls are covered with brick motif, novelty asphalt sheathing on the northeast elevation, faux vertical plank sheathing on the southeast elevation, and horizontal wood siding on the southwest elevation. Four, fixed, four-pane wood sash windows are located high on the southwest elevation, three of which are covered with plywood panels.

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The interior of the addition clearly shows two phases of construction. The exterior wall of the 1898 section runs diagonally east-west across the northwest half of the interior of the building. It has clapboard siding, a mortared granite rubblestone foundation, and a loading dock with plank doors and a heavy granite sill. The 1900 section of the addition is triangular and was added to connect the building to the adjacent 1900 Dye House No. 2. A conveyor belt runs along the whole northeast wall of the addition and descends to the ground floor of the Dye House, which is one story below. A stairway with a pipe railing and corrugated cast-iron tread is next to the conveyor belt. A toilet is located in the south corner of the building.

The Bleach House is approximately 94 ft long, northwest-southeast, by 40 ft wide, northeast-southwest, with a 42 ft long, northeast-southwest, by 21 ft wide, northwest-southeast ell. It has a flat, slightly pitched gable, built-up roof, and brick walls on top of a parged, split granite retaining wall that falls to a course of large glacial boulders at the water's edge. The roof has plank soffits and fascia, exposed beveled rafter tails, and wood crown molding at the gutter line. Two original sawtooth monitors have been removed. On the northeast elevation, only the cornice line and two cylindrical tanks on the roof are exposed above the grade of the road. Eight tall segmental arch window openings with quarry-faced granite sills are exposed on the southwest elevation. The bottom halves of the window openings are filled with brick and the top halves of the two northwest bays are filled with concrete block and plywood. The other six bays retain 12-pane movable wood sash windows.

The interior of the Bleach House is divided into two aisles by a row of two posts in the center with a longitudinal center beam supporting transverse roof beams. The ceiling is built of beaded planks. A wood stair with a pipe railing located on the northwest wall leads to the adjacent Chemical House as does a conveyor belt on the southwest wall. The Bleach House is open to the adjacent Dye House No. 2 to the southeast and both contain six rows of high, steel, automated picker shelves.

The Dye House No. 2 addition is 85 ft long, northwest-southeast, by 83 ft wide, northeast-southwest. It has a flat built-up roof with a wide box monitor, brick walls, and a mixed granite and concrete foundation. The northeast and southwest sides of the roof have plank soffits and fascia, and exposed beveled rafter tails. The majority of the roof is a wide box monitor sheathed in plywood, which was an alteration of approximately four original sawtooth monitors. The monitor and roof have sheet metal coping at the cornice. The foundation under the northwest half of the building is mortared granite block with some concrete modifications and the southeast half sits on a heavy reinforced concrete frame with brick and concrete piers that allow the river under the building. The southwest elevation contains 13, tall, segmental arch window openings with quarry-faced granite sills. The bottom half of the openings are filled with brick and the top halves

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of the eight northwest bays contain movable, center-pivot wood sash windows. The other bays are filled with brick, plywood, or concrete block, and the third bay from the southeast end was cut down to form a doorway. Three, six-over-six, double-hung wood sash windows remain on the southeast end of the southwest monitor elevation and all but three windows on the southeast elevation are covered with plywood sheathing. The southeast elevation also contains a central loading dock entrance flanked by personnel doors, which are boarded up.

The interior of Dye House No. 2 is divided into three longitudinal bays by two rows of four chamfered wood posts that support the roof beams and monitor trusses. Both of the long sides of the box monitor retain original six-over-six wood sash windows with mechanical components that open the movable sash. The building has a beaded plank ceiling and a concrete slab floor.

The 49 ft long, northeast-southwest by 27 ft wide northwest-southeast, Chemical House addition extends from the northwest wall of the Bleach House and has a higher foundation so the northeast elevation is exposed above grade, even though the northeast wall of the Bleach House is not. The Chemical House has a flat built-up roof with plank soffits and fascia, exposed beveled rafter tails and wood molding at the cornice, brick walls, and a split granite block foundation. The southeast and southwest elevations are blank, except for the remnants of steel trusses on the southwest elevation that protrude from the top of the wall over the water. Fenestration includes two single, replacement one-over-one windows; one in the center of the northeast elevation and one at the southwest end of the northwest elevation. Wide segmental arched loading dock doorways with modern metal roll doors, steel pier protectors, and raised concrete bases are located on the northeast and northwest elevations. The northeast dock has a massive bush-hammered granite sill. There is a segmental arched personnel door opening with a modern steel door on the northeast elevation.

The interior structure of the Chemical House incorporates timber beams, a wood plank ceiling, and a concrete slab floor. Wood steps against the southeast wall lead to the grade level exit and a doorway in the northwest wall provides entry into the adjacent Building No. 47. The southwest half of the building contains three brick-lined, square, chemical mixing vats, eight feet on each side and four feet deep. A conveyor belt runs along the southwest wall of the building from the Bleach House to Building No. 47.

Building No. 47 is a 27 ft long, one-bay, northeast-southwest, by 11 ft wide, one-bay, northwest-southeast building with a flat, built-up roof; brick walls; and split granite block foundation. The roof has plank soffits and fascia, exposed beveled rafter tails, and wood crown molding at the cornice. Fenestration includes three segmental arch window openings, two on the northwest elevation and one on the northeast elevation, with quarry-faced granite sills and replacement one-over-one windows. A raised concrete loading dock with metal roll door, identical to those on the

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connected Chemical House, is located on the northeast elevation. The loading dock platform also serves the Chemical House and incorporates a concrete wing wall extending to the northwest. The southwest elevation is blank.

The interior structure incorporates timber beams and a wood plank ceiling. The ground floor is a concrete slab and the second story has wood plank flooring. A stairway located on the northwest wall leads to a second-story storage room.

This long series of connected buildings was originally larger, extending southwest to include another dye house, a dye brushing building, and an 1810 machine shop (no longer extant).

### **Warehouse** (Buildings No. 60, 1904, No. 60-A, 1916 and No. 60-B 1913/1916) (Contributing Building)

The Warehouse building is located at the southwest corner of Pulaski and Manchester streets, north of the Finishing Building. The Warehouse consists of three additively built sections including a 52 ft by 47 ft, 1904 building (Building No. 60), a 78 ft by 47 ft, 1916 addition (Building No. 60-A) to the west of the 1904 section; and a 94 ft by 13 ft, addition (Building No. 60-B) that covers the north elevations of Buildings No. 60 and 60-A. The eastern half of Building No. 60-B was built in 1913 and the western half in 1916.

The Warehouse is three stories tall with a flat, built-up roof with wood crown molding, a beveled fascia, and exposed rafter tails. A short brick tower for an elevator or stairway is topped by an asphalt-sheathed gable roof with a modern bubble skylight that extends from the top of the original roof. The wall construction is a mixture of concrete, brick, and wood. Fenestration is inconsistent throughout the building.

The 1904 (Building 60) and 1916 (Building 60-A) sections of the warehouse are clearly visible on the south facade. The eastern half (Building 60) is six bays wide with a prominent plank form wall texture and rough granite block foundation with rough mortar parging. The windows have wood frames and sills, and replacement double-hung sash. A large rectangular opening for a former overhead passageway to the Shipping House attached to the Finishing Building has been filled with concrete block.

Building 60-A, visible on the western half of the south elevation and on the west elevation, is constructed of brick with a mortared split granite foundation. There are three randomly placed square windows with replacement one-over-one wood sash on the south elevation; and five segmental arch windows and one modern, double-hung rectangular window at the second story of the east elevation. Evidence of a stair bay is visible near the south end of the east elevation.

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The building's function as a warehouse is expressed on the south elevation through two tiers of three, bricked in, stacked loading entrances with segmental arch brick lintels and steel pier protectors. A modern loading dock addition extends from the southern end of the east elevation and has vertical plank siding, a raised concrete foundation, and a metal roll door.

The north addition consists of a two-story wood frame wall with a raised poured concrete foundation. The fenestration includes a second-story band of paired windows; with one pair of original eight-over-eight double hung wood sash windows on the western end, fixed, single pane replacement windows, and former window openings with wood panel infill. There is another band of windows on the first story below a continuous clapboard band. Most of the windows are original with paired two-light windows above paired four-light windows. Wood panel infill covers many of the lower window openings and the square basement windows. There are three raised entrances from east to west: a small square loading dock entrance, a personnel entrance with wood steps and railing under a projecting gable roof awning, and a raised truck dock with a long, asphalt shingled awning supported by two piers, and a metal roll door.

### **Office** (Building No. 62) (1897) (Contributing Building)

The Office is located on the south side of Remington Street, where Manchester Street shifts east, adjacent to the Connecting Building and north of the Dressing Building. It is a rectangular, 53 ft long, six-bay, east-west, by 30 feet wide, two-bay, north-south, two-story building. Designed in the Classical Revival style, it is distinguished from the other late-nineteenth-century mill buildings by its decorative architectural features. It has an asphalt shingle, side gable roof with gable returns and wood plank soffits and fascia. There is ornamental wood molding at the bottom of the fascia and a molded wood cornice with volute scroll dentils on the north and south facades. The walls are of wood frame construction with brick veneer. The first and second stories are delineated by a brick belt course formed by a single row of protruding stretchers with two courses of darker colored bricks, spaced three courses apart. A water table is also defined by multiple courses of darker colored brick that gradually corbels outward toward the ground. Most of the windows are original double hung, twelve-over-two, wood sash, with double course flat brick lintels and wood plank sills.

The north elevation, facing Remington Street, is the primary facade. The prominent main entrance is aligned in the third bay from the eastern end, which makes the facade slightly asymmetrical. Double wood panel doors with a six light transom and flat brick lintel are surrounded by a partial portico formed by engaged brick piers beneath a wood segmental arch pediment hood with scrolled, carved wood brackets and a sheet copper roof. A single course of thin granite outlines the roof of the hood where it is attached to the building. The door is located above bush-hammered granite block steps leading from Remington Street and is flanked on both sides by steel drain pipes. All six second story windows and the easternmost first floor window



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are covered in protective Plexiglas. A plywood panel is fastened to the brick on the second story, between the second and third window from the west.

The west elevation is close to the adjacent Connecting Building. There is a semi-circular window below the gable with a brick keystone motif and a spider web mullion pattern. An overhead walkway, lit by a six-over-six double-hung window, connects the upper story to the second story of the Connecting Building. The walkway is clad in stamped sheet steel with a scallop shingle motif. The space between the Office and the Connecting Building forms a short alley.

The south elevation has segmental arch window openings with six-over-six double-hung wood sash. The window on the westernmost bay is smaller to accommodate a toilet bay. All of the upper story windows are covered in Plexiglas. A personnel door is located near the center of the façade at ground level. An ornate rounded awning with scrolled volute brackets is located over the door. Steel drainpipes are located on either end of the facade.

The east elevation is symmetrical, with two bays of twelve-over-two, double-hung wood sash windows with wood sills and flat brick lintels. A semicircular window with a double course brick lintel, keystone, and wood molding is centrally located in the gable and there is one segmental arch basement window. The two second story windows are covered in Plexiglas.

The interior floors of the Office are each divided into approximately four main rooms with a central hall on the first floor. The building retains its original floor layout and much of its original finishes and materials. It has plaster ceilings and walls, narrow wood plank floors, and wood molding; including door and window surrounds, beaded tongue-and-groove wainscoting, and molded baseboards and chair rails. Glazed wall partitions with clear center pivot transoms and textured glass panels divide rooms on the first floor. There are arched wood doorways supported by paneled pilasters in the main hall. A concrete-walled document safe is located in the northeast corner of the basement.

According to the 1901–82 Crompton Company map and the 1927 Factory Mutual map, this building was constructed in 1897, then moved and rebuilt at its current location in 1910. Small items, such as wall-mounted gauges and clothing remain in the building from when it was used as the Crompton Company main Fustian Works office.

**Dressing Building** (Buildings No. 61 and 61-A) (1898 and 1901/1913, with modern additions)  
(Contributing Building)

The Dressing Building is located on the west side of Manchester Street, south of the Main Office, north of the Painting Building, and adjacent to Mill No. 1 and the Assorting Building. It is a rectangular, 212 ft long, north-south, by 63 ft wide, east-west, one-story building, with multiple

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additions obstructing the east and north facades. The additions include a small, historic, rectangular Gas House projecting from the south end of the east elevation; five modern cylindrical tanks in front of the east elevation; a loading dock shed between the tanks at the center of the east elevation; a modern, one-story, square Boiler Room addition around the northeast corner of the building; a modern, one-story frame addition located at the center of the north elevation, and a historic, one-story, two bay projection from the west end of the north elevation.

The original section of the Dressing Building has a flat, slightly pitched gable roof, brick walls, and no visible foundation. The roof includes a wood cornice with plank soffits and fascia, exposed beveled rafter tails, wood crown molding at the gutter line, and metal flashing on top of the cornice. A modern, one-story rectangular wood shed projects from the southeast corner of the roof. The shed has a built-up shed roof, plank cornice, vertically scored siding, and a modern paneled door on the south elevation. The original, exposed window openings on the building are tall segmental arches with brick lintels and quarry-faced granite sills, and have been covered with plywood panels, brick, or both. Two of the eight exposed window openings on the west elevation have brick sills, and one bay near the south end was bricked in to form a small, rectangular window opening with plywood infill. There is a historic, diagonal tongue-and-groove plank wood personnel door with steel pier protectors at the north end of the west elevation, and a central doorway with wood double doors and steel pier protectors on the south elevation. A covered passageway spans from the south elevation doorway to the Painting Building to the south. An enclosed covered passageway with a flat built-up roof, vertically scored plywood paneling, a motorized metal roll door, and a steel personnel door is located between the south half of the west elevation and the Assorting Building to the west.

The Gas House addition is a one-story building with a flat, built-up, slight pitched gable roof, brick walls, and no visible foundation. The brick walls, wood plank soffits and fascia, and exposed beveled rafter tails on the roof match the original building. A single, modern, wood door is located on the south elevation.

The five modern tanks that obscure most of the east elevation are approximately the same height as the building and are connected to the roof and wall by ladders, catwalks, and pipes. Two of the tanks are horizontal and labeled for fuel oil. The rest are vertical and labeled for fresh water. A small, angled loading dock shed addition is located between the horizontal and vertical tanks. It has a flat, built-up roof, plywood walls, and a concrete foundation with poured concrete steps.

The modern Boiler Room addition has a metal, slightly pitched gable roof, corrugated galvanized steel siding, and no foundation. Three sheet metal exhaust stacks, one short and two tall, are located on the roof. Three tall, plywood sliding doors hung on an external track are located on the north elevation.

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In the center of the north elevation is a modern addition with a shallow gable roof, vertically scored plywood siding over a wood frame. It has two small, modern one-over-one windows on either side of a central, motorized metal roll door, and a wide sheet steel door. The interior is partitioned for administrative space.

A historic, 26 foot long by 18 foot wide addition projects from the west end of the north elevation (Building 61-A). The roof is a continuation of the western roof line of the original building and has plank soffits and fascia, exposed, beveled rafter tails, and metal flashing. The walls are brick, and there is no visible foundation. Two, wide, segmental arched bays on the north elevation include a window with a brick sill on the west end and plywood double doors with steel pier protectors on the east end. According to the 1901-82 Crompton Company map and 1927 Factory Mutual map, the south section of this addition was built in 1901 and the north section in 1913. The building was once used as a blacksmith's shop.

The interior of the Dressing Building was constructed in three sections, running north-south, divided by two transverse brick walls. The north section has rows of wood posts forming four longitudinal bays, rectangular wood beams, and a deteriorated concrete slab floor. Bullnosed brick on the south corners of the piers and segmental arched lintels on the south elevation of the north transverse wall suggest that the northern section was originally a freestanding building. Communication between the north and central sections of the building was improved by the removal of several piers, replaced with structural steel beams. The central section of the building is divided into three bays by two long rows of nine round wood posts supporting square wood beams. The floors are crowned to drain into longitudinal trenches, some of which have been covered with wood or steel panels. Between the central and south sections is a highly altered, transverse brick wall with many large portions replaced by steel beams. The south section of the building is divided by a longitudinal brick wall. Throughout the length of the building's interior, the east elevation contains original, paired, six-over-nine windows with an inward tilting hopper on the upper sash and outward pivot awning on the bottom sash.

The 1898 Dressing Building originally contained singeing, drying and dressing, and scouring and drying processes.

**Painting Building** (Buildings No. 66, 1898; 66-A, mid-nineteenth-century; 66-B, 1912; and 66-C 1898/1914) (Contributing Building)

The Painting Building is located in the southeast corner of the complex, west of Manchester Street, south of the Dressing Building. It consists of Building No. 66-A, a rectangular, two-and-one-half-story, mid-nineteenth century building, with three historic additions. The additions

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include; the 1898, one-story Building No. 66, located on the east elevation of Building No. 66-A; the 1912, taller one-story Building No. 66-B addition located on the west elevation; and the 1898/1914, shorter one-story Building No. 66-C addition on the south elevation.

Building No. 66-A is 64 feet long, north-south, by 30 feet wide, east-west, with an asphalt shingle gable roof and mortared split granite walls. The roof has overhanging eaves, wood gable returns, and plank soffits and fascia. The walls have dressed granite quoins at the corners. The window openings are rectangular with granite lintels and protruding wood sills and are inconsistent throughout the building. The north elevation contains a centrally located window under the gable and two windows on the first and second stories that flank door openings. The south elevation contains two windows under the gable with a small central window below and two second story windows near the ends of the elevation. A few window openings are scattered on the exposed second stories of the east and west elevations. All of the window openings on this building and the majority of the windows on the three additions have been filled in with wood panels or brick. The entrances are located on the north elevation and include a second-story loading door with vertical wood planks and metal strap hinges, and a first-story central entry door with a projecting, wood frame shed roof awning. A horizontal line of cast iron floor beam anchor washers are located at the second story floor line on the south elevation.

An inconsistent seam in the stonework on the northern three fifths of the wall on the eastern elevation, approximately one yard below the eaves, suggests that the building may have been constructed in phases or that there was previously an addition there. However, there are no other similar discrepancies or patterns in stonework elsewhere on the building that supports this.

The interior of Building No. 66-A, is divided into two bays on the first floor by a central, north-south, row of seven chamfered, square wood posts with diagonal knee braces supporting wood beams. The east bay retains line shaft pulleys with leather straps and waste lubricant oil pans. Some of the line shafting has been converted for an electric motor drive. An electric drive for the elevator shaft is located in the northwest corner of the first floor. A stairway in the northeast corner provides access to the second floor, which has a drop ceiling, modern carpet, wood paneling, and partitions. The roof is supported by a king post truss with diagonal sub-struts and sawn plank members. The elevator pulley remains in the northwest corner of the attic.

The Building No. 66 addition is a 70 ft long, eight-bay, north-south, by 23 ft wide, two-bay, east-west building with a built-up shed roof and brick walls. The roof has wood crown molding, exposed beveled rafter tails, and a plank fascia. The window openings are all tall, segmental arches with brick lintels and quarry-faced granite sills. With the exception of a partially exposed, original eight-over-eight, double-hung, wood sash window on the south elevation, all of the window openings have vertical plywood panel infill. A wide, segmental arch door opening with

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a granite sill, located in the west bay of the north elevation, is bricked up to form a window opening. A personnel entrance with a modern wood door is located at the north end of the east elevation. A sign above the door reads "Warwick Dyeing Corp." An original lamppost above the roof near the door consists of a vertical wood post bolted to the wall that penetrates the roof overhang. A modern electric lamp standard is attached to the post. There are modern partitions and wood paneling throughout the interior of the addition.

The Building No. 66-B addition is 70 ft long, seven-bay, north-south, by 62 ft wide, six-bay, east-west building with a single, north-facing, saw-tooth weave-shed monitor on top of a flat, built-up roof; brick walls, and a raised concrete foundation. The roof has plank soffits and fascia, beveled, exposed rafter tails, and metal flashing on the cornice. The monitor surfaces have been altered; there is a white rubber membrane roof on the shallow, south face; the glazed north-face is filled in; and the triangular sides are covered in modern vertical wood plank. A galvanized steel duct protrudes from the center of the monitor roof. The window openings are tall segmental arches with quarry-faced granite sills and brick lintels located close to the roofline. All of the windows are filled in with vertically-scored wood panels, except for the three east bays on the south elevation, which are filled with concrete block. A raised load door covered with metal panels is located on the north elevation. The second window from the west on the north elevation was widened to make a doorway with plywood panel doors. An overhead conveyor belt enclosure leads from the west end of the north elevation to the Assorting Building. An electrical substation with three transformers and a chain-link fence is located in front of the east end of the south elevation. There is also a chain-link fence on the roof of the building above the electrical substation. The interior of the west addition is open and contains an in situ parachute-cloth press at the southwest corner of the first floor.

The Building No. 66-C addition is a 22 ft long, three-bay, east-west, by 14 wide, two-bay, north-south building with a tar and gravel shed roof and brick walls. The roof has overhanging eaves, exposed beveled rafter tails, plank soffits and fascia, and a sheet steel smoke stack with guy wires that was probably part of a small boiler system used to heat the other three buildings. The southeast corner was chamfered to accommodate the driveway. The fenestration consists of a segmental arch, fixed, six light, wood sash windows in the south bay of the east elevation; a window opening located in a former segmental arch door opening in the north bay of the east elevation; and a large rectangular window opening with plywood panel infill on the south elevation. The south elevation also contains a segmental arch doorway with a wood, tongue-and-groove plank panel door on the west end, and a vertical plank double loading dock door with leather strap hinges on the east end.

Building No. 66-A first housed a store and cloth printing operations. It was later used for brushing, painting, and drying. The Crompton Company and 1927 Factory Mutual maps date the

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building to 1898, but the building construction suggests an earlier date. Building No. 66 was an 1898 addition used for printing cloth and later for painting. The west half of Building No. 66-C was also built in 1898 and housed a boiler. Building No. 66-B was added in 1912 for cloth painting and the east half of Building No. 66-C was added in 1914. The Painting Building now serves as storage for a small estate furniture business.

**Auto House** (by 1927) (Contributing Building)

The Auto House is located on the east side of Manchester Street, southeast of the Office Building (No. 62). It is a four-bay, north-south, by one-bay, east-west building with a flat roof, parged concrete block walls with a sloping apron, and no visible foundation. The roof has exposed rafter tails and a simple wood cornice. The east elevation contains four square windows with protruding concrete sills covered with plywood. The west elevation contains four paneled wood roll doors.

**Auto House No. 67-A** (1913) (Contributing Building)

The Auto House is located on the south side of the intersection of Manchester and Main streets, south of the Painting Building. It is a rectangular, 60 ft long, six-bay, east-west, by 22 ft wide, two-bay, north-south, one-and-a-half-story building that faces north. It has an asphalt shingled side gable roof, brick walls, and no visible foundation. The roof has gable end returns, an overhanging wood cornice, wood crown molding, plank soffits and fascia, and two symmetrically placed square wood cupolas on the ridge. The cupolas are vented with wood louvers and topped with elaborate copper sheathed roofs composed of a spherical dome with a staff and egg-shaped finial set into the base of a pyramidal form. With the exception of an oriel gable window with brick trim on the east and west facades, all of the window openings on the east, west and south facades are rectangular, segmental arches with brick sills and lintels. Each window opening is covered with plywood panels. Six round arch carriage entrances, separated by thin pilasters and topped by single protruding keystones, are located on the north facade. The carriage entrances have double vertical tongue-and-groove plank doors with original wrought iron strap hinges. The interior contains a concrete slab floor and wood plank ceiling.

**Coal Pocket** (By 1927) (Contributing Structure)

The remains of a coal pocket are located on the north side of Pulaski Street across from the Pawtuxet River Bridge. The pocket is a flat rectangular area cut into the Pulaski Street embankment and is bounded by three mortared, split granite block walls. It is topped by a short concrete wall set back toward the edge of Pulaski Street. The pocket was used to store coal for the Boiler House.

**Concrete Mill Deck** (ca. 1900–1910) (Contributing Structure)

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The Concrete Mill Deck is located between the east bank of the Pawtuxet River and the Drug Room, Napping Building, and Boiler House/Engine House to the east. It is a reinforced concrete deck elevated approximately 4 feet above the river on a network of granite block piers with brick and concrete buttressing, indicating that it was integrated into an earlier support substructure for the mill buildings it originally supported. The deck, which originally held a cluster of attached buildings including a dye house and dye brushing building, is deteriorated and collapsing in places. The presence of crude reinforcing materials including rail, structural steel and early proprietary reinforcing bars dates it to the early twentieth century.

### **Hose House** (By 1927) (Contributing Building)

The Hose House is located on the northeast side of the millpond, slightly east of the South Intake. It is pentagonal in plan, with three walls at right angles to each other, and has of a flat, tar paper roof, and narrow, ship-lapped wood sided walls. Double, vertical tongue and groove wood plank doors with strap hinges come to a point like a ship's prow, facing north. The interior contains three wood shelves with coiled canvas fire hoses and a fire hydrant. This is the only surviving example of this type of firefighting infrastructure at Crompton Mill.

### **Boiler House Smokestack** (Late Twentieth Century) (Noncontributing Structure)

The Boiler House Smokestack is located immediately east of the Fan House and south of the connected Boiler House. It is constructed of welded sheet steel and is anchored to the ground by cables and steel straps at its base. A welded sheet steel flue duct with a motorized exhaust fan connects the chimney to the east side of the Fan House. The chimney is less than 50 years old and is a non-contributing structure.

### **Bridge** (less than 50 years old) (Noncontributing Structure)

The Bridge is located immediately west of the Engine House/Boiler House/Fan House. It is a modern steel stringer and timber deck bridge with wood railings. It spans a shallow ditch west of the Engine House. It is less than 50 years old and does not contribute to the district.

### **Chemical Storage Shed** (Late Twentieth Century) (Noncontributing Building)

The Chemical Storage Shed is located approximately 10 feet north of the 1901/1913 Dressing Building addition (Building No. 61-A). It has a built-up shed roof, vertically scored wood paneling over a wood frame, a concrete foundation, and a concrete slab floor. A wide doorway is located in the south elevation. The building is less than 50 years old based on visual analysis and is non-contributing.

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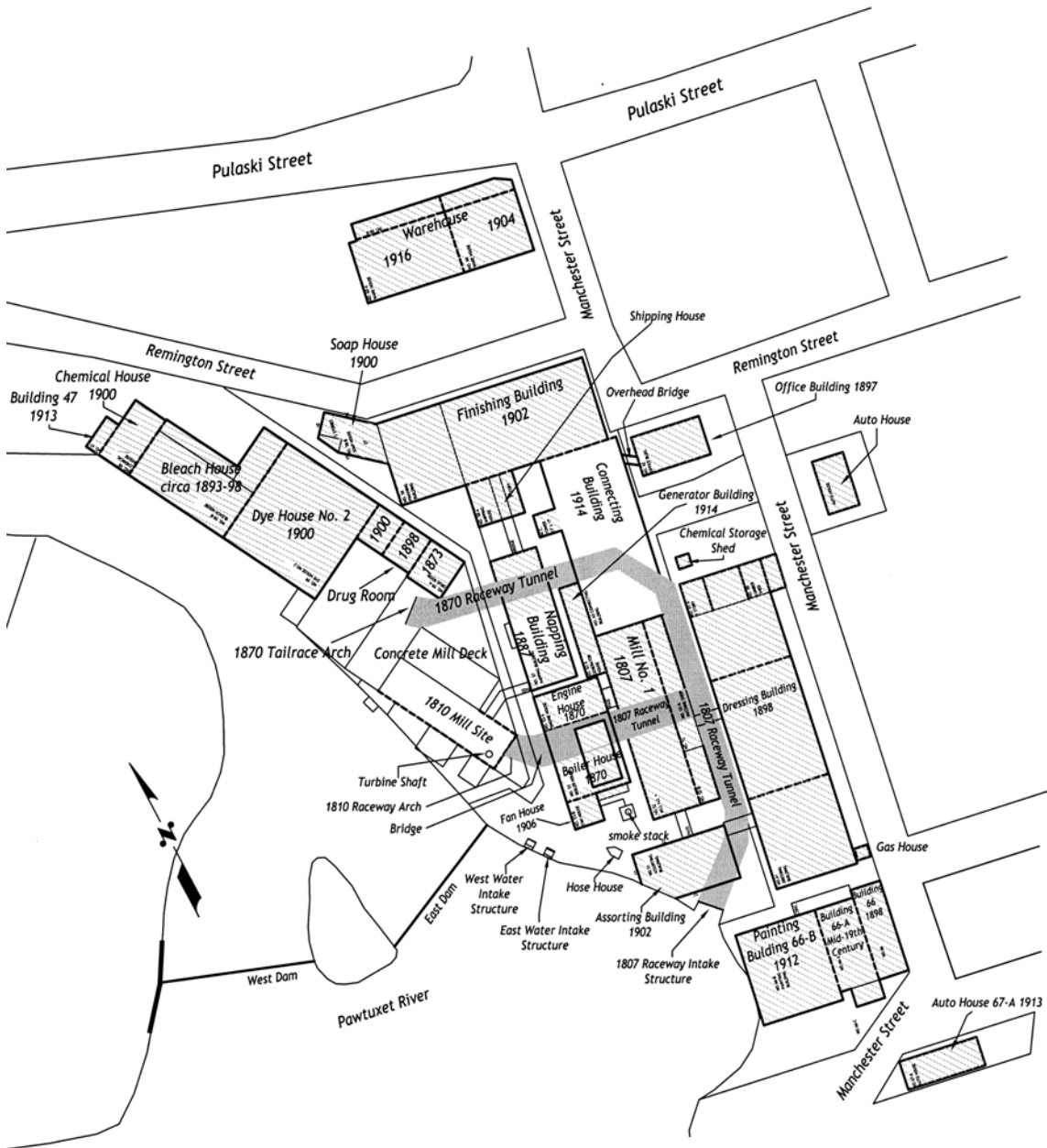
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## Site Plan





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## PHOTOGRAPHIC INFORMATION

Photograph information numbers 1–5 is the same for each photograph:

1. Crompton Mill Historic District
2. Kent County, Rhode Island
3. Photographer: Matthew A. Kierstead
4. Date of Photographs: June 2005
5. Original digital photographs on file at: PAL  
210 Lonsdale Avenue  
Pawtucket, RI 02860

(Note: These photographs were taken with a digital camera at high resolution and printed on Epson Premium Glossy paper using Epson UltraChrome pigmented inks per the National Park Service March 2005 Photo Policy Expansion list of Acceptable Ink and Paper Combinations for Digital Images).

Index to Photographs:

6. General view of west side of complex looking north (downstream)
7. Photograph #1
  
6. General view of west side of complex looking south (upstream)
7. Photograph #2
  
6. View of complex looking southeast showing from left to right: Finishing Building, Soap House, Connecting Building, and Dye House No. 2
7. Photograph #3
  
6. View looking southwest showing from left to right: Office Building, Connecting Building, and Finishing Building.
7. Photograph #4
  
6. View looking west showing from left to right: Mill No. 1, Dressing Building, Connecting Building, and Office Building
7. Photograph #5
  
6. Office Building, looking southwest, with Connecting Building at right

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7. Photograph #6

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  7. Photograph #7
  
  6. View looking north on Manchester Street showing from left to right: Assorting Building, Painting Building, Building 66-A, and Building 66.
  7. Photograph #8
  
  6. View of Mill No. 1 looking northeast
  7. Photograph #9
  
  6. Boiler House/Engine House looking southeast
  7. Photograph #10
  
  6. View looking south on Pawtuxet River showing from left to right: East Dam, and West Dam
  7. Photograph #11
  
  6. 1870 Tailrace Arch looking east
  7. Photograph #12
  
  6. Interior view of Mill No. 1 looking north
  7. Photograph #13
  
  6. Interior view of Connecting Building looking southeast
  7. Photograph #14
  
  6. Interior view of Dye House No. 2 looking east
  7. Photograph #15

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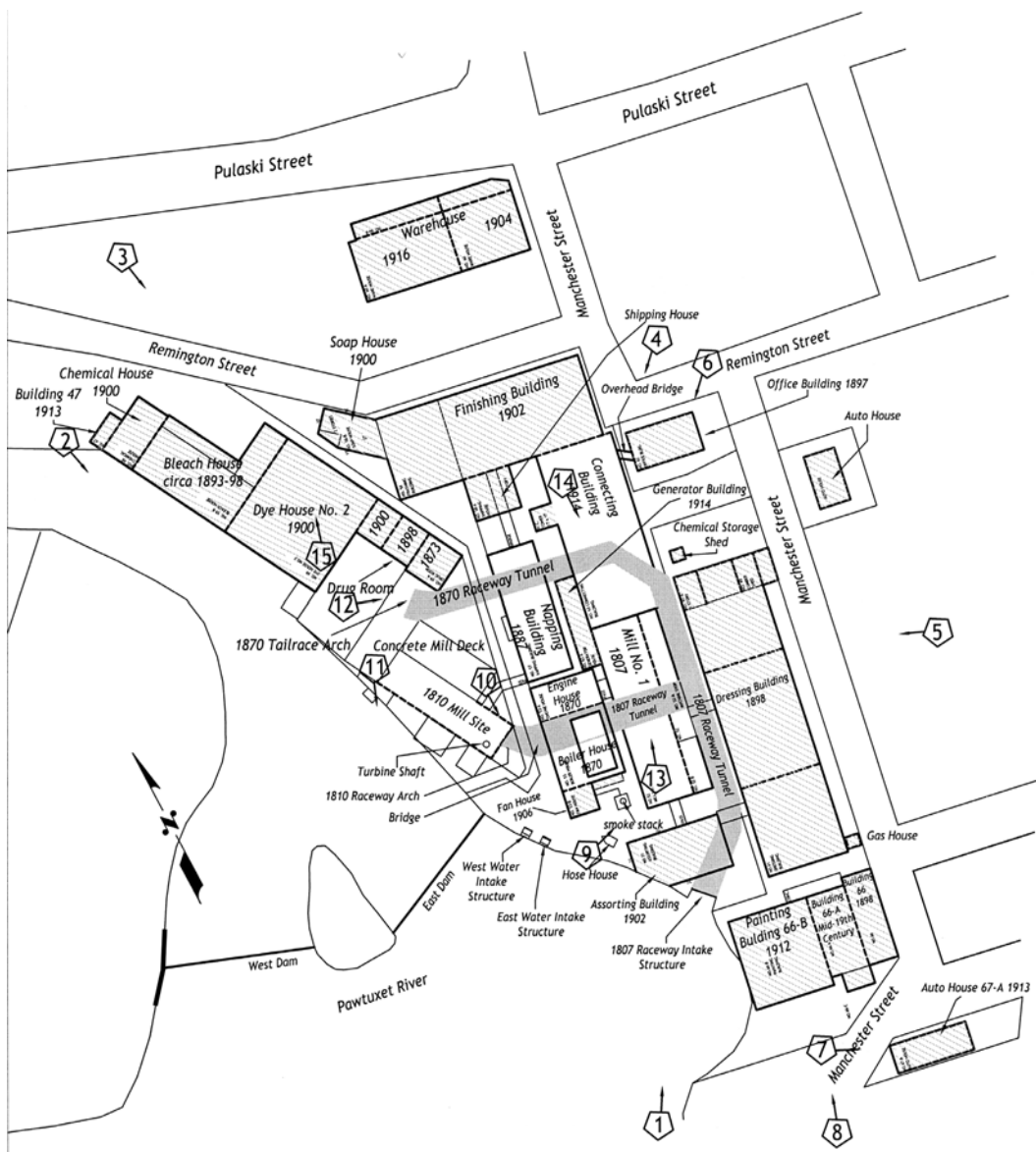
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## Photo Key Map



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### STATEMENT OF SIGNIFICANCE

#### Summary

The Crompton Mill Historic District is significant as a representative physical expression of the industrial history, architecture, and engineering of the Pawtuxet River valley, one of Rhode Island's most heavily industrialized areas. The Crompton Mill Historic District contains 13 contributing buildings, seven contributing structures, and one contributing site associated with the construction, development, and operation of the mill, which was used primarily for bleaching, dyeing, and finishing cotton goods including velvets and corduroys that were manufactured in the associated cotton mill complex on the west side of the Pawtuxet River, which was destroyed by fire in 1992. The period of significance begins in 1807, when the first mill building was erected, and ends in 1946, when the Crompton Company ceased all of its manufacturing activities at Crompton.

The district is eligible for listing in the National Register of Historic Places at the state and local level under Criteria A and C. The district possesses important historical associations with the cotton textile industry of Rhode Island and the Pawtuxet River valley, and the introduction of corduroy and velvet manufacturing to the United States. The district also has significance as an extensive industrial complex encompassing mill buildings that together embody and reflect the distinctive characteristics of historic textile mill architecture and engineering in Rhode Island. These include a mill nearly two centuries old, and the oldest extant stone mill in the state.

#### Historical Significance

##### *The Pawtuxet River Valley and West Warwick*

The Pawtuxet River, the major watercourse in eastern Kent County, Rhode Island, is a heavily industrialized waterway that supplied power and process water to numerous industrial enterprises along its route. The river rises to form two branches: the South Branch, which passes by Crompton Mill, rises from the Flat River Reservoir in Coventry, Rhode Island; and the North Branch, rises from the Scituate Reservoir in Scituate, Rhode Island. The two branches served several increasingly large historic textile mills on their routes east through Scituate and Coventry, to their confluence at the village of Riverpoint in West Warwick, and on the Main Stem including large mills at Natick in West Warwick, and Pontiac in Warwick. The valley is a cohesive cultural and physical landscape, with political boundaries in some cases invisibly dividing the continuous, densely developed mill villages along the river.

West Warwick, originally part of Warwick, was incorporated as a separate town on March 13, 1913. This separation was a political and economic one, but was ultimately a product of bedrock geology and resulting topography. The area set off as present-day West Warwick is mostly underlain by resistant

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crystalline rock, and is hillier, creating the numerous cataracts on the North Branch and South Branch of the Pawtuxet River that were developed as mill privileges, fostering an industrial economy in the area. The area that remained after the separation, now Warwick, is underlain by softer sedimentary rock and consists of flatter land that supported an agricultural economy. By 1900 longstanding issues over the widely different economic bases and land use of the two areas led to a local movement for separation and incorporation as separate political entities. This separation was long fought by the Republican Party, which feared the split would place new Democratic representatives in the state legislature. After incorporation, West Warwick grew into a cosmopolitan, ethnically diverse community centered on the commercial village of Arctic, 1 mile north of the Crompton Mill (Jones 1981:17–18, 22, 39, 66; Nebiker 1987:10, 19, 24).

The Country Road that ran from the village of Apponaug in Warwick, west through Coventry to Connecticut was the earliest road near what became Crompton. This route is now Rhode Island Route 117. Church Street, Cowesett Road (Route 3), Centerville Road, and West Warwick Avenue were derived from the border of the Cowesett Farm lot number 5, subdivided in 1684 (Nebiker 1987:63). After this division, John Greene Sr. purchased lot number 5, the future site of Crompton Village. The New London Turnpike, established in 1817, connected the growing mill villages of Natick, Centerville, and Crompton (Nebiker 1987:4, 7; Richmond 1898).

These mill villages were accessible only via roads until the completion of the Hartford, Providence & Fishkill Railroad in 1854. This railroad linked Providence with Danbury, Connecticut, providing freight service to the mills of the South Branch of the Pawtuxet River. The line ran just north of the Crompton Mill through the village of Arctic. In 1895, it was absorbed by the New York, New Haven & Hartford Railroad. Freight service was abandoned in 1988 (Karr 1995:83–89).

### *Cotton Industry in the Pawtuxet River Valley and Rhode Island*

Cotton factories emerged after Samuel Slater brought the English Arkwright system of water-powered cotton spinning machinery to the United States, transforming cotton production into a factory-based industry (Fink 1981:4–5). Slater established the first machine cotton mill in Pawtucket in 1790. Since this new system depended on waterpower, the natural falls of the Pawtuxet River made it a prime location for early cotton mills. Mill villages developed quickly around such falls. In 1794, West Warwick's first cotton mill was erected in Centerville for the purpose of spinning cotton thread. This enterprise failed during its early years, but a new company formed in 1799 and continued production at the mill (Greene 1886:415). In 1807, three more cotton mills were constructed in the area. The Warwick Manufacturing Company formed and built a second mill in Centerville, the Natick Reel Mill began production at Natick, and in 1807 the Providence Manufacturing Company (now the Crompton Company) erected a stone cotton mill in Crompton (Greene 1886:415).

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The war of 1812 catalyzed the growth of the cotton industry through the lack of British textiles in the American market and the greater availability of raw cotton, normally exported (Kulik and Bonham 1978:5). Seventy-five new cotton mills were constructed in Rhode Island between 1810 and 1815 (Kulik and Bonham 1978:5). The end of the war caused a surplus of goods and resulted in the failure of some cotton manufacturers. The industry rebounded shortly afterward as failed companies were bought out and the 1817 invention of the power loom increased production capacity.

By the 1820s, the advent of the stationary steam engine sparked a period of industrial expansion by freeing manufacturing works from the need to locate at a source of waterpower. Samuel Slater opened the first steam-powered cotton mill in Providence in 1827 and in the 1830s, other cotton manufacturers followed suit. The number of Providence cotton mills grew from four to thirty between 1832 and 1840, defining Providence as a center of cotton production for the first time (Kulik and Bonham 1978:12). The Pawtuxet and Blackstone River valleys retained status as production centers because textile bleaching, dyeing, and printing processes necessitated large amounts of clean water, which the rivers provided. During the 1830s, the cotton industry grew stronger as mill owners gained more control over workers and therefore lessened the threat of strikes through the standardization of jobs, wages, and labor contracts (Kulik and Bonham 1978:9). As the cotton industry advanced further in the late 1840s, cotton manufacturers became more specialized, resulting in an increased number of finishing works separate from spinning works.

The Panic of 1857 bankrupted some cotton companies and resulted in a shift in company organization from joint ownership to corporate (Fink 1981:12). After the Civil War, production trends shifted again and cotton manufacturing companies began to consolidate the multiple stages of production under one company to ensure the continuous flow of materials through the process, resulting in faster, more profitable production (Carroll 1932:863). Therefore, the number of post-bellum cotton factories in Rhode Island decreased, but the number of employees and production output increased.

Cotton and woolen textile manufacturing, including processing of raw materials, spinning and weaving of cloth, and dyeing, bleaching, and finishing operations, came to dominate industry in the Pawtuxet River Valley during the latter half of the nineteenth century. The B.B. & R. Knight Company was the leading textile manufacturer in the valley during this period. It gained control of Pontiac Mill in 1851 and purchased Natick Mill from the Sprague textile concerns in 1882. The company controlled 17 mills in Massachusetts and Rhode Island by 1885, when it acquired Royal Mill from the Greene Manufacturing Company. In 1889, the company was operating 369,520 spindles, more than any other U.S. company, and made 17,000 miles of its trademark "Fruit of the Loom" fabric per year. The B.B. & R. Knight Company made its last major textile property acquisition in 1903, when it purchased the Centreville Mill in West Warwick (Anon. "Fruit" n.d.; Connors 1997:12; Lamb 1916:301-309; Macaulay n.d.).

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The Rhode Island cotton industry peaked from the 1880s through 1900, but decreased quickly after the turn of the twentieth century, as other fabrics such as silk and rayon became more popular. Changes in women's fashion, in favor of materials other than cotton, forced cotton companies to produce other textiles and caused many of them to close (Carroll 1932:863). The prosperity of the remaining regional textile industry declined after World War I, when New England's mills began to suffer from a variety of ills. Much of the blame was placed on competition from Southern U.S. mills, which had the advantages of lower wages, better hours of labor, lower freight rates, cheaper electricity, and lower taxes. New England mills engaged in overproduction, which included speed-ups and stretch-outs, in an effort to compensate for declining profits and compete with Southern mills (Young 1928:14, 19). The decline of the textile industry came early to West Warwick, with significant wage cuts and labor unrest beginning in 1920. In 1922 a massive strike over wages began at Royal Mill, downstream from Crompton. This event marked the emergence of Rhode Island's immigrant population as a force in mainstream politics and the Democratic Party's rise to power in state government (Connors 1997:9, 13).

### *The Early Development of Crompton Village and Crompton Mill*

Prior to its establishment as a mill village, Crompton was part of the Cowesett farm plot owned by the Greene family. Portions of the plot were sold out of the family as more people settled in the area. Henry Matteson owned 127 acres on both sides of the river on the site where Crompton Mill is located, which he gave to his sons in 1756. The Matteson brothers sold the property to William Rice in 1779 (Cole 1889:957; Nebiker 1987: 63).

In 1807, Rice sold 20 acres with his water privilege for \$1,050 and helped found the Providence Manufacturing Company (Cole 1889:956; Fuller 1875:171; Hall 1901:178). Providence merchant Colonel Seth Wheaton led Rice, Thomas Sessions, John K. Pitman, Henry Smith, Nathaniel Searle (a lawyer), Jonathan Tiffany (a mill machinery manufacturer), and Benjamin Remington (a local farmer) in founding the new company (Cole 1889:956; Fuller 1875:171; Hall 1901:178; Nebiker 1987:63, 67). In the same year, the Company constructed Mill No. 1, a 3-story, 117-foot-long by 33-foot wide stone mill for carding, spinning and weaving cotton cloth on the east side of the river referred to as the 'Stone Jug' (*Providence Board of Trade Journal* 1890:32; Greene 1886:416; Hall 1901:178). The village that formed as a result of this early mill was called 'Stone Factory' by its residents (Hall 1901:178). In 1808, the Company purchased additional land from William Rice and Thomas Matteson and by 1809, 2,190 spindles operated there (Cole 1889:957; Fuller 1875:172; Nebiker 1987:67). A second building, which may have originally been a second spinning mill, was added in 1810 alongside the eastern river bank, diagonally adjacent to the 1807 mill. The raceway for the 1807 mill was routed under the 1810 mill to power its waterwheel.

Stock in the company was originally divided into 32 shares, owned by the eight founders. The founders proceeded to sell many of their shares in the company between 1808 and 1816 when the company failed



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(Fuller 1875:172). Jonathan Tiffany and John K. Pitman continued entrepreneurship in the cotton industry by building a two-story cotton spinning mill southeast of the Providence Manufacturing Company site at Flat Top Pond (Fuller 1875:173). John Pitman obtained ownership of the Providence Manufacturing Company property in 1819, but after his death in November 1820, the mills were rented for three years.

### *The Crompton Company*

Seth Wheaton, Edward Carrington, and Benjamin Cozzens founded the Crompton Company in 1823 after Wheaton and Carrington purchased the former Providence Manufacturing Company's property (Cole 1889:958, Fuller 1875:174; Hall 1901:180; Kulik and Bonham 1978:265). The new company, named after Samuel Crompton, inventor of the spinning mule, immediately increased cotton production operations at the site (Fuller 1875:174; Nebiker 1987:68). In 1823, the company began a bleachery, managed by Edward Pike of Sterling, Connecticut (*America's Textile Reporter* 1957:10; Cole 1889:958). In 1828 and 1832 two more stone mills (no longer extant) were added on the west side of the river, powered by a separate raceway from the one serving the original stone mill on the east side. This was the beginning of the evolution of the Crompton Company's development of two physically separate complexes on the east and west banks of the Pawtuxet River. The new mills on the west side of the river were later known as Mill No. 2 and Mill No. 3 and were substantially altered during the mid-nineteenth century. The roof of Mill No. 2 was changed from gable to mansard in 1852 and the same alteration was applied to Mill No. 3 in 1867. The mills attracted a large number of people to Stone Factory and the village began to develop outward from the Crompton Company site. In 1828, residents renamed the village Crompton after the new company (*America's Textile Reporter* 1957:10). By 1833, the Company operated 9,396 spindles, 263 looms and employed 177 workers, the majority of whom were women and children (Nebiker 1987:67).

The 1832 completion of Mill No. 3 enabled the Crompton Company to produce calico printed products (*America's Textile Reporter* 1957:10). The Company built a stone print works with a bleach house (no longer extant) in 1835 near Mill Nos. 2 and 3 on the west side of the river (Beers 1870; Nebiker 1987:68). The print works attracted newly immigrated English workers to the village of Crompton, which satisfied the previous lack of employees and lessened the need for women and children workers (Anon. "First" n.d.:3). This influx of employees further contributed to the development of Crompton. An Episcopal church was constructed in 1845 (replaced by a bigger church in 1882), followed by additional tenements and a local store (Anon. "First" n.d.:4).

Despite an unusually prosperous year from 1844 to 1845, an 1846 market crash forced Wheaton, Carrington, and Cozzens to sell the Crompton Company, mills, and print works. Governor Charles Jackson, Earl P. Mason, Daniel Bush, and William T. Dorrance, all of Providence, bought the Crompton property and retained the Crompton Company name (Cole 1889:959; Nebiker 1987:68). In 1850, the

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Crompton Company officially incorporated (*America's Textile Reporter* 1957:10; *Providence Board of Trade Journal* June 1911; Hall 1901:180; Rhode Island General Assembly 1850). Cotton production continued at Crompton Mill, but the print works were leased separately in 1852, first to Abbott & Sanders, then to Sanders Print Works until 1868, when Sanders Print Works relocated to Southbridge, Massachusetts and the print works buildings were demolished (Cole 1889:959; Hall 1901:180; Nebiker 1987:67-68).

### *The Crompton Company and the Richmond Family*

The village of Crompton and the Crompton Company did not fully develop until the Richmond family acquired ownership of the mills. George Martin Richmond, a calico printer from Providence, was listed as one of the eight incorporators and stakeholders of the Crompton Company in 1850 (*America's Textile Reporter* 1957:12; Rhode Island General Assembly 1850). He became manager in 1863 and eventually purchased the company and property, including the print works still let to Sanders Print Works, in 1866 (Hall 1901:180; Kulik and Bonham 1978:265). Richmond produced print cloth and began expanding the Crompton Mill complex in the late 1860s. Mill No. 2 was altered in 1852. He hired L. & C. Walker builders to update the property with new construction, alterations, demolition of the print works buildings, and the moving of buildings (Nebiker 1987:68). In 1867, Mill No. 3 was altered and a Picker House (no longer extant) added to the complex on the west side of the river. More substantial changes occurred on the east side of the river by 1870, with the construction of the Boiler House/Engine House west of Mill No. 1 and the extension of the raceway north to a new adjacent wheel house, and then west toward the river (Beers 1870).

George M. Richmond's son, Howard, prompted another wave of construction and was the mastermind behind the company's decision to manufacture velvet and corduroy in 1885. Howard Richmond studied chemistry and machinery at Brown University, but left prematurely in 1871 in order to "engage in the manufacture of cotton goods" (*America's Textile Reporter* 1957:12). After serving as manager of the Namquit Mill in Bristol and Aquidneck Mill of Newport, Rhode Island, he joined the family business as treasurer of the Crompton Company in 1876 (*America's Textile Reporter* 1957:12). Driven by the idea that New England mills should produce finer goods than cotton print cloth, Howard Richmond traveled to England and studied corduroy and velvet production processes. At that time, velvet and corduroy were not produced in the United States and English corduroy manufacturing companies were specialized to handle separate stages of the production process (*America's Textile Reporter* 1957:12). The Crompton Company became the first corduroy and velvet manufacturer in the United States and the first manufacturer to produce corduroy from cotton bale to finished product (*America's Textile Reporter* 1957:12).

The Crompton Company began construction of Mill No. 4 with its ancillary Wheel House (Building No. 29), Boiler House, and Engine House in 1882, in anticipation of this product expansion. The notable

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Providence architectural firm, Stone & Carpenter, designed a massive, 5-story, 260-foot-long by 70-foot wide, granite-walled mill with exterior stair towers for the company on the site of the former print works on the west side of the river. The construction of the massive new mill (no longer extant) required a corresponding increase in waterpower capacity. Formerly, the turbines on both sides of the river were driven by raceways extending off the millpond behind the East Dam and West Dam adjacent to the mills. To power the new Mill No. 4, the Crompton Company dug a 2,700-foot-long Power Canal Trench on the west side of the river to an upstream location west of the Coventry town line, where they built the Crompton Upper Dam, an extensive arrangement of granite block walls.

The Crompton Company continued expansion after the completion of Mill No. 4 to further accommodate its growing corduroy, velveteen, and cotton production. A Cotton House and Napping Building were built in 1887, and Dye House No. 1 was built in 1891. In 1898, Manchester Street (previously Mill Street) was shifted slightly east below Remington Street to clear space for the Dressing Building and printing facilities. Finishing capacity of corduroy and velveteens substantially increased with the addition of Dye House No. 2, the Chemical House, and Soap House in 1900, and the Finishing Building in 1902. This increased production capacity paid off for the Crompton Company in 1901 when it won a gold medal for the "superior quality" of its 'Crompton Corduroy' and 'Century Velveteen' products and a silver medal for its exhibit, at the Pan-American Exposition in Buffalo, New York (*Providence Board of Trade Journal* 1901; Hall 1901:180). In 1901, the company operated 40,000 spindles and 1,000 looms powered by six turbine waterwheels and eight boilers on both sides of the river (*Providence Board of Trade Journal* 1901; Hall 1901:180). The Crompton Company noted that year that it still manufactured plain cotton goods, "but as the fustians [corduroy and velveteens] have increased, these [plain cotton goods] have become of secondary importance" (*Providence Board of Trade Journal* 1901).

The high production rate and corresponding employment opportunities at Crompton Mill attracted an immigrant workforce in the late nineteenth century, just as the 1835 print works had. This time, the immigrants were primarily from Sweden, Ireland, and Poland. By 1890, the Crompton Company employed 700 people and produced 265,000 yards of corduroy and velveteen a week (*America's Textile Reporter* 1957:12). Since most of Crompton's residents were also Crompton Mill employees, the company took responsibility for the development of infrastructure and amenities in the village. In 1875, the company sponsored the construction and organization of the Crompton Free Library (NR 1978), followed by the construction of the 'New Village' (14 duplexes on a new loop road north of High Street), the installation of phone lines in the 1880s, and the construction of a community fire house in 1893 (*America's Textile Reporter* 1957:12; Everts & Richards Map 1895). The Crompton Company continually added housing near the mills as necessary. In 1907, the company owned 75, five to seven room houses that were rented to employees for 85 cents to \$1.50 per week (*America's Textile Reporter* 1957:12).

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### *The Decline of Crompton Operations*

Production at the Crompton Mill peaked during the late nineteenth century, but began to slow in the twentieth century as competition from southern mills increased. Management of the Crompton Company also changed in 1907, when Howard Richmond died and was succeeded by his son, Frank E. Richmond (*Board of Trade Journal* November 1907). Frank Richmond continued to expand building space at Crompton through 1925. Most of the new buildings constructed in the 1910s however, were storage, mechanical, or automobile related, with the 1914 Connecting Building a notable exception.

Frank Richmond focused his attention on expanding the Crompton Company outside of Rhode Island as well. In 1915, the Crompton Company purchased a New York sales agency called the Henry Kupfer Company, changed the name to the Crompton-Richmond Company, and used the facility as a merchandise showroom (*America's Textile Reporter* 1957:12). At the close of World War I, the Crompton Company realized that its New England location was no longer viable as its sole manufacturing facility. Led by Frank Richmond, the company looked south and incorporated the Crompton-Highland mills in 1924, which opened a weaving mill in Griffin, Georgia the following year (*America's Textile Reporter* 1957:33; Nebiker 1987:66). The new mill started off producing gray velveteen goods, but expanded to corduroy production in 1931. The Crompton Company focused all of its construction efforts in the south, building additions to the new mill and infrastructure, homes, and amenities in the surrounding town. In 1926, the Crompton Company initiated a second southern enterprise. The Crompton-Shenandoah Company was incorporated in 1926 and its mill built in Waynesboro, Virginia in 1927 (*America's Textile Reporter* 1957:330). Once the southern mills became profitable, the Crompton Company attempted to retain finishing processes at the Crompton Mill, but by 1946 it "terminated all its manufacturing activities in Rhode Island" because of outdated buildings and systems, high taxes, strict labor laws, and southern competition (*America's Textile Reporter* 1957:33). The dyeing and finishing operations at Crompton were transferred to the Waynesboro plant. The Crompton Company continued its southern expansion into Arkansas with the 1948 purchase of a cotton mill in Morrilton and the construction of the Frank E. Richmond plant/Osceola Finishing Company in Osceola. Frank E. Richmond retired in 1942 and was succeeded by John L. Redmond in 1942, followed by Nightingale Richmond in 1944 (*America's Textile Reporter* 1957:33).

Since the Crompton Company ceased its Crompton operations, portions of the mills have been occupied by comparatively small manufacturing companies. In 1959, the Weaving Corporation of America used three floors of Mill No. 4 (*Providence Journal* May 16, 1992:A5). In 1992, a fire that started in Mill No. 4 ravaged a large portion of the cotton works on the west side of the river, which no longer retains its integrity as a standing mill site. Mill Nos. 2, 3, and 4 were destroyed and the 1882 Boiler House, Engine House, and Wheel House (Building No. 4-B) were all impacted, with only sections of walls and foundations remaining. Currently, the two largest buildings on the west side of the river, the Cotton House and the Store House B/Dye House, are occupied by light industrial concerns. The buildings on the

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east side of the river were most recently occupied by Hope Valley Dyeing and Warwick Dyeing Corporation, but are now vacant.

### Architectural Significance

Crompton Mill contains individual elements representative of almost 200 years of New England textile mill architecture.

The Crompton Mill complex contains examples of several industrial building types. Mill No. 1, the Finishing Building, the Connecting Building, and the Assorting Building are examples of the “industrial loft,” a specialized, yet adaptable type of building consisting of two or more stories in a rectangular configuration. This shape was developed in the nineteenth century to satisfy the combined needs for interior light and linear power transmission via lineshafting. Useable floor space was often maximized by concentrating vertical circulation in exterior towers. Large loft buildings were sometimes built first to accommodate all processes, and then later adapted for more specialized uses or even for offices. When built as machine shops, heavier machinery was concentrated on the ground floor, with lighter equipment housed on the floor above. These buildings often employed fire resistive, or “slow-burning” construction, with heavy, brick, self-supporting outer walls with narrow piers and wide window spandrels, and internal firebreak walls. The interior framing system, which supported the floor load, consisted of widely spaced, heavy timber (or sometimes cast iron) posts, timber or steel beams, and thick, multi-layer plank floors, providing limited surfaces for fire to take hold. Earlier examples were built with gable roofs, like Building 66-A, and some had their roofs altered, like Mill No. 1. Later lofts were designed with flat roofs, because of fire insurance regulations (Bradley 1999:25, 29–34, 93, 117–121, 126–129, 155; Brooks 1906:50, 54–68).

Dye House No. 2, the Bleach House, and the Dressing Building are examples of “production sheds,” distinctive single-story industrial buildings enclosing wide bays and high spaces. This type of building evolved to accommodate large or heavy machinery, operations involving high temperatures and/or emanating vapors, and the movement of large objects. Walls were built of heavy masonry construction to withstand vibration and sometimes to carry the weight of traveling cranes. These buildings include distinctive roofs that incorporate monitors that provided both ventilation and light. Often large openings were incorporated for moving large objects or containers between buildings (Bradley 1999:146–149).

The Office Building (No. 62) is an example of industrial administrative architecture. Offices were usually integrated into a complex so as to be centrally located, near the main entrance, but separated so as to reduce noise and vibration from manufacturing. They were usually designed with more architectural “effect” that was more high-style and ornamental, creating a centerpiece that shielded the utilitarian buildings behind (Bradley 1999:35–37).

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The Boiler House/Engine House is an early example of another industrial building form to evolve during the nineteenth century. Although it does not exhibit the strong characteristics common to later examples, it does incorporate some aspects of the type. It is divided into separate rooms for boilers and steam engines to keep dust off the reciprocating machinery. Heavy timber trusses provide a clear-span interior over the boilers. The building has a tall chimney to provide draft for the boiler fireboxes and to carry away waste gases (Bradley 1999:49–52).

Mill No. 1, Building 66-A, and the Boiler House/Engine House are examples of early- to mid-nineteenth-century stone masonry wall mill construction found throughout Rhode Island and adjacent sections of the neighboring states. This mode of construction is notably prevalent in the Pawtuxet River valley. This construction typically consists of heavy, thick, gravity masonry walls built of mortared granite and slate with a range of mortared surface finish and decoration.

Mill No. 1 (1807), said to be the earliest stone mill building in Rhode Island, will be 200 years old in 2007. Changes in the masonry on its long east and west walls (and its interior framing) clearly show evidence that the building was lengthened to the north at some point in time. The measurements of the building's length and width as found in historical accounts differ by 4 feet in both cases from the actual measurements of the original section of the building, an allowable discrepancy given the approximately 2-foot-thick walls. Elements of the masonry including courses of brick at the tops of the walls and steel window lintels, and the presence of mid-nineteenth-century fire-resistive interior construction, indicate that the building was considerably altered over time, including replacement of its original gable roof with a flat one. The composition of the masonry on the original section of the building includes brick quoins and window posts. Although brick was available at the time of original construction, the decorative application of that material does not reflect the early-nineteenth-century vernacular mill construction conventions exhibited by similar buildings such as the 1810 stone mill at nearby Anthony, and is more in keeping with post-Civil War mill construction or alterations, especially at the windows. This preliminary evaluation suggests that some or all of the walls of the original section were replaced or altered on the foundation of the early mill, possibly as part of improvements associated with alterations to the interior framing to accommodate heavier machinery and/or incorporate fire-resistive construction.

### Other Resources

This nomination encompasses all of the extant Compton Mills on the east side of the Pawtuxet River. The mills on the west side of the river have burned. It is possible that the remaining industrial archaeological resources on the west side of the river are also eligible for listing in the National Register of Historic Places; their significance has not yet been thoroughly investigated or documented. It is also possible that all or part of the village of Crompton which grew up around these mills may meet the eligibility criteria as well. As with the west side mills, the village has not yet been completely investigated or evaluated.

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- 1922 *Map of West Warwick, RI*. Sanborn Map Company, New York, NY.

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National Park Service

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Property name Crompton Mill Historic District, West Warwick, Rhode Island

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### Geographical Data

UTM Coordinates continued:

E: 19.0289869.4617674  
F: 19.0289752.4617735  
G: 19.0289791.4617829

### Boundary Description

Beginning at a point at the northwest corner of West Warwick Assessor's Map 9, Parcel 155 (9/155)  
-east along the south edge of Pulaski Street crossing Remington Street in a line-of-convenience to the northeast corner of 9/600  
-south along the west side of Manchester Street to the northwest corner of 9/151  
-east to the northeast corner of 9/151  
-south to the southeast corner of 9/151  
-east in a line-of-convenience across Manchester Street to the northeast corner of 9/150  
-south to the southeast corner of 9/150  
-west in a line-of-convenience to the west side of Manchester Street  
-south to the southeast corner of 9/152  
-south in a line-of-convenience across Manchester Street to a point on the north side of 9/91  
-east to the northeast corner of 9/91  
-southwest to the southeast corner of 9/91  
-west to the southwest corner of 9/91  
-north in a line-of-convenience across Manchester Street to the south side of 9/152  
-west to the southwest corner of 9/152  
-north and west along the east bank of the Pawtuxet River to the Crompton Lower Dam  
-west along the south face of the dam to and including the west abutment/retaining wall  
-east along the north face of the dam to the east bank of the Pawtuxet River  
-northwest to the northwest corner of 9/155, the point of beginning.

### Boundary Justification:

The boundaries include the full extent of contiguous historic and structural resources associated with the activity in the mill complex during its period of significance. The boundaries follow legally recorded property lines, road edges, and natural watercourse banks. Lines of convenience cross the Pawtuxet River at the Crompton Lower Dam, and cross two public roads, Manchester Street and Remington Street. See also (in Section 8) Other Resources.

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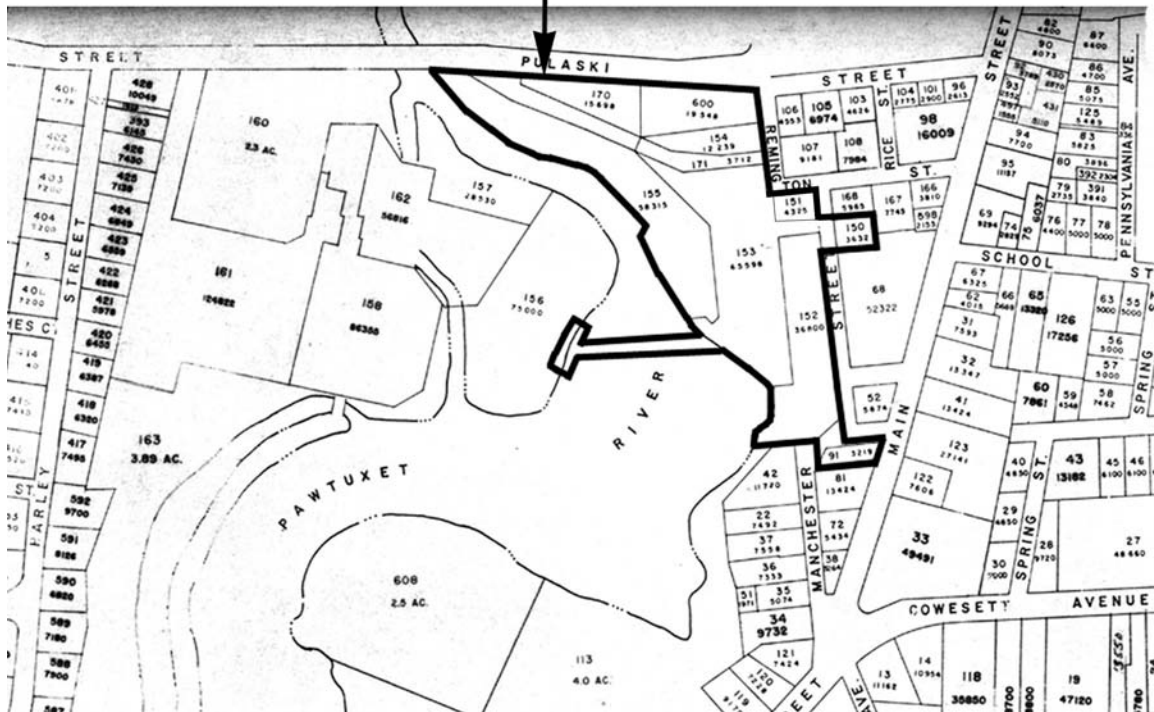
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West Warwick Assessor's Map 9

## National Register District Boundary





42'30"

"20

"19

(2)

"18

"17

"16

40'

CROMPTON MILLS  
WEST WARWICK  
KENT COUNTY, RI

- UTM REFERENCES:
- A: 19.0289672.4617928
  - B: 19.0289878.4617909
  - C: 19.0289914.4617833
  - D: 19.0289933.4617687
  - E: 19.0289869.4617674
  - F: 19.0289752.4617735
  - G: 19.0289791.4617829













HOPE VALLEY  
OPENING







HOPE  
VALLEY  
DYING









52









1870







