

**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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: CEDAR POINT HISTORIC DISTRICT

Other names/site number: _____

Name of related multiple property listing: N/A

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

2. Location

Street & number: 13, 21, 26, 31, and 49 Loop Drive

City or town: North Kingstown State: RI County: Washington

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

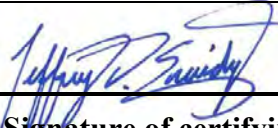
I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide x local

Applicable National Register Criteria:

x A B x C D

	Interim State Historic Preservation Officer	June 13, 2022
Signature of certifying official/Title:		Date
<u>Rhode Island Historical Preservation & Heritage Commission</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.	
_____ Signature of commenting official:	_____ Date
_____ Title :	_____ State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN/Mansard; Gothic Revival; Queen Anne
LATE 19th and 20th CENTURY REVIVALS/Colonial Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundations: brick, stone, concrete; Walls: wood weatherboard, wood shingle; Roofs: asphalt; Other: wood porches and trim; brick chimneys.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Cedar Point Historic District is situated on a small spit of land on the south side of Wickford Cove, about one-third of a mile southwest of the center of Wickford village in the town of North Kingstown, Rhode Island. The district contains five wood-frame, single-family dwellings built between 1872 and 1910, representing vernacular examples of Late Victorian and Colonial Revival architectural styles of that period. The only roadway within the district, Loop Drive, has a distinctive configuration initially laid out in an 1872 residential subdivision plan. The district has good integrity of location, design, setting, materials, workmanship, feeling and association.

Narrative Description

North Kingstown is located about 25 miles south of Providence, on the west side of Narragansett Bay. Nearly fifteen of the town's approximately fifty-eight square miles is water, including various rivers, ponds, inlets, coves, and wetlands. The town's government and business center is the seaside village of Wickford, embraced by Mill Cove on the north, Wickford Harbor on the northeast, and Wickford Cove on the east and south.

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The Cedar Point Historic District is situated on the south side of Wickford Cove, but its primary access is from the north side of the cove, where Loop Drive intersects with Phillips Street. Phillips Street, a little over a mile in length, is part of R.I. Route 102, and runs along the south side of Wickford village.

Loop Drive, an unpaved public street, extends about a quarter of a mile from Phillips Street across Wickford Cove into Cedar Point. A culvert bridge structure with riprap foundation, gravel and dirt road surface, and low wooden guardrails carries this roadway across the cove. The original bridge here was constructed in 1873, but has been replaced several times. The present bridge was constructed in 1995-96, and therefore is not included within the historic district boundaries.

Within the Cedar Point Historic District, Loop Drive was originally called Circle Avenue; it was renamed in 1953. With its distinctive configuration – a loop shape with three short arms extending to the north, west, and south – it is the only roadway in the district.

The district's terrain rises gently up from Wickford Cove, with wetlands along the entire shoreline. This waterfront setting clearly influenced the planning of Cedar Point as a residential subdivision in 1872, as well as the siting of the houses at 13, 21, 31, and 49 Loop Drive, all of which overlook the cove. The house at 26 Loop does not have direct access to the waterfront, but as the earliest house in the district it may have had unobstructed views of the cove before neighboring houses were built.

A former railroad right-of-way borders the south side of the historic district and is now a grassy footpath popular with local residents. The neighborhood that spreads out from that right-of-way is predominantly characterized by single-family homes dating from the 1940s to the present, although there are two late 19th century houses on Prospect Avenue (Davis Baker, Jr. Estate/Cedar Spring Farm, NR, 2011).

The name "Cedar Point" was evidently inspired by some of the trees that had graced this small spit of land long before any houses were constructed. That name was consistently used both to identify this location, and in lieu of street addresses for the five houses, from the beginning of residential development in 1872 until at least the 1920s (if not later). Photos from the turn of the 20th century (*Figures 10 and 11*) show several mature cedars, along with other evergreen and deciduous tree species, interspersed among the houses. A dense tree cover still persists on Cedar Point, and together with the railroad right-of-way, the cove, and the bridge, reinforces the sense of a private enclave, visually as well as physically separated from surrounding areas.

One house on Cedar Point, 5 Loop Drive, which stands at the southeast corner of the spit of land abutting the former railroad right-of-way, is not included within the historic district boundaries. Built in 1948 (according to the Town Tax Assessor), that house post-dates all the historic district's homes by nearly four decades and represents a different historic context than the rest of

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the district. It has little visual impact on the district, being of similar size, scale, and materials as the other residences, and is also screened by numerous trees and extensive landscaping.

INVENTORY

A Note on Building Identification. None of the houses in the historic district had street address numbers for several decades after they were built: in the few available early 20th century town directories, owners were simply listed as living at “Cedar Point.” The original street name, Circle Avenue, also did not appear in those directories, indicating that it was a private roadway. The assignment of address numbers may have occurred after the street name changed to Loop Drive in 1953, but that could not be confirmed.

Deeds identified the properties in Cedar Point with lot numbers derived from the Plan of the John R. Sherman Farm of 1872 (*Figure 5*), in which 26 house lots were laid out surrounding Circle Avenue. Each of the five houses in the historic district has historically been associated with two or more lots in that development plat. In recent years, some of these original lots were merged by the Town of North Kingstown, within Tax Assessor’s Plat 92. Historical and current lot identifications are as follows:

ADDRESS	SHERMAN FARM PLAT LOT NUMBERS AT CEDAR POINT	CURRENT LOT NUMBERS IN ASSESSOR’S PLAT 92
13 Loop Drive	Lots 4, 5, and the northerly ¼ of Lot 3	Merged into Lot 4
21 Loop Drive	Lots 6, 7, and 8	Merged into Lot 6
26 Loop Drive	Lots 22, 23, 24, 25, and 26	Lots 23, 24, 25, and 26; Lot 22 was merged partly into Lot 21 and partly into Lot 23
31 Loop Drive	Lots 9, 10, 11, and part of Lot 12	Merged into Lot 9
49 Loop Drive	Part of Lot 12, Lots 13, 14, 15, and 16	Merged into Lot 14

On the south side of Loop Drive, Lots 17, 18, 19, 20, and 21 (all undeveloped) were variously acquired by the owners of 26, 31, or 49 Loop Drive during the period of significance for the historic district. None of these lots has ever been built upon.

A Note on Research Sources. Deeds and tax records were the principal sources for determining construction dates and the names of the original owners of each of the five houses; as those owners were all married couples, whichever spouse’s name appeared on the deed is listed first in the house’s historic name. Maps that depicted building footprints were not available after 1895. Building permits prior to 1977 were also not available. No documentation was found to establish construction dates for the two private garages (at 13 and 49 Loop Drive). Town directories were only intermittently published between 1907 and 1928, thus providing very limited information about changes in occupancy of the five houses over time. Family relationships between owners were verified using census and vital statistics records, as well as death notices published in

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newspapers. Footnotes throughout this nomination explain some inconsistencies and missing data in primary source records.

Several of the historic names and dates of houses, and some other data gleaned from primary source records, differ from those reported in previously published secondary sources. Where primary and secondary sources conflicted, primary sources prevailed for the purposes of this nomination.

LOOP DRIVE

- CIRCLE AVENUE, later LOOP DRIVE (1872-1873; renamed 1953). (*Photos 2, 3, 12, 14, 17; also Figure 1 and Photo Key Map.*) An unpaved, gravel-and-dirt, one-lane roadway, originally laid out in 1872 as part of the Sherman Farm Plat. That plat map (*Figure 5*) shows the roadway as a small circle with two short arms extending to the west and southeast. As built, the circle has more of a tear-drop shape, measuring about 110 feet from north to south and 70 feet from east to west; it encloses a grassy area with several mature trees. Arrayed around the circle, in nonsequential order going clockwise: the houses at 21 and 13 Loop Drive stand on its east side; 26 Loop Drive on its south side; and 31 Loop Drive on its west side. The western arm of the roadway extends for about 200 feet, ending in a small turnaround just south of the house at 49 Loop Drive. The southeastern arm of the roadway extends for about 100 feet and ends at the former railroad right-of-way, now a public footpath. A third arm on the north side of the circle, which connects to the bridge over Wickford Cove, is about 90 feet in length; this was represented as a gangway on the 1872 plat map. Circle Avenue was initially built as a private road but is now a public street, a change that may have coincided with it being renamed Loop Drive by the North Kingstown Town Council in 1953.¹
- 13 CHARLES H. & JULIA L. HUNT HOUSE (ca. 1875-1878; alterations 1996, 2004, architect Donald Sharp). (*Photos 3, 5, 6, 7; also Figure 10.*) A small Mansard style single-family dwelling measuring 22 feet by 28 feet, situated close to the east side of the roadway, facing roughly west. Two stories; wood frame; concrete block foundation. Wood clapboard siding. Wood trim includes a plain cornice, a belt course above the foundation, slim corner boards, and simple window and door trim. The mansard roof has wood shingles on the lower slope and asphalt shingles on the upper slope, and is topped by a brick chimney. The asymmetrical two-bay west façade features a paneled wood door with two arched glass lights, and a pair of wood multi-light French doors. The entire first floor level of the façade is sheltered under a one-story, hip-roofed, open porch with decorative, bracketed posts (no railings), wood deck, and wood steps. The west (front) and east (rear) sides of the mansard roof feature a large wall dormer framing a pair of windows; the north and south sides of the mansard each have two smaller gabled

¹ Records of the Town Clerk confirmed the name change in 1953, but did not specify when the road became a public street. Note that neither the 1888 nor 1895 maps (*Figures 6 and 7*) show the circular configuration of this roadway; no explanation was found for those discrepancies.

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dormers. Windows are wood 2/2 double hung sash. At the rear, overlooking Wickford Cove, is a 2-story enclosed porch measuring 10 feet by 20 feet. The first-floor level of this porch (visible in a historic photo in *Figure 10*) used to be supported by piers. In 2004, the space below the porch, at the basement level, was enclosed. Both levels of the porch now have extensive glazing (wood 2/1 double-hung windows on the first-floor level, 2/2 sash at the basement level). The basement-level porch has a door on each of the east and south elevations, while the first-floor porch has a single door on the east elevation, accessed by a metal spiral stairway. Other alterations to the house include a third, small arched dormer with an oculus window added on the north side of the mansard in 1996. The dormer and back porch renovation were designed by architect Donald Sharp, the homeowner at that time. The 9,800 sq.ft. (0.22 acre) lot slopes down to the east to the water's edge. Site features include grass lawns, mature trees, and plantings; the south side yard is terraced in three levels, with stone retaining walls and steps.

This was the second house erected on Cedar Point, built as a summer cottage for Charles H. Hunt, a warrant officer with the Providence Police Department, and his family. The Hunts owned this cottage for about five years; it subsequently passed through several owners before being purchased in 1885 by Miss Georgianna S. Pettey of Fall River. Miss Pettey dubbed the cottage "Cedar Point Villa," and frequently rented it out on a short-term basis in the summertime; after she sold the property in 1902, that name apparently ceased to be used.² (See Section 8 for more details; also *Figure 12*.)

Outhouse (late 19th century): One-story, side gable wood shingle roof, wood clapboard walls, wood bead-board door. Stands in the southeast corner of the yard.³

Outbuilding (mid- to late 20th century). One story, hip asphalt roof, wood shingled walls, wood trim, hinged wood double doors on both front and rear elevations. Used for storage. Stands south of the house, close to the road.

- 21 EMMA S. & JOHN M. HULL HOUSE (1880-1881, builder: John M. Hull; south addition 1894; alterations early 20th century, 2002, 2003-05). (*Photos 3, 8, 9, 10; also Figures 10 and 11.*) A Late Victorian-style single-family dwelling measuring 34 by 28 feet, situated on a small hillock rising above the east side of the roadway, facing roughly west. Two stories; wood frame; cross-gable and hip asphalt roof; stucco-clad stone foundation. Wood clapboards on the first floor, wood staggered shingles on the second floor. Wood trim includes belt courses above the foundation and first floor levels, slim corner boards at the first-floor level, simple window and door surrounds, and decorative shingles in the gable ends. The asymmetrical west façade features wood-paneled and

² Deed Book 36/Page 215 (1875) and DB 38/155 (1880); tax records of 1878-1880. The 1870 census of Providence lists Charles H. Hunt's family members. Cranston, *Walking in Olde Wickford*, pp. 112-113, provides more information on Georgianna S. Pettey.

³ Current owner Lise Faulise confirmed the function of this structure.

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multi-light glass double doors near the northwest corner of the house, flanked by two double-hung sash windows and one small square single-sash fixed window with decorative muntins. The entire first-floor level of the façade is sheltered by a one-story, hip-roofed, open porch with Doric columns (no railings), wood deck, and granite steps; this porch appears to have been added to the house in the early 20th century, and formerly wrapped around its north side and rear as well. The hip-roofed 2-story south section of the building was added in 1894.⁴ Windows are wood 4/4 double-hung sash; those on the south side elevation are paired at the second-floor level. At the rear, a 1-story flat-roofed enclosed porch near the northeast corner of the house overlooks Wickford Cove; this structure, which was part of the wrap-around porch, measures 6 feet by 18 feet and has decorative wood panels framing wood 4/4 double hung windows. Historic photos (*Figure 11*) indicate some features that were removed at an unknown date: angled headers on the paired front doors; bargeboard trim with stickwork in the gable ends; two brick chimneys; and a large 2-story wood-frame outbuilding at the rear. Recent alterations include construction of an exterior brick chimney on the north side elevation (2002); removal of a small one-story addition (its date unknown) at the rear southeast corner of the house; and construction of a new flat-roofed, columned entrance porch on the south elevation (2003-05). The 19,160 sq.ft. (0.44 acre) lot slopes down to the north and east to the water's edge. Site features include grass lawns, mature trees and plantings; a gravel driveway runs along the south property line, and two prefabricated sheds stand between the driveway and the house.

This was the third summer cottage built at Cedar Point. Emma S. and John M. Hull of Providence purchased this property (which consists of three lots) between 1872 and 1875, but waited until 1880 to begin construction on this house; by that time, they had moved to Cranston. Tax records indicate the house was completed in 1881. A building contractor by profession, John M. Hull likely had a hand in this construction, although he may not have lived to use the cottage himself, as he died in late 1880. Emma S. Hull sold this property in 1889 to her neighbors Simeon and Mary A. Gardiner (see 26 Loop Drive); in 1891 the Gardiners conveyed the house to their daughter Ella F. Steere, wife of textile manufacturer Oscar A. Steere of Providence.⁵ (See Section 8 for more details.)

- 26 CLARA W. & JOHN H. CRANSTON HOUSE (1872-1873; alterations, 1990, architect Clifford M. Renshaw). (*Photos 4, 11, 12, 13; also Figure 13.*) A Late Victorian-style single-family dwelling with some Queen Anne and Gothic Revival-style detailing, situated on a small hillock rising above the south side of the roadway, facing roughly east. Building consists of a one and one-half story, front-gable main block that measures

⁴ *Wickford Standard*, June 1, 1894, p. 3. Current owner David Wrenn confirmed that there is physical evidence of historic cedar roof shingles on the original house, visible from inside the attic of the south addition.

⁵ Deed Book 35/Page 255 (1872); DB 35/255, 481, and 483 (all 1874); DB 36/119 (1875); DB 40/150 (1889); DB 40/171 (1891); tax records for Emma S. Hull, 1880-1881. The 1880 federal census indicated that John M. Hull, then a resident of Cranston, was a builder and contractor. Cranston, *Walking in Olde Wickford*, pp. 114-116, provides additional information on the Gardiner and Steere families.

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15 feet by 44 feet; a small, one-and-one-half story ell off the northwest corner of the main block; and a two-story, hipped-roof ell off the southwest corner of the main block that measures 16 feet by 25 feet. All building components are wood frame; have asphalt roofs; rest on brick or concrete foundations; and are sheathed in wood clapboard siding with wood trim, including a belt course above the foundation, slim corner boards, and simple window and door surrounds. Brick chimney at the ridge of the main block. The symmetrical east façade of the main block features a central double door (covered by louvered wood storm doors) within a shallow-pointed-arch opening, flanked by a pointed-arch window on either side. A one-story, hip-roofed, open porch with Queen Anne-style turned posts (no railings), wood deck, and a granite step up to the main entrance, extends across the façade and wraps around portions of the north and south side elevations. Originally, one double-hung 2/2 wood window was centered in the gable end on the second-floor level of the façade; this was altered in 1990 and now features wood-framed glass French doors opening onto a wood balcony with wood and glass railing. The first-floor windows on the side elevations of the main block are 2/2 double hung wood sash with pointed-arch upper sashes; the second-floor windows are small, rectangular, wood two-light sashes with fixed, leaded glass. Historically, two one-story gable-roofed ells stood at the rear of the main house (*Figures 6, 7, and 12*). In 1990, the northwest ell was raised to one-and-one-half stories while the southwest ell was raised to two stories and its footprint was enlarged and set on a concrete foundation. The northwest ell has a shed roof that extends down from the roofline of the main block. The east elevation of the ell includes a secondary entranceway, reached by a short flight of wooden steps, featuring a short segment of wooden railing with Queen-Anne style posts on one side of its wooden landing, and a wood-framed glass door tucked under a simple shed roof with decorative wood brackets. This entryway, as well as the pointed-arch windows on the first and second floor levels of the ell, all appear to have been part of the historic northwest ell.⁶ The southwest ell contains similar pointed-arch windows on the first-floor level of its south elevation, which may also be historic features; other windows are rectangular with wood 2/1 double hung sash. The east elevation of the northwest ell features two gabled wall dormers. The property, composed of four lots totaling 14,213 sq. ft. (0.33 acre), slopes gently down to the east to Loop Drive. Site features include grass lawn, mature trees and plantings, a semi-circular gravel driveway and gravel parking area abutting the western extension of Loop Drive, and a prefabricated shed in the rear southwest corner of the yard.

This was the first summer cottage erected on Cedar Point, built by the son and daughter-in-law of one of the Sherman Farm Plat developers. Clara W. Cranston of Providence purchased the lot on which this house now stands in 1872; her husband John H. Cranston was a paper stock dealer in his father John D. Cranston's Providence firm. Tax records indicate that this house was constructed by 1873. In 1877 Mrs. Cranston acquired four adjacent lots, thus enlarging the property to its present size. In 1885 she sold the land and

⁶ Architectural drawings by Clifford M. Renshaw, 1989-1990.

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the dwelling house to Simeon Brown Gardiner, a North Kingstown farmer, and his wife Mary A. Gardiner. The Gardiners likewise used this cottage in the summer months. Over the next six years they also acquired most of the rest of the vacant land at Cedar Point as well as the Hull House (see 21 Loop Drive), which they later conveyed to their daughter Ella F. Steere, and they also built another house (see 31 Loop Drive) which they conveyed to their daughter Mary A. Holloway.⁷ (See Section 8 for more details.)

- 31 MARY A. & NOAH HOLLOWAY HOUSE (1890; alterations and additions 1996-97 and 2003-04). (*Photos 4, 14, 15, 16.*) A vernacular Late Victorian single-family dwelling with an L-shaped footprint, measuring 24 feet across the façade by 35 feet on its west side, situated on the north side of the roadway, facing roughly south. Two stories; wood frame; cross-gable asphalt roof; stucco-clad masonry foundation. Wood clapboard siding. Wood trim includes a belt course above the foundation, slim corner boards, and window and door surrounds with molded drip caps. Brick chimney with decorative corbeling at the ridge. The house was renovated in 1996-97; alterations included constructing a small hip-roofed wood porch over the front door on the south façade and a wrap-around wood porch at the rear north and west elevations; raising the rear ell to a full two stories, with gable asphalt roof and wood clapboard siding designed to match the main house; and replacing all windows with vinyl-clad units with exterior muntins in a mix of 6/6 double-hung and 6-light single sashes. In 2003-04, a two-story addition with gable roof and vertical board siding was constructed at an angle to the west side of the main house; the addition measures 21 feet on its south side, 14 feet on the west and 30 feet on the north, with an 8 feet-by-8 feet, one-story mudroom at its west end. The 20,001 sq. ft. (0.46 acre) lot slopes down to the north to the edge of the cove. Site features include grass lawn, mature trees and plantings, a gravel parking area and a large one-story gable-roofed shed west of the house, facing the western extension of Loop Drive.

This house, the fourth to be constructed at Cedar Point, was built for Mary A. Holloway, her husband Noah, a farmer, and Mary's son from a previous marriage, John G. Cooke. Mary Holloway's parents Simeon and Mary Gardiner (see 26 Loop Drive) acquired this land between 1886 and 1889, and conveyed it to their daughter in 1890, evidently with the dwelling already constructed. The Holloways lived here for the remainder of their lives; John G. Cooke, who grew up to become a weaver at Hamilton Web Co., occupied his childhood home for many years of his adult life as well.⁸ (See Section 8 for more details.)

⁷ Deed Book 35/Page 205 (1872); DB 38/617 (1875), DB 36/389 (1877).; tax records for John H. Cranston and wife, of 1872-78. The 1880 federal census provided data on John H. Cranston (in Providence) and Simeon B. Gardiner (in North Kingstown).

⁸ Deed Book 40/Page 315 (1886), DB 41/59 (1889), DB 40/155 (1890); tax records for Mary A. Holloway, 1889-1890; building permit records 1996-2004. Cranston, *Walking in Olde Wickford*, pp. 119-120, provides additional information about the Gardiner and Holloway families, and also asserts that this house was originally a barn that was converted to residential use. No primary source documentation confirming the previous existence of a barn was found, but the house has little period ornamentation, which could indicate a previously utilitarian function.

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- 49 CHARLES B. & ADA A. POST HOUSE (1909-1910, alterations 1990, architect Clifford M. Renshaw). (*Photos 17, 18, 19.*) A vernacular Colonial Revival-style single-family dwelling measuring 22 feet across the façade by 30 feet, situated on the north side of the roadway at its westernmost end, facing roughly east. Two and one-half stories; wood frame; front gable asphalt roof; rusticated concrete block foundation. Wood clapboard siding on the first floor, wood shingles on the upper floors. Wood trim includes belt courses above the foundation and first floor level, slim corner boards, decorative shingles in the gable peak of the façade, and window and door surrounds with molded drip caps. Brick chimney at the ridge. The symmetrical three-bay façade has a side-hall entrance and two windows on the first-floor level, sheltered underneath a one-story, hip-roofed, full-width front porch with wood Doric columns, simple wood railings, wood deck and steps. Most windows are wood 2/1 double-hung sash. Alterations done in 1990 included: on the north side elevation, the addition of a bay window and a large wooden deck, accessed by multi-light French doors with multilight sidelights; and on the south side elevation, the addition of a small wooden deck accessed by paired multi-light French doors, and alteration of two first-floor window openings. The 31,114 sq.ft. (0.71 acre) lot slopes down to the north and west to the edge of the cove. Site features include a small area of grass lawn, and many trees and plantings.

Garage (early to mid-20th century): Two-car; 1 story, gable asphalt roof, wood clapboard siding, wood trim, two sets of paired hinged wood double doors on the south elevation; situated just southwest of the house.

This, the final house constructed within the historic district, was built as a year-round residence for a local oyster boat captain and his family. Charles B. Post purchased this land from local carpenter Henry N. Rice in 1908; Rice is believed to have constructed the house. The Post family lived here until 1946.⁹ (See Section 8 for more details.)

⁹ Deed Book 43/Page 458 (1908); DB 78/207 (1946), DB 529/310 (1987); tax records for Charles B. Post, 1908-1910; Cranston, *Walking in Olde Wickford*, pp. 121-122.

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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.)

- A. Owned by a 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT
ARCHITECTURE

Period of Significance

1870-1910

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

John M. Hull

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Cedar Point Historic District meets National Register Criteria A and C on the local level. Under Criterion A, the district represents several broad historical trends that shaped the growth and development of Wickford, North Kingstown and Rhode Island in the late 19th and early 20th centuries. During that period, the increasing industrialization and urbanization of cities like Providence and Pawtucket generated an increasing demand for leisure travel destinations outside of city centers. The introduction of railroad and steamship services in Wickford in 1870-71

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facilitated its emergence as a summer resort. In 1871-72 a group of developers created Wickford's first residential subdivision plat on the 125-acre former John R. Sherman Farm, which was situated on the south side of Wickford Cove within easy walking distance of the new train station. Within that subdivision lay a small self-contained waterfront enclave called Cedar Point, where between 1872 and 1881 three summer cottages (13, 21, and 26 Loop Drive) were constructed. Between 1885 and 1902, various members of an extended family with long-established roots in Wickford acquired all three cottages and built a fourth house (31 Loop Drive) as a year-round residence, creating a family compound that persisted for several decades. The fifth and final house (49 Loop Drive), built in 1910, was also a permanent home for a local family. Under Criterion C, all five houses exhibit characteristics of the Late Victorian or early Colonial Revival periods. Today Cedar Point remains a visually and physically distinctive residential enclave overlooking Wickford Cove and has changed little since 1910; its five dwellings retain their historic setting as well as much of their historic architectural character. The period of significance begins in 1870 with the introduction of railroad and steamship services in Wickford, and it ends in 1910, the year the last of the historic district's five houses was built.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Wickford's Early Development, 1709-1869

Wickford was established in 1709 by Lodowick Updike (1646-1736), the owner of Cocumscussoc Plantation (NR, 1972; NHL, 1993) in what was then called "King's Towne."¹⁰ Updike was the grandson of Richard Smith, who established a trading post at Cocumscussoc in 1637 in order to trade with the Narragansett Indians. The family's holdings at Cocumscussoc grew to comprise some 3,000 acres; during Updike's tenure, the land was worked by tenant farmers, indentured servants, and enslaved people. To facilitate the shipping of agricultural produce and livestock from his own and other southern Rhode Island plantations to Newport, the colony's main seaport at that time, Updike created the first planned community in what is now North Kingstown, on a peninsula about a mile southeast of Cocumscussoc. The peninsula had two important advantages: an excellent natural harbor on Narragansett Bay, and access to two regional overland routes. The Post Road (now, part of R.I. Route 1) ran north-south along the peninsula's western (inland) side and extended through the entirety of Rhode Island into Massachusetts and Connecticut, while the Ten Rod Road (now, part of R.I. Route 102), which had just been laid out in 1703, ran along the southern side of the peninsula before continuing westward into Connecticut.

Upon this singularly well-situated site, Updike laid out a port town named Wickford, with a principal throughfare connecting the waterfront with the Post Road, as well as several side streets. That thoroughfare is now Main Street and West Main Street (West Main is part of R.I.

¹⁰ "King's Towne," founded in 1674, encompassed the present towns of North Kingstown (1722), South Kingstown (1723), Exeter (set off from North Kingstown in 1742), and Narragansett (set off from South Kingstown in 1888).

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Route 1A). Most of Wickford's 18th century development occurred in this area, which now constitutes the north side of the village.

After the Revolutionary War, Wickford's economic base shifted from agriculture to fishing, shipbuilding, and maritime trade – lucrative pursuits that facilitated a boom in new development and cemented Wickford's status as North Kingstown's business, government, religious, and cultural center. Brown Street, which connected Ten Rod Road (now, Phillips Street) with Main and West Main Streets, was laid out along the eastern waterfront in 1795. (Brown Street is now part of R.I. Route 1A.) By 1830 Wickford boasted about ninety houses, numerous businesses, a post office, the Town House, and several banks, churches, and schools.¹¹

During the first half of the 19th century, as Rhode Island's economic base shifted from shipping and trade to manufacturing, so too did North Kingstown's: by 1832, six woolen mills and three cotton mills collectively employed over 200 workers. Eventually about a dozen mill villages came into being, most of them situated on inland rivers and ponds. As the financial and business center of the town, Wickford benefitted from the presence of these local industries, and also had several small manufacturing enterprises of its own, including a goldsmith, a silversmith, two distilleries, a carpet-bag maker, a handloom weaving operation, and a bobbin mill.¹²

In 1843, about half a dozen landowners on the south side of Wickford Cove, frustrated by having to travel an indirect and time-consuming route to reach the village center, initiated the construction of the first bridge across the cove. This group included John R. Sherman (ca. 1799-1872),¹³ whose 125-acre farm had extensive frontage along the cove, including a spit of land known locally as Cedar Point. They successfully petitioned the Rhode Island General Assembly for the right:

...to build and construct a bridge ... to the land of John R. Sherman for their own private use and such others as they should see fit to allow to use said bridge. ... This bridge was not to be a public bridge until a road was laid out ... A temporary right of way was given these subscribers through the [Joseph] Reynolds land until such road should be laid out.¹⁴

¹¹ Wickford Historic District N.R. nomination, Sec. 8, continuation sheets 5-6.

¹² Weiss, p. 16.

¹³ John R. Sherman's 1869 deed of sale for his farm listed his wife Mary as co-grantor, so both of those names were researched in vital statistics and census records to try to identify his birth and death dates. Ancestry.com cites several records relating to a John Reed Sherman collected on the "Ziegler Family Tree:" an 1822 marriage record for John R. Sherman of North Kingstown and Mary Fowler of Jamestown; and Arnold's *Vital Records*, Vol. X, p. 384, noting that John Reed Sherman, age 75, and Mary Sherman, age about 82, died within a few months of each other in 1872. Census records indicate that several people named John R. Sherman (or, John Sherman) lived in North Kingstown and nearby towns during the period 1840-1880; the best matches were found in the 1850 census (John R. Sherman, farmer of North Kingstown, age 51, born ca. 1799, living with wife Mary, age 56, born ca. 1794); and the 1870 census (John R. Sherman, farmer of North Kingstown, age 72, born 1798, with wife Mary, age 78, born 1792).

¹⁴ Lucy W. Reynolds, in a 1929 letter to the editor of the *Wickford Standard* newspaper, quoting the original petition to the General Assembly, a copy of which was in her possession, along with a written agreement regarding the right-

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The 1855 Walling map (*Figure 3*) depicts both the bridge and the (unnamed) road, and the name “J.R. Sherman” appears on the south side of Wickford Cove. The wooden bridge became a public bridge in 1849.¹⁵ The new road, when completed in 1853-54, was called Hamilton Avenue and extended southeast about one-and-one-half miles to the emerging mill village of Hamilton, where the Hamilton Web Co. was located. Eventually, Hamilton Avenue was renamed Boston Neck Road (now part of R.I. Route 1A). These amenities significantly improved access between the village center and its southern environs, but spurred relatively little additional development.

From the decades before the Civil War well into the 20th century, Rhode Island’s booming manufacturing economy generated unprecedented growth in population, jobs, housing demand, transportation improvements, and a rising middle-class with disposable income. But as urban centers like Providence and Pawtucket became more industrialized and crowded, people began to recognize the many health benefits of fresh air, open spaces, and beautiful natural surroundings. This prompted widespread interest in living in suburban areas outside of cities, as well as in recreational opportunities in coastal, mountain, and rural settings – especially in the summertime. As continuing advances in transportation made outlying areas more accessible, these trends had a major influence in Rhode Island and elsewhere.

In 1822, the Rhode Island & New York Steamship Company began operating on Narragansett Bay, offering regular service twice a week between Providence, Newport, and New York City. In 1835, the Boston & Providence Railroad opened, and two years later, the Providence & Stonington Railroad extended the railway into southeastern Connecticut, eventually providing connections to New York City. The Providence & Stonington tracks passed through North Kingstown a few miles west of Wickford village: close enough for the depot to be called “Wickford Station,” but far enough away that passengers had to use a stagecoach service or arrange private transportation between the depot and the village. As railway services continued to expand throughout New England and beyond, several rail and steamship companies joined forces to provide interstate networks offering year-round services between New York, Providence, Newport, Boston, Fall River, Massachusetts, and New London and Stonington, Connecticut.¹⁶

By the 1840s, Newport was fast becoming a favorite summertime destination for the well-to-do. In the post-Civil War era, with the leisure travel industry gaining in popularity, summer resorts catering to people of all economic classes appeared in many other locations on Narragansett Bay, offering bathing beaches, marinas, amusement parks, campgrounds, picnic and clambake sites, shore dinner halls, hotels, and summer cottages. Most of these resorts could be reached by train.

of-way through Joseph Reynolds’ land, which some of his descendants subsequently built as Hamilton Avenue in 1853-54.

¹⁵ Cranston, “The View from Swamptown” (online, unpaginated). The 1843 bridge is long gone, but the present Clarence L. Hussey Bridge (1929) is in the Wickford Historic District (NR, 1974).

¹⁶ Dayton, pp. 176-188.

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As of about 1870, seasonal day-trip excursions by steamboat departed from Providence to locales like Bullock's Point in East Providence, Rocky Point in Warwick, Narragansett Pier in South Kingstown, and Block Island.¹⁷

In Wickford, the introduction of railway and steamship services was prompted by demand for a faster and more direct route from New York City to Newport. Previously, the best available options were to go first by train to Providence, then by boat to Newport; or, for those traveling by rail only, to change trains in Providence and again in Fall River, Massachusetts for the final leg of the journey to Newport. To remedy this situation, in 1864 the Rhode Island General Assembly approved a charter allowing a spur line to be built in North Kingstown, from the main line of the New York, Providence & Boston Railroad eastward to Wickford village. In 1869, Newport voters approved \$50,000 in capital for a steamship line connecting directly with the new railway in Wickford. The following year, a group of New York investors including Cornelius Vanderbilt II and Frederick Vanderbilt incorporated the Newport & Wickford Railroad and Steamship Company, which promptly began planning and construction of three and a half miles of tracks, a new depot on Hamilton Avenue just south of the bridge over Wickford Cove, and a new steamship dock called "Wickford Landing," near the lighthouse on Poplar Point overlooking Wickford Harbor.¹⁸

Although both the new railway and the Hamilton Avenue depot are depicted on the 1870 Beers atlas (*Figure 4*), the line was not yet fully completed at that time. It opened in June of 1871, providing passenger and freight service on a schedule coordinated with that of the main line (a new, larger depot called "Wickford Junction" opened in 1873), and passing through the mill villages of Lafayette and Belleville en route to Wickford. A month later, the steamer *Eolus* made its maiden voyage from Wickford Landing to Newport's Commercial Wharf, with 140 passengers enjoying the luxuriously appointed vessel. Travel time between Wickford Junction and Newport could be as short as one and a half hours, generating high demand for this service, and soon the steamship was making five round trips per day in the peak of the summer season. By the 1880s, Newport-bound railway passengers could ride in a specially reserved first-class car (or their own private rail car) from New York to Wickford Junction, where the car would be hooked up to a Newport & Wickford locomotive for the last leg of the journey to Wickford Landing: no change of train required.¹⁹

A modernized transportation infrastructure benefitted the local economy, increased Wickford's popularity as a visitor destination in its own right, and enhanced its potential for suburban living. Some forward-thinking investors recognized this potential before any railroad track had been laid. In January of 1869, Benjamin P. Tucker of Braintree, Massachusetts purchased John R. and Mary Sherman's 125-acre farm on the south side of Wickford Cove for \$4,000.²⁰ The name

¹⁷ Dayton, p. 218.

¹⁸ Wallin (unpaginated).

¹⁹ Wallin (unpaginated); Carter, p. 17; Simister, p. 73.

²⁰ Deed Book 34A/Page 200.

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“B.P. Tucker” appears on the 1870 atlas (*Figure 4*) just south of the Newport & Wickford railway, which, as previously noted, was still under construction that year. According to the 1870 U.S. census, Tucker lived in Braintree and worked in a flax mill. His motivation for purchasing a farm over 60 miles away from his home appears to have been an investment decision prompted by Wickford’s pending transportation improvements, because he only held the property for two and a half years (no record was found of him living in North Kingstown during that time), then sold it at a profit of over one hundred percent.

Also in 1869, a Providence businessman named John Dyer Cranston (1816-1880) began to buy property in Wickford. Cranston, a North Kingstown native whose ancestral roots there dated back over two centuries, was a founding partner in the Providence firm of Goff, Cranston & Brownell, manufacturers and dealers in paper stock and wadding, and President of the Citizens Savings Bank. He was also involved in North Kingstown civic affairs, including the Washington Agricultural Society and the Sons of Temperance, and he later served as State Senator from North Kingstown (1873-74). According to a biographer, John D. Cranston made Wickford his permanent home in 1869, “removing to Providence temporarily during the winter months,”²¹ The exact location of this home could not be confirmed because Cranston and his wife purchased several pieces of property in Wickford between 1869 and 1871, but the land they acquired in 1869 was situated between Phillips Street and the north side of Wickford Cove.²² The 1870 map shows the name “J.D. Cranston” just south of Phillips Street (*Figure 4*). Across the cove from Cranston’s land lay the former John R. Sherman Farm, which soon became John D. Cranston’s next acquisition, setting the stage for the future development of the Cedar Point Historic District.

The Sherman Farm Plat and Residential Development at Cedar Point: 1870-1900

Although the railway began construction in 1870, negotiating with multiple landowners to secure a mere three and a half miles of right-of-way apparently took many months; not until April 1871 did the Newport & Wickford Railroad & Steamboat Company purchase from Benjamin P.

²¹ National Biographical Publishing Co., pp. 241-242. This bio also noted that Cranston had been married three times: first, to Amey S. Aldrich of Scituate, with whom he had one son, John Henry Cranston (see 26 Loop Drive); second (after Amey died), to Carrie [Susan Caroline] Gardiner; and finally (after Carrie died), to Amelia W. Ham. The 1870 census listed John D. Cranston as a resident of Providence, living with Susan C. Cranston (she was 21 years younger than he, which apparently caused Ancestry.com to misinterpret their relationship as father and daughter) and John H. Cranston. The Find A Grave website has a photo of John D. Cranston, and confirmed that he, Amey, and Susan Caroline were all buried at Swan Point Cemetery in Providence. The widowed Amelia Cranston was mentioned in several deeds of the 1880s related to lots in Cedar Point.

²² Many North Kingstown land evidence records of this period are difficult to read (damaged original documents, poor-quality photocopies), but as best could be determined, in April 1869 John D. Cranston’s wife Susan C. Cranston purchased a ten-acre parcel with dwelling house and farm buildings, which was bounded in part northerly on the Ten Rod Road (now, Phillips Street) and easterly on the salt water cove (Deed Book 34-A/351); and in April 1871 she bought an additional 5 acres to the west (DB 35/50). This information is consistent with the placement of the name “J.D. Cranston” on the 1870 map (*Figure 4*). John D. Cranston’s first recorded purchase of land in North Kingstown was 3 acres that he bought in 1870 (DB 34-B/676); he apparently added to that parcel in 1871 (DB 35/8), but both parcels’ boundary descriptions indicate they were located elsewhere in town.

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Tucker a strip of land five rods (82.5 feet) wide, curving across the former Sherman Farm just south of Cedar Point. The railway opened that June, and a few weeks later, on July 3, 1871, Tucker sold the 125-acre Sherman Farm (minus the railroad right-of-way) to four buyers: William H. Allen and James Eldred, both of Wickford, and John D. Cranston, and Archibald B. Rice, both of Providence. Their purchase price was \$8,000: twice what Tucker had paid two and a half years earlier.²³

John D. Cranston was probably the linchpin of this real estate partnership. Through his Wickford connections, Cranston surely had become acquainted with local businessmen William H. Allen (1820-1890), a commercial woolen merchant, and James Eldred (1811-1883), a jewelry manufacturer, and likely introduced them to his Providence neighbor Archibald B. Rice (1829-1899), a lumber dealer.²⁴ As successful businessmen, all four would have recognized the potential investment value of 125 acres of open land adjacent to the new railroad in Wickford.

Soon after buying the former Sherman farm, its new owners hired civil engineer John Howe to draw up Wickford's first suburban subdivision plan.²⁵ Its original title was "A Plat of Cottage and Villa Lots belonging to John D. Cranston and others, surveyed and platted by J. Howe, June 1872."²⁶ Perhaps deliberately, the name of this plat evoked Andrew Jackson Downing's popular book *Cottage Residences: A Series of Designs for Rural Cottages and Cottage Villas and their Gardens and Grounds*. First published in 1842, *Cottage Residences* offered detailed plans (illustrated by Alexander Jackson Davis) for rural farmhouses, cottages for working people, suburban dwellings, and villas for the wealthy, all in picturesque styles such as Gothic Revival and Italianate, and all intended to harmonize with natural landscapes. Downing (1815-1852), a renowned architect and landscape architect as well as the author of numerous publications, remained one of America's most influential architectural tastemakers long after his death. His design philosophy meshed perfectly with the aspirations of those seeking a suburban lifestyle, and *Cottage Residences* (along with Downing's later book, *The Architecture of Country Houses*, first published in 1850), was repeatedly updated and reprinted; a new edition came out in 1873, the year after the Sherman Farm Plat was recorded.

²³ Deed Book 35/Pages 548 and 559.

²⁴ The 1870 census lists two men named James Eldred in North Kingstown: one, a mason, and the other, a jewelry manufacturer, born a year apart. The jewelry manufacturer's wife was Rhoda A. Eldred; as a widow, she was a grantor in some deeds of the 1880s related to Cedar Point. That census also indicated that John D. Cranston and Archibald B. Rice lived next door to each other in Providence, and additionally listed William H. Allen as a resident of Providence. But deeds related to lots in Cedar Point from the early 1870s repeatedly referred to William H. Allen's place of residence as North Kingstown, so apparently, he split his time between there and Providence, as did John D. Cranston. Arnold, p. 181, noted William H. Allen's death in 1890.

²⁵ No earlier suburban housing subdivision plats were found in the Town Clerk's online plat map index.

²⁶ The original "Cottages and Villas" plat map was not found at the North Kingstown Town Clerk's office, but that title is referenced in multiple early deeds related to Cedar Point. The map was rerecorded in 1946 on Plat Card 503 with a new title: "Plan of the J.R. Sherman Farm;" that version was used in preparing this nomination.

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In addition to being situated near a scenic waterfront, the Sherman Farm plat (*Figure 5B*) lay within easy walking distance of the new railway depot on Hamilton Avenue, and its layout followed a standard streetcar-suburb grid plan (modified for the topography). The railroad right-of-way cut across the plat, separating Cedar Point from the rest of the subdivision. South of the railroad line, several blocks of new streets were laid out in a rectilinear grid pattern. Within this grid, 232 numbered house lots, typically rectangular and 5,000 sq. ft. in size, were laid out, principally in the eastern part of the plat closest to the railway station, but also along the entire length of Prospect Avenue, which provided direct access to that station.

Within Cedar Point, 26 numbered house lots (4,000 to 5,000 sq. ft., on average) were laid out around a self-contained roadway named Circle Avenue that had two short arms extending from a small circle (*Figure 5A*).²⁷ Taking advantage of Cedar Point's waterfront setting, all but nine of the house lots had frontage on the cove. The only way to reach Cedar Point by land was via a pedestrian crossing over the train tracks, but a gangway was also provided on the north side of the point, presumably for a boat landing and footpath to Circle Avenue. (This gangway is now part of Loop Drive.) While the proposed density of housing construction on Cedar Point never materialized, the roadway itself and the arrangement of house lots around it have remained largely intact, although some of the original 26 lots have been merged in recent years.

Shortly after the plat map was drawn up, its developers began selling house lots in Cedar Point: in August and September 1872, various buyers snapped up eighteen of the twenty-six lots. Each buyer was from Providence, and apparently most were real estate speculators, who held their lots for a brief time and then sold them to others (sometimes, back to the original developers). Each lot had a deed restriction prohibiting the sale of "spiritous or intoxicating liquor" on the premises, and a warning that "failure to comply shall render the deed null and void."²⁸ John D. Cranston's involvement with the local temperance movement likely prompted that constraint.

Cedar Point's tree-shaded and tranquil waterfront setting, secluded but conveniently situated only a few minutes' walk from Wickford's rail depot and its central business district full of shops and colonial-era historic buildings, undoubtedly enhanced this little enclave's allure as a summertime retreat. The first three houses built at Cedar Point were summer cottages.

The first cottage, the Clara W. and John H. Cranston House (now 26 Loop Drive) (*Photo 11*), belonged to John D. Cranston's son and daughter-in-law. John H. Cranston (1845-1922) was a cotton dealer at his father's firm of Goff, Cranston & Brownell, and he lived with his father and stepmother in Providence both before and after his 1871 marriage.²⁹ Clara W. Cranston (1846-1903) was one of the early buyers at Cedar Point: in September 1872 she paid one dollar for Lot

²⁷ Note that the lot numbers 1 through 26 also appear in the main subdivision. Deeds uniformly referenced Cedar Point to identify the Lots 1 through 26 in that specific area.

²⁸ North Kingstown land evidence records.

²⁹ Census, city directory, and marriage records on Ancestry.com. John H. Cranston was consistently listed in directories as a Providence resident for the entire time his wife Clara owned the property at Cedar Point.

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24, an inland lot on the south side of the circular part of Circle Avenue. Tax records indicate that the house was built by 1873: a 1-1/2 story, wood-frame, Late Victorian-style cottage with some Queen Anne-style detailing on the front porch and Gothic-Revival-inspired pointed-arch front doors and first floor windows. The Cranstons and their (unknown) architect or builder likely consulted one or more widely available pattern books of house designs and chose what suited them; elements from different historicist styles were often mixed together to suit homeowners' personal tastes and budgets. Facing east toward Wickford Cove, the house had an unobstructed water view (notwithstanding any trees) for the few years that it stood alone on Cedar Point. In 1877 Clara W. Cranston acquired Lots 23, 25, and 26 (all vacant lots adjacent to Lot 24), thus enlarging the property to its current size. The Cranstons owned this house until 1886.

To gain a much-needed vehicular access to Cedar Point, the developers petitioned the Rhode Island General Assembly for permission to construct a second bridge over Wickford Cove. This was approved in May of 1873:

Voted and Resolved: That the said John D. Cranston, A.B. Rice, James Eldred, and their associates, be and hereby are authorized to erect and maintain a bridge across an arm of a salt water cove at Wickford, in said North Kingstown, from the point known as Cedar Point to Bates' Point, for the purpose of connecting by a public highway the "Ten-rod Road," so called, with that part of the village aforesaid known as South Wickford. Said bridge to be twenty-four feet clear span, as high from mean water low mark as the carriage bridge that crosses said cove below said proposed bridge, and leaving the channel in said cove unobstructed by the abutments or piers that sustain and support said bridge.³⁰

"Bates Point" is not identified on either the 1855 or 1870 maps (*Figures 3 and 4*), but this resolution clearly refers to the bridge that was subsequently constructed between Cedar Point and the north side of Wickford Cove, as depicted on both the 1888 Bailey map and the 1895 Everts & Richards atlas (*Figures 6 and 7*). A wooden bridge in that location, dubbed "Cranston's Bridge," is seen in an early 20th century historic photo (*Figure 9*). However, the "public highway connecting to the Ten Rod Road" turned out to be a private access road that angled along the shoreline from John D. Cranston's land on the south side of that road to the bridge. (Part of the Ten Rod Road was renamed Phillips Street in 1873 – but apparently, not before the General Assembly's vote to approve this bridge.³¹) Both the 1888 and 1895 maps show the northern end of the access road to Cedar Point located on private property, and not directly connected to Phillips Street.

The second summer cottage to be constructed at Cedar Point, shortly after the new bridge was completed, was the Charles H. and Julia L. Hunt House (now 13 Loop Drive) (*Photo 5*), on a waterfront lot on the east side of Circle Avenue. Charles H. Hunt (1841-1910) bought Lot 5 at

³⁰ Acts and Resolves of the R.I. General Assembly, May 1873, Resolution No. 39, pp. 238-239.

³¹ Deed Book 38/471, which relates to the former John D. Cranston property on the north side of the cove, verified that the name "Phillips Street" was in use by 1873.

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Cedar Point in 1875; the house was built by 1878. Hunt was a Providence police officer with a wife and young daughter when he bought this land; during the five years that he owned this property, the family resided primarily in Providence, and Hunt became Chief of Police of the capital city.³² The Second Empire or Mansard style was very popular in the 1870s. The Hunt cottage at Cedar Point is a modest version of the style: a small 2-story wood-frame mansard-roofed cottage with a front porch facing the road. The site sloped down to the cove shoreline, allowing for a walk-out basement level at the rear, an enclosed back porch on the main level overlooking the cove (*Figure 10*), and a terraced yard. The Hunts owned this house until 1880.

The third summer cottage built at Cedar Point was the Emma S. and John M. Hull House (now 21 Loop Drive), constructed in 1880-1881 on a waterfront lot on the east side of Circle Avenue, just north of the Hunts' cottage (*Photo 8*). In September 1875, Emma S. Hull (1849-1898) of Cranston purchased Lot 6, on which this cottage was later built; she had purchased the adjacent Lots 7 and 8 the previous year. Her husband John (1847-1880), a builder and contractor, likely constructed this cottage himself. Like the Hunt cottage next door, the Hulls' 2-story wood-frame Late Victorian-style dwelling faced Circle Avenue and overlooked the cove from the back. But the Hull house had a very different architectural character, with its cross-gable roof and its distinctive bargeboard trim with stickwork in the gable roof ends (*Figure 11*). Given his profession, John M. Hull probably had numerous architectural pattern books in his own library from which to draw inspiration for this design, as well as the woodworking skills to execute the unique ornamentation. Hull died unexpectedly in December 1880 at the age of 33 and may not have lived to see his Cedar Point cottage completed. As a widow with four young children, Emma S. Hull continued to own and use this cottage as a summer residence until 1889.³³

Two notable events occurred in 1885: Miss Georgianna S. Pettey of Fall River, Massachusetts bought the Hunts' former cottage and soon introduced short-term summer rentals; while Wickford residents Simeon B. and Mary A. Gardiner purchased the Cranstons' cottage and began to create a family compound at Cedar Point.

Georgianna S. Pettey (1843-1907) evidently had relatives in Wickford, which may be how she discovered Cedar Point.³⁴ She bought the former Hunt cottage (now 13 Loop Drive) in May of

³² Census, city directory, and marriage records on Ancestry.com. Charles H. Hunt obituary, *Boston Globe*, July 19, 1910, p. 1.

³³ Census and city directory records on Ancestry.com; R.I. Historical Cemetery Commission website; Find A Grave website.

³⁴ Ancestry.com had incomplete information about Georgianna S. Pettey. The 1860 U.S. Census lists "Georgiana" S. Pettey at age 16 (born about 1844), a spooler, living with her parents Isaiah B. and Sarah Pettey in Fall River. No unmarried female named Georgianna S. Pettey (or several variant spellings of the first or last name) was found in the 1870 or 1880 census in Massachusetts, Rhode Island, or a general search of all U.S. records. The 1900 U.S. Census lists Georgianna S. Pettey at age 55 (born 1844) living in North Kingstown next door to Oscar A. Steere at Cedar Point. Her 1907 death in Tiverton, Rhode Island was acknowledged in an obituary in the *Fall River Globe* on January 4, 1908, p. 10. Cranston, *Walking in Olde Wickford*, pp. 112-113, has additional information about Miss Pettey.

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1885, and while she used the cottage herself, she also sought to derive an income from it. In early 1886 an enticing advertisement appeared in the *Providence Journal*:

TO LET – At Cedar Point, Wickford, R.I., for the season, a nicely furnished house, parlor organ included, within five minutes’ walk of depot and Newport boat; good boating, bathing, and fishing close to the door; three piazzas facing the water, and all surrounded by beautiful cedar grove, just the place for children. Address Miss Georgie S. Pettey, Cedar Point, Wickford.³⁵

A few months later came another, briefer advertisement with an even more alluring headline:

PARADISE OR CEDAR POINT. Cottage to Let, nine furnished rooms, five minutes’ walk of depot, \$30 per month, call on or address Miss Georgie S. Pettey, Cedar Point, Wickford.”³⁶

Notably, both ads emphasized the easy access to Cedar Point by public transportation, and the first ad’s reference to family fun also made it clear what type of renters were being sought. (The marketing strategy apparently worked, as for several years Miss Pettey reportedly had as regular summer renters a family with a young child, who occupied the cottage’s basement level and part of the first floor.³⁷) Over the years, Miss Pettey repeatedly advertised seasonal rentals at her “Cedar Point Villa” in both the *Providence Journal* and the weekly *Wickford Standard* newspapers (*Figure 12*). As best could be determined, that moniker (which harkened back to the original name of the Sherman Farm plat), was only used during Miss Pettey’s ownership, but it appeared not just in the rental advertisements but also in occasional references in the *Wickford Standard* to summer visitors’ activities, such as:

On the occasion of Miss Georgie Pettis’ [*sic*] birthday there was a clambake, prepared by Daniel Northup, at her Cedar Point Villa. The guests [over a dozen, some from as far away as New York City, and Washington, D.C.] ... brought numerous presents of jewelry etc.; and all report a very enjoyable time.³⁸

In 1887 Georgianna Pettey bought Lots 1, 2, 3, and 4 in Cedar Point, all of which were vacant lots to the south of her cottage. (The present property at 13 Loop Drive consists of what were Lots 4 and 5, and a small portion of Lot 3).

³⁵ *Providence Journal*, March 9, 1886, p. 2. Since this ad was published in late winter but gave Miss Pettey’s address as Cedar Point, she may have divided her time between Fall River and Wickford in the off season as well as during the summer.

³⁶ *Providence Journal*, June 13, 1886, p. 4.

³⁷ Cranston, *Walking in Olde Wickford*, p. 112.

³⁸ *Wickford Standard*, August 24, 1889, p. 3.

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The 1888 Bailey map (*Figure 6*), which provides a “bird’s eye” view of Wickford, illustrates the three existing cottages at Cedar Point at that time (now, 13, 21, and 26 Loop Drive), along with the bridge across Wickford Cove and its shoreline access road.

Meanwhile, in February 1885, Simeon B. and Mary A. Gardiner purchased Clara and John Cranston’s summer cottage (now 26 Loop Drive) along with its associated land (Lots 23, 24, 25, 26), plus Lot 16 on the north side of Circle Avenue. Simeon Brown Gardiner (1827-1910), a farmer, and his wife Mary (1832-1898) were long-time residents of North Kingstown and owned extensive other property, including their regular residence and farm, so they apparently bought the Cedar Point cottage as a summer retreat. (A brief note in the local newspaper mentioned Simeon Gardiner receiving visitors at Cedar Point in July of 1896.)³⁹

The Gardiners had several grown children and at least one grandchild by 1885, which may have given them the idea to create a family compound at Cedar Point. Between 1885 and 1889, Simeon and Mary Gardiner acquired most of the rest of the vacant land at Cedar Point, and in 1889 they also bought the former Hull cottage (now 21 Loop Drive).⁴⁰ By 1891, the Gardiners’ daughters Ella F. Steere and Mary A. Holloway and their families had become Cedar Point residents (one on a seasonal basis, one permanently), and the extended family owned three of the four houses there.

A brief notice in the *Wickford Standard* in August 1889 reported that “Mrs. J.M. Hull has returned to Auburn [her home in Cranston], and Oscar Steere and family have moved into the cottage formerly occupied by her at Cedar Point.”⁴¹ Oscar A. Steere (1850-1914) had grown up in North Kingstown; he married Ella F. Gardiner (1855-1923) in 1873.⁴² At the time of his marriage, Oscar Steere worked at Hamilton Web Co. in the mill village of Hamilton, just a short distance from Wickford. His technical expertise in the manufacture of cotton webbing, including several innovations in loom design, eventually led to him partner with Hamilton Web’s general superintendent, Charles Sisson, and bookkeeper Willis Harkness White, to form the Hope

³⁹ *Wickford Standard*, July 10, 1896, p. 3. In the 1900 U.S. census of North Kingstown, none of the Gardiners’ neighbors matched the names of people known to have owned property at Cedar Point, so their permanent domicile clearly was elsewhere in town. (The 1890 federal census records for Rhode Island do not survive.) The earliest available town directory, published in 1907, listed Simeon B. Gardiner living on the Post Road east of West Main Street in Wickford.

⁴⁰ Deed Book 38/264 (Mary A. Gardiner bought Lots 20, 21, and 22 at Cedar Point in 1885); DB 40/12 (Mary A. Gardiner bought Lot 19 at Cedar Point in 1886); DB 40/315 (Mary A. Gardiner bought Lots 10, 11, 13, 14, and 15 at Cedar Point in 1886); DB 40/150 (Emma S. Hull sold Lots 6, 7, and 8 with dwelling house in Cedar Point to Simeon B. and Mary A. Gardiner in 1889); DB 41/59 (Simeon B. Gardiner bought Lot 12 in Cedar Point in 1889).

⁴¹ *Wickford Standard*, August 31, 1889, p. 2. Note that in its July 20, 1889 edition, p. 2, this same paper reported that “Oscar Steere and family have built a summer cottage at Cedar Point and proposed to occupy it for the rest of the summer season.” No primary source records were found indicating that the Steeres built a house at Cedar Point in 1889 (or at any other time), only that they acquired an existing cottage (now, 21 Loop Drive) in 1891.

⁴² Oscar and Ella Steere’s 1873 marriage date was noted in the 1900 U.S. census of North Kingstown; neither Steere is listed as living anywhere in Rhode Island in the 1880 census (the 1890 federal census records for Rhode Island do not survive).

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Webbing Company in Providence. During the same summer of 1889 when the Steere family rented the Hull cottage at Cedar Point, Hope Webbing incorporated as a stock company capitalized at \$100,000 and was in the process of buying land in Pawtucket where their plant (NR, 2006) could expand its manufacture of products such as boot and shoe straps, carpet bindings, trimmings for women's undergarments, and, most profitably, electrical machinery insulation. Boosted by Oscar A. Steere's continued technological innovations, Hope Webbing Company became one of Rhode Island's major manufacturers, expanding its Pawtucket plant and producing as much as 1.5 million yards of narrow fabric annually by the end of the 1890s.⁴³

After the Steere family rented the Hull cottage in the summer of 1889, Simeon and Mary Gardiner purchased it in November of that year, and then conveyed it to their daughter Ella F. (Gardiner) Steere in October 1891.⁴⁴ This cottage (now 21 Loop Drive) became one of three residences where the Steeres divided their time for several decades, along with one home in Pawtucket and another on the Post Road in North Kingstown. The *Wickford Standard* occasionally noted the family's comings and goings (e.g., on July 15, 1892: "Oscar Steere of Pawtucket occupied his summer residence on Cedar Point this week.").

As the Steeres settled into a summer routine at Cedar Point, in April 1890 Simeon and Mary Gardiner conveyed part of their land on the north side of Circle Avenue, with a dwelling house on it (now 31 Loop Drive) (*Photo 15*), to another daughter, Mary A. (Gardiner) Holloway.⁴⁵ Deeds indicate that the Gardiners built this house as a permanent residence for Mary, her husband Noah Holloway, and Mary's son by her first marriage, John Cooke. Of the four late 19th century Cedar Point houses, the Holloways' seems to have had the least ornamentation, although its massing and proportions evince its Late Victorian origins. Mary A. Holloway (1851-1924) was considerably younger than her husband: the 1880 census of North Kingstown lists Noah Holloway, a farmer, age 50, living with his wife Mary A. Holloway, age 29, and son "John C. Holloway," age 8 (that child was actually Noah's stepson, John Cooke).⁴⁶ The Holloways lived in this house for the remainder of their lives; John Cooke, who had a long career as a weaver at Hamilton Web. Co., also lived there for many years.

⁴³ Hope Webbing Company Mill National Register nomination, Sec. 8, pp. 2-4. Cranston, *Walking in Olde Wickford*, pp. 114-116, has more information about Oscar Steere's business ventures.

⁴⁴ Deed Book 40/150 (Emma S. Hull to Simeon B. and Mary A. Gardiner, Nov. 6, 1889) and DB 40/171 (Gardiners to Ella F. Steere, wife of Oscar A. Steere, Oct. 10, 1891).

⁴⁵ DB 40/155, April 25, 1890. This transfer to Mary Holloway included Lots 10, 11, 12, and 13. As of 1891, only Lots 9, 17 and 18 in Cedar Point, all of them vacant, remained outside of the extended Gardiner-Steere-Holloway families' ownership.

⁴⁶ Marriage records were not found on Ancestry.com for either of Mary A. Gardiner's marriages; neither was a birth record found for her son John Cooke. Whether Noah Holloway ever formally adopted John Cooke is unknown, but Cooke kept his birth name for his entire life. The Rhode Island Historical Cemeteries Commission database lists Noah Holloway, Mary A. Holloway, and John G. Cooke all buried at Elm Grove Cemetery in North Kingstown; birth and death dates were not recorded there for Noah or John.

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In the early summer of 1894, the *Wickford Standard* announced that “Oscar Steere is building a large addition to his residence at Cedar Point.”⁴⁷ This was a two-story, hip-roofed addition on the south side of the original house, seen in historic photos (*Figures 10 and 11*). Steere evidently also built a large wood-frame outbuilding behind his cottage around the same time, which is also seen in historic photos but is no longer extant.

The 1895 atlas (*Figure 7*) shows four houses standing at Cedar Point, owned by Mrs. [Miss] G. Pettay (13 Loop Drive), O.A. Steere (21 Loop Drive, with rear outbuilding; actually owned by Ella Steere), S.B. Gardiner (26 Loop Drive), and N. Holloway (31 Loop Drive, actually owned by Mary Holloway). That map also shows the northern end of the access road to Cedar Point located within property owned by Dr. George C. Soule (the former J.D. Cranston property) on the north side of Wickford Cove.⁴⁸ Circle Avenue is not named on this map, nor does its configuration match that depicted on the 1872 plat map: instead, an unnamed roadway ran from the bridge southward through Cedar Point, crossed the railroad tracks, and continued (along the alignment of what is now Lindley Avenue) to Prospect Avenue in South Wickford. Depicted in dotted lines, this roadway may have been more of a cart path than a formal road at that point. The looping configuration of Circle Avenue does appear in an aerial photo from 1939 (*Figure 8*), so the roadway had assumed its present alignment by then, if not earlier.

Oscar and Ella Steere, in addition to being regular summer visitors at Cedar Point, were founding members of the Union Gospel Mission Church in Wickford, formed in November 1896 with Oscar Steere as treasurer. They donated land on the north side of Phillips Street on which a simple structure called Church of the Emmanuel was constructed in 1899. The Steeres remained actively involved with this church for the rest of their lives.⁴⁹

Wickford’s heyday as a summer resort community continued into the 20th century. As with the three earliest cottages at Cedar Point, some of Wickford’s regular seasonal residents built their own homes, such as the John Carter Brown House, a High Victorian-style mansard-roofed mansion on North Quidnessett Road (1872; NR, 1974). Other visitors bought up some of the existing houses in the village center or rented rooms from local residents. Wickford’s first hotel, the Cold Spring House, was built in 1881 and quickly expanded to 75 rooms; it was located within walking distance of the village train depot, as were other smaller inns like Bayview

⁴⁷ *Wickford Standard*, June 1, 1894, p. 3

⁴⁸ Deed research did not establish a direct chain of title from Susan C. or John D. Cranston to George C. Soule. Anne C. (Mrs. George) Soule purchased 18 acres of land on the south side of Ten Rod Road in 1884 from Joseph Warren Gardiner and Nannie S. Gardiner (Deed Book 38/549); the Gardiners had purchased that same tract in two parcels from Wickford Savings Bank in 1873 (DB 38/471). Wickford Savings Bank was a grantee in dozens if not hundreds of real estate transactions over several decades in this period; all of the bank’s purchases between 1869 and 1873 were checked, and none could be traced directly to Susan C. or John D. Cranston. But G. Timothy Cranston, in *Walking in Olde Wickford*, pp. 123-125, refers to the Soule property as “the old Johnny Cranston place,” and published the same photo of “Cranston’s Bridge” seen in *Figure 9*.

⁴⁹ *Wickford Standard*, February 17, 1899, p. 2; Cranston, *Walking in Olde Wickford*, p. 110. The former church, now a commercial office building at 145 Phillips Street, is in the Wickford Historic District (NR, 1974).

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Manor, The Beachwood, and Wickford House.⁵⁰ In 1889, the *Wickford Standard* published two lengthy editorials promoting Wickford's charms as a summer vacation destination:

Our locality is particularly blessed with all that a resident of the city should require for the vacation season. It has a delightful climate, the extreme heat of the summer being tempered with breezes from the bay. It is abundantly supplied with water, both fresh and salt, where those of piscatorial tastes can enjoy themselves to their heart's content. It abounds in pleasant beaches where one can go in bathing without the least fear. It may lack the breakers of Newport and Narragansett Pier, but it furnishes pleasanter and safer bathing. Then its numerous coves furnish not only picturesque bodies of water dotted with islands and capes, but a safe and pleasant place for amateur oarsmen and ladies to row about without the shadow of danger. In most places that bid for summer visitors the seashore is all the inducement offered, but one only has to look up our Main Street with its over-arching trees to see a beauty of verdure that but few places possess.⁵¹

Our location again is another inducement, almost on the direct line of the railroad between Boston and New York, a person can get here easily without any of those vexatious "changing of cars" which often makes travel a burden to females. It likewise is situated within easy access of Newport, with its multitude of summer visitors, being connected therewith by steamboat with several trips a day. One can go to our summer capital and enjoy a day's pleasure, then return to the quiet village for a night's repose. Then we are situated within a few miles of Narragansett Pier and the drive thereto is one of the pleasantest that the State affords. ... [T]here is nothing that is supposed to be attractive to summer visitors that this village does not possess. That the public are finding out its advantages is evidenced by the increased patronage it receives each year.⁵²

In addition to its natural charms, Wickford boasted several visitor attractions including picnic spots at Twin Beeches near the train depot; "The Hummocks" in nearby Hamilton village, an open-air restaurant famous for clambakes and shore dinners; the Poplar Point lighthouse (NR, 1988); and several historic sites from the pre-colonial and colonial eras.⁵³

In 1899 the Seaview Railroad trolley line opened between Narragansett Pier and East Greenwich, with a stop at the train depot in Wickford village, giving visitors yet another quick and easy way to get to and around North Kingstown. The trolley service operated until 1920, while the Newport & Wickford Railroad and Steamship Company continued in business until 1925.⁵⁴ By that time, automobile use was coming into vogue, which opened up opportunities for areas of

⁵⁰ Weiss, p. 15; Cranston, *North Kingstown 1880-1920*, pp. 24-28.

⁵¹ *Wickford Standard*, May 18, 1889, p. 2.

⁵² *Wickford Standard*, July 20, 1889, p. 2.

⁵³ Cranston, *North Kingstown 1880-1920*, pp. 31-42.

⁵⁴ Wallin (unpaginated); Croilus, p. 32; Weiss, pp. 24-26.

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open land elsewhere in North Kingstown, such as at Plum Beach, Saunderstown, and Quonset, to be developed with several new “summer colony” plats of small cottages from the 1920s through the 1940s.

Cedar Point in the 20th century

In 1902, Oscar Steere bought his next-door neighbor Georgianna Pettey’s cottage and all of her land (which now included not just Lot 5, but Lots 1, 2, 3 and 4 to the south).⁵⁵ This brought all four houses, and 23 of the original 26 Cedar Point lots (excluding Lots 9, 17 and 18), under the collective ownership of the Steere, Gardiner, and Holloway families.

In 1904, Oscar Steere purchased a portion of Anne C. and Dr. George C. Soule’s farm, situated across the cove from Cedar Point. Steere’s acquisition lay directly north of the Cedar Point bridge and extended northward to Phillips Street. Although much of it was wetlands, this parcel had enough high ground to enable construction of a driftway, or private lane, leading from Phillips Street to the bridge. As the Steere family owned this parcel until 1947, and the driftway with its distinctive S-curve can be seen in a 1939 aerial photo (*Figure 8*), it was constructed either at the behest of Oscar Steere himself or his heirs. (Today this parcel is identified as Lot 46 in Assessor’s Plat 92; see *Figure 1*.)⁵⁶ The original access road that John D. Cranston had built in 1873 remained part of the Soules’ property (see the 1895 atlas, *Figure 7*), and became a footpath through the wetlands that is still used today.

In 1909, the year before he died, Simeon Gardiner deeded to his son-in-law Oscar Steere all of his land on the south side of Circle Avenue (Lots 19, 20, 21, 22, 23, 24, 25 and 26). The Steere family now owned a total of three houses and sixteen lots at Cedar Point. Oscar and Ella Steere remained regular summer visitors to Cedar Point for the rest of their lives, and several of their children continued the practice. Also in 1909, Oscar Steere deeded the property he had purchased

⁵⁵ Deed Book 44/Page 469. The owners of Lots 9, 17, and 18 never built upon those lots. Lot 9 was eventually absorbed into the property at 31 Loop Drive, while Lots 17 and 18 were purchased by later owners of 31 and 49 Loop Drive; those lots remain undeveloped today.

⁵⁶ Deed Book 43/Page 521. After Oscar Steere died in 1914, his widow Ella and five children (Charles, Clarence, Arthur Linwood, Harold, and Minnie) inherited his estate, including this parcel as well as all of the Steere land on Cedar Point. Presumably the various family members divided this property amongst themselves, for in 1947, Alice F. Steere, widow of Charles, sold the parcel on the south side of Phillips Street (now, AP 92/Lot 46) to James and Eva Gladys Delaney (DB 79/183). In 1953 the Delaneys sold the same parcel, along with Lots 6, 7, and 8 (21 Loop Drive) to their daughter, Elaine G. Middleton, and her husband O. Norman Middleton, who was Oscar Steere’s grandson through his mother, Minnie (DB 105/403). The Middletons owned this land for several decades; after Norm Middleton died, Elaine married Earle M. Milliken, and in 1987 Elaine Middleton transferred title to this parcel to herself as Elaine Milliken and to her husband Earle (DB 534/343). Cranston, *Walking in Olde Wickford*, p. 116, has additional information about Alice and Charles Steere, the Delaneys, and the Middletons.

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from Georgianna Pettey to his son Arthur Linwood Steere (now 13 Loop Drive; Lots 1, 2, 3, 4, and 5 in the 1872 plat).⁵⁷

By the turn of the 20th century Cedar Point had essentially been a private family enclave for some fifteen years, so the arrival of any non-family new neighbors would have been noteworthy. In 1905 Ella A. and Minnie E. Rice, owners of Lots 14, 15, and 16 on the north side of Circle Avenue (which they had purchased from Simeon and Mary Gardiner in 1896), conveyed that land to Ella's husband Henry N. Rice; three years later, he sold that land to some newcomers to Cedar Point: Charles Post, an oyster boat captain, and his wife Ada.⁵⁸ Henry Rice, a carpenter, may have constructed the Charles B. and Ada A. Post House (now 49 Loop Drive [*Photo 17*]). Erected in 1909-1910 as a year-round residence, this was the fifth and final house built in this historic district. The two-story height and vertical massing of the Posts' home were consistent with the four existing older houses on Cedar Point, but its modest Colonial Revival-style detailing, particularly on the front porch, exhibited a more modern style that was fast becoming popular for residential buildings of the first half of the 20th century. The Post house stands near the end of the western arm of Circle Avenue, some distance away from its neighbors; it looks eastward across the expanse of Cedar Point toward the other four houses. A historic photo (*Figure 10*) shows fewer trees around the Post house than exist today, so in 1910 the front porch would have offered pleasant views in multiple directions.

Charles and Ada Post lived at Cedar Point until 1946, raising four children in this house while Charles worked for the Beacon Oyster Company in Wickford, eventually rising to the position of oyster boat master.

In town directories of Wickford of the period 1907-1928, Arthur L. (or, A. Linwood) Steere, Noah Holloway, John Cooke, and (as of 1909-10) Charles Post, are all listed as living at "Cedar Point;" none had a specific street address. The name "Circle Avenue" does not appear in any of these directories' lists of Wickford streets, so it continued to be a private road at least through 1928, if not longer.

It took nearly forty years for five houses to be built at Cedar Point. During that time, North Kingstown's population remained relatively static: the town had 3,568 residents in 1870, and 4,048 residents in 1910. Had it not been for Wickford's allure as a summer resort, Cedar Point might have remained undeveloped during those forty years, because the demand for suburban

⁵⁷ Deed Book 43/Page 549 (Simeon B. Gardiner to Oscar A. Steere, 1909) and DB 43/465 (Oscar A. Steere to Arthur Linwood Steere, 1909). The Steere family eventually sold off Lots 1, 2, and most of Lot 3, which are now part of the property at 5 Loop Drive, outside of the Cedar Point Historic District.

⁵⁸ Deed Book 40/Page 76 (1896; no family connection between the Gardiners and the Rices could be established through census, birth or marriage records); DB 43/Page 268 (1905); DB 43/458 (1908). The 1880 federal census of North Kingstown lists Ella A. Rice living with husband Henry N. Rice and daughter Minnie E. Rice, then age 5; Ella and Henry are also listed as spouses in the 1900 census, but the adult Minnie did not live with them. No family relationship between the Rice family and the Post family could be discerned through census, birth, or marriage records on Ancestry.com.

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housing south of Wickford Cove envisioned by John D. Cranston and his partners in 1872 did not materialize. In the portion of the Sherman Farm Plat south of the railroad tracks, only Prospect Avenue (with the depot at one end) and a couple of short, unnamed cross streets had been laid out by 1895 (*Figure 7*). Two houses had been built in 1883 and 1891 on the west side of Prospect Avenue, both owned by David S. Baker, a prominent attorney and politician (NR, 2011). Over time, Baker and his wife amassed extensive property here that they called Cedar Spring Farm. Not until after Mrs. Baker died in 1945 was Cedar Spring Farm built out as a suburban neighborhood.⁵⁹ Today, Prospect Avenue remains the principal street on this portion of the former Sherman Farm, with Lindley Avenue, Atherton Avenue, and Rome Avenue on its west side roughly following the configuration of some of the original streets in the plat.

North Kingstown's population more than tripled between 1940 (4,604 residents) and 1950 (14,810 residents), a direct result of the construction, during the early years of World War II, of the Quonset Naval Air Base and the Davisville Naval Construction Training Center in the northeastern section of town. To accommodate the thousands of military personnel who needed places to live, the U.S. government built several suburban housing developments along the Post Road north of Wickford. These new developments "introduced Rhode Island land surveyors and developers to modern principles of subdivision layout, so different from the simple street grids [of earlier subdivisions]," with curving streets that reflected the natural topography, public open space, and exclusively residential use, with commercial uses restricted to arterial roads outside of the subdivision.⁶⁰

The post-war baby boom generated a massive demand for new housing nationwide, and a flood of federal money gave some veterans and other prospective home buyers ready access to low-interest mortgages. Suburban development at the former Cedar Spring Farm in Wickford, and in other parts of North Kingstown, ensued. Between 1950 and 1970, North Kingstown's population doubled again, reaching its historic peak of population (29,793 residents).⁶¹

That Cedar Point escaped this intense development pressure can probably be attributed, at least in part, to the fact that most of its land area continued to be controlled by the Steere clan, who did little to initiate any additional development. Only one house was built at Cedar Point after 1910: now known as 5 Loop Drive and built in 1948 (outside of the period of significance for this historic district), it stands at the very southern end of the street next to the railroad tracks (on Lots 1, 2, and 3 in the 1872 plat).

⁵⁹ "David S. Baker Estate/Cedar Spring Farm" National Register nomination, pp. 8-10.

⁶⁰ Weiss, p. 36.

⁶¹ R.I. Statewide Planning Office: "Rhode Island Statewide Population, 1790-2010," online at http://www.planning.ri.gov/documents/census/popcounts_est/pop_cities_towns_historic_1790-2010.pdf

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Of the four houses in the Gardiner-Steere-Holloway family compound, all remained connected to those families for much of the 20th century.⁶²

In 1953, the entirety of the driftway to, and the roadway within, Cedar Point – the S-curved section from Phillips Street to Wickford Cove, the bridge, and Circle Avenue – was renamed Loop Drive by the North Kingstown Town Council. Records were not found to confirm, but this formerly private road may also have become a public street at that time. Loop Drive has never been paved, and the portion of that road within Cedar Point remains an intact remnant of the 1872 plat.

Wickford Cove is subject to frequent storm surges, and the bridge to Cedar Point has been repeatedly repaired and rebuilt since its initial construction in 1873. After Hurricane Carol in 1954 wiped out the existing wooden bridge, it was replaced with more durable materials. The current riprap-and-culvert bridge dates to 1995-96.

Passenger service on the Newport & Wickford railway ended in 1925, but the railway was used for freight services until finally being abandoned in 1963.⁶³

The Cedar Point Historic District evolved in response to several statewide and national historical trends that played out in Wickford in the late 19th century: railway and steamship transportation improvements; the rise of the leisure tourism industry; economic prosperity that was sufficiently widespread to allow not just wealthy but middle-class and even some working-class people to afford a modest home in a summer resort area; and architectural pattern books that gave homeowners the opportunity to personalize fashionable styles of the day to suit their own tastes and budgets. But several factors unique to Cedar Point also set it apart from other suburban or summer resort developments in North Kingstown of this period. It had a scenic locale conveniently situated near Wickford's bustling "downtown" and public transportation, but was cut off from surrounding areas by train tracks and a saltwater cove. The only way in was by a private access road and bridge. It was a very small area – less than three acres – that became a self-contained residential enclave for three inter-related families, some of whose descendants continued to maintain ties to Cedar Point for more than a century. These factors all helped the tiny community that developed here between 1872 and 1910 to remain largely intact since then. While each of the five houses have experienced some degree of alteration, the historic architectural character of the district as a whole endures. The Cedar Point Historic District meets National Register Criteria A and C.

⁶² Cranston, *Walking in Olde Wickford*, pp. 112-120, has additional information about the various families that owned these five houses over many decades.

⁶³ Wallin (unpaginated); Carter, p. 17.

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Smith's Castle website, <http://www.smithscastle.org/>

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smallstatebighistory.com/the-newport-wickford-railroad-and-steamship-co-1870-1963/

Weiss, Ellen and R.I. Historical Preservation Commission. *North Kingstown, R.I.: Statewide Historical Preservation Report W-NK-1*. Providence, 1979.

White, Col. Hunter C. *Wickford and Its Old Houses* (3rd edition). North Kingstown, R.I.: Main Street Association of Wickford, 1960.

The Wickford Standard

May 4 through July 20, 1889, typically p. 2: G.S. Pettey advertisement for summer rentals at Cedar Point.

July 20, 1889, p. 2: Oscar Steere and family have built a cottage at Cedar Point;
Editorial: "This is vacation season."

August 31, 1889, p. 2: Oscar Steere and family occupied Mrs. J.M. Hull's cottage at Cedar Point.

July 15, 1892, p. 3: Oscar Steere arrived at his summer residence at Cedar Point.

CEDAR POINT HISTORIC DISTRICT
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July 7, 1893, p. 3: Oscar Steere and family arrived at their summer residence in Cedar Point.
June 1, 1894, p. 3: Oscar Steere is building a large addition to his house at Cedar Point; Oscar Steere and family spent Memorial Day at Cedar Point.
July 10, 1896, p. 3: Simeon B. Gardiner had visitors at Cedar Point.
November 20, 1896, p. 2: Union Gospel Mission formed; Oscar Steere, treasurer.
February 17, 1899, p. 2: Union Gospel Mission opened new church on Phillips Street.
February 5, 1904, p. 2: Oscar Steere purchased a property on Post Road called Locust Grove.
Feb. 22, 1929, p. 5: Lucy W. Reynolds "Letter to the Editor."

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 # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

CEDAR POINT HISTORIC DISTRICT
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10. Geographical Data

Acreeage of Property approx. 2.8 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|-------------------------|------------------------|
| 1. Latitude: 41.564795° | Longitude: -71.457496° |
| 2. Latitude: 41.565805° | Longitude: -71.456180° |
| 3. Latitude: 41.565563° | Longitude: -71.455575° |
| 4. Latitude: 41.565325° | Longitude: -71.455817° |
| 5. Latitude: 41.565086° | Longitude: -71.455460° |
| 6. Latitude: 41.564341° | Longitude: -71.457094° |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting: | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The Cedar Point Historic District consists of the following lots in North Kingstown's Assessors Plat 92: Lots 4, 6, 14, 17, 18, 19, 20, 21, 23, 24, 25, 26, and a portion of Lot 9 (the northern portion, which contains the bridge over Wickford Cove, is not included). The district is bounded by Wickford Cove on the north, east, and west; by AP 92, Lots 1, 2, and 3 on the southeast; and by a former railroad right-of-way on the south. (See also *Figure 1: boundary map.*)

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Boundary Justification (Explain why the boundaries were selected.)

The district boundaries encompass all but three of the twenty-six lots of land in the John R. Sherman Farm Plat of 1872 that historically were part of Cedar Point and were associated with the district's five houses during its period of significance.

11. Form Prepared By

name/title: Kathryn J. Cavanaugh, Historic Preservation Consultant
organization: _____
street & number: 82 Larch Street
city or town: Providence state: RI zip code: 02906
e-mail: kathycavanaugh82@gmail.com
telephone: 401-273-4715
date: June 10, 2022

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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Photo Log (See also attached Photo Key Map)

Name of Property: Cedar Point Historic District
City or Vicinity: North Kingstown
County: Washington County
State: Rhode Island
Name of Photographer: Kathryn J. Cavanaugh
Date of Photographs: December 16, 2021
Location of Original Digital Files: Rhode Island Historical Preservation & Heritage
Commission, 150 Benefit Street, Providence, RI 02903
Number of Photographs: 19

- Photo #1 View looking southeast from the Loop Drive Bridge toward Cedar Point, with Wickford Cove in middle ground. From left: 13 Loop Drive (partly hidden by 21 Loop); 21 Loop Drive; 26 Loop Drive (mostly hidden in trees); 31 Loop Drive (partly hidden by trees); 49 Loop Drive (mostly hidden by trees).
- Photo #2 View looking southeast showing curvature and road surface of Loop Drive; 26 Loop Drive in background.
- Photo #3 View looking northwest toward 13 Loop Drive (foreground) and 21 Loop Drive (at left).
- Photo #4 View looking west toward 26 Loop Drive (foreground) and 31 Loop Drive (at right).
- Photo #5 View of 13 Loop Drive, looking northwest.
- Photo #6 View of 13 Loop Drive, and garage, looking east.
- Photo #7 View of 13 Loop Drive, looking southwest.
- Photo #8 View of 21 Loop Drive, looking east.
- Photo #9 View of 21 Loop Drive, looking south.
- Photo #10 View of 21 Loop Drive, looking northwest.
- Photo #11 View of 26 Loop Drive, looking southwest.
- Photo #12 View of 26 Loop Drive, looking south.
- Photo #13 View of 26 Loop Drive, looking southeast.

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- Photo #14 View of 31 Loop Drive, looking north.
- Photo #15 View of 31 Loop Drive, looking northwest.
- Photo #16 View of 31 Loop Drive, looking southeast.
- Photo #17 View of 49 Loop Drive, looking west.
- Photo #18 View of 49 Loop Drive, looking south.
- Photo #19 View of 49 Loop Drive, looking southeast.

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PHOTO KEY



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LIST OF FIGURES

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- Figure 2 Cedar Point Historic District Orientation Map
- Figure 3 Walling Map of 1855
- Figure 4 Beers Atlas of 1870
- Figure 5A Detail of the John R. Sherman Farm Plat of 1872, Showing Cedar Point
- Figure 5B John R. Sherman Farm Plat of 1872
- Figure 6 Bailey "Bird's Eye View" Map of 1888
- Figure 7 Everts & Richards Atlas of 1895
- Figure 8 Aerial Photo, 1939
- Figure 9 Historic and Current Views of the Loop Drive Bridge across Wickford Cove, Looking Northwest
- Figure 10 Historic Photos of Cedar Point
- Figure 11 Historic Photos of 21 Loop Drive
- Figure 12 Newspaper Advertisements for Summer Rentals at Cedar Point
- Figure 13 Watercolor of 26 Loop Drive, ca. 1962

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FIGURE 1 CEDAR POINT HISTORIC DISTRICT BOUNDARY MAP

Source: Town of North Kingstown Assessor's Plat Map No. 92 (2021)

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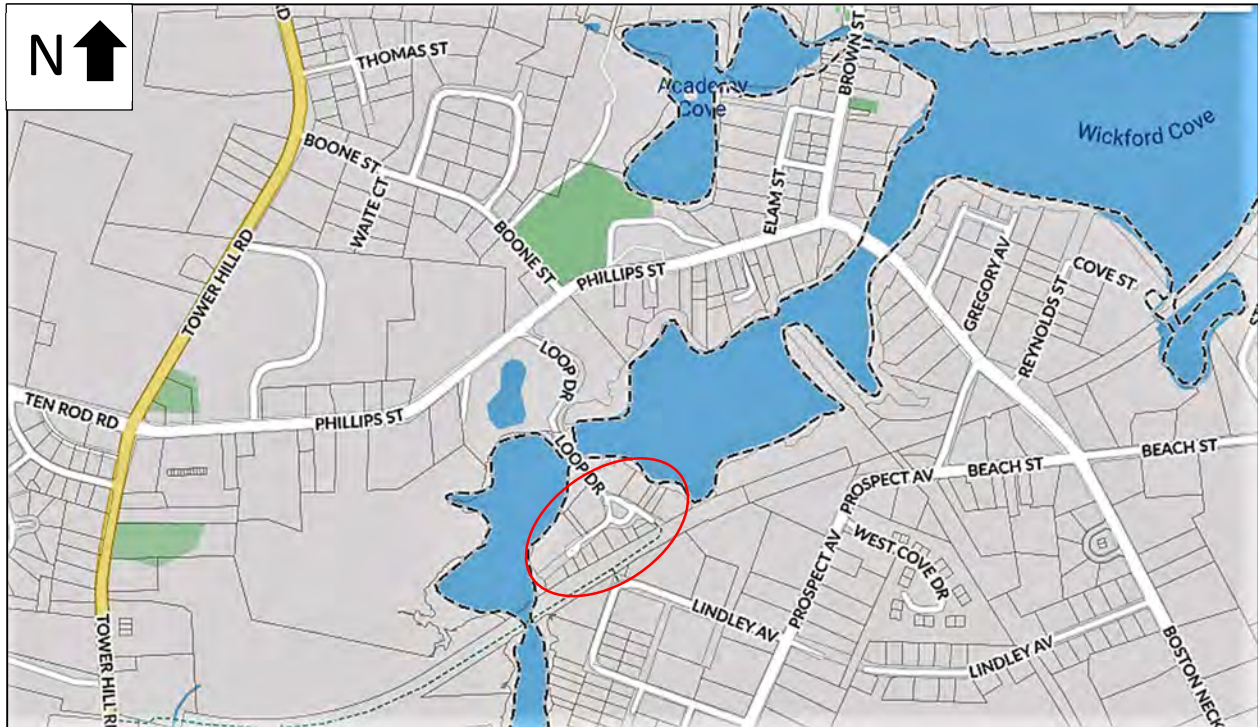


FIGURE 2 CEDAR POINT HISTORIC DISTRICT ORIENTATION MAP

Source: Town of North Kingstown GIS maps (2021)

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FIGURE 3 WALLING MAP OF 1855

Cedar Point was part of John R. Sherman's 125-acre farm, lying south of Wickford Cove and west of Hamilton Avenue (now, Boston Neck Road). Note the name James Eldred: he was a jewelry manufacturer at this time, but later became one of the developers of the former Sherman Farm.

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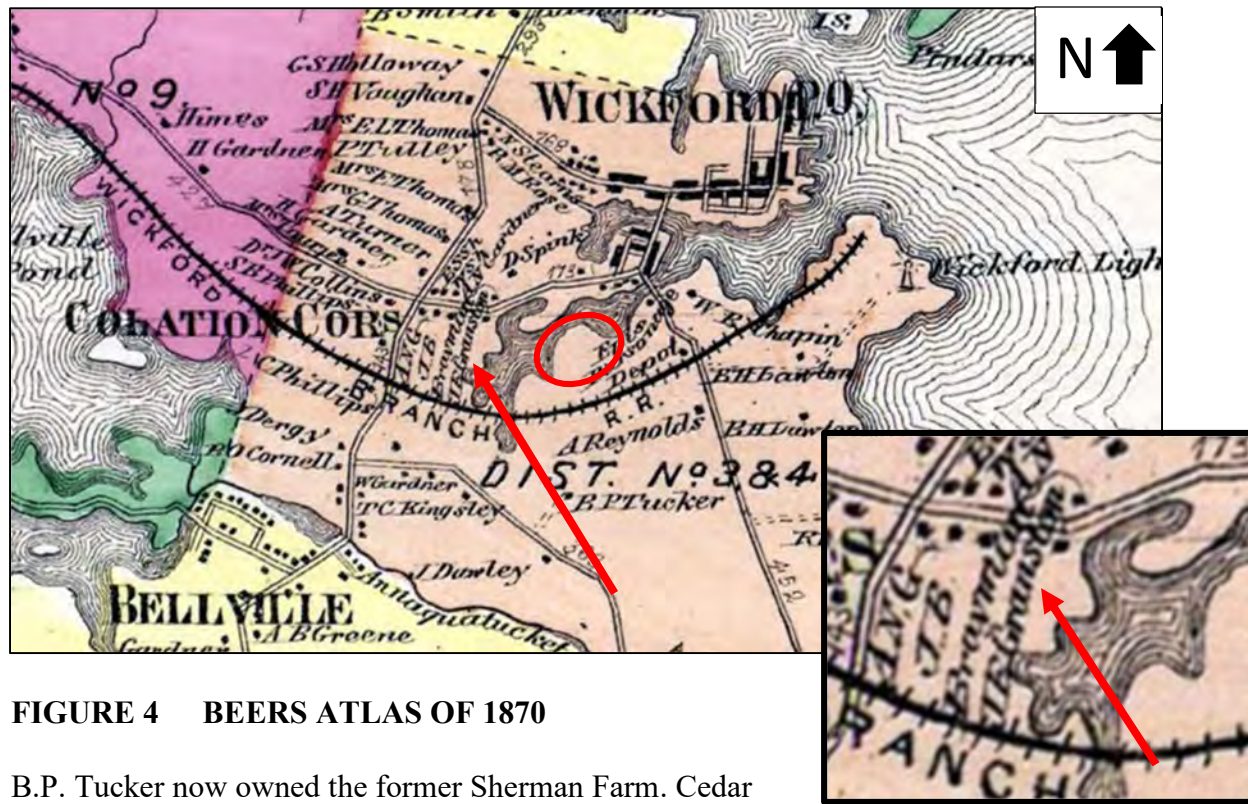


FIGURE 4 BEERS ATLAS OF 1870

B.P. Tucker now owned the former Sherman Farm. Cedar Point, as yet undeveloped, was conveniently situated near the new railroad depot on Hamilton Avenue. The rail line shown here was not fully completed at this time; train service began operating in 1871, connecting to a new steamboat dock near the lighthouse. The red arrows point to the name J.D. Cranston, owner of property across the cove from Cedar Point, and soon to become one of the developers of the Sherman Farm Plat.

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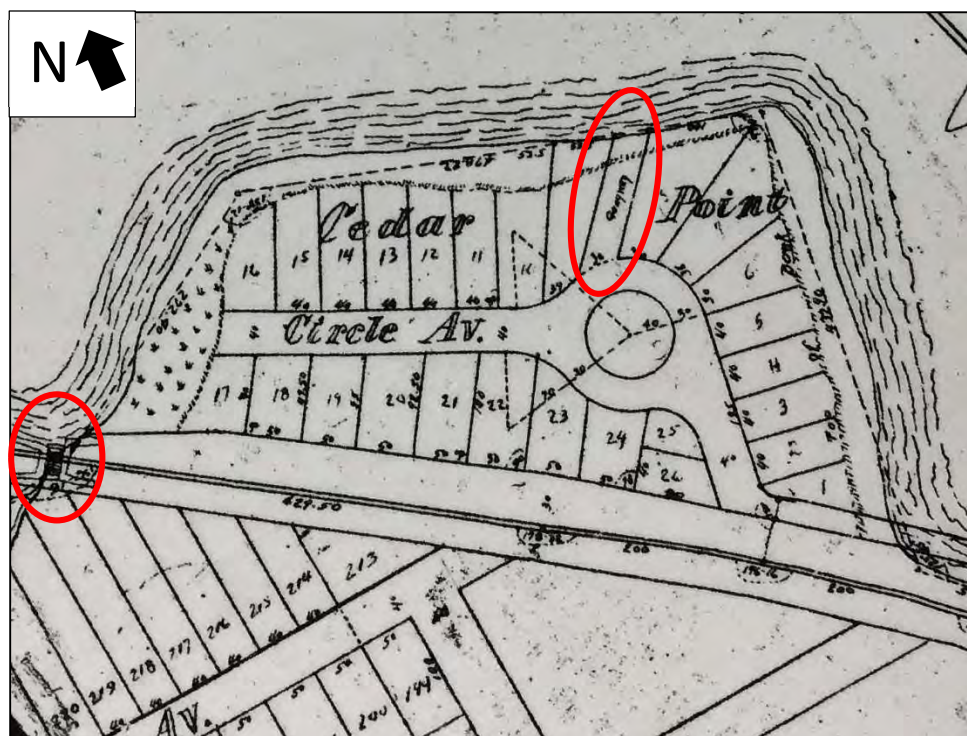


FIGURE 5A
DETAIL OF THE
JOHN R.
SHERMAN
FARM PLAT OF
1872, SHOWING
CEDAR POINT

This portion of the plat map illustrated the layout of 26 house lots at Cedar Point, arrayed around “Circle Avenue” (now, Loop Drive). The only land access to Cedar Point was via the small footbridge (in red oval at left). No bridge across Wickford Cove is depicted on this map (it was first built in 1873), but a “gangway” on the north side of the point (in red oval at right) presumably allowed for a boat landing. Each of the five houses in the historic district is associated with multiple lots in this plat, as follows:

ADDRESS	SHERMAN FARM PLAT LOT NUMBERS
13 Loop Dr.	4, 5, northerly ¼ of Lot 3
21 Loop Dr.	6, 7, 8
26 Loop Dr.	22, 23, 24, 25, 26
31 Loop Dr.	9, 10, 11, part of 12
49 Loop Dr.	13, 14, 15, 16, part of 12
Undeveloped lots historically associated with 31 or 49 Loop Drive	17, 18, 19, 20, 21

(Lots 1, 2, and the southerly three-quarters of Lot 3 are excluded from the historic district.)

The long narrow strip immediately south of Cedar Point was the right-of-way for the Wickford & Newport Branch of the New York, Providence & Boston Railroad.

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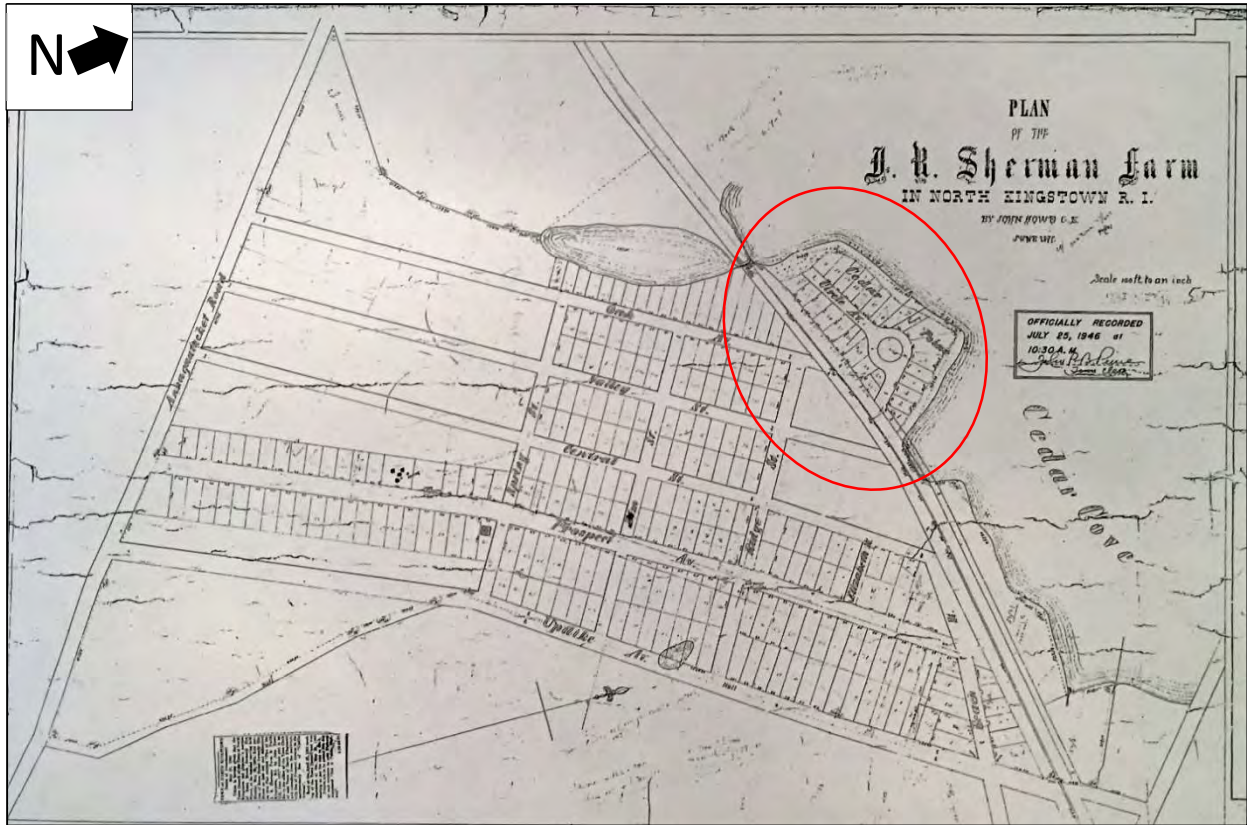


FIGURE 5B JOHN R. SHERMAN FARM PLAT OF 1872

The plat in its entirety, mostly laid out in a grid pattern per the typical streetcar suburb model of the late 19th century, except for Cedar Point.

Source: North Kingstown Town Clerk

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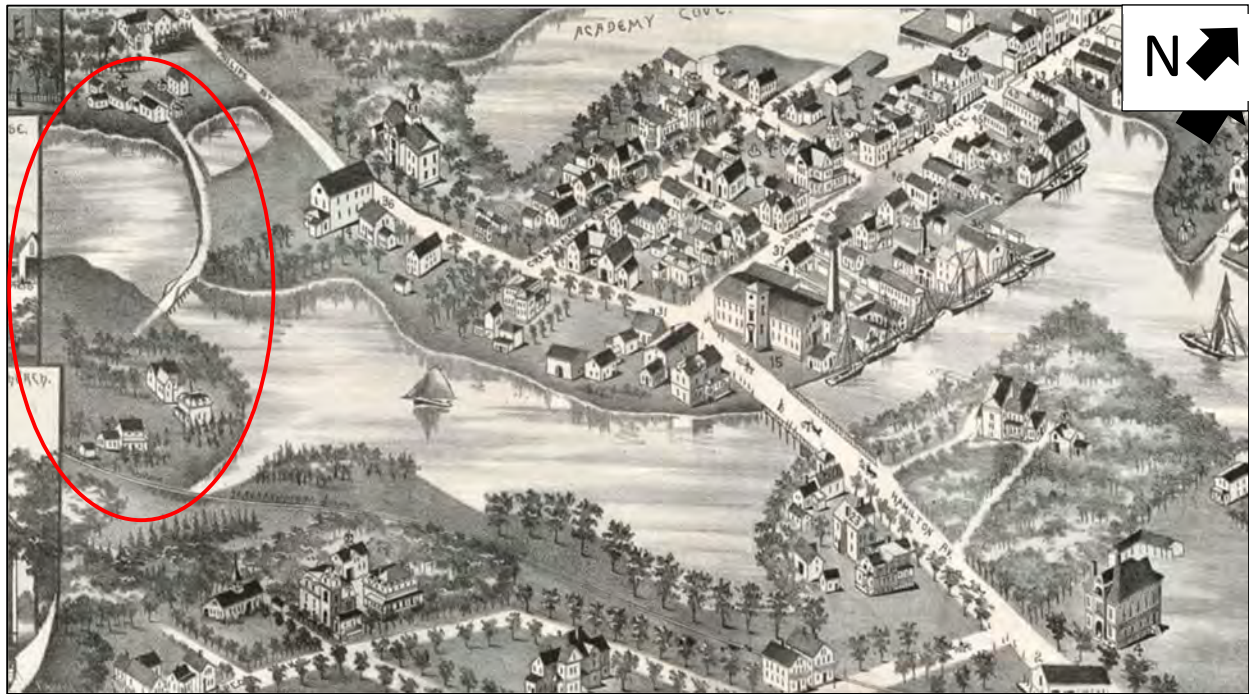
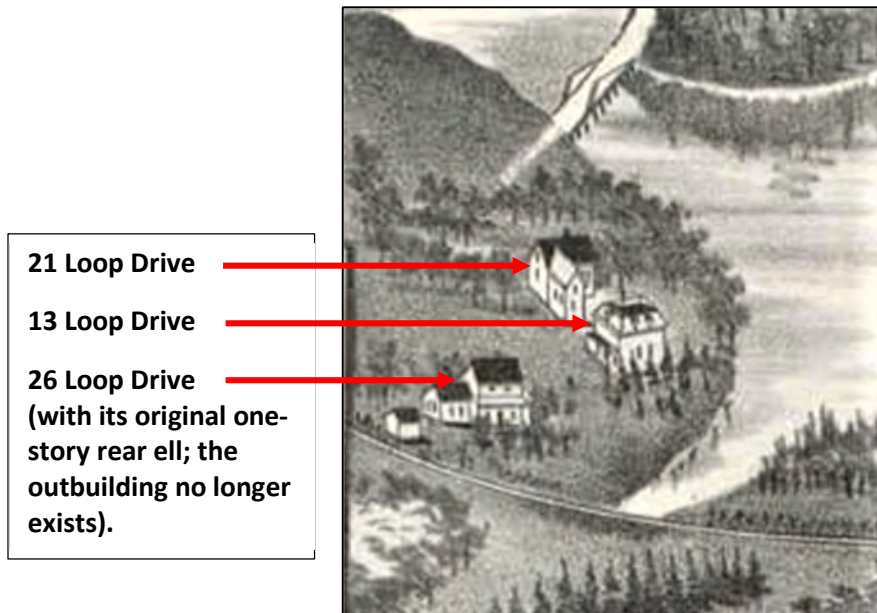


FIGURE 6 BAILEY "BIRD'S EYE VIEW" MAP OF 1888

Shows Cedar Point with three houses standing upon it. Note that the Circle Avenue (now, Loop Drive) roadway, seen on the 1872 plat map, is not depicted here. A private road from a farm on the south side of Phillips Street gave access to the bridge across Wickford Cove.



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FIGURE 7 EVERTS & RICHARDS ATLAS OF 1895

Shows Cedar Point with four houses standing upon it. Note that the Circle Avenue roadway seen on the 1872 plat map is neither named nor fully depicted here, and also is depicted as crossing the railroad tracks and connecting to Prospect Avenue. The private road to the Cedar Point bridge was accessed from Dr. George C. Soule’s farm on the south side of Phillips Street. “Hamilton Avenue,” at the east end of Phillips Street, was later renamed Boston Neck Road.



In 1895, Ella F. (Gardiner) Steere, wife of Oscar A. Steere, owned 21 Loop Drive, which had an outbuilding to its southeast (see also Figure 10). Miss (not Mrs.) Georgianna Pettey owned 13 Loop Drive. Simeon B. and Mary A. Gardiner owned 26 Loop Drive. Mary A. (Gardiner) (Cooke) Holloway, wife of Noah Holloway, owned 31 Loop Drive.

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FIGURE 8 AERIAL PHOTO, 1939

Shows the current alignment of Loop Drive, extending from Phillips Street to the north shore of Wickford Cove and on to Cedar Point. The original access road leading west from the bridge's northern end to the former Soule Farm (*see Figure 7*) is still in place. Upon close inspection, the five houses in the Cedar Point Historic District are visible.

Source: R.I. Dept. of Environmental Management "Map Room" at <https://ridemgis.maps.arcgis.com>

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The view across "Cranston's Bridge" to the Soule Farm sometime between 1913 and 1925 is shown above. The small white house on the right is the core of the home that exists today on the property, as seen below. To the left and behind the barn is the house that burned to the ground in February 1926.

Source: G. Timothy Cranston personal collection.



2021 photo

FIGURE 9 HISTORIC AND CURRENT VIEWS OF THE LOOP DRIVE BRIDGE ACROSS WICKFORD COVE, LOOKING NORTHWEST

The newspaper clipping above shows an earlier wooden bridge; the present culvert and riprap bridge was built in 1996 and is not in the historic district.

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FIGURE 10 HISTORIC PHOTOS OF CEDAR POINT

The image above, looking southwest, shows 13 Loop Drive at left and 21 Loop Drive (with its large white outbuilding blocking most of this view) at left center, as well as a cluster of buildings across the cove: all buildings also seen on the 1895 map (*Fig. 7*). The image below, looking west, shows 13 Loop Drive at left (mostly hidden behind the large white outbuilding); 21 Loop Drive at center (with porches on its north side and rear), and 49 Loop Drive at far right, so this photo was taken in or after 1910. Neither 26 nor 31 Loop Dr are visible in either photo due to tree cover.

Source: David Wrenn personal collection; photos not dated.

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FIGURE 11 HISTORIC PHOTOS OF 21 LOOP DRIVE



The image at left shows the west façade with its original front doors, bargeboard trim with stickwork, two chimneys, and no porches. The angled front door headers were later altered to a standard linear configuration, and the bargeboard trim and chimneys were later removed.



The image at left shows the front porch added to the west façade and a small one-story addition on the south side elevation. (One-story addition and picket fence later removed).

The image at right shows that the porch was screened and wrapped around the north and east (rear) of the house (see also Fig. 10); these portions of the porch were later removed.



Source: David Wrenn personal collection; photos post-date the 1894 construction of the south addition.

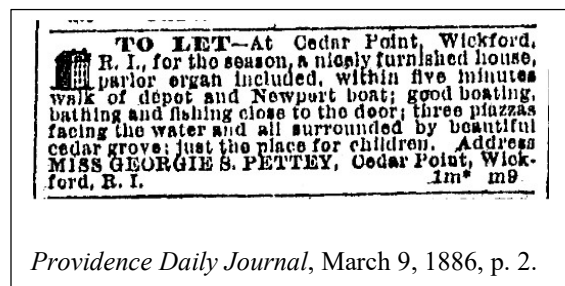
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FIGURE 12 NEWSPAPER ADVERTISEMENTS FOR SUMMER RENTALS AT CEDAR POINT

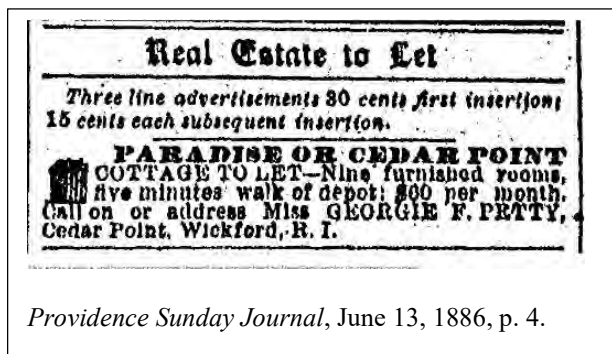
These ads were placed by Georgianna S. Pettey, the first owner at Cedar Point to introduce short-term summer rentals at her cottage (now 13 Loop Drive), which she owned from 1885 to 1902. The tiny drawings in the 1886 ads did not depict her actual dwelling.

Sources: Providence Journal Digital Archives, Adams Library, Rhode Island College; Rhode Island Historical Society Library microfilm newspaper archives.



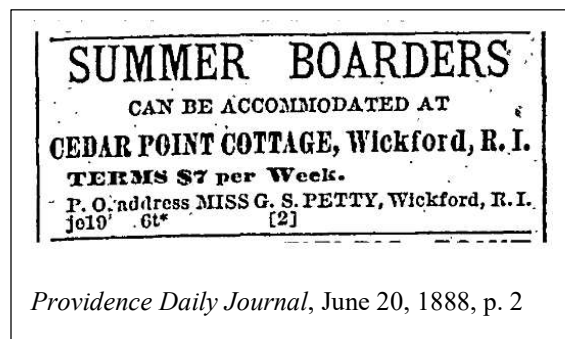
TO LET—At Cedar Point, Wickford, R. I., for the season, a nicely furnished house, parlor organ included, within five minutes walk of depot and Newport boat; good boating, bathing and fishing close to the door; three piazzas facing the water and all surrounded by beautiful cedar grove; just the place for children. Address **MISS GEORGIE S. PETTEY, Cedar Point, Wickford, R. I.** 1m* m9

Providence Daily Journal, March 9, 1886, p. 2.



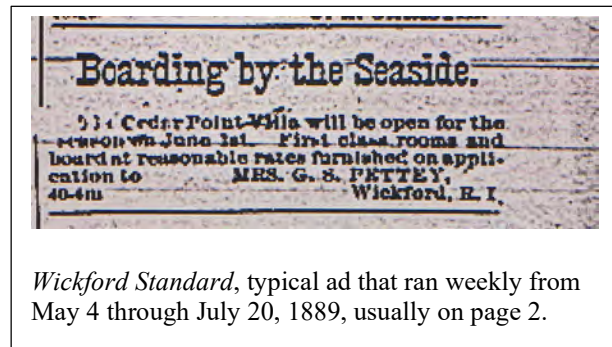
Real Estate to Let
Three line advertisements 30 cents first insertion, 15 cents each subsequent insertion.
PARADISE OR CEDAR POINT COTTAGE TO LET—Nine furnished rooms, five minutes walk of depot; \$60 per month. Call on or address **Miss GEORGIE F. PETTEY, Cedar Point, Wickford, R. I.**

Providence Sunday Journal, June 13, 1886, p. 4.



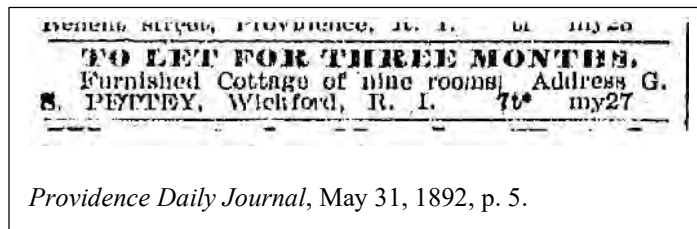
SUMMER BOARDERS
CAN BE ACCOMMODATED AT
CEDAR POINT COTTAGE, Wickford, R. I.
TERMS \$7 per Week.
P. O. address **MISS G. S. PETTEY, Wickford, R. I.**
je10' 6t* [2]

Providence Daily Journal, June 20, 1888, p. 2



Boarding by the Seaside.
Cedar Point Villa will be open for the season on June 1st. First class rooms and board at reasonable rates furnished on application to **MES. G. S. PETTEY, Wickford, R. I.**
40-4m

Wickford Standard, typical ad that ran weekly from May 4 through July 20, 1889, usually on page 2.



TO LET FOR THREE MONTHS,
Furnished Cottage of nine rooms; Address **G. S. PETTEY, Wickford, R. I.** 7t* my27

Providence Daily Journal, May 31, 1892, p. 5.

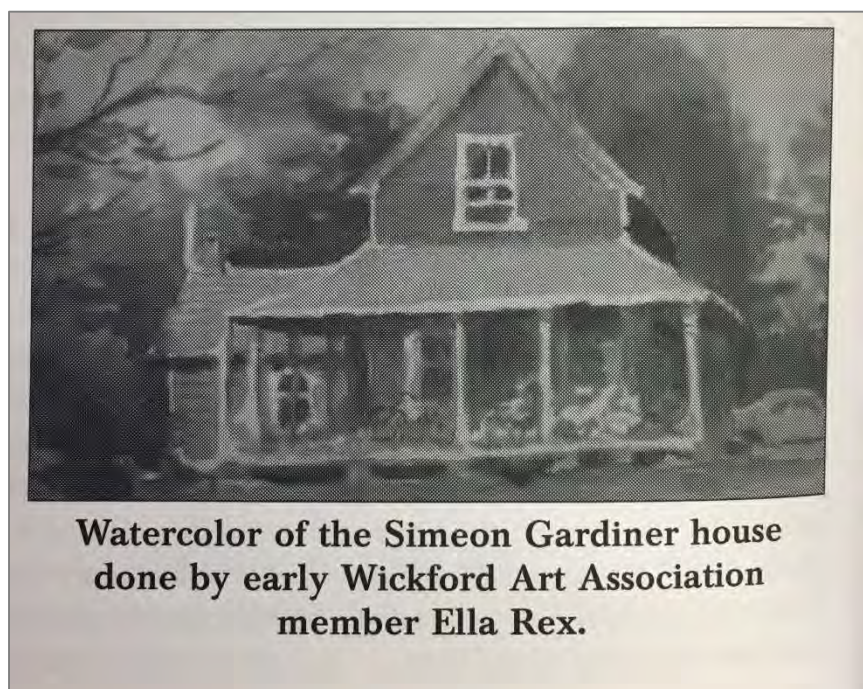
CEDAR POINT HISTORIC DISTRICT
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FIGURE 13 WATERCOLOR OF 26 LOOP DRIVE, ca. 1962

The Wickford Art Association was founded in 1962, so according to the caption below, this painting of the Clara W. & John H. Cranston House (built 1872-73) may have been created soon afterwards. (Simeon Gardiner was this house's second owner.) The image shows a one-story ell toward the back of the house, which may have been original; that ell was raised to two stories in 1990.

Sources: G. Timothy Cranston, Walking in Olde Wickford: The History of Hamilton and West Wickford (Self-published, 2013), p. 118. Also, Wickford Art Association website: <https://wickfordart.org/about/>



Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Cedar Point Historic District

North Kingstown, Washington County, Rhode Island

Coordinates

- 1) Latitude: 41.564795° Longitude: -71.457496°
- 2) Latitude: 41.565805° Longitude: -71.456180°
- 3) Latitude: 41.565563° Longitude: -71.455575°
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- 5) Latitude: 41.565086° Longitude: -71.455460°
- 6) Latitude: 41.564341° Longitude: -71.457094°

Google Earth

3000 ft

N

WICKFORD



Cedar Point Historic District

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Coordinates

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- 5) Latitude: 41.565086° Longitude: -71.455460°
- 6) Latitude: 41.564341° Longitude: -71.457094°

Google Earth

300 ft

N





Photo #1



Photo #2



Photo #3



Photo #4



Photo #5



Photo #6



Photo #7



Photo #8



Photo #9



Photo #10



Photo #11



Photo #12



Photo #13



Photo #14



Photo #15



Photo #16



Photo #17



Photo #18



Photo #19