

LINCOLN, RHODE ISLAND

This report is published by the Rhode Island Historical Preservation Commission in cooperation with the Town of Lincoln as part of the program set forth in Rhode Island's *Historical Preservation Plan*, the first edition, issued in 1970. Commission activities are supported by state and local funds and by the Heritage Conservation and Recreation Service, Department of Interior, under the provisions of the National Historic Preservation Act of 1966. Preparation of this report was financed in part by the Town of Lincoln with funds made available by the Lincoln Centennial and Bicentennial Commissions.

The Rhode Island Historical Society has made a valuable contribution to the preparation of this report through the assistance of its library facilities and staff.

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

This document is a copy of the original survey published in 1982. It has not been corrected or updated.

Since the original publication:

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

For up-to-date information, please contact:

Rhode Island Historical Preservation & Heritage Commission
150 Benefit St.

Providence, RI 02903

(401)222-2678

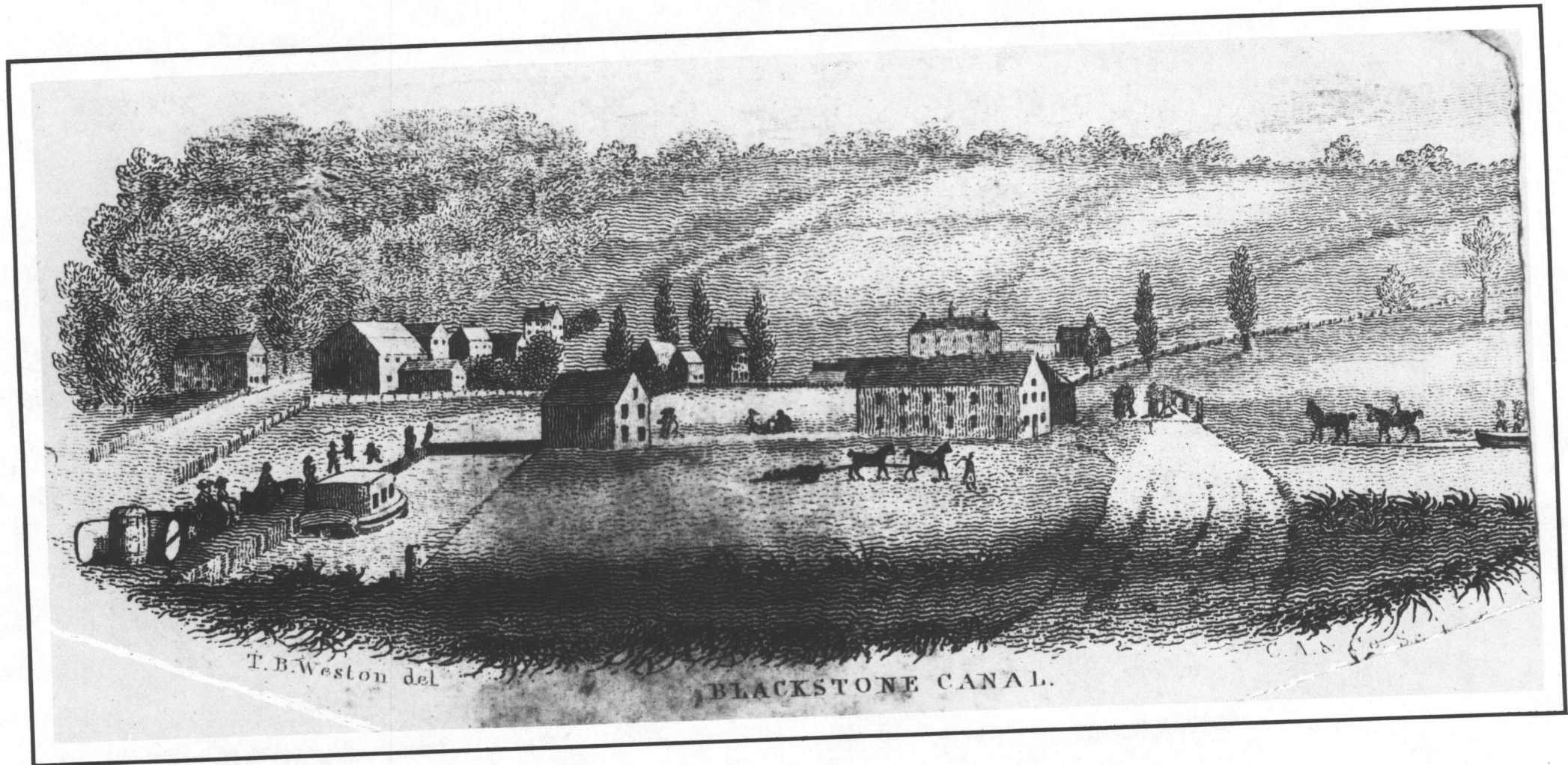
www.preservation.ri.gov

info@preservation.ri.gov

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

Cover: Bird's Eye View of Lonsdale, Rhode Island (1888); lithograph, O.H. Bailey & Company, reprinted for the town of Lincoln by Mowbray Company, Providence, 1971.

Title Page: Blackstone Canal at Worcester, Massachusetts (1820s); engraving taken from an advertisement for the Providence and Worcester Boat Company, 1829.



Lincoln, Rhode Island Statewide Historical Preservation Report P-L-1

Rhode Island Historical Preservation Commission
January 1982



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION

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

January 15, 1982

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

Dear Governor Garrahy:

It is with pleasure that I transmit herewith our report Lincoln, Rhode Island--Statewide Historical Preservation Report, P-L-1, the twenty-first in-depth publication in the Statewide Historical Preservation series: in addition, the Commission has published fifteen preliminary reports.

This report provides an analysis of the historical and architectural growth of Lincoln and recommends a preservation program which should be considered for incorporation into the City's planning effort.

With the publication of this report, the Commission is well on its way to fulfilling its responsibility to record the rich cultural resources of Rhode Island. Ten additional reports are now being prepared; their completion will contribute significantly toward the achievement of our goal of producing reports on all thirty-nine cities and towns in the State.

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

Very Sincerely,

George E. Downing
Mrs. George E. Downing
Chairman

/dn



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION

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

January 15, 1982

Mr. Burton Stallwood, Town Administrator
Lincoln City Hall
100 Old River Road
Lincoln, RI 02865

Dear Mr. Stallwood,

The Rhode Island Historical Preservation Commission is pleased to submit in final published form this survey of Lincoln's cultural resources. The product of over a year's work, the report has been truly a joint effort. Researched and written by a member of the Commission's staff, Pamela Kennedy, the material reflects the assistance of numerous city officials and individual citizens. Moreover, the City's Community Development funds contributed significant financial support for the project.

It is the Commission's hope that this report will prove of lasting value to the entire Lincoln community, serving an educational and planning function and portraying the city's history and rich cultural heritage, from the Great Road Historical District to Washington Highway and represented by such different buildings as the Albion Mill Complex and the Conklin Limestone Company quarries and plant. The City had consistently supported the community's preservation activities through the allocation of community development funds.

It is our hope that this report will stimulate increased awareness in the community of the continuing need for both public and private support for historic preservation efforts in Lincoln.

Sincerely yours,

George E. Downing
Mrs. George E. Downing
Chairman

ljm

PREFACE

The Rhode Island Historical Preservation Commission was established in 1968 by an act of the General Assembly to develop a state preservation program under the aegis of the Office of Archeology and Historic Preservation, Heritage Conservation and Recreation Service, United States Department of the Interior. Citizen members of the Commission are appointed by the Governor; serving as ex-officio members are the Director of the Department of Economic Development, the Director of the Department of Environmental Management, the Chief of the Division of Statewide Planning, the State Building Code Commissioner, and the Chairman of the House and Senate Finance Committees of the General Assembly. The Director of the Department of Community Affairs has been appointed by the Governor as the State Historic Preservation Officer for Rhode Island.

The Historical Preservation Commission is charged with the responsibilities of: conducting a statewide survey of historic sites and places and, from the survey, recommending places of local, state, or national significance for inclusion in the National Register of Historic Places; administering federal grants-in-aid to National Register properties for acquisition or development; and developing a state historic-preservation plan. Additional duties include: compiling and maintaining a State Register of Historic Places; assisting state and municipal agencies in the area of historical preservation, by undertaking special project-review studies; the certification of rehabilitation projects under the Tax Reform Act of 1976; regulating archeological exploration on state lands and under waters of state jurisdiction; and participating in a variety of environmental-review processes.

The Rhode Island statewide historical survey, inaugurated in 1969, has been designed to locate, identify, map, and report on buildings, sites, areas, and objects of historical and architectural value. In line with the current movement among preservationists, planners, and architectural and social historians, the total environment of a survey area is considered. In addition to outstanding structures and historic sites, buildings of all periods and styles, which constitute the fabric of a community, are recorded and evaluated.

TABLE OF CONTENTS

| | |
|--|-----|
| Letters of Transmittal | ii |
| Preface | iii |
| List of Figures | iv |
| I. Introduction | 1 |
| II. The Natural Setting | 3 |
| The Townscape | 3 |
| The Townscape | 4 |
| III. Historical Analysis | 4 |
| Native Americans | 5 |
| Taking the Land | 6 |
| Seventeenth-Century Settlement | 10 |
| Eighteenth-Century Development | 12 |
| Mining at Lime Rock | 16 |
| The Great Road | 19 |
| Farming | 21 |
| The Revolution in Industry | 22 |
| The Revolution in Transportation | 25 |
| Quinnville | 26 |
| Manville | 29 |
| Albion | 31 |
| Lonsdale | 34 |
| Saylesville | 37 |
| Lincoln Becomes a Town | 37 |
| Lincoln Woods | 38 |
| Decline in the Textile Industry | 39 |
| Suburbanization | 41 |
| IV. Summary | 42 |
| V. What to Preserve - and Why | 43 |
| VI. A Preservation Program for Lincoln | 43 |
| Lincoln's Old Houses and Villages | 45 |
| Industrial Buildings | 45 |
| Open Space and Woodlands | 47 |
| Cemeteries | 48 |
| Roads and Bridges | 49 |
| Appendix A: National Register of Historic Places | 49 |
| Appendix B: Tax Incentives for Preservation | 50 |
| Appendix C: Grants-in-Aid Program | 50 |
| Appendix D: Methodology | 52 |
| Appendix E: Lincoln Architecture | 52 |
| Appendix F: Inventory | 55 |

LIST OF FIGURES

| | |
|--|------------|
| Bird's Eye View of Lonsdale, Rhode Island (1888); lithograph, O. H. Brailey & Company, reprinted for the town of Lincoln by Mowbray Company, 1971. (Rhode Island Historical Society) | Cover |
| Blackstone Canal (1820s); engraving, 1829. (Rhode Island Historical Society) | Title page |
| Cooke House (1687, addition c. 1750; demolished, c. 1895); Great Road; photograph, c. 1890. (Isham Collection, Rhode Island Historical Society) | vi |
| 1A. Map of Rhode Island | 2 |
| 1B. Map of Lincoln, showing principal roads and physical features | 2 |
| 2. Projectile point from Twin Rivers archaeological site; <i>Massachusetts Archaeological Society</i> , Vol. XIV, No. 1, 1952. (Rhode Island Historical Society) | 5 |
| 3A. Eleazer Arnold House (c. 1687); Great Road; drawing by Norman M. Isham, 1890s. (Rhode Island Historical Society) | 7 |
| 3B. Eleazer Arnold House (c. 1687; c. 1740); Great Road; photograph from Antoinette F. Downing, <i>Early Homes of Rhode Island</i> , 1937 | 7 |
| 3C. Eleazer Arnold House (c. 1687; c. 1740; c. 1960); Great Road; Laurence E. Tilley photograph, c. 1960. (Rhode Island Historical Society) | 7 |
| 4. Interior of Eleazer Arnold House (c. 1687); Great Road; Providence Journal, photograph, 1952. (Rhode Island Historical Society) | 8 |
| 5. Valentine Whitman, Jr., House (c. 1694); Great Road; photograph, 1974. (Eric Hertfelder) | 8 |
| 6. Interior detail; Valentine Whitman, Jr., House (c. 1694); Great Road; George F. A. Palmer photograph, 1937. (Rhode Island Historical Society) | 8 |
| 7. Quaker Meeting House (1704, c. 1745); Chapel Street. (Warren Jagger) | 9 |
| 8. Interior, Quaker Meeting House (1704, c. 1745); Chapel Street. (Warren Jagger) | 9 |
| 9. Croade Tavern (c. 1700); Great Road (behind Eleazer Arnold House); drawing from Antoinette F. Downing, <i>Early Homes of Rhode Island</i> , 1937 | 10 |
| 10. Elliott-Harris-Miner House (c. 1710; c. 1850); 1406 Old Louisquisset Turnpike. (Warren Jagger) | 10 |
| 11. Israel Arnold House (c. 1740); 600 Great Road; Historic American Buildings Survey, drawing, 1961. (Rhode Island Historical Society) | 11 |
| 12. Israel Arnold House (c. 1740); 600 Great Road; photograph, 1974. (Clifford M. Renshaw) | 11 |
| 13. Israel Arnold House (c. 1740); 600 Great Road, Historic American Building Survey, drawing, 1961. (Rhode Island Historical Society) | 11 |
| 14. Kitchen of Israel Arnold House (c. 1740); 600 Great Road; photograph, N.D. (Rhode Island Historical Society) | 11 |
| 15. Lime Rock; detail from H. F. Walling Map of Rhode Island, 1862. (Rhode Island Historical Society) | 12 |
| 16. Ruins of Lime House (probably 18th-century); Old Louisquisset Pike; photograph, 1974. (Rhode Island Historical Preservation Commission) | 13 |
| 17. North Quarry at Lime Rock. (Kay Westhues) | 13 |
| 18. North Gate (1807 and later); Old Louisquisset Turnpike; photograph, 1974. (Eric Hertfelder) | 14 |
| 19. Limerock Hotel (c. 1800-1820); Great Road; detail from H. F. Walling Map of Rhode Island, 1851. (Rhode Island Historical Society) | 14 |
| 20. Lime Kiln (probably 19th-century); near Wilbur Road; photograph, 1974. (Rhode Island Historical Preservation Commission) | 15 |
| 21. Mount Moriah Lodge (1804 and earlier); Great Road; photograph, 1974. (Rhode Island Historical Preservation Commission) | 15 |
| 22. Smithfield (1795), with overlay showing present boundaries of Lincoln; detail from Caleb Harris Map of Rhode Island, 1795. (Rhode Island Historical Society) | 16 |
| 23. Moffitt Mill and Dam (c. 1812); Great Road; photograph, 1973. (Clifford M. Renshaw) | 17 |
| 24. Butterfly Mill (1812); Great Road; photograph, early 20th-century. (Rhode Island Historical Preservation Commission) | 17 |
| 25. Hearthside (1812); Great Road; photograph, c. 1970. (E. Andrew Mowbray) | 18 |
| 26. Hannaway's Blacksmith Shop (late 19th-century); Great Road. (Pamela Kennedy) | 18 |
| 27. Simon Aldrich House (c. 1760); Old Louisquisset Pike. (Pamela Kennedy) | 20 |
| 28. North Barn, Simon Aldrich Farm (late 18th-century; ruins); Old Louisquisset Pike. (Pamela Kennedy) | 20 |
| 29. Small Barn, Simon Aldrich Farm (late 18th-century); Old Louisquisset Pike. (Pamela Kennedy) | 20 |
| 30. Carriage House, Simon Aldrich Farm (mid 19th-century); Old Louisquisset Pike. (Rhode Island Historical Preservation Commission) | 20 |
| 31. Noon Hour at Manville Cotton Mills (1826, 1854, 1872; destroyed 1955); postcard, 1909. (Collection of Mrs. H. Harlow Kahler) | 21 |
| 32. The Gate House at Ashton along the Blackstone Canal (1824-1828); postcard, c. 1905. (Collection of Mrs. H. Harlow Kahler) | 22 |
| 33. Albion Bridge (1885). (Walter Nebiker) | 23 |
| 34. Saylesville Railroad Station (n.d.); photograph from <i>Sayles News</i> , 1920. (Rhode Island Historical Society) | 23 |
| 35. Providence and Worcester Railroad, 1844 map. (Rhode Island Historical Preservation Commission) | 24 |
| 36. Providence & Burrillville Trestle (1904-1932); along the Louisquisset Pike at the Lincoln-North Providence Line; postcard c. 1905. (Collection of Mrs. H. Harlow Kahler) | 24 |
| 37. Old Ashton Mill House (c. 1810); Main Street. (Kay Westhues) | 25 |
| 38. Old Ashton Mill House (c. 1810); Main Street. (Kay Westhues) | 25 |
| 39. View of Manville (1820s-1900s); postcard, before 1905. (Collection of Mrs. H. Harlow Kahler) | 26 |

| | |
|--|----|
| 40. Spring Street, Manville; postcard view, early 20th-century. (Rhode Island Historical Society) | 27 |
| 41. Manville; detail from Everts and Richards <i>Atlas of Providence County</i> , 1895. (Rhode Island Historical Preservation Commission) | 28 |
| 42. Albion; detail from D. G. Beers <i>Atlas of the State of Rhode Island and Providence Plantations</i> , 1870. (Rhode Island Historical Society) | 29 |
| 43. Albion Mill (c. 1850-1921); School Street; Albion. (Kay Westhues) | 29 |
| 44. Mill Houses (c. 1908); Albion; photograph from <i>Once in a Hundred Years A Pictorial History</i> ; Town of Lincoln, 1971. (Rhode Island Historical Society) | 30 |
| 45. Mill Houses (c. 1908); Albion; photograph from <i>Once In a Hundred Years A Pictorial History</i> ; Town of Lincoln, 1971. (Rhode Island Historical Society) | 30 |
| 46. Mill Houses (1870s); Albion; photograph, 1981. (Rhode Island Historical Preservation Commission) | 30 |
| 47. Mill Houses (1948); Berkshire Drive; photograph, 1949. (Rhode Island Historical Society) | 30 |
| 48. Lonsdale; detail from D. G. Beers <i>Atlas of the State of Rhode Island and Providence Plantations</i> , 1870. (Rhode Island Historical Society) | 31 |
| 49. Mill Houses (between 1870 and 1888); Grant Street (or Court) houses, Lonsdale. (Kay Westhues) | 32 |
| 50. Christ Church (1883); intersection of Front Street and Lonsdale Avenue, Lonsdale. (Kay Westhues) | 33 |
| 51. Bird's Eye View of the Saylesville Mills (c. 1855-1920s); Industrial Center, Saylesville; postcard, c. 1900. (Collection of Mrs. H. Harlow Kahler) | 34 |
| 53. Mill Houses (c. 1920); Woodland Court; photograph, from <i>Sayles News</i> , 1920. (Rhode Island Historical Society) | 35 |
| 52. Club House at Saylesville (c. 1860); postcard, c. 1905. (Collection of Mrs. H. Harlow Kahler) | 35 |
| 54. Interior of Fireman's Hall, now the Sayles Free Public Library; Chapel Street; photograph from <i>Sayles News</i> , 1922. (Rhode Island Historical Society) | 36 |
| 55. Sayles Memorial Chapel (1873, 1876); Chapel Street. (Kay Westhues) | 36 |
| 56. Quinsnickett Lake, Lincoln Woods (1909 and later); off Breakneck Hill Road; postcard, c. 1910. (Collection of Mrs. H. Harlow Kahler) | 37 |
| 57. Saylesville Highlands (c. 1950); 56 Grandview Avenue. (Kay Westhues) | 39 |
| 58. Milk Can (c. 1931); Louisquisset Pike; photograph, 1979. (Eric Hertfelder) | 40 |
| 59. View of Moshassuck Valley; view west from Great Road. (Kay Westhues) | 41 |
| 60. Mill House (c. 1800); Chapel Street, Saylesville. (Kay Westhues) | 42 |
| 61. Lonsdale Hall (1869); intersection of Front Street and Lonsdale Avenue, Lonsdale. (Kay Westhues) | 42 |
| 62. Israel Arnold House (c. 1740); 600 Great Road. (Kay Westhues) | 43 |
| 63. Manville Village (1820s-1980s); looking east from School Street; photograph, c. 1971. (E. Andrew Mowbray) | 44 |
| 64. Lonsdale Mill (1833 through early 20th-century); Carrington Street. (Rhode Island Historical Preservation Commission) | 45 |
| 65. Open Space and Woodlands (1981); view west from Great Road. (Kay Westhues) | 46 |
| 66. Quaker Cemetery (1730s-1860s); photograph, 1974. (Judi Sullivan) | 47 |
| 67. Ashton Viaduct (20th-century bridge); photograph, 1980. (Walter Nebiker) | 48 |
| 68. Limerock Village Historic District; National Register Map, 1974. (Rhode Island Historical Preservation Commission) | 49 |
| 69. Sample survey sheet | 50 |
| 70. Sample detail of survey map | 51 |



Cooke House (1687, addition c. 1750; demolished c. 1895); Great Road; photograph, c. 1890. The mid-18th century addition on the left, actually a complete dwelling in itself, was attached at the ridge of the roof in a popular local manner.

I. INTRODUCTION

This report culminates an historical and architectural survey of the Town of Lincoln, initiated by the Rhode Island Historical Preservation Commission in cooperation with the Town in April, 1977. The survey was funded by the Preservation Commission through a grant from the Heritage Conservation and Recreation Service of the Department of the Interior and by the Town of Lincoln with funds provided by the Lincoln Centennial and the Lincoln Bicentennial Commissions.

Three steps have been necessary to complete this study: field work, map compilation, and preparation of this report; an explanation of methodology is provided in Appendix D. The survey was not limited to particularly ancient or architecturally noteworthy buildings; this survey was designed to include those buildings, sites, and areas which bear some special relationship to the economic, political, social, and cultural evolution of Lincoln from its origin to the present day.

Approximately nine hundred and fifty buildings, sites, structures, objects, and open spaces of historical, architectural, cultural, or visual significance were recorded in the Lincoln survey. Selections were made on the basis of: (1) intrinsic historical, architectural, or aesthetic value of a property; (2) associative value of a property familiar to local residents due to prominent siting or location, or use for a particular purpose; and (3) representative or symbolic value of a property

which typifies some aspect of the city's social, cultural, physical, or economic development. The survey is not intended to be simply a catalogue of Lincoln's antiquities, but rather to provide an overview of all the elements which contributed to the formation of the town as we see it today: its topography, street pattern, transportation systems, and residential, commercial, public, and industrial buildings of all periods.

After completion of the survey and review by the Historical Preservation Commission and local officials and citizens, copies of the survey forms, maps, and final report are placed on file at the Preservation Commission's central office (Old State House, 150 Benefit Street, Providence) and at an appropriate local repository — in this case the Lincoln Town Hall (100 Old River Road, Lincoln).

This report is divided into two major sections. The first part provides a short outline of Lincoln's physical development from the seventeenth through the twentieth centuries; it is supplemented by an inventory of representative historic properties. The second part is a proposed strategy for preservation of the manifestations of Lincoln's past. This plan assumes that the diversity of age and architectural style in Lincoln's buildings is characteristic of the town and is, in fact, one of its most appealing qualities. A second premise is that Lincoln's historic buildings, sites, and areas will be best preserved by planning for productive and economically feasible contemporary uses.

This report has four purposes: to help residents become aware of the historical and architectural heritage of their town, to awaken and foster civic pride, to encourage people to enhance the quality of their environment through sensitive rehabilitation of historic properties, and to provide a basis for the incorporation of preservation principles into local planning programs. It was designed to help residents to see familiar buildings and streetscapes in a new way and to help them in planning for the future. The report is only a first step; though it provides a blueprint for action, its actual implementation depends upon the community's initiative and local residents' determination to preserve the unique historic and architectural resources of their town.

The Commission would like to thank the following organizations and individuals for their aid in completing this Lincoln survey: Town Administrator Burton Stallwood, Mr. David Wilkie and the staff of the Town Clerk's Office, Mr. Leo Tellier and the staff of the Tax Assessor's Office, Mr. Leon Blais and the staff of the Public Works Department, the officers and members of the Blackstone Valley Historical Society and the Great Road Association, and Mr. Albert T. Klyberg and the staff of the Rhode Island Historical Society Library. Special thanks are due to the many Lincoln citizens who generously opened their houses for the survey and shared their knowledge of Lincoln's history.

II. THE NATURAL SETTING

Lincoln is a nineteen-square-mile inland town in northern Rhode Island, roughly triangular in shape. It is bounded by North Smithfield and Smithfield on the west, by Pawtucket and North Providence on the south, by Central Falls on the southeast, and by the Blackstone River on the east.

Lincoln's land is for the most part rocky, though there are some fertile meadows which have always supported a thinly dispersed but substantial farming population. The town is punctuated by several small hills and low swampy areas. Deposits of limestone in central Lincoln have been the most significant of the town's mineral resources, and its processing has supported a small settlement, Lime Rock, since the seventeenth century.

Water resources have been overridingly important in Lincoln's history. The Blackstone River forms the eastern border of the town. A relatively small river, the Blackstone flows between steep banks and drops precipitously over a series of falls. The Moshassuck River flows south (its head waters located near Lime Rock) roughly paralleling the Blackstone as it moves toward the southeast corner of Lincoln. The power of the two rivers' falls was harnessed early in the town's history for small sawmills and gristmills and, later, in the nineteenth century, for textile mills—their dams creating and reshaping a series of ponds.

So much of the town's history has been tied to its manufacturing villages that it is often forgotten that agriculture has provided the livelihood for many of Lincoln's residents over the last three centuries. Examination of nineteenth-century maps shows concentrations of population and building at nodes along the Moshassuck and Blackstone Rivers—the villages of Manville, Albion, Saylesville, Lime Rock, Lonsdale, and others. It often goes unnoticed that these nodes have always been set in a rural matrix—it is this agricultural heritage which has been the framework, the underlying structure, within which the villages have grown. These farmlands have given the town its identifying texture and quality, and they are the fabric across which the mill villages are disposed. Manufacturing villages have grown within a rural or at least a semi-rural context, and the growth of industrialism has always been softened by the nearness of agrarian life. For most

of Lincoln's villagers, there is still open land at the edge of vision from these centers.

While much of this farmland has disappeared, Lincoln is fortunate in retaining many reminders of its agricultural past. Several notable farmhouses and farm complexes survive in good condition—well preserved and well cared for. Very little land is still actively farmed; some of the land is open but not used, and some former farms now bear small stands of second-growth forest. Though no longer farmed, Lincoln's open fields preserve the historic relationship of villages and countryside. By far the largest tract of open space in the town is Lincoln Woods, acquired by the state in the early twentieth century. It no longer contains any historic buildings, but Lincoln Woods is a large area, now protected from development.

In the twentieth century, a third pattern was overlaid across the landscape—suburban development. Reflecting its increasing participation in the Providence metropolitan economy, the town has become home to people who work elsewhere. Building for suburbanites has filled much land which was still open or farmed as recently as 1950, a process which has had an enormous social, economic, and visual impact on the town. Suburban development (like agriculture and manufacturing) has a characteristic form and has contributed new patterns to the look of Lincoln.

The town has examples of suburban tracts from each of the last five decades and, although there are variations, these developments have much in common. Unlike earlier villages, they are almost exclusively residential, without the commercial and institutional uses which one finds in the villages. And, again in contrast to the villages, suburban houses are largely single-family dwellings, separated from each other by lawns and set well back from the streets.

Like their village counterparts, such developments may still be surrounded by the natural landscape, but, unlike the villages, their builders have often made efforts to incorporate elements of the natural landscape into the development itself—in lawns, trees, and gardens.

Above all else, such suburban areas reflect in form this century's reliance on the automobile—in their garages and driveways, relatively wide streets, and low density—indicating that their residents can drive to schools, shops, churches, and work places. A system of

new highways now connects Lincoln to the rest of the region. While I-95 passes to the east of the town, it is made accessible by the east-west course of I-295, while north-south traffic is carried along R.I. 146, built to replace the nineteenth-century Louisquisset Pike. These close ties to the surrounding region are reflected in the recent construction of two educational facilities just off R.I. 146—both Rhode Island Junior College and Davies Vocational-Technical School are easily accessible to students throughout northern Rhode Island. Similarly, the new Lincoln Mall attracts shoppers on a region-wide basis.

THE TOWNSCAPE

The townscape of Lincoln—the complex relationship of its buildings to each other and the natural landscape—has been formed by generations of inhabitants: Native Americans, seventeenth-century pioneers who carved farms out of the wilderness, lime miners, early iron workers, dairy and truck farmers, nineteenth-century industrialists who used its rivers for power, mill workers drawn from its farms and several foreign nations as well, and twentieth-century suburbanites and industrial developers. Each generation has built for its own needs, using the technology and designs of its era, but each generation has also made use of buildings bequeathed to it by previous residents. In the existing fabric one may read the several stages of the town's growth—the interwoven layers reveal various stages of development through three centuries.

Lincoln is a linear town with no single center. It grew up along early roads, turnpikes, and rivers, intensifying around some natural feature such as a waterfall or lime deposit. The town is a federation of manufacturing villages—residents think of themselves as citizens of Quinville, Lonsdale, Manville, Albion, Saylesville, and Lime Rock, as much as they think of themselves as citizens of Lincoln.

Though Lincoln was the scene of extensive industrialization in the nineteenth century, it never became an urban center. Early industrial activity was concentrated along the Blackstone River as it flows along the eastern border of the town. Many of the earliest elements of Lincoln's transport system linked these concentrations of development to the urban center at Providence. The Blackstone Canal and the Providence-Worcester Rail-

road both connected the industrial villages to the sources and markets at the head of Narragansett Bay.

Manufacturing has historically taken place within a village context, and, characteristically, each village contains some of these common elements: a factory or processing site, waterways, houses, stores (since the villages were trading centers), churches, schools, and kindred institutions. The villages, however, display a marked variation in form, reflecting their particular natural advantages, the corporate organizations which guided their development, and the background and character of their inhabitants. Manville, for example, is an almost urban environment, densely developed, and tightly packed with multi-family houses; Saylesville and Lonsdale have a nearly suburban aspect, arranged on grid street patterns, with many more single-family houses with small yards; Lime Rock, on the other hand, retains much of its rural character, a linear village ranged along two early roads, with farm fields interlaced between its houses.

The historic presence of these villages has had great significance for the lifeways of their residents—in their lifestyle, these villages have always had much of the character of small towns. Despite Lincoln's expansive size, most of its long-time residents are villagers at heart. Their economic, social, political, and religious lives have been influenced by their residence in a particular village—a community symbolized by the physical presence of their work places, homes, schools, churches, and other institutions. Lincoln is still an industrial town, though its modern industry is now concentrated on the western side of the town. No longer confined to the river by their need for waterpower, new industries are for the most part located in an industrial park near Washington Highway (Route 116)—connections to the interstate highway system have become a more critical determinant for Lincoln's twentieth-century industrialists.

III. HISTORICAL ANALYSIS

NATIVE AMERICANS

The presence of humankind in Lincoln probably stretches back ten thousand years before Roger Williams was granted land by Canonicus and Miantonomi in 1636. The Narragansett Indian inhabitants of Lincoln who greeted the European colonists some three hundred years ago followed a way of life remarkably different from the earliest inhabitants of Lincoln. The archeological record is our only source of information about a span of human activity that dwarfs our own brief historical residence. During this period changes in prehistoric economies occurred that bore directly on the success with which Europeans colonized the area in the 1600s. Indian groups in southern New England changed over a ten-thousand-year era from an economy based upon hunting, fishing, and the gathering of wild plants to an agricultural economy based upon the cultivation of domestic crops. The climate and environment of the area has also changed dramatically. The sea level rose as much as fifty feet, submerging much of the coastal plain—land that was occupied prior to its submergence. The climate warmed gradually, changing from a cold, spruce-dominated landscape to today's warmer deciduous-forested environment. Within this broad context of cultural and environmental change, archeologists have distinguished four time periods which help organize information about the behavioral change involved in the transformation from hunting and gathering to agriculture.

Probably the most dramatic climatic and environmental changes occurred during the Paleo-Indian period (10,000-6,000 B.C.). As the climate warmed and the glaciers melted, sea levels rose, inundating the coastal-plain rivers and forming the Narragansett Bay. Spruce was gradually replaced by pine and later colonization of oak. Mastodon remains have been found on the submerged coastal plain, and it is likely that Paleo-Indian groups hunted the mastodon, as well as native caribou, moose, and giant beaver.

Paleo-Indian sites are rare. Only three have been recorded in Massachusetts. The only one located in Rhode Island is in Lincoln on the Wenscott Reservoir. A projectile point with characteristic longitudinal shafting grooves or flutes was found at the Twin Rivers Site. Archeologists believe that the rareness of such sites is

due to the relatively low population density—with small groups of twenty-five to fifty people moving frequently to take advantage of periodic concentrations of food resources such as local caribou migrations—in a difficult and unpredictable environment.

The climate continued to warm during most of the Archaic Period (6,000 -500 B.C.), becoming even milder than current conditions between 3,000 to 1,000 B.C., similar to the existing Chesapeake Bay area. Sea levels continued to rise, reaching a level close to today's around 2,000 to 1,000 B.C. along the coast. This stabilization allowed the formation of extensive tidal mud flats and the establishment of abundant shellfish populations. Forest conditions changed from the earlier conifer to a deciduous community that supported a more diverse and abundant animal population. This increased variety of plants and animals was accompanied by an increase in the human population. Evidence for the increase can be found in the archeological record with more sites occurring in a wider range of habitat types. Within these sites archeologists find a wider variety of tools for hunting deer, birds, small mammals, for the preparation of nuts and other wild plant foods, and for the working of wooden objects. A variety of different projectile points, some probably early arrowheads, are typically fashioned of quartz, quartzite, or green shale. Scrapers and drills probably indicate the preparation of hides or materials for clothing or adornment. Ground stone gouges and axes appear for the first time, indicating the importance of wooden objects, while grinding stones suggest the presence of seeds and nuts in the diet.

Archaic sites are most commonly found on freshwater streams and salt-water inlets. At these locations, spring runs of herring or salmon could be harvested, and shellfish of various kinds gathered in abundance from tidal flats. Several Archaic sites near freshwater streams are known in Lincoln. One of the best documented is the Twin Rivers site which was excavated by the Massachusetts Archeological Society in the 1950s. Evidence of hunting is contained in the site's large artifact collection, while the remains of hearths show where food was cooked. Other areas occupied by people during this period have been found along Crookfall Brook and the Blackstone River. These small campsites may have been occupied during travel from coastal to inland areas.

Toward the end of the Archaic period, between approximately 1600 and 500 B.C., Indian groups began manufacturing bowls and other receptacles from local steatite or soapstone. This material was quarried in several locations around southern New England, including an area along Furnace Brook in Cranston. People living at the time in what is now Lincoln may have used steatite, perhaps from Cranston, to fashion a variety of vessels.

The climate cooled slightly during the Woodland Period (A.D. 500-1500) and the forest community took on a hickory-chestnut composition. Site size apparently increased, increased desertism as people began to concentrate food resources, perhaps managing and harvesting the abundant nut crops or exploiting the coastal shellfish and spring runs of alewife. The oil from nuts was probably extracted and stored for the winter in clay pots while fish were dried and packed, enabling some groups to live in the same area year round. Later in the period, perhaps around A.D. 1200, the climate warmed slightly increasing the growing season and thus allowing a predictable yearly harvest of corn and other subtropic plants. This innovation helped to ensure an adequate year-round food supply and further encouraged sedentary year-round residence although inland hunting and gathering were probably continued. This de-emphasis of seasonal movement to procure food and a later emphasis on corn cultivation led to the establishment of permanent sites along the coastal plain and fertile floodplain terraces along rivers. Again, the best surviving evidence for human occupation in Lincoln is along the Crookfall Brook and the Wenscott Reservoir. These sites probably represent inland hunting and gathering that complemented the coastal horticulture of the period.

When English colonists settled in the northern Rhode Island area they found much of the best land had already been cleared by Indian farmers. Such fields eased the transition to the new land, and it is certain that colonization would have been more difficult had not Indians shared their harvest and land with the newcomers. Prior to permanent European settlement in New England, Indian contact with explorers and traders resulted in the spread of diseases for which native peoples had no resistance. Between 1616 and 1617, these diseases struck the coastal tribes of southeastern New

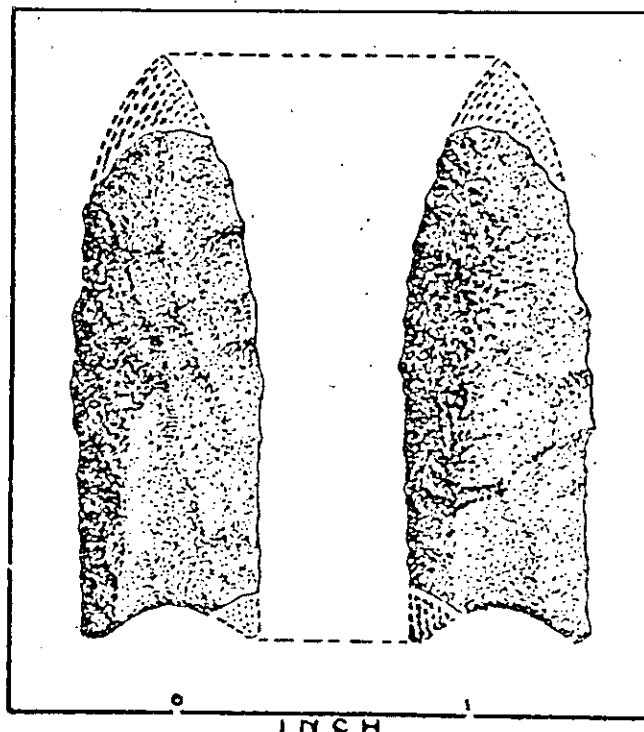


Fig. 2: Quartzite projectile point with shallow flute on both sides and a concave base from the Twin Rivers archaeological site (1952); Massachusetts Archaeological Society.

England with great severity, depopulating whole villages and upsetting traditional tribal boundaries and alliances. Both the open fields and tribal instability were inviting to colonial settlement and eventual domination. Fort Ninigret in Charlestown and Queen's Fort in nearby Exeter represent examples of a new settlement pattern adopted by the surviving Narragansetts for purposes of trade and defense.

By the time European settlers came to Rhode Island, the natives in the area were organized into at least four tribes led by chiefs called sachems. These tribes were subjects of the powerful Narragansetts, a tribe which had expanded beyond its domain in present-day Washington County to subjugate all the tribes in what is now Rhode Island west of Narragansett Bay.

European settlers did not immediately displace the original inhabitants of Lincoln. Early records report that a group of Indians continued to live on the Moshassuck River, just north of Saylesville. Local tribes and colonists co-existed until the late seventeenth

century, when King Philip's War resulted in the decimation of the native population. With their power and influence thus destroyed, the Indians ceased to play a significant role in the history or development of the community. By 1748, only twenty Indians lived in Smithfield (including the land which is now Lincoln).

The Indians have left Lincoln and Rhode Island an enduring legacy that includes more than archeological sites and landmarks. Many local place names are derived from the Indian language: Quinsnicket (which tradition suggests means "the place of stone houses") still identifies the section of Great Road near the Eleazer Arnold House; Loquasquusuck (now spelled Louisquisset) originally identified the whole northern section of Lincoln, although it is now primarily associated with the turnpike running north and south through the town; Wesquadomset Brook, the present boundary between Lincoln and North Smithfield, is now called Crookfall Brook. These vestiges of the native culture, though probably unrecognized by many of Lincoln's current residents, are in fact memorials to an extinct way of life and remind us of the rich and complex pre-colonial history of the town, which can only be understood by carefully preserving and scientifically excavating any remaining archeological sites.

TAKING THE LAND

The land which now forms the town of Lincoln was included in Roger Williams' original purchase. Banished from Massachusetts in 1635, Williams and his followers sought refuge in the Narragansetts' country at the head of the bay. In 1636, Williams made a verbal pact with the Narragansett sachems Canonicus and Miantonomi by which they granted him and his party the use of an extensive tract of land. A year after Williams' arrival the verbal agreement was confirmed by a written deed, through which the white settlers acquired the "meadows upon two rivers," the Pawtucket, or Blackstone, and the Pawtuxet Rivers. With this deed the Providence proprietors got title to the land which is now Lincoln, "upland from the water, most of it rocky and barren without meadow."

Ten years after Providence's founding, the Wampanoag sachem Massasoit laid claim to the land between the Blackstone River and "loquasquicit." The Providence settlers regarded his claim as doubtful, since they

believed that title had already been obtained from the Narragansetts, to whom Massasoit's Wampanoags owed allegiance. To avoid conflicts, however, they purchased Massasoit's claim as well, confirming their ownership of the great unsurveyed tracts of what is now northern Rhode Island.

The Lincoln area remained legally part of the town of Providence for almost a century, from its purchase in 1636 until 1730. The colonial legislature then divided the northern section of the colony into several towns. Citing the "heavy and burthensome" difficulties to which the inhabitants were subjected in traveling to Providence for town meetings, the legislators partitioned the outlands into the new town of Scituate, Glocester, and Smithfield. The town of Smithfield, seventy-three miles square, included part of present-day Woonsocket, Smithfield, North Smithfield, and Lincoln. The first town meeting of Smithfield was held in the Valentine Whitman, Jr., House still standing in Lime Rock.

Throughout the eighteenth century, when Lincoln was largely an agricultural area, and the first three quarters of the nineteenth century, when the town's manufacturing villages were founded and expanded, this area remained part of Smithfield. In 1870, Smithfield was divided: part was annexed to Woonsocket; North Smithfield and Lincoln were created as separate towns. Lincoln's present-day boundaries were established in 1895 when, after an election, the village of Central Falls was separated from the town and incorporated as a city.

SEVENTEENTH-CENTURY SETTLEMENT

The first European settler in the lower Blackstone Valley preceded Roger Williams. William Blackstone, an Englishman and an Anglican, had established himself in this wilderness by 1635, after a ten-year sojourn in Boston. Today, nothing remains of his establishment, but its location is shown by a marker near the Ann and Hope Mill in Cumberland. Though Blackstone was the first white settler in the region, he was not in any sense a "founder"—his only legacy to the area was the name of the river which flowed past his house and which was known in the early records as "Mr. Blackstone's River."

Though the Providence settlers had acquired the land

which is now Lincoln in 1636, they did not immediately settle here, but rather clustered at the head of the bay in what became the city of Providence. Bound together by their need for defense and their communal life, only a few ventured into the interior reaches purchased from the Indians. This area remained a wilderness, designated in their records as "Louisquisset" or the "North Woods," an apt description since the land was heavily forested. The land was used intermittently by Providence residents. The rivers and streams may have been fished; the marsh hay growing along the river banks was harvested for cattle feed. This "pasturage right" was an important element of the farming economy of the early Providence settlers and included not only the right to turn animals loose to forage but also the right to claim and cut the wild hay.

By far the most important resources of this region were the lime deposits at the headwaters of the Moshassuck River. Providence records show that Gregory Dexter was mining lime for use in mortar by the late 1660s. The mining and processing of lime at Lime Rock is, then, one of the first and oldest industries in the nation. For the most part, though, the first generation of Rhode Islanders did not make intensive use of their "North Woods," and the land remained an undeveloped adjunct of the compact part of Providence, entered only occasionally for exploitation of its game, wood, hay, or lime.

After the decisive battles of King Philip's War in the 1670s, settlement in the Blackstone and Moshassuck Valleys began in earnest. While no community existed until well into the eighteenth century, individual families applied for grants of land or purchased property, made their way north, built houses, cleared fields, and planted crops.

Among the first families to settle in Lincoln were the Arnolds whose patriarch—Eleazer Arnold—migrated to this area in the 1680s. Eleazer Arnold was the son of Thomas Arnold and nephew of William Arnold, one of Roger Williams' original party. Thomas Arnold had purchased a large tract in southern Lincoln in 1661 (near the present-day Lincoln Woods), and in 1683 the Great Road was laid out through his land. His son, Eleazer, was the first to settle on his land. Eventually Eleazer's several sons and daughters built homes and operated farms nearby, and a small community grew up

in the region. The Arnold family so dominated the area that it was occasionally referred to as "Arnoldia." Eleazer Arnold is regarded, quite rightly, as one of the founders of Lincoln. A second-generation Rhode Islander, he was among the first to settle permanently in northern Rhode Island, and, unlike those who had used the land for its specific resources, he left a lasting legacy—in his house, his descendants' houses, and in the encouragement which "Arnoldia" gave to further settlement in the Blackstone and Moshassuck Valleys.

The Arnolds were a family of both property and influence in Providence. Thomas Arnold, Eleazer's father, was granted a house lot in Providence in 1665; he held office in the General Assembly and in the Town Council of Providence. Eleazer's brother, Richard Arnold, is regarded as an important figure in the early history of Woonsocket. The first Town Council of Smithfield, elected in 1730, was led by John Arnold of Woonsocket.

Eleazer Arnold began his life in Lincoln as a farmer; he was later granted a license to sell liquor and keep a public house to serve travelers along the Great Road. His growing wealth and his role as a tavern keeper on a major highway made him an important figure among the early arrivals in the North Woods. He served on the Providence Town Council, was elected as a Deputy to the General Assembly for eight terms, and served as a Justice of the Peace. With his wife, Eleanor Smith Arnold, and their ten children he created a substantial estate in his remote location.

Our view of such seventeenth-century settlers is refracted through time, but Lincoln is particularly fortunate in having several houses which provide a glimpse of what life was like on the raw edge of the Rhode Island frontier. The early settlers, for the most part, made their living from the land as farmers; Governor Peleg Sanford described his fellow Rhode Islanders in 1680 as living "comfortably by improving the wilderness." The landscape which they moved into was heavily forested, and their first step if they were not lucky enough to acquire land already cleared by Indians was to clear the heavy growth of oak, walnut, chestnut, and birch trees in order to create open land for fields. The homes and fields of these settlers were not clustered in villages but strung out along the Great Road, separated from each other by the forest, creating small rural

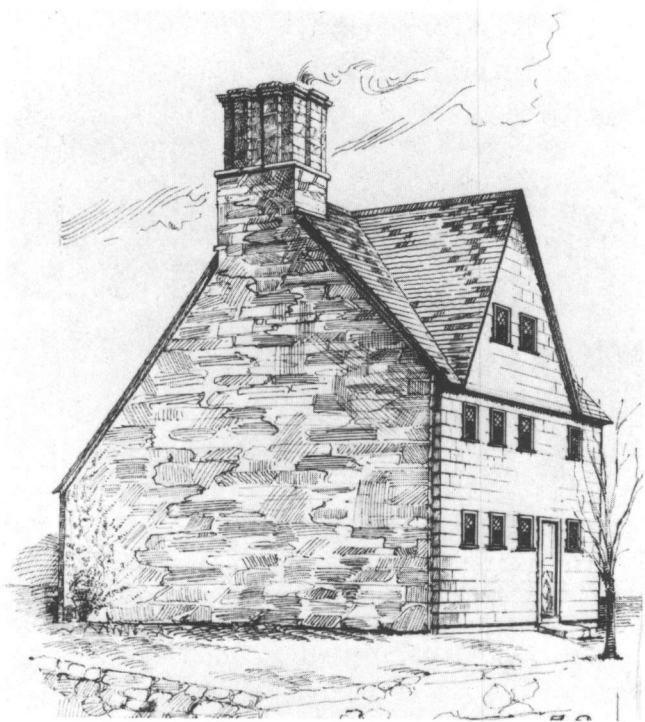


Fig. 3A: Eleazer Arnold House (c. 1687); Norman M. Isham's reconstruction, based on internal evidence, of Lincoln's earliest surviving 17th century "stone-ender."

homestead oases in the wilderness.

The houses they built against the background of the wild forest were constructed in an English rural tradition, a tradition which was based, not on academic knowledge, but on the houses which the settlers had known in England. Their buildings were formed by the rural folk skills of the housewright, mason, adzman, and sawyer—who had learned their construction techniques, the use of their tools, and building forms from older craftsmen—and from the materials available in their new setting. The builders' traditional craft and their heavy, intricate carpentry produced houses of great solidity and unstudied beauty.

Two seventeenth-century houses survive in Lincoln on Great Road to testify to the almost medieval architectural traditions of these builders—the Eleazer Arnold House (c. 1687) and the Valentine Whitman, Jr., House (c. 1694). Both are gable-roofed, rectangular buildings, built of wood, with large fieldstone chimneys forming an entire end wall (hence the appellation: "stone-ender"). The Whitman House chimney has a



Fig. 3B: Eleazer Arnold House (c. 1687; c. 1740); Great Road; photograph, c. 1935. Shown is the appearance of the home from the 1740s until the 1960s.

brick replacement above the ridge line, but the Arnold House chimney retains its original, stone pilastered cap. The stone-end chimneys contained large fireplaces on the interior. These early houses were built of huge beams dressed with hand tools, framed one wall at a time and raised into place; the beams were fitted together with mortised or dovetailed joints pinned with wooden pegs. The massive frame was left visible on the interior, with posts at the corners and the great summer beam running the length of the room, perpendicular to the chimney wall. The interior walls of the Arnold House are now sheathed with beveled and beaded boards; when built the walls were probably plastered. The exterior of the house was covered with hand-riven clapboards, as on the Whitman House. The double-hung sash of the Whitman House is a later replacement; the house probably once had windows similar to the restoration replacements now in the Arnold House—small casements, with diamond-shaped panes set in lead cames. Doors and windows were arranged across the facade for convenience and necessity, without regard



Fig. 3C: Eleazer Arnold House (c. 1687; c. 1740; c. 1960); Great Road. The house as it appears today after restoration by SPNEA, the Society for the Preservation of New England Antiquities.

for the formal symmetry.

These seventeenth-century houses were not surrounded by lawns; they were built with their backs to the woodlands, near the road which extended their owners' world as far as Providence and Massachusetts. Economy and simplicity are their cardinal virtues. Decorative detail is spare and always related to structure—the chief embellishment consisted of chamfering on the beams.

Arnold's house and farm probably should not be thought of as typical, since he was more affluent than most of his neighbors; nevertheless, his surviving will provides evidence of the austere manner in which seventeenth-century houses were furnished. Arnold's household goods included ten chairs—the most common furniture of his day—two beds and bolsters, and an hourglass. Most of his furnishings were cooking equipment—skillets, pots, trays, mugs, and the like. Even for a man of Arnold's standing and wealth, the bulk of his estate consisted of farm tools—ploughs, scythes, axes, pails, and yokes.

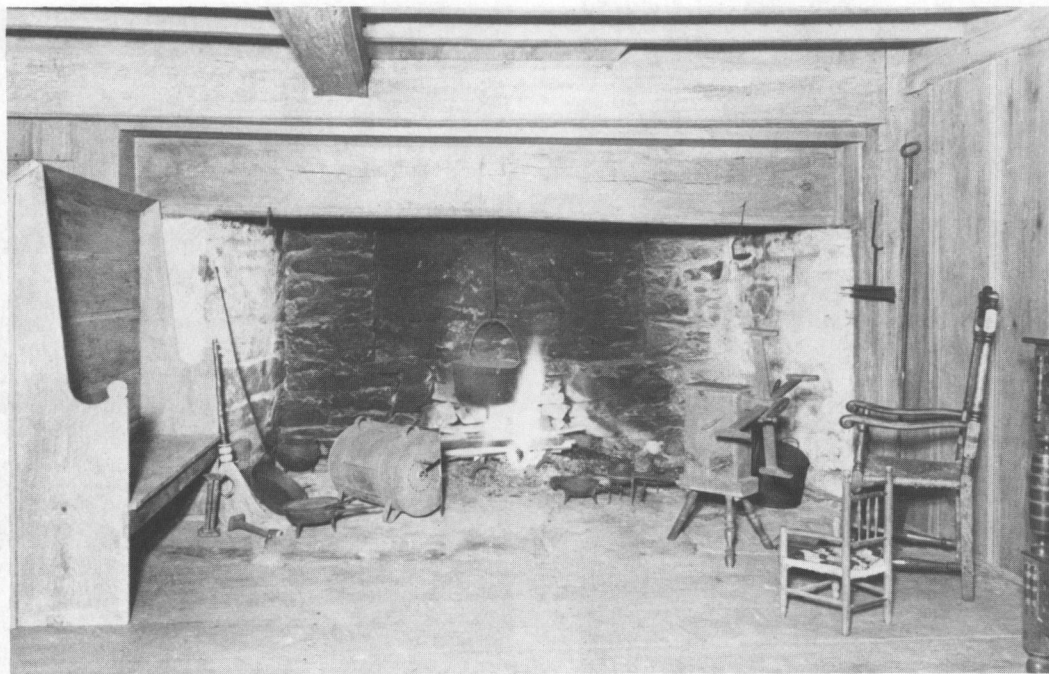


Fig. 4: Interior, Eleazer Arnold House (c. 1687 et seq.): Great Road; photograph, 1952. The 17th-century exposed framing and chamfered summer beams are intact; originally the walls were plastered.



Fig. 5: Valentine Whitman, Jr., House (c. 1694); Great Road; photograph, 1974. Although altered on the exterior, the interior of this "stone-ender" retains its fine 17th century framing.



Fig. 6: Interior, Valentine Whitman, Jr., House (c. 1694); Great Road; photograph, 1937. Chamfered corner post and plates are shown.

Many of the early Lincoln settlers including the Arnolds were members of the Society of Friends, commonly known as Quakers, and the first house of worship built in what is now Lincoln was the Friends Meetinghouse on Great Road. In other New England colonies Quakers were regarded as fanatics inimical to civil order and they were decidedly unwelcome. Like other religious refugees they found a home in Rhode Island and by the 1660s had established monthly and yearly meetings in the colony. By 1690, Quakerism was the dominant creed of Rhode Island, and the colony (particularly its leading town, Newport) was a major center of Quaker life.

Blackstone Valley Quakers held their first-day meetings in private homes until 1704, when they built a small meetinghouse which still stands near Great Road, a quarter mile from Eleazer Arnold's house. Now a wing on the later (c. 1745) building, this meetinghouse is a single-room structure, two bays wide, covered by a gable roof, its walls clapboarded. It has undergone a number of modifications, but its heavy framing remains partly visible on the interior, and its severely plain exterior still recalls its original character.

The meetinghouse was built on Eleazer Arnold's land. In 1708, Arnold donated the property to the leading worthies of the meeting, among them representatives of the earliest families to settle the region: Smiths, Wilkinsons, Comstocks, and Arnolds. Located a few hundred yards from Arnold's house, the meetinghouse was the seat of the Providence Monthly Meeting after 1718 and was the focus of Quaker life for the great



Fig. 7: Quaker Meeting House (1704, c. 1745); Chapel Street. Lincoln's oldest house of worship, the meeting house was built in two sections; the small, one-room, one story wing is the earlier section.

expanse between East Greenwich and the Massachusetts border. The Quaker creed continued to flourish throughout the early eighteenth century; in 1719 a second meetinghouse was built in Woonsocket, and c. 1745 a substantial addition was made to the Lincoln house.

The c. 1745 meetinghouse was joined to the earlier one at its east wall and is two stories tall; like its older counterpart it is clapboarded and gable roofed. On its interior, the building's frame of heavy posts and beams with curved braces is still visible; a three-sided gallery faces the raised elders' bench. Serene in its plainness, the meetinghouse is a vivid testimony to the ideals of the meeting members and their notion of a proper place for worship.

Lincoln is particularly fortunate that the meetinghouse survives since, with the remaining houses of the early settlers, it has much to tell about life in the first century of Lincoln's settlement. Individually, the Arnold and Whitman Houses and the meetinghouse are uniquely beautiful, their beauty arising not from their elaborate detailing but from their fitness for their purpose and the craft and fine workmanship exhibited in the handling of their materials. Taken together they are a testimony to the achievements of these first settlers; they were clearly built by provincials, sturdy farming families who, though not rich, led comfortable lives on Rhode Island's agrarian frontier.

These early buildings are the survivors of what was once a far greater number—it is known that at least twice as many seventeenth-century structures survived

into the twentieth century. As recently as the 1960s, the Eleazer Whipple House, a fine "stone-ender" in Lime Rock, was demolished and its materials scattered to several sites. Only a very few of these dwellings still remain, less than a dozen in the entire state. They are an architectural legacy shared by every Rhode Islander. Lincoln's two fine "stone-enders" constitute a disproportionate share of this patrimony—an unusually rich

heritage, unmatched by any other community. Each demolition and fire has made the remaining stock of seventeenth-century houses more precious and rare. The few early buildings left in Lincoln should be considered an irreducible minimum—each is a treasure and deserves the protection and care not only of the individuals and organizations who own them but of every resident of the town and, indeed, of the state.

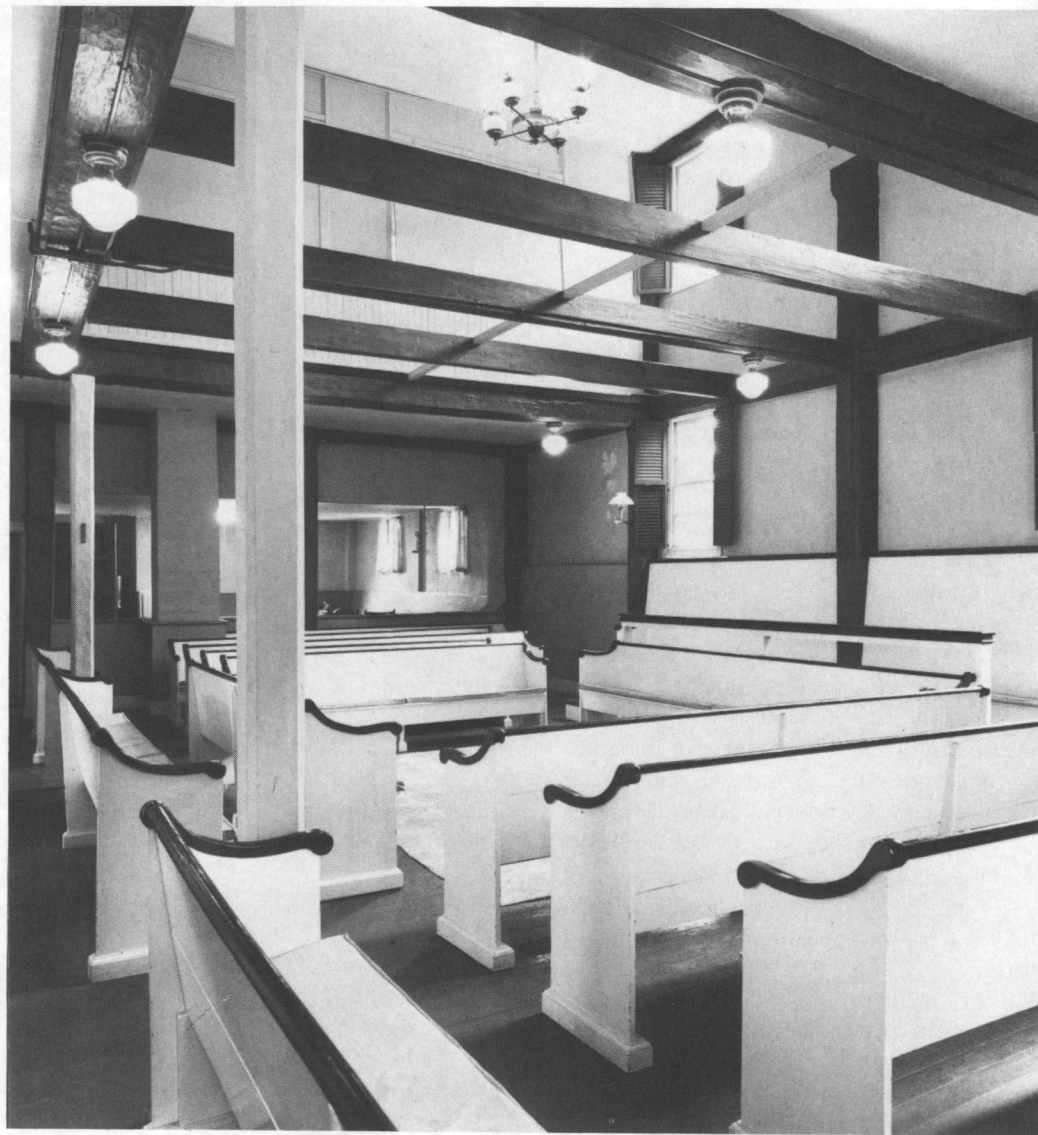


Fig. 8: Interior, Quaker Meeting House (1704, c. 1745); Chapel Street. Although the interior has been changed over the years, its heavy frame with post and beam construction is still visible.

EIGHTEENTH-CENTURY DEVELOPMENT

While the earliest of Lincoln's builders constructed houses whose sources and models were the essentially late medieval dwellings of rural England, in the second century of the town's settlement colonial builders came under the influence of English interest in classical architecture. Though this alteration in architectural ideals and concepts was gradual, the eighteenth century saw a decided shift in the notion of how a house should look. While these new influences were first felt and seen in the great port cities (like Newport), their impact was also evidenced in outland areas like Lincoln.

Even though the eighteenth-century house was still built as a rectangular box of heavy posts and beams fitted together with worked joints, there was a new interest in the ordered regularity of the facade. Where windows and doors had once been placed for the convenience and need of the occupants, they were now arranged for their pleasing appearance and their symmetry. The Croade Tavern, a one-and-a-half-story, gambrel roof house, built c. 1700 and moved to 660 Great Road from Pawtucket, for example, retains the medieval feature of the jetty or overhang on its west end; but, by contrast with its earlier neighbor, the Eleazer Arnold House, its door is set at the center of the facade with a window on each side.

The house plan underwent radical change and the five-room plan became almost universal. The chimney, now most commonly built of brick rather than stone, was no longer set at the end of the house, but at its center, with five rooms arranged around it: a chamber on each side, at the front of the house; a large kitchen in the center of the rear of the house, and two small back corner rooms. Most houses had two full floors, and this layout was repeated on the second floor. The three principal rooms on each floor had a fireplace. The main entrance was set in the center of the facade, with two windows (now sliding sash, rather than casements) on each side of the door. Access to the second floor (or attic) was gained by a narrow stair tucked in the space between the door and the chimney. This basic arrangement was popular for decades. Houses built on this pattern exist throughout Lincoln and were built from the eighteenth century until well into the nineteenth.

Some variations of the five-room plan have also survived. A two-room version, the Elliott-Harris-Miner

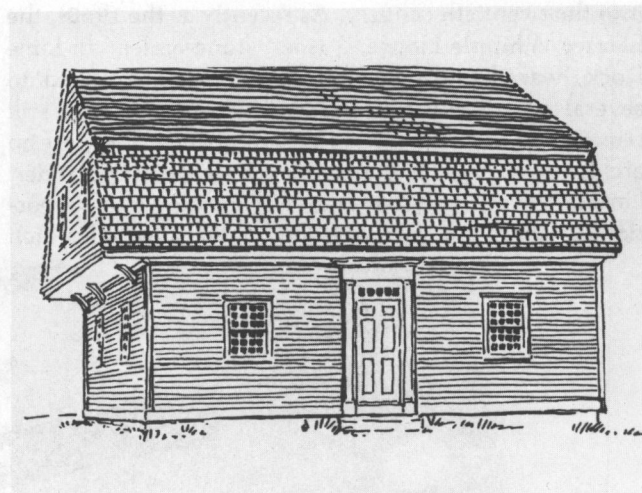


Fig. 9: Croade Tavern (c. 1700); Great Road; drawing, c. 1935. The Croade Tavern was built in Pawtucket — it is the last survivor of Joseph Jenks' original settlement — and was moved to its present site behind the Eleazer Arnold House. The house is notable for the shipsknee bracket overhang on the west end.

House (c. 1710) stands at the corner of Woodward Road and Old Louisquisset Pike. Now joined to a later Italianate dwelling, the Elliott-Harris-Miner House is a small, one-and-a-half-story structure only three bays wide; though it has a center chimney and stair, the space along the back of the house is so narrow as to contain only cupboard space, rather than the usual three rooms. Another variation of the plan is the "half-house"—actually, three-fifths of a standard five-bay house. An early example is the Aldrich House (c. 1750) on Sherman Avenue. Now modified by the addition of extra bays, a hip roof, and reorientation to the west, the Aldrich House seems to have begun its life as a half-house, oriented to the south, where its doors and stairs are set at the eastern side of the structure. A later and better preserved version of this type is the Scott House (c. 1808) at 523 Great Road. For the most part, however, the houses of Lincoln's second century were built on the five-room plan.

The newly devised layout and elevation of typical eighteenth- and nineteenth-century houses was embellished with decorative detail derived from builder's guides of English origin—good Georgian detail which British authors lifted, in turn, from Italian Renaissance sources. Externally decorative elaboration was found on



Fig. 10: Elliott-Harris-Miner House (c. 1710; c. 1850); 1406 Old Louisquisset Turnpike. Actually two separate dwellings joined by a middle wing, the gable-roofed house (on the left) seems to be Lincoln's earliest center-chimney house.

the main entrance. Doorways were formed with classical pilasters and capped with pediments, and the doors themselves were paneled rather than plank. Fine doorways of this type are found on many Lincoln houses; good examples are those on the Harris House (on Old Louisquisset Pike, built c. 1742), the David Wilbur House (on Wilbur Road, built between 1750 and 1775), the Simon Aldrich House (on Old Louisquisset Pike, built c. 1760).

Lincoln retains a number of eighteenth-century buildings, and, while many of them show the effects of two centuries of modification and change, others are remarkably well preserved. The greatest concentrations of these early structures exist on lower Great Road and at Lime Rock, reflecting the importance of these two areas in the town's early decades: Great Road was an important agricultural district settled largely by members of the Arnold family; Lime Rock was a substantial mining settlement, its significance enhanced by the fact that Smithfield town business was conducted here. Scattered throughout the rest of Lincoln are a number of early houses, once outlying farms, left from a century when cultivating the land was the major activity and support of the townspeople.

One of the best preserved of Lincoln's early houses is

the Israel Arnold House on Great Road, probably built about 1740. Though it has anomalous features, it is also a useful example of the town's many eighteenth-century buildings. The house is set on a knoll on the south side of Great Road; it consists of two sections—a two-and-a-half-story, gable-roofed, five-bay, center-chimney house and a small, one-and-a-half-story, gambrel-roofed wing. The small gambrel section is in some ways more characteristic of earlier building patterns. As on early "stone-enders," its chimney is set at the end of the house, but it is built of brick rather than stone. Left partly exposed on the outside, the end chimney is patterned with black headers.

Both sections of the Israel Arnold House are constructed of heavy posts and beams, with great planks applied vertically over the frame which are, in turn, overlaid by clapboards. The gambrel section is only two bays wide, with a single room on its ground floor and a garret under the roof. A classical molding at the cornice, breaking out over the cap of its narrow window, is its only exterior decoration. On the interior, a high fireplace nearly fills one end of the room. Finished by a simple molding which creates a narrow mantel shelf, the fireplace is ten feet wide; its domed bake oven is set in the splayed side wall, rather than at the back as in earlier houses. The stair to the attic is tucked at the side of the fireplace.

The gable-roofed section of the Arnold House has a molded cornice and flat, beaded cornerboards. Its center door is surrounded by beaded boards; over its transom is a heavy molded cap; the narrow windows are topped by the same heavy molding. A typical five-room-plan house, the arrangement of rooms is dominated by the large chimney set at the middle of the house. Three small rooms line the back of the house, with two larger rooms at the front, one on each side of the chimney. As is customary, the stair to the second floor is set in front of the chimney so that one faces it on opening the door. Constructed in three runs, the stairway has turned balusters and newel posts with mushroom caps; plainly formed acorn pendants ornament the ends of the angle posts. In contrast to earlier buildings where the frame was left visible on the interior, the Arnold House walls and ceilings are covered with lath and plaster, and the corner beams are cased with boards. Wide pine boards are used for the floor. The fireplaces in the two front



Fig. 11: Israel Arnold House (c. 1740); 600 Great Road; exterior drawing, 1961. The Arnold House is a two-and-one-half story, gable-roofed, five-bay, center-chimney house with a small, one-and-one-half story, gambrel-roofed, kitchen ell.

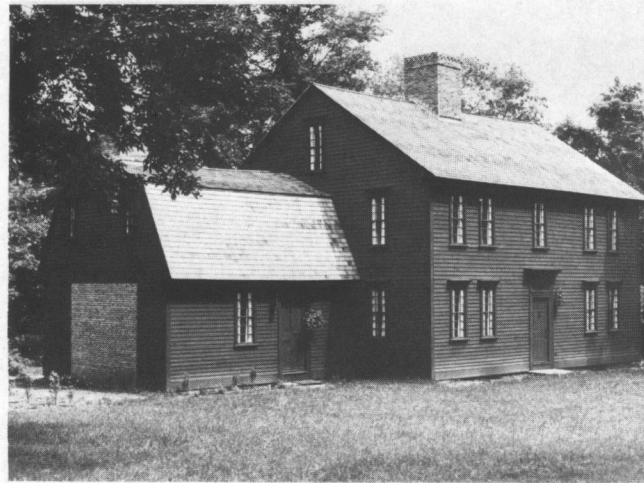


Fig. 12: Israel Arnold House (c. 1740); 600 Great Road; exterior photograph, 1974. Until recently, the Arnold House was thought to have been constructed in two parts — the one-room ell built first and the larger house added later. During restoration, however, the framing of the wall between the sections revealed that construction of the two sections was simultaneous.

rooms are surrounded by simple moldings; the one in the rear central room is paneled and has open shelves above the fireplace opening, a feature seen in many of Lincoln's eighteenth-century houses. Such houses are a special part of the town's architectural patrimony. With their interior spaces larger and lighter than the seven-

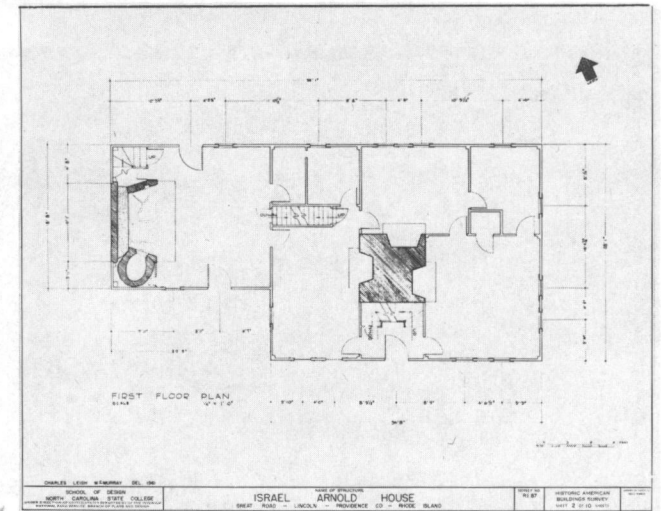


Fig. 13: Israel Arnold House (c. 1740); 600 Great Road; interior first floor plan, 1961. The main part of the house is built on the usual 18th-century, 5-room plan with rooms arranged around the center chimney.

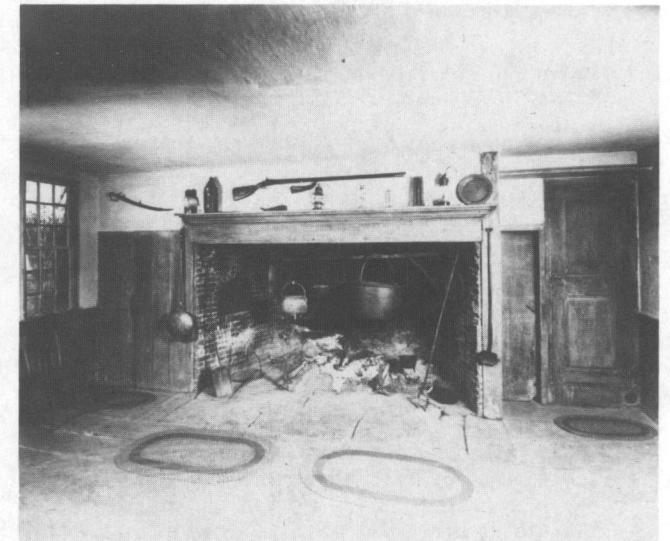


Fig. 14: Kitchen of Israel Arnold House (c. 1740); 600 Great Road. Located in the gambrel-roofed section, the kitchen is a single room on the ground floor with a great end chimney.

teenth-century builder would have considered, and their basic forms and decoration exhibiting classical influence in an albeit simplified form, they are unique structures—like their earlier counterparts, they are sturdy buildings marked by the hand methods and keen eyes of their builders.

MINING AT LIME ROCK

The village of Lime Rock centered around and was named for its lime-mining industry, one of the oldest quarrying operations in North America. Carried on here since the 1660s, it was dominated for almost two hundred years by the descendants of Gregory Dexter and Thomas Harris, the leading miners of the seventeenth century. Limestone was of vital importance for the young colony of Rhode Island—the burned lime was used in the making of strong mortar, as well as for plaster and in tanning and bleaching processes. If not quarried, lime could be obtained only by the burning of shells gathered on the beaches after a storm had washed them ashore or by the profligate method of raiding live oyster beds for their shells.

It is known that by the 1660s, Rhode Islanders had discovered lime deposits. In 1665, when the first English governor of New York reported to the King's Commissioners, he said of Rhode Island, "Here only yet is Limestone found." Four years later Roger Williams sent a letter to Connecticut's Governor John Winthrop introducing Gregory Dexter and announcing the discovery of the Lincoln limestone deposits in Rhode Island.

Gregory Dexter owned land southeast of the present village, and his son, Stephen, settled here in the 1670s and began burning lime at Dexter's Ledge. Thomas Harris also opened a quarry at Lime Rock in the late seventeenth century where the stone was mined and burned. The descendants of Dexter and Harris continued their families' businesses until the nineteenth century when, in 1823 and 1854 respectively, the Harris Lime Rock Company and the Dexter Lime Rock Company were incorporated. The two companies later merged and continued to process lime well into the twentieth century. The limestone quarries are today mined by the Conklin Limestone Company.

The availability of such natural limestone had a significant impact on the early building traditions of Rhode Island. The ability to make burned lime mortars allowed for the development of strong masonry, most evident in the "stone-enders," a form which dominated northern Rhode Island building at least until the beginning of the eighteenth century. A chemical analysis of the mortar used in Eleazer Arnold's chimney (c. 1687), for example, reveals that natural limestone was used,

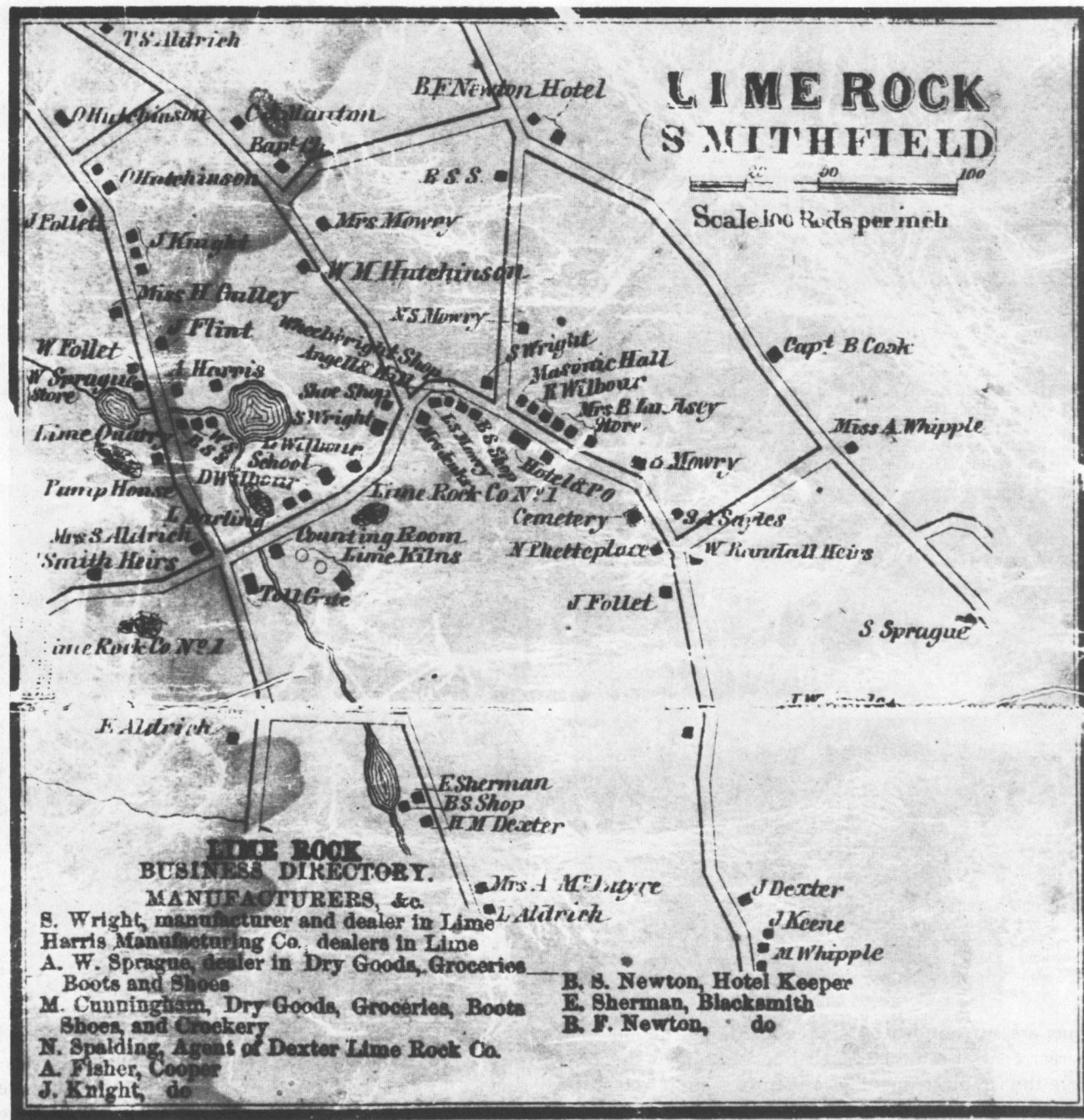


Fig. 15: Lime Rock; detail from H. F. Walling Map of Rhode Island, 1862. The historic district includes many fine houses, lime kilns and quarries, cemeteries, several semi-public buildings, and picturesque farms in a setting unrivaled for its winding roads and dramatic vistas.

and it is likely that this limestone came from the early quarries at Lime Rock. The natural limestone was better and cheaper by far than shell mortar.

Throughout the seventeenth century and the first half of the eighteenth century, the lime-mining industry was carried on in a part-time and intermittent fashion, an important though small-scale exploitation of the resource which Dexter and Harris had found. In the hundred years following 1750, however, lime quarrying and processing became a major industry and led to the development of a substantial village.

This transformation was effected largely through the efforts and enterprise of David Harris, who built lime processing into an important industry and became the most imposing presence of Lime Rock's economic life during its heyday. Harris, whose life spanned most of the eighteenth century, managed the centralization and rationalization of lime processing by first controlling his family's interest. He inherited a large tract from his father, Richard Harris, and added to it land and mineral rights he purchased from his brothers, Preserved and Jonathan (whose house stands near Wilbur Road). In addition to controlling his family's interest in lime, David Harris involved his neighbors—both local farmers whom he paid for their mineral and timber rights and their part-time work at the Harris kilns—and smaller independent lime miners and burners who sold their finished product to Harris for transport and marketing.

Each stage of lime production was labor-intensive—from quarrying stone and making barrels to producing charcoal needed for processing, loading and firing the kilns, regulating them, packing the finished lime into barrels, and carting the casks into Providence where the lime was sold. Villagers supplemented farming incomes or worked full-time at these tasks. In addition, Harris purchased lime rights from his neighbors; equally important were the timber rights he bought, since the kilns were voracious consumers of wood. By purchasing the lime of smaller producers, such as the Whipple family, and marketing it with his own, Harris acquired a virtual monopoly of the lime business before the Revolution. By the end of the eighteenth century, Harris' lime was being shipped and sold over the length of the eastern seaboard and abroad as well.

David Harris died in 1797 and left his sons Joseph

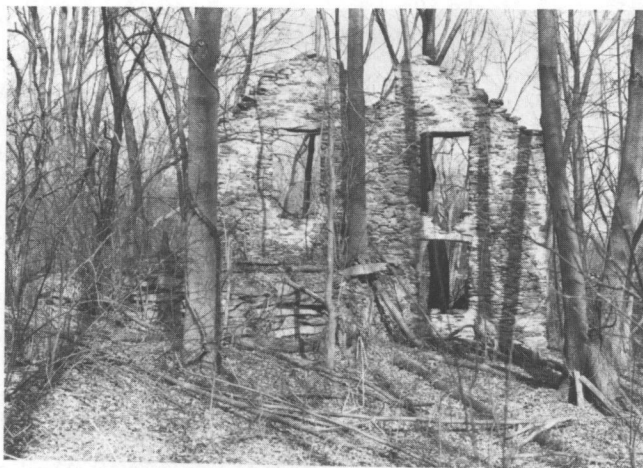


Fig. 16: Ruins of Lime House (probably 18th century); Old Louisquisset Pike; photograph, 1974.

and Stephen a substantial legacy, not only of land and limestone, but also business acumen. His sons continued the manufacture of lime, selling 1,700 to 1,900 casks annually until after the War of 1812. In 1823, the Harris operation was incorporated by David Harris' grandsons.

Until the 1850s, Lime Rock's products continued to dominate the market; exported from Boston and Providence, the lime was sold in three grades—common, first quality, and jointa. The company's administrative center was its counting-house, located on Wilbur Road where the Conklin lime crusher now stands. Casks awaiting shipment were stored in two lime-houses, two-story buildings constructed of stone, whose ruins can be seen on the eastern side of Old Louisquisset Pike, between that road and Route 146. In addition, a number of kilns and quarries survive in Lime Rock: there are two on the west side of Old Louisquisset Pike, one near its intersection with Wilbur Road, and other less well preserved kilns off Dexter Rock Road, off Old Louisquisset Pike (near the Community College of Rhode Island entrance), and off Sherman Avenue.

Located along Great Road, Lime Rock has always been a convenient stopping place for travelers. The first tavern in the village was licensed in 1747 by Jeremiah Whipple who provided bed and board for travelers in the old Eleazer Whipple house. Traffic along the Great Road grew as lime production increased through the eighteenth century, and by the turn-of-the-century the



Fig. 17: North Quarry at Lime Rock. The quarries have supported a small village here since the 19th-century.

need for an upgraded link between northern Rhode Island's major city, Providence, and the developing settlement of Lime Rock, became manifest. In 1805 the Louisquisset Turnpike Company was chartered to build a private road between Providence and Lime Rock. Its charter allowed it to raise funds by selling shares, to build a road to Lime Rock, and to charge tolls to pay for its construction and maintenance costs. In 1806 the Louisquisset Turnpike was opened. While many of the turnpikes chartered in the early nineteenth century succumbed to competition from the railroads, the Louisquisset Pike remained a going concern until 1870. Its financial lifeblood was the tolls collected from the lime haulers for whom the Pike provided a shorter route to Providence than Great Road.



Fig. 18: North Gate (1807 and later); Old Louisquisset Turnpike; photograph, 1974. North Gate is a long gable-roofed building. Its six, unevenly spaced, bays reflect the several additions made since it was built as the northern toll house on the Louisquisset Turnpike.

In 1807 the company built North Gate on the east side of the pike in Lime Rock to house Stephen Thornton, the tollkeeper, and to hold corporation meetings. With its several later additions (1810, 1818), North Gate is a utilitarian, two-story, gable-roofed building, of five irregularly spaced bays, set on a high stone foundation. Located on the turnpike, which passes its front door, North Gate has a long and varied history. It may have served as a sort of hotel as early as the 1820s; certainly by the 1850s it entertained travelers on the pike.

An older hostelry, the Nathaniel Mowry Tavern on Great Road, operated in Lime Rock throughout the first half of the nineteenth century. Run by Major Na-

thaniel Mowry, one of the village's leading citizens and a major landowner, the tavern was a regular horse-changing stop for daily coach travelers between Providence, Woonsocket, and Worcester. Originally five bays wide, the tavern (c. 1800) has a central pedimented doorway with fluted pilasters and fanlight. Since its construction, its size has been doubled by the addition of a five-bay extension on the east side. The long porch which stretches across its first-floor facade is a later addition. With the advent of the railroad in the mid-nineteenth century and the diversion of the heaviest traffic away from Great Road and Louisquisset Pike to the speedier trains, Lime Rock's function as a busy way station ceased. North Gate and the Mowry Tavern,

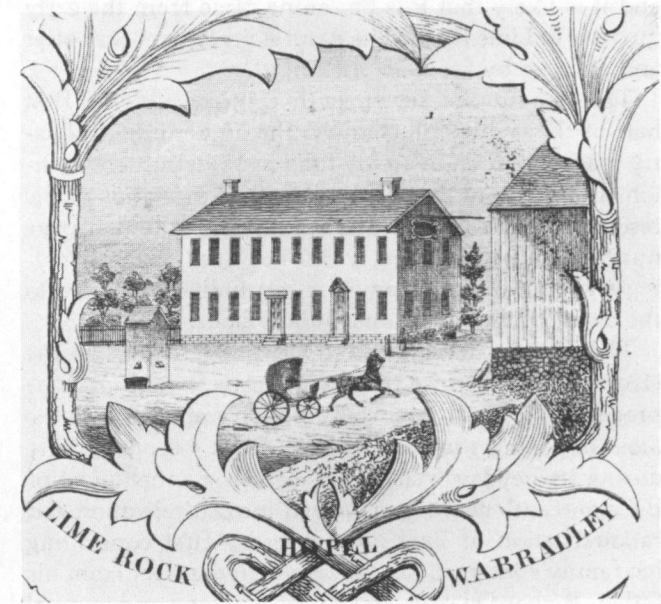


Fig. 19: Lime Rock Hotel (c. 1800-1820); Great Road; detail from H. F. Walling Map of Rhode Island, 1851.

however, remain to suggest how important a station the village once was.

Though the lime business has always been the heart of Lime Rock's economy, farming was throughout its history an important activity. Agriculture has been the primary occupation of many residents and has served as a direct complement to lime extraction and processing. The village has always been surrounded by farm fields outlined by stone walls and worked by local families; such fields and the barns and sheds which surround some of Lime Rock's houses are a testament to the long-standing importance of agriculture.

As Lime Rock expanded and its population grew, the village required a variety of institutions, and several of its most important buildings reflect this need to accommodate public and semi-public organizations. Mount Moriah Lodge, Number Eight, Free and Accepted Masons, had its headquarters in a small, two-story brick building on Great Road. Originally a one-story schoolhouse, the lodge building was expanded to two stories in 1804 by Mount Moriah Lodge. The growing organization and financial complexity of the lime-



Fig. 20: Lime Kiln (probably 19th century); near Wilbur Road; photograph, 1974.

processing industry necessitated a local banking facility, and in 1823 the Smithfield Lime Rock Bank was chartered. The bank built a modest Greek Revival building on Great Road; one-and-a-half stories tall, the small clapboard building is dominated by its Doric portico. Built in the same Greek Revival manner is the c. 1850 Wilbur Road Schoolhouse. The simple wood-frame Lime Rock Baptist Church was constructed in 1886.

In the second half of the nineteenth century a sure supply of lime became less critical to builders as hydraulic cement replaced lime mortars. The slackening demand for lime limited the potential for further growth in Lime Rock, but demand for fine lime has never wholly disappeared. In the later decades of the nineteenth century, Stephen Wright operated a still-substantial lime business; his work force included a number of immigrant Italian and Irish families. Some of the kilns dotting the woodlands around Lime Rock were in active use until the 1920s. Lincoln lime, quarried at the South Hill by the Conklin Company, and



Fig. 21: Mount Moriah Lodge (1804 and earlier); Great Road; photograph, 1974. The Mt. Moriah Lodge began as a small one-room schoolhouse and was enlarged to its present height and size in 1804.

now crushed rather than burned, it used to sweeten the acid soils of New England even today, but expansion of the village virtually ended in the nineteenth century.

Though Lime Rock's glory days ended nearly a century ago, the slow but steady market for its product since then has served to keep it a stable community. Its work force and population are still virtually the same size as they were when the Harris Lime Rock Company dominated business life in the village. The monopoly which the Dexters, Harrises, Whipples, Wilburs, Jenckeses, and Mowrys held for so long over industry, land ownership, and community leadership kept Lime Rock a close-knit community; the interconnections

among these families were labyrinthine and contributed to the social and physical stability of the village. Many of Lime Rock's handsome houses dating from the eighteenth and early nineteenth centuries still stand, and, in our age of mobility and change, a surprising number are owned by families who trace their origins to the early settlers of the village. The public buildings of Lime Rock are for the most part still in use, though their uses have changed over time. The unique character of Lime Rock and, in particular, the antiquity of its lime-processing industry have been recognized by the village's inclusion in the National Register of Historic Places.

THE GREAT ROAD

The opening of the "North Woods" for settlement by Providence's second generation and by newcomers to the colony was materially encouraged by the laying out of a road north through the region from Providence to Mendon, Massachusetts. One of the earliest of colonial roads, the Great Road was blazed through the wilderness and opened in 1683; it probably followed footpaths and the Indians' Shawomet Trail for some of its length and was designed to connect the growing town of Providence with its agricultural hinterland.

The course of Great Road through Lincoln can still be delineated for much of its length as it threaded its way around hills, marshes, swamps, and rock outcrops: it followed approximately the course of Smithfield Avenue, passing east of Barney Pond, then ran roughly parallel to the Moshassuck River (which it crosses twice), north to Lime Rock, and into Smithfield. Later development has obscured most of the early character of Great Road, and its route has been modified many times. Lincoln is particularly fortunate, however, in having a well preserved section of this early highway still intact. The portion of Great Road which runs between the end of Smithfield Avenue and the intersection with Breakneck Hill Road, though paved and widened many times, still has much of the character of the early way. This remarkable survival has been entered in the National Register of Historic Places as part of the Great Road Historic District.

The first development on the Great Road was associated with the road itself—Eleazer Arnold's tavern served many travelers; the early Quakers built their meetinghouse on Great Road, accessible to Friends from all over the Blackstone Valley; and various members of the Arnold family settled and farmed nearby, their houses set near the road which was their communication link with the larger world, their acreage stretching back from it.

The earliest substantial concentration of development along Great Road in Lincoln occurred in the Lime Rock area where mining and processing of limestone provided work for seventeenth- and eighteenth-century settlers. Wagons of burned lime passed along Great Road and enabled Lincoln's lime to be shipped out from Providence to many of the eastern seaboard ports. Without this vital connection to Providence, ex-

ploitation of Lime Rock's mineral resource would have been seriously delayed and diminished.

Traffic along this route north from Providence sustained a number of early taverns which provided bed and board for travelers. In 1710 Eleazer Arnold was licensed to serve travelers at his house on Great Road and by the mid-1700s Jeremiah Whipple operated a tavern in the old Eleazer Whipple House at Lime Rock. In the mid-nineteenth century both North Gate and the Mowry Tavern accommodated travelers at Lime Rock.

Great Road remained the major route north from Providence until 1806 when the Louisquisset Turnpike opened. The pike was built only as far north as Lime Rock (Great Road was used north of that village), but the new shorter route to the port diverted the lime traffic away from Great Road. The opening of River Road (c. 1840) similarly diverted traffic from the manufacturing villages along the Blackstone away from Great Road, with the result that the southern section of Great Road became a quieter residential and agricultur-

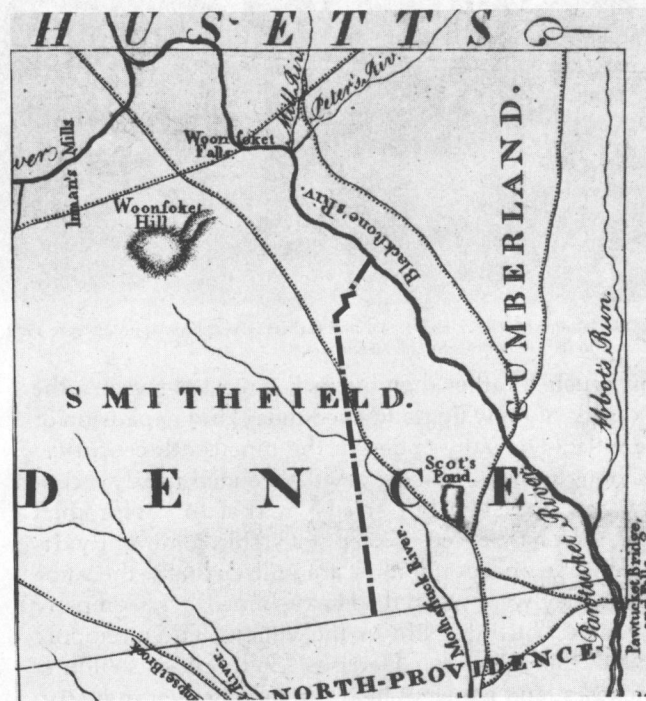


Fig. 22: Smithfield; with overlay showing present boundaries of Lincoln; detail from Caleb Harris Map of Rhode Island, engraved for Carter and Wilkinson, 1795.

al area. Later development took place slowly, without the commercial traffic which would have disturbed its quiet character. The new Louisquisset Pike (Route 146) constructed in the 1940s used the road bed of Great Road north of Lime Rock—and little remains of the form and dimension of the old road in this northern reach. By contrast, the southern stretch of Great Road, bypassed by heavy traffic, remains a unique historic environment. Along this section are ranged not only extraordinarily fine examples of Lincoln's colonial architecture, but also good examples of Federal and early Victorian styles and two early mills—one a machine shop and the other a textile factory.

Both these mills, powered by the Moshassuck River, were built in about 1812, when manufactured goods were scarce due to the war with Britain. The machine shop (Figure 22), a small wood-frame structure set very close to Great Road atop its river dam, was probably built by George Olney, an important mechanic. It was purchased in the 1850s by Arnold Moffitt; the building has remained in that family ever since and is known today as the Moffitt Mill. The mill was originally powered by a waterwheel, whose cast-iron fly-ball governor still exists; the wheel was replaced with a turbine by Arnold Moffitt. Parts of the mill's power system remain; its small stone dam, built by local mason Jack Alexander, was a replacement for an earlier log dam; the stone sluice-way still survives. The Moffitts used the building as a wheelwright and blacksmith shop into the twentieth century and it has been cited by the *Historic American Engineering Record* as one of the most important industrial sites in the state.

The second mill, built of stone, was erected by Stephen H. Smith. Always known as the Butterfly Factory (for a rock formation resembling a butterfly on its northeast elevation), the building now exists in much altered form. Built for cotton spinning, the Butterfly Mill was originally two-and-a-half stories, with a gable roof and a central belfry (housing a noted bell captured by the *Constitution* from the British ship *Guerriere* in 1812). The mill was never a resounding economic success and served numerous functions during its long life; a weaving mill, a tannery, a grocery, and a wadding factory. Now a residence reduced to a single story, the Butterfly Mill is still a long-famous bit of historic Great Road.



Fig. 23: Moffitt Mill and Dam (c. 1812); Great Road. The Moffitt Mill is a small two-story, gable-roofed, wood-frame building with a stone foundation and walls clad with wide board siding.

These two small mills never grew into larger operations—they retained the modest scale of their first decades. Similarly, the Great Road neighborhood never became a genuine manufacturing village; unlike the mills in other villages, the Great Road mills were contributing components of their neighborhood but never became the center of economic life nor the visual focus of their area. The Great Road district has retained its rural character and its orientation to the road; it has always been and still is basically a linear residential area. Both mill owners built substantial houses on Great Road—Stephen Smith’s is by far the more spectacular. Built in 1810-1811 and set at the corner of Breakneck Hill Road and Great Road, just as Great Road curves north, Smith’s house, known as Hearthsides is the largest and finest Federal house in Lincoln. Built of fieldstone and trimmed with granite, Hearthsides is two-and-a-half stories high, the ends of its gable roof built up into impressive ogee curves. A very unusual form, the ogee gables here may have been modeled after those of the Joseph Brown House (1774) on South Main Street in Providence. A full-height portico across its facade is supported by tall pillars and is topped by a dormer which repeats the curve of the roof. Its rooms are arranged around a central hall and curved stair; handsome Federal fireplaces, wainscot panels, blindfold shutters which fold into window reveals, all testify to Smith’s affluence and taste. Local tradition maintains that Smith built Hearthsides as a home for his fiancée with his winnings from the Louisiana lottery, but she decided against the marriage despite the elegant house. The tale may be apocryphal but is of such antiquity



Fig. 24: Butterfly Mill (1812); Great Road; photograph, early 20th-century.



Fig. 25: Hearthside (1812); Great Road; photograph, 1978. Exterior features include rugged, picturesque, stone walls, ogee curves on the gable ends, and a two-story portico across the front.

that it has a legitimate place in the folklore of Great Road. A member of a locally prominent Quaker family, Smith owned not only the Butterfly Mill but also a substantial tract of land near his house; as a commissioner of the Blackstone Canal, he was closely involved with the purchase of land and laying out of the canal route. He lived at Hearthside with his brother Joseph's family. A noted amateur botanist, he imported unusual trees and shrubs and planted them about his house and in the land which is now Lincoln Woods. A man of intellect, broad education, and travel, Smith may have designed Hearthside himself.

Several much more modest Federal houses were constructed along Great Road near the turn of the nineteenth century, supplementing the colonial houses built by the numerous Arnolds. Of these, the Arnold-Lincoln House (c. 1810) at 571 Great Road is one of the best

preserved—a small, two-story, clapboarded house, it has simple Federal detailing on its doors and windows.

Growth and expansion along Great Road proceeded at a steady but slow pace throughout the nineteenth century, a pace which is represented by the few examples of popular Victorian styles. The Greek Revival is represented by the J. Smith House at 563 Great Road; a one-and-a-half story, flank-gable house, it is five bays wide and has a handsome Doric porch. The vernacular Italianate is represented by the Moffitt House (1862). Built by the mill owner, it is a simple, two-story example of the style, with broad overhanging eaves and a central dormer which is repeated on its barn.

The Great Road area has always exhibited an easy integration of its manufacturing and agricultural life. Its factories operated on a small scale, but agriculture was a mainstay. In the nineteenth century, dairy farm-

ing became an important component of the economy; both the Chace and Butterfly Farms maintained prize herds. The commercial life of the settlement has always been minimal. A small blacksmith shop, operated by the Hanaway family, still stands next to the Butterfly Mill. A one-story, board-and-batten structure, it is a rare survival of the many similar small shops once required by farm communities. The natural and historic beauty of Great Road has continued to attract new development and there are several modest twentieth-century houses interspersed among the earlier buildings.

Together with the earlier houses, the nineteenth-century structures form an intricate architectural pattern—a fabric of buildings constructed over three hundred years in a natural setting of unequalled beauty, the river and the road crossing and re-crossing each other, a network of fine stone walls laced among the buildings and the open fields, the twisting spine of the road and its buildings backed by the wall of forest on the south and the meadows on the north. The Great Road district is a unique resource for Lincoln; its historic beauty and significance have been recognized by its entry in the National Register of Historic Places. The character of Great Road is best appreciated on foot, today a near impossibility given the heavy traffic routed through the historic district. The speed and volume of automobiles must be counted as the single greatest disruption in the historic district.



Fig. 26: Hannaway's Blacksmith Shop (late 19th-century); Great Road. The rare one-story, barn-like shed, clad with unpainted board-and-batten siding is a vital element of the Great Road Historic District.

FARMING

The native inhabitants were Lincoln's first farmers—early colonial records contain references to Indian "planting fields" which, though not located with precision, appear to have been in the northwestern section of the town. Native American agricultural crops included corn, squash, and beans; tobacco; and gourds, which when dried served as containers. These products supplemented the game taken from Lincoln's woods and the fish netted in its rivers. Some Indian planting fields may have been used by the earliest white settlers, but, for most, cultivation began with the laborious work of clearing the forest.

The first white farmer in the Blackstone Valley was William Blackstone. Planter of New England's first orchard (at Boston), Blackstone brought with him to Rhode Island shoots from his Yellow Sweeting apple trees. He no doubt also grew food crops and is traditionally believed to have kept at least some livestock as well.

For Lincoln's seventeenth- and eighteenth-century settlers, farming was not only an occupation but a way of life. Farm work was virtually everyone's labor—Roger Williams himself planted and harvested. Even when some other trade occupied a household, farming set the rhythm of life in Lincoln's first centuries. Eleazer Arnold, though he operated a tavern at his house on Great Road, also farmed the nearby acreage.

Most of Lincoln's surviving early houses were originally surrounded by cultivated land, growing food crops such as beans, squash, and pumpkins; corn for both meal and animal feed; potatoes (after the 1730s); and, at times, oats and barley. In addition, most farmers kept some animals. Eleazer Arnold had five cows to supply milk, cheese, and butter. His two oxen drew his plow, while his single horse would have been used for occasional trips along Great Road. He had, in addition, nineteen sheep that supplied wool for his family's clothing and, as for virtually every farm, a small herd of swine whose preserved meat carried a family through winter. Arnold also grew a small cash crop of tobacco and processed the apples he grew into cider and vinegar.

Such early farms were largely self-sufficient economic units. The farm family consumed much of its produce, and, while there was always a small trade in

stock and produce, only those necessities (such as sugar, salt, coffee, tea, and iron implements) which could not be produced on the farm were regularly purchased. When toward the end of the eighteenth century some farmers were producing small, salable surpluses, they carried their goods into Providence along Great Road or sold to buyers from the city who made intermittent rounds through the Blackstone Valley to purchase exportable produce. Until the nineteenth century, however, most of Lincoln's land owners farmed for a living rather than a profit.

With the advent of industrialism in the nineteenth century, the nature of farming changed, increasing the number and extent of markets and the participation of Lincoln's farmers in a cash economy. The growth of Providence and local manufacturing villages created concentrated populations of non-farmers who did not produce their own food. With new highways such as Louisquisset Pike and River Road, Lincoln's farmers could reach these new markets for their produce and there also purchase the many goods they no longer produced for themselves. Lincoln's nineteenth-century farmers produced fruits and vegetables for local sale. Dairy products became a mainstay, and field crops of corn, oats, and hay were grown largely to support the cows whose milk and butter were sold in nearby villages or in Providence. Census records indicate that most Lincoln farmers kept teams of oxen and a few swine. Sheep were rare by the mid-nineteenth century, since farm families could now purchase inexpensive manufactured textiles. By the later decades of the nineteenth century, Blackstone Valley farmers had largely concentrated their efforts in dairy products and market gardens. Under the pressure of cheaper grain and cattle from the midwestern states now reaching every market via railroad, Lincoln farmers specialized in providing perishable products like butter, milk, and seasonal vegetables to their local markets.

Owned by only three families throughout its history, the Aldrich Farm is a remarkable survivor, illustrating as it does the way of life of generations of Lincoln's townspeople. Save only that its fields now bear a stand of small trees and are no longer cleared, it retains its farming ambience and, even in this surrounding land, the numerous stone walls still outline the edges of the fields—with the large trees near the house and the

Aldrich family cemetery behind the house they contribute to the agricultural setting.

The outbuildings which were necessary to the operation of a farm are the most fragile elements of such historic agricultural homesteads. Replaced fairly often and rarely maintained after they outlived their utility, barns and sheds are an important component of Lincoln's historic architecture. Among the important survivors is the late nineteenth-century barn at the Whipple-Cullen Farm on Old River Road.

The farm was owned by the Whipple family until after the Civil War. In the mid-nineteenth century when Benoni Cooke and his wife Abigail Whipple farmed here, ten cows were kept on the place, and, while small crops of potatoes, rye, apples, and barley were grown, by far the largest crop was the tons of hay grown as feed. The barn probably dates from the tenure here of John Cullen, an Irish immigrant who acquired the c. 1730 Whipple House and its farm in the late nineteenth century. The Cullen family operated the dairy farm until the 1940s (and, in fact, still own the property), and some of the acres of rolling pastureland where the Cullen family's cows grazed still surround the house and the well preserved barn.

Too few such good examples of outbuildings remain in place. Easily destroyed by fire, neglect, or replacement, these surviving examples are deserving of care. Other remnants of Lincoln's agricultural heritage exist throughout the town. The occasional cellar holes hidden in wooded areas and the miles of stone fence laced throughout the woods are poignant reminders that at one time much of Lincoln was farmed, that the forest has in fact encroached on land which was once cleared and worked, and that a way of life that supported most of the town's people has almost disappeared.

With the growth of factory villages in Lincoln and the consequent concentration of non-farming populations, several manufacturing companies operated dairy farms as part of their mill complexes. At Albion, for example, the company farmed 250 acres of land in 1860, producing small crops of potatoes and corn and a significant crop of hay for its dairy herd; the milk, cream, and butter produced at such farms were either offered for sale at the company's store or, at times, used to pay part of their operatives' wages. Such "truck wages" provided a ready source of perishable products

for villagers who no longer tilled their own land.

For several hundred years, farming was a means of livelihood and a mode of production in Lincoln; but it has been, in addition, a way of organizing the landscape and has had great impact on the visual character of the town. As a piece of land, a farm is an organized and managed landscape—of intensively cultivated gardens, tilled fields, pasture, and woodlots. A farm is also a complex of various structures—house, barns, sheds, cribs (and later silos), and stone fences outlining and segregating various uses.

While much of Lincoln's former farm land has been built upon, there are still open fields in many areas where, from a roadside, one may cross over a stone wall and a line of trees or brush to find a five- or ten-acre field now grown over in weeds. And, in addition, many fine farmhouses survive—since virtually all eighteenth-century houses were once at the center of farms. Much more rare is the survival of farmhouses with their dependent buildings in a setting where the shape of the land and its relationship to the farm structures retains rural and agricultural ambience.

Lincoln is fortunate to have several such farm complexes which remain to document various aspects of the town's agricultural history. The Simon Aldrich Farm on Louisquisset Pike at Lime Rock is quite the best and most complete early farm in Lincoln. Cultivated since the mid-eighteenth century, the Aldrich land stretched along both sides of the turnpike. The complex consists of a fine five-bay, center-chimney house and seven dependent buildings—though that term implies that the outbuildings are of lesser importance when, in fact, the life of the farming Aldrich family depended on these support structures. Most of the outbuildings exhibit heavy post-and-beam construction with pegged mortise-and-tenon joints. While it is difficult to date such structures, the north barn may be an eighteenth-century structure. Now dilapidated, the shingled barn is set on a fieldstone foundation and retains its simple plank doors and strap hinges. A small barn at the southern end of the complex is, like the earlier one, built into an embankment, allowing for entrance at the cellar level. The complex includes a board-and-batten shed, probably built for storage of farm implements; a privy; and a corn crib, set on stone pilings and sheathed with vertical boards. A gable-roofed carriage house,



Fig. 27: Simon Aldrich House (c. 1760); Old Louisquisset Pike. Set at the center of the most complete early farm complex in Lincoln, the Aldrich House is a two-and-one-half story, five-bay structure with a large, brick, central chimney and pedimented central entrance.

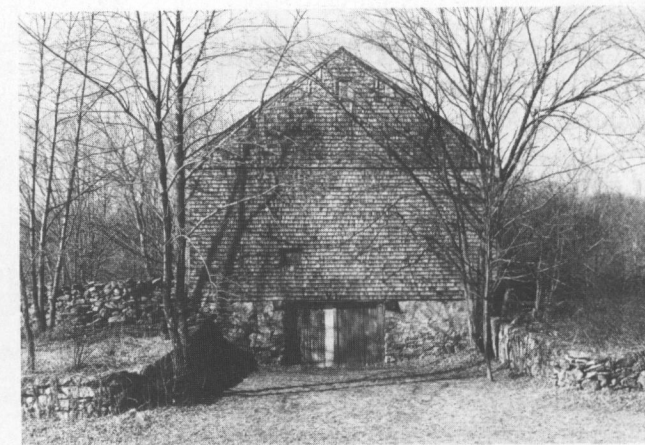


Fig. 28: Simon Aldrich North Barn (late 18th-century); Old Louisquisset Pike. Today, only ruins remain.



Fig. 29: Simon Aldrich Small Barn (late 18th-century); Old Louisquisset Pike.



Fig. 30: Simon Aldrich Carriage House (late 19th-century); Old Louisquisset Pike.

probably mid-nineteenth century, housed not only the farm vehicles but also provided living space for farm hands. Even the well house survives here, its barrel rope roller still in place. While the earliest Aldriches seem to have operated a general farm here, like most

other Lincoln farms, the Aldrich property was by the twentieth century producing vegetables and dairy products, and, until 1935, when the acreage was taken out of production, a herd of thirty-five cows was kept here.

THE REVOLUTION IN INDUSTRY

In the hundred years between 1800 and 1900 the face of the United States was transformed by the upheavals of the Industrial Revolution. In the nineteenth century, the United States became a major industrialized nation. Rhode Island became the most intensively industrialized state, with textile manufacturing setting the pace. The process of industrialization changed the modes of production and distribution, the nature and number of goods available to Americans, and the skills and patterns of their work; it rearranged social organization, creating new classes of workers and community leaders as patterns of enterprise and finance were altered.

Apart from the social and economic consequences of industrialization in Rhode Island, the revolution in production modified the visual character of the state, transforming its landscape. The Blackstone Valley, which was until the nineteenth century essentially an agrarian hinterland of the town of Providence, acquired a wholly new visual aspect. It was altered by the requirements of expanding industry, by the necessity for new building types, new transport modes, and new community arrangements designed to solve the technological and organizational problems of industry.

In the course of the nineteenth century, Lincoln was converted from a rural area, dotted by farming homesteads and minor industrial outposts such as the lime and iron works, into a collection of manufacturing villages. The Blackstone, the principal river of Rhode Island, was the scene of much of this industrial development. Throughout the nineteenth century, a string of discrete mill villages developed along its banks; from Woonsocket south to Pawtucket, these villages were located at the sites of river falls which could be dammed or near small natural ponds which served for water storage. Where the earlier farming community of Lincoln had been connected and arranged by proximity to the vital colonial roads over which traffic flowed, the "new" Lincoln was oriented to the swift-flowing Blackstone.

The common unit of settlement in the eighteenth century had been the family farm, set apart from its neighbors by broad fields, and connected to its markets by narrow roads. By the end of the nineteenth century, most houses were clustered around mills to form small villages, and most residents no longer worked the land,

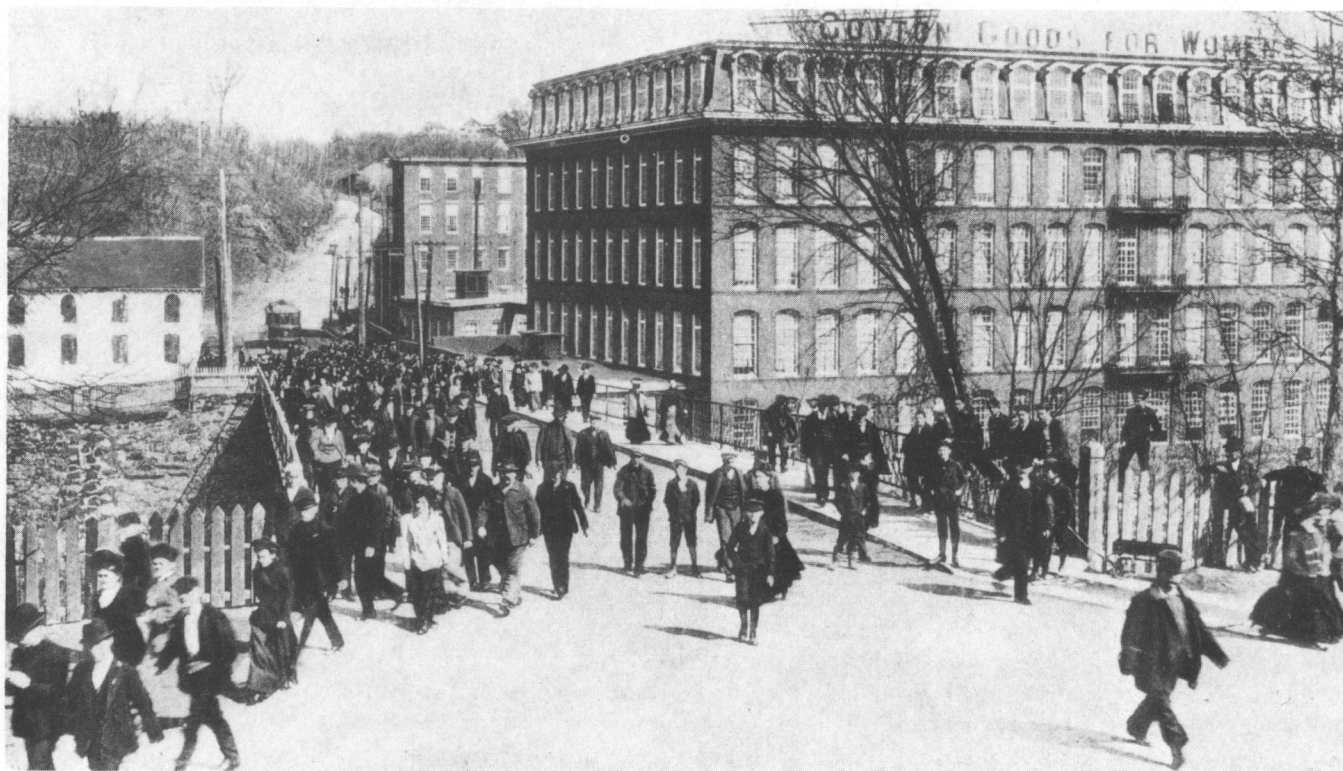


Fig. 31: Noon Hour at Manville Cotton Mills (1826, 1854, 1872; destroyed by flood and fire 1955); postcard, 1909. Workers crossing the bridge to the village of Manville from the mill complex located on the Cumberland side of the Blackstone River.

but instead worked at machines in a mill. Lincoln's first mill village, Old Ashton (Quinnville), was founded in 1809; it has remained a small settlement. The village of Manville, begun in 1812, was built on the site of the Wilkinsons' iron operation; while the Manville mills were located on the Cumberland side, a substantial village of both company-built and privately built houses grew up on the Lincoln side. Just south of Manville, the village of Albion developed; one of Lincoln's most complete manufacturing communities, it retains its mill and several streets of company houses. Lincoln's later villages, Lonsdale and Saylesville, are located on the southern reaches of the Blackstone and Moshassuck as they flow toward the southeast corner of the town. Lonsdale, one of Rhode Island's largest mill villages, is built on both sides of the Blackstone; its older half is in Lincoln, its newer buildings in Cumberland. Saylesville was the site of one of the nation's largest cloth finishing plants.

Lincoln's villages drew new groups of people to the

town. The earliest mills could rely upon the excess labor of local farms since they did not need a great body of workers but, as operations increased in scale, thousands of laborers were required to operate the machinery of the mills. While continuing immigration from England and internal migration to the villages supplied much of the labor, French Canadians were also drawn in large numbers to the Blackstone Valley. Spurred by agricultural depression in eastern Canada and by the opportunities for work in the villages' mills, French Canadians have left a distinctive imprint on Lincoln, especially in Manville and Albion.

The mill villages which developed along Lincoln's rivers in the nineteenth century still exist. Many changes have altered their forms over the years, but each is still a lively community, still a pleasant and useful neighborhood in which to live, still appreciated for its dense yet intimate scale and its interesting buildings, illustrating the pleasure and value of living in an historic area.

THE REVOLUTION IN TRANSPORTATION

The Industrial Revolution was paralleled by a radical remaking of Lincoln's transportation network. The earliest settlers had made do with only rudimentary roads, which often followed the course of Indian footpaths. Great Road, laid out in 1683, was substantial for its day, but was still no more than a crude path cut through the woods. It could accommodate at most a small ox cart. The form and dimensions of the old road can be seen in a short, unchanged stretch, just north of Washington Highway and east of Route 146. Despite the rugged way, Lincoln's eighteenth-century settlers relied heavily on the Great Road—travel was slow and difficult but it was the only and vital link to the center of population, government, trade, and commerce in Providence for over a century. In 1806, the Louisquisset Turnpike was opened between Providence and Lime Rock, providing a second route into the city. One of many turnpikes built in the United States in the early nineteenth century, the Louisquisset Pike was privately funded by a joint-stock company which in return for its commitment to construct the road was allowed by its legislative charter to charge fees for use. A more substantial thoroughway than the Great Road had ever been, the turnpike had a relatively wide, smooth surface designed to accommodate the region's wagon traffic. Daily coaches carried passengers. Great Road and Louisquisset Pike remained the primary north-south routes through central Lincoln well into this century.

With the advent of manufacturing villages along the Blackstone, a road nearer the river became imperative; while manufacturers were compelled to locate on river falls in relatively remote locations, they needed to carry in raw materials and carry out finished goods. River Road, opened c. 1840, eased access to the new mill villages along the river; running along a high ridge roughly parallel to the river, River Road was connected to the villages of Manville, Albion, and Quinville by short east-west routes built down from the high ridge to the river.

Even with the construction of these three roads, land travel and transport remained insecure, slow and laborious. Scheduled coaches were delayed by mud and ruts. Winter weather often closed the roads altogether. Cartage costs remained a significant part of every manufacturer's budgeting; equally important, deliveries of

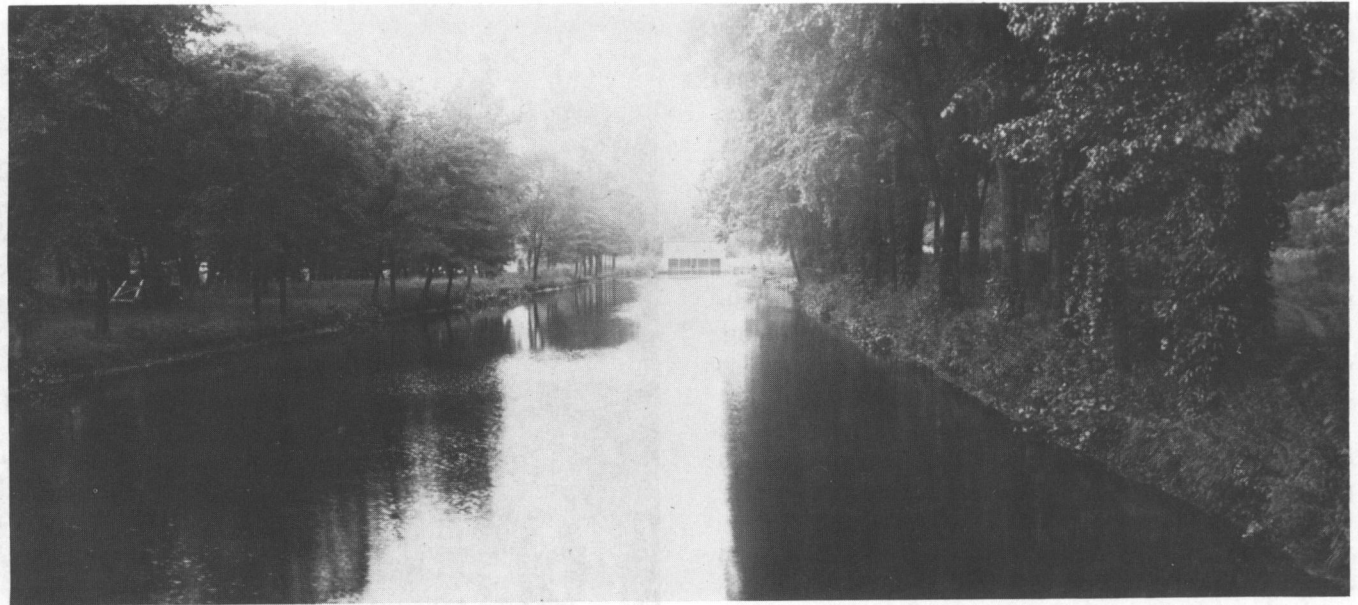


Fig. 32: The Gate House at Ashton along the Blackstone Canal (1820's); postcard, c. 1905. The Blackstone Canal was built in the 1820's to connect the inland area of Worcester County to the Providence seaport; one of the best preserved sections today can be seen from the Ashton Dam to Front Street.

raw materials and finished goods could not be guaranteed with any certainty, nor could up-to-date market information be counted on. The great canal-building efforts throughout the nation in the early nineteenth century were an attempt to substitute cheaper, easier water transport for overland travel; Lincoln still has an important remnant of this great effort—the Blackstone Canal.

Initial planning for a transportation canal which would connect the Providence seaport to the inland areas of Massachusetts had its origins in the late eighteenth century. Interest in such a canal was spurred by the prospect of diverting the rich agricultural produce of inland Worcester County from Boston to Providence for export. In 1796, John Brown and his business partners went so far as to survey a possible route for the canal which would make the Blackstone a navigable river. The Rhode Island legislature chartered a canal company, but the Massachusetts legislature, fearing that much of Boston's commerce would then flow toward Providence, refused to charter a company in their state. Lacking a charter, the project fell into abeyance and was not revived until the early 1820s when the Massachusetts legislature relented and granted a charter.

The twenty-year delay was critically important in the life of the canal, for during the intervening years an important change had taken place in the character of the Blackstone Valley—the river's power had already been set to work driving the machinery of numerous small mills along its length. In Lincoln alone, the Unity Manufacturing Company's mill at Manville, the Albion Mill, and the Smithfield Cotton and Woolen Manufactory had long since been using the river as a power source, and it was similarly harnessed in other stretches. Though the mills would be primary beneficiaries of the canal, there was also a rivalry between the canal operators and the mill owners.

The engineering of the canal is attributed to Benjamin Wright, known for his work on the Erie Canal, and Holmes Hutchinson, a Rhode Islander. Construction began in Rhode Island in 1824 and on July 1, 1828, the *Lady Carrington* carried a boatload of dignitaries from Providence upriver as far as Albion, passing through nine locks. In October, a boat was at last able to go up the entire length of the canal to Worcester, and by November a regular schedule of barges was moving between Massachusetts and Rhode Island.

Within a short time, however, the difficulties which were to plague the canal throughout its short life had



Fig. 33: Albion Bridge (1855). A Pratt pony-truss bridge, of pinned and rivetted construction, the Albion Bridge is composed of two 211-foot spans supported by a center granite pier.

begun. Boatmen preferred to ply the more profitable short hauls and, consequently, service to and from Worcester suffered. Almost constant disputes over water supply arose between mill owners and boatmen. Despite the conflict over water supply, the canal provided substantial benefits to the Blackstone Valley. The value of adjacent land rose. Cartage prices for goods and materials were substantially lowered and industrial activity given further encouragement. The construction of reservoirs by the canal company did in fact increase the available water supply for manufacturers. From its earliest years the canal provided recreational opportunities—special excursion boats were often chartered for the pleasant ride along the river; and swimming and skating along the canal were common. Of the deleterious effects, one historian cites the wharf rats of Providence harbor who, inadvertently carried in the canal boats, made themselves at home at each stop along the canal.

In Lincoln, the Blackstone Canal ran south from Manville parallel to the Blackstone River as far as Scott's Pond in Saylesville. From Scott's Pond, the canal followed the course of the Moshassuck River through southern Saylesville and, from there, ran south

on into Pawtucket and Providence. Within the length of the canal in Lincoln, there were locks at Saylesville, Albion, and Manville.

Today, Lincoln boasts one of the longest and best preserved sections of the canal—a four-and-a-half-mile section running from the Ashton Dam to Front Streets, past Quinnville and into Lonsdale. While no locks or other engineering structures remain on this section of the canal, handsome rubble and hewn stone walls can still be seen lining the steep, wooded banks, and the unpaved towpath along which horses drew the barges upstream is in good condition.

Like roads and the canal, bridges have been an important element of Lincoln's transport system—rivers and streams make up well over half the town's boundaries and several brooks and two important rivers run through Lincoln. The earlier settlers crossed these waterways at shallow spots, such as Pray's Wading Place near Ashton, but efficient movement required bridges, and many points where modern bridges exist in Lincoln have been spanned since the eighteenth and early nineteenth centuries. Bridges were a constant pre-occupation of early town meetings, and the town's



Fig. 34: Saylesville Railroad Station; photograph, November 15, 1920. The A65 crew on the platform at the Sayles Finishing Plant.

annual reports document the concern of citizens for these vital public improvements; the Rhode Island Census of 1885 listed twenty bridges in Lincoln, many built near the sites of historic fords. While no eighteenth-century bridges remain, several notable nineteenth-century bridges still exist; among them are the Mussey Brook Bridge (1856), a rubble-stone span constructed by the Albion and Manville Companies to carry New River Road; the Albion Bridges (1885, 1887), a pair of iron Pratt truss bridges crossing the Blackstone River and Canal; and the Canal Bridge (before 1890), a round-arch granite bridge carrying Front Street at Lonsdale.

The cheapest and surest method of transport developed in the nineteenth century was the railroad; it was the railroad, in fact, which dominated nineteenth-century American economic life. In 1840, the United States had only 2,800 miles of track; by 1860, over 30,000 miles had been laid; and by the end of the century, the nation boasted almost 200,000 miles of track. An essential partner to the industrialization of the United States, railroads were the key to mass production and consumption.

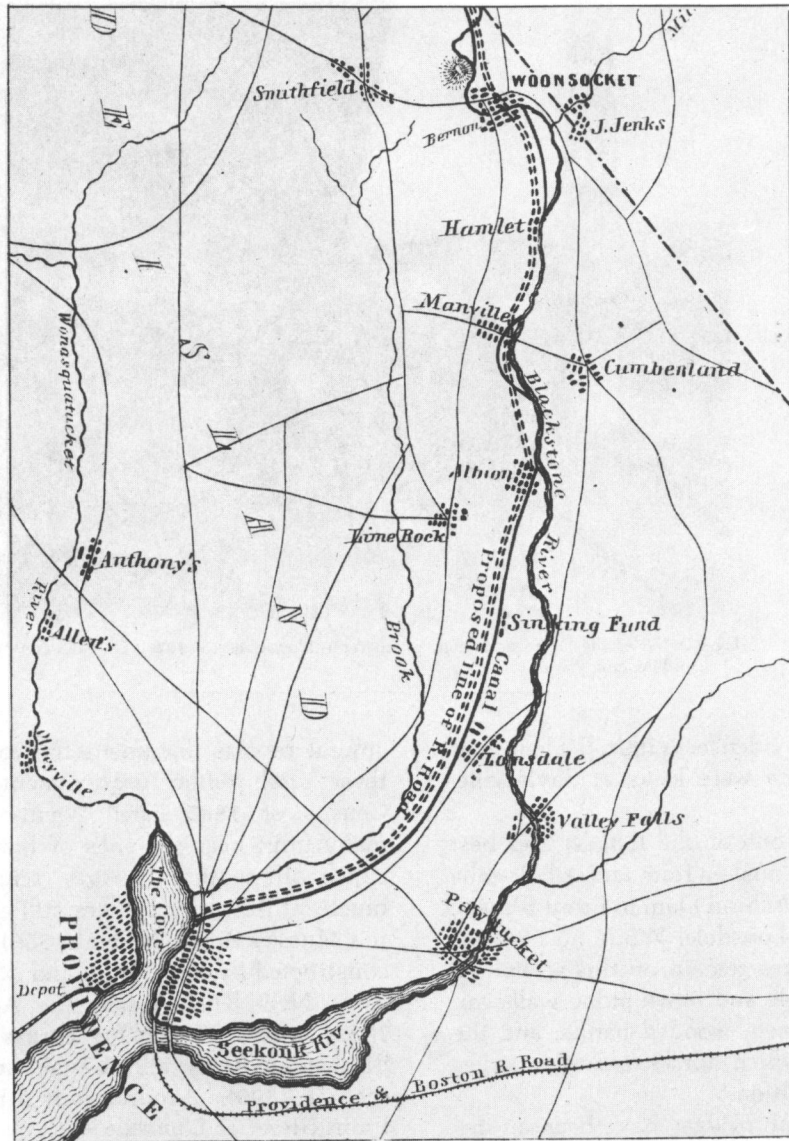


Fig. 35: Providence and Worcester Railroad; map of proposed route (1844). Shown on this map are the villages of Lonsdale, Sinking Fund, Lime Rock, Albion, and Manville.

A rail connection through Lincoln, tying the town to other New England rail lines, was built in 1847, when the Providence and Worcester was opened. Built roughly parallel to the Blackstone River, the railroad passed through Central Falls, to Valley Falls, and ran through Cumberland (across the river from Lonsdale and Quinville); just south of Albion, the line crossed into

Lincoln and, running along the west side of the river, passed through Albion and Manville.

The railroad quickly absorbed the heavy traffic which had once traveled on the roads and the canal. While early trains provided an uncomfortable ride for passengers, they were ideal for freight: faster, cheaper, and more reliable. Manufacturers quickly switched

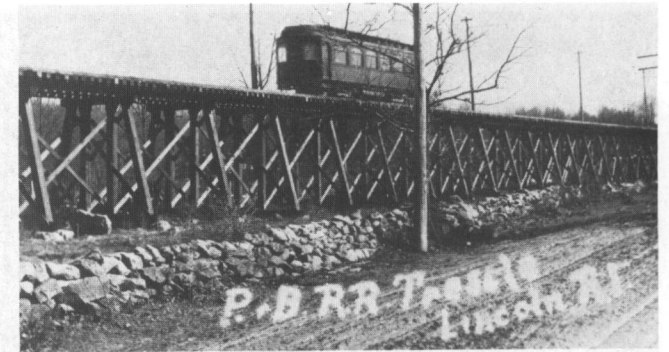


Fig. 36: Providence and Burrillville Trestle (1904-1932); along the Louisquisset Pike; postcard c. 1905.

their traffic from wagons and barges. It was the construction of the railroad which finally rang down the curtain on the Blackstone Canal. Even before the railroad's opening the canal commissioners had filed a petition for abandonment. A similar petition was filed in 1844, 1847, and was finally granted in 1849. The age-old advantage of water transport over slow, expensive land transport had been overcome by the steam engine which could meet a regular schedule and was rarely stopped by winter weather.

The present rail line through Lincoln follows the original course, though the track has been re-laid; passenger stations at Albion and Manville no longer survive. Manufacturers in southern Lincoln lacked immediate access to the line because here the Providence and Worcester made its way on the eastern bank of the Blackstone. The Sayles family connected their mills to the railroad network by a private spur, the Moshassuck Valley line (1876), running south two miles to Woodlawn where it met the main line. The Lonsdale Company built a shorter private spur from the track in Cumberland; it is carried atop the 1893 Lonsdale dam.

Passenger service on the railroads was supplemented in the early twentieth century by a trolley line connecting Providence and Woonsocket. Opened in 1904, it passed through the farmlands of Lincoln, running roughly parallel to Louisquisset Pike. While the tracks have been removed since the trolley's last run in 1930, the right-of-way can still be followed as a cleared path through the woods. Another trolley line connected southern Lincoln to Central Falls and Pawtucket via Smithfield Avenue, Chapel Street, and Front Street.

QUINNVILLE

Quinnville is a diminutive linear village, located on the steep bluff of the Blackstone River about midway in its course along Lincoln's eastern border and directly across the river from Ashton and Berkeley in Cumberland. The first textile mill in Lincoln was constructed in Quinnville, presaging the later dominance of yarn and thread manufacture over Lincoln's economy and development.

In 1809 Simon Whipple, a large landholder in the area, sold thirteen acres to a group of local investors (including George Olney, George Smith, Thomas Arnold, Joseph Wilkinson, and William and Joseph Whipple) near the historic river ford then known as Pray's Wade or Landing. Operating as the Smithfield Cotton and Woolen Manufactory, this group began building a small mill estate. Between 1810 and 1815, encouraged by the War of 1812 which virtually cut off the supply of imported British textiles, the Smithfield Company constructed a small mill and several workers' houses. Their two-story mill was located just under the Ashton Viaduct; it no longer survives. The four small houses built for their workers (at 1014, 1016, 1018, and 1027 Lower River Road) still exist and have much to tell us about life in this first textile mill village. Clapboard-clad, one-and-a-half stories tall, they are all of the center-door, five-bay type which dominated Rhode Island vernacular building in the preceding century; 1014 and 1018 have gable roofs and center chimneys; 1016 and 1027 have gambrel roofs, providing extra living space on their attic floors.

In the 1820s, the Blackstone Canal was built through Quinnville; paralleling the Blackstone River, the canal was cut lengthwise through the little community, separating the mill from the workers' homes. The mill, now left on the canal's towpath, was the property of Wilbur Kelly; Kelly's earlier career had been intimately tied to the fortunes of the Brown family of Providence. It was for them that he had captained the great ship, the second *Ann and Hope*, on her Chinese and European voyages, carrying the tea and other goods which helped to make the Browns' (and Kelly's) fortunes. Captain Kelly apparently followed his employers into manufacturing when, in the first decade of the nineteenth century, profits from the maritime trade showed signs of inexorable decline. He also acted as agent for the sale of the



Fig. 37: Old Ashton Mill House (c. 1810); 1027 Lower River Road. One of four surviving houses built by Smithfield Cotton and Woolen Manufacturing Company.



Fig. 38: Old Ashton Mill House (c. 1810); 1018 Lower River Road. One of the four houses that form the tiny mill village of Old Ashton.

Browns' Lonsdale Company goods. Kelly himself lived in the small, three-bay, center-chimney house located just south of the factory on the canal towpath. Kelly seems to have made no additions to the mill estate, which by the 1830s still consisted only of the factory,

his own house, and the four workers' houses. A journalist traveling on the first boat to pass along the Blackstone Canal in 1828 described Kelly's factory as "a remarkably neat establishment directly upon the Canal," where "we were greeted by the smiling faces of scores of neatly dressed females who thronged the windows of the Factory."

Kelly's tenure here at Quinnville was apparently short, since in the 1830s the mill was known as Olney's Factory and, in fact, passed through several changes of ownership until it was acquired in the 1840s by the Lonsdale Company and operated as a sheeting factory. After 1869, the mill was used as a storehouse, an adjunct to the Lonsdale Company's extensive operations at its new mill across the river. At mid-century, the name Ashton was applied to both sides of the river, though Quinnville now identifies the Lincoln side. Little actual building occurred here once the original mill estate was constructed, save for a few sheds and storage buildings no longer extant, and the nucleus of houses remained intact. While no evidence of the mill on the towpath is left for the casual observer, archeological investigation might locate its site. This tiny, early mill village is recommended for nomination to the National Register of Historic Places, as the earliest of Lincoln's textile mill villages, remarkably well preserved and lacking only its mill.

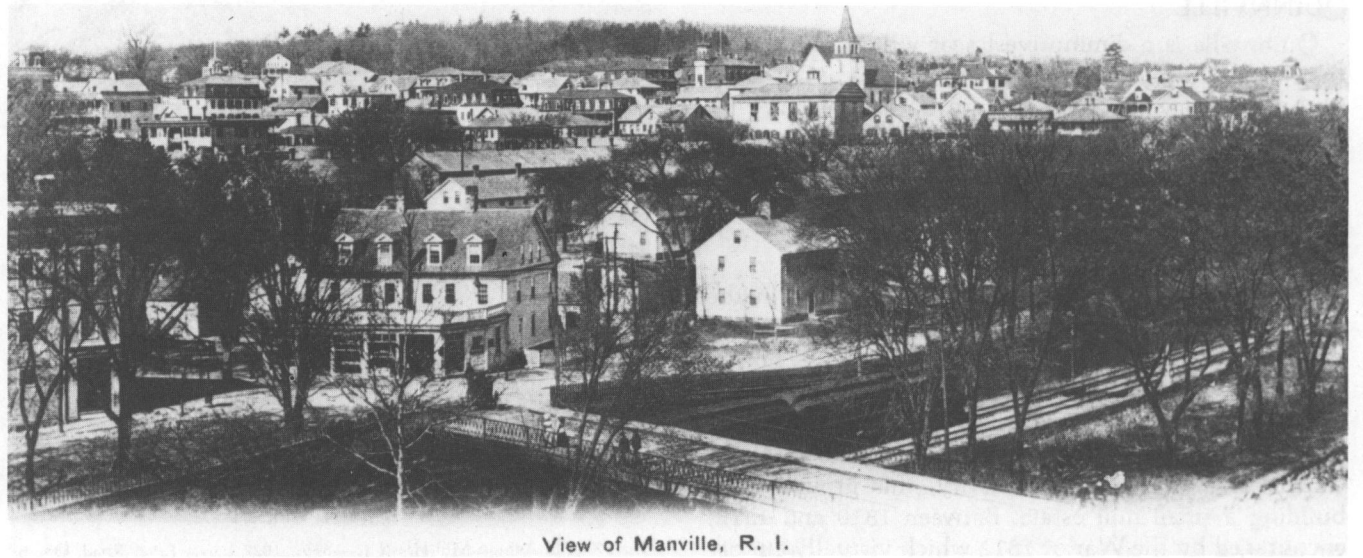
Later development in Quinnville, south of the mill village along Lower River Road, dates largely from the 1880s and 1890s. A heterogeneous mixture of multiple- and single-family houses built along the sharp ridge which follows the bank of the canal, this later development was related more to the large industrial centers owned by the Lonsdale Company at Ashton and Berkeley across the Blackstone in Cumberland. Easily accessible by the Martin's Way Bridge and by a no longer extant bridge at Ashton, these houses were probably occupied by mill workers at the two Cumberland mills. In the 1930s and 1940s, Ashton Viaduct carrying George Washington Highway was built, passing over the village of Old Ashton. Construction activities seem to have obliterated the remnants of the mill here; demolition of the old Ashton bridge has left the small village at the end of a dead-end road, so that its historic connection to the new village of Ashton in Cumberland is no longer clear.

MANVILLE

The manufacture of textiles at Manville has its origins in the acquisition of land and water rights here in 1811 by a group of partners in the Unity Manufacturing Company. In 1812, the Unity Company built a small cotton mill and began spinning yarn. Their mill (on the Cumberland side) does not survive. Among the partners of this company could be counted important local citizens: Stephen Whipple; David Wilkinson, brother of Israel; Stephen Clark, once president of the Town Council; Thomas Mann, Town Clerk, member of the Town Council, and later Chief Justice of the Court of Common Pleas; and, after 1814, Aaron Mann.

Like numerous other similar small mills, the Unity Company's was a financially shaky operation. With the reopening of British trade after 1814 and the recession of 1819, it became even more so. In 1821, its mills, land, and water rights were sold to William Jenkins and Samuel Mann (or Man), son of Aaron. They operated under the name Jenkins and Mann, made further purchases of land, and increased the mill estate. In 1826 Jenkins and Mann built a new dam and constructed a second mill (on the Cumberland side) of brick, five stories tall, and equipped for eight thousand spindles.

Throughout the 1830s, the Mann family became so intimately connected with the small village, built on the Lincoln side of the Blackstone opposite their mill, that their name was adopted for the village. A family of long standing in Massachusetts, the first Mann migrated to Rhode Island in the eighteenth century. Samuel Mann's brother Arlon served as general superintendent of the mills; his brother Orville headed the weaving department when it opened; and two other brothers also worked in the mill; but it was Samuel himself who, as mill owner, was the most commanding presence in the village, inculcating the values of industry and sobriety in his operatives. As was common practice elsewhere, mill workers were paid once a year and their wages could be kept on deposit by the Manns for investment. The single store in the village was owned by Mann; he also built the first school, which doubled as a social hall for the villagers. Though his family were Quakers, Mann provided for the religious lives of his mill workers, who were mostly of English extraction, by building an Episcopal church in 1836. The Emanuel Episcopal Church, now used by the Disabled American Veterans,



View of Manville, R. I.

Fig. 39: View of Manville; postcard, before 1905. The scene shows the growth of the village from the 1820s to the early 1900s.

is an austere simple Greek Revival structure.

By 1844, Manville had a population of approximately seven hundred, with a work force of about 230. Its two mills operated 12,000 spindles and 300 looms. By 1850, the Manville mill was among the largest in Rhode Island.

The first houses in the village were built by the mill owners along Cottage Street in the 1820s and 1830s; by 1860, a row of additional houses had been constructed on the west side of River Road. These houses were oriented to the road leading across the Blackstone to the mills rather than around a central square; even the Episcopal church and the school when built were on the outskirts of the village, not at the center. The mill houses were arranged on a simple grid pattern of long house lots, the house near the road, with a garden lot behind each. By 1862, at least twenty-three houses had been constructed.

Until the 1850s, Manville remained small, its mills largely controlled by a single family — the Manns — who lived in the village and exercised personal supervision over many aspects of life there. In 1854, the Manville mills were sold by the Jenkins and Mann heirs to Harvey and Samuel Chace, who operated the mill as a component of their Valley Falls Company.

The sale of the Manville mill estate to the Chace

brothers brought the mills into a complex owned by the Valley Falls Company — the Chaces owned other mills at Valley Falls and Albion and in Massachusetts as well. The Chaces added yet a third mill to the complex on the Cumberland side, where they continued to produce cotton yarns and cloth. Unlike the Manns, the Chaces did not live in the village, but their mill superintendent, Russell Handy, continued the Manns' tradition of close supervision.

During the Civil War the Manville Company was incorporated, modifying the corporate organization from the simple partnership of the Manns to the limited liability of absent owners. Capitalized at half a million dollars, the Manville Company was still controlled by the Chaces, but now included several of Rhode Island's other leading entrepreneurs among the stockholders: Tully Bowen, William Reynolds, and Henry Lippitt.

While the church was the first and primary institution of French life in Manville, there were also a number of social and benevolent clubs, such as the Institute Montcalm, located in a building on Winter Street. The Music Hall (1895) at 100 Central Street was the home of the Manville Brass Band, known throughout the Blackstone Valley for its performances in parades, concerts, and theatrical presentations. The Music Hall, a triangular structure with a mansard-roof corner tower,

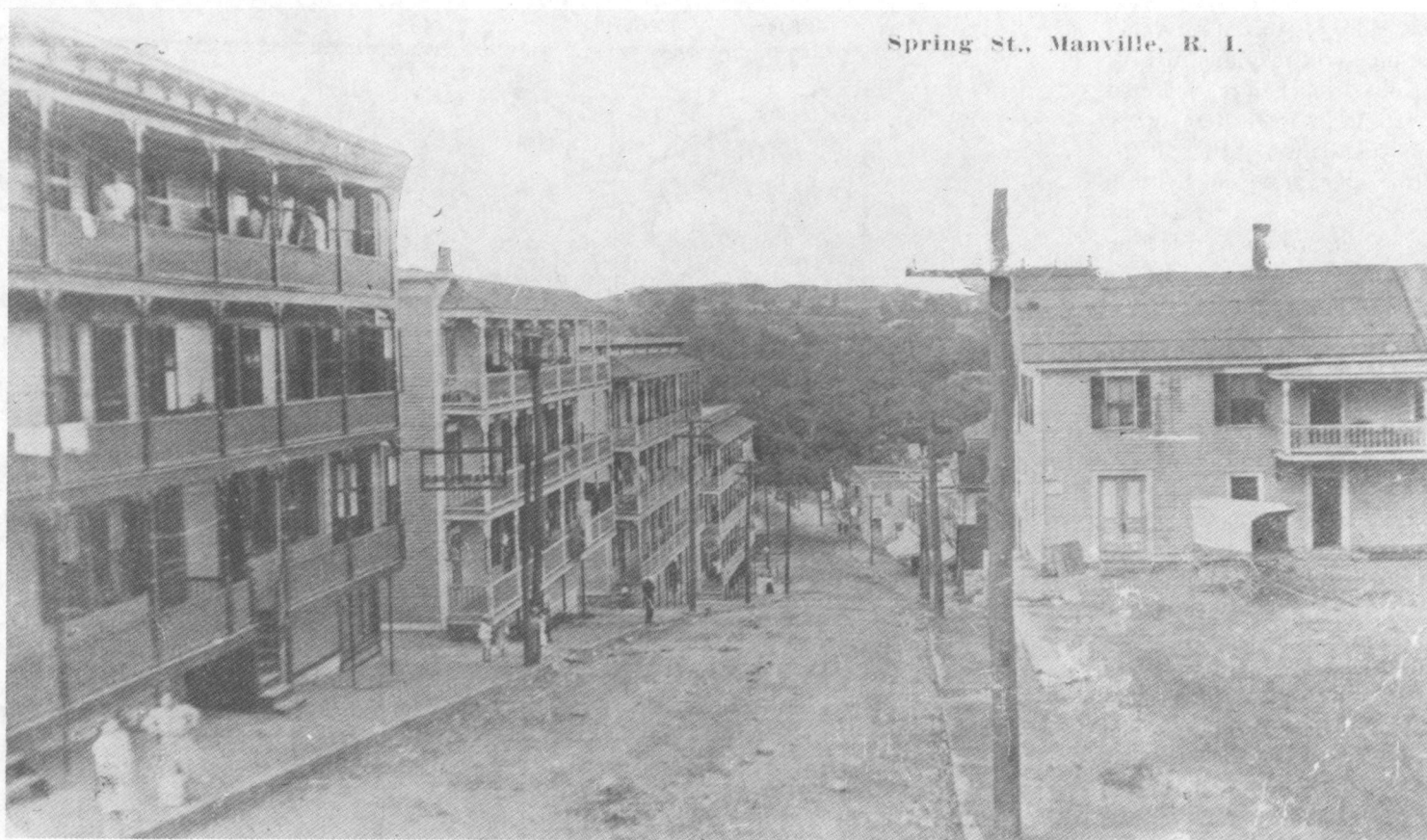


Fig. 40: Spring Street, Manville; postcard view, early 20th-century. The row of three-deckers, stepping down the hill, portrays a typical Manville streetscape.

is now a private residence. Manville's first school (no longer standing) was a small, two-story structure adjacent to the Episcopal church; it had been built by Samuel Mann and doubled as a community meeting place. Catholic services were held here until the construction of St. James. The school was replaced in 1912 by a town-built structure, constructed on land which was a gift of the Manville Company.

Though Manville had its origins as a company-built village and for several decades its social organization was based on the paternalism usually associated with family-based mill villages, its physical form does not exhibit the tightness and focus of other mill towns. Lacking a central institution as its visual focus (the mill being across the river), Manville developed on a street pattern which grew gradually along the steep hill be-

tween the banks of the Blackstone, where the mills and the railroad were located, and River Road, which was its primary access to the rest of Lincoln. The connector between the two has always been Main Street, leading from the ridge of River Road down into the valley, across the river to the mills. Company-built housing, both the earliest houses on Main, Cottage, and Almeida Streets and the later two-story brick blocks between Winter, Summer, and Spring Streets, occupied the land closest to the river; these houses were often built before the streets which they now face were even laid out. Located on tracts of land owned by the company, workers' houses were built in simple rows.

Many of Manville's houses, however, were not constructed by the Manville Company but by small-time contractor-investors on the streets along the upper

slope of the village. Platted in small parcels throughout the second half of the nineteenth century, the houses along these streets represent a variety of multi-family housing types developed in the late nineteenth and early twentieth centuries. The most common type of dwelling constructed in Manville in these decades is the three-decker: a three-story, three-family, wood-frame house. Though there are isolated examples in other villages in Lincoln, it is in Manville that the rows of three-deckers are found, their decorative porches lined up along the street. Where the three-deckers are built on the steep hills of the village, as on Spring Street, the line of porches seems to step up the hill creating a rhythmic streetscape, a rhythm interrupted only by the occasional blank face of a three-decker whose porches have been removed.

From a small village, personally organized by a mill owner who provided educational and religious institutions, Manville grew into a substantial center, operated by a large corporate organization. Its institutions grew as a response to the changing population of the village, no longer as dependent on the sponsorship of the mill owner. This gradual transformation was partly a modification of scale—by 1895 Manville had quadrupled the area it occupied in the 1860s, and the population of Manville increased manyfold in the second half of the nineteenth century—from 230 workers in 1844, to a work force of 1500 by the 1870s, and 2000 by the early twentieth century.

The manufacturing plant at Manville was expanded considerably in the decades following incorporation. A new granite dam, almost 250 feet long and eight feet wide at the top, was built in 1868. In 1872, a new mill was constructed. Even by the standards of its day when mill builders planned for economies of scale with large buildings the Manville mill was a giant. Built of brick, it was nine hundred feet long and a hundred feet wide, and housed one of the largest cotton-spinning and weaving operations in the country. The plant constructed by the Manville Company on the Cumberland side of the Blackstone did not survive—it was destroyed by flood and fire in 1955—but the substantial village which grew up across the river from the mills on the Lincoln side still remains.

Early in the twentieth century, the Manville Company was merged with several other large textile concerns. In 1901, the company was consolidated with the Social Manufacturing Company of Woonsocket, and in 1907 the Bernon Mills at Georgiaville were added to the Manville Company. With the second merger the company was operating 310,000 spindles and 9000 looms.

Manville is today strongly identified as a French-Canadian community—an identification which dates from the 1860s and 1870s when, as the Manville Company's operations expanded, Canadian immigrants began to supplement the original English work force. The first trickle of immigration from eastern Canada, particularly from Quebec where an agricultural depression spurred emigration, soon became a flood as French-Canadian families made their way south, drawn by opportunities for work in New England mills. By the end of the nineteenth century, the population of Man-

ville was overwhelmingly French-Canadian and the French community had established institutions to meet its own needs. Where the earlier villagers had attended an Episcopal church built by the Manns, the new Canadian immigrants were almost exclusively Roman Catholics. In 1874, St. James Church was established and a large church on Division Street was constructed. The congregation expanded quickly, and, as was characteristic of many late nineteenth-century parishes serving immigrant Catholics, a series of buildings was

constructed which reflect the church's importance in the lives of its members—a rectory (1888), a parochial school (1892), and convent (1896) were constructed near the intersection of Church and Division Streets; each of these buildings has been subsequently replaced. The present St. James Church, located on Division Street was completed in 1930. A handsome Romanesque structure of stone, its facade is dominated by a large rose window over its entrance and a massive bell tower is set at its northeast corner.

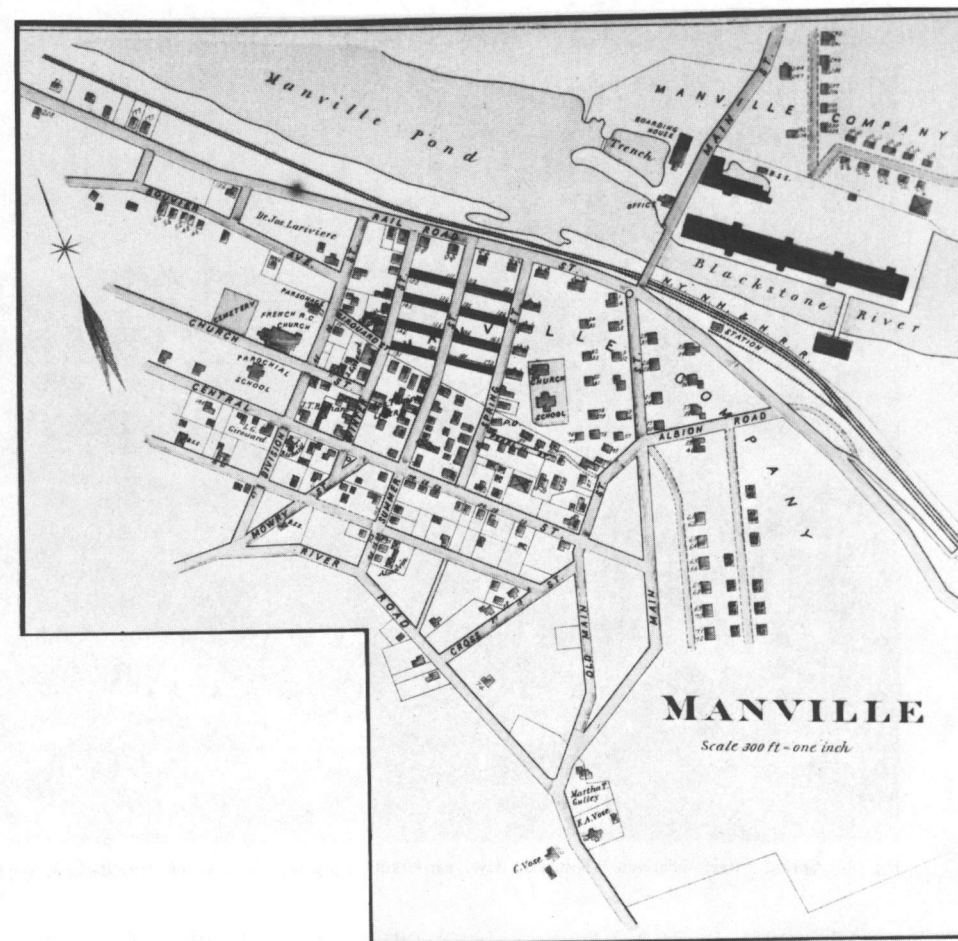


Fig. 41: Manville; detail from Everts and Richards *Topographical Atlas of Providence County*, 1895.

ALBION

The early history of Albion village had much in common with the first decades of development in Manville. In their post-Civil War years, however, the two villages diverged in their course; Albion never became so large nor so nearly urbanized as Manville. It has remained a small village, an unusually well-preserved example of the mid-nineteenth-century northern Rhode Island factory community—its mill complex, operatives' houses, and church still very much intact.

The first mill built at Albion was constructed in 1823 on the land and water privilege which Samuel Hill sold to a group of investors. As with the Unity Manufacturing Company at Manville, this first Albion mill was operated by a partnership of locally prominent families, including Joseph, Daniel G., and William Harris, of the Lime Rock Harrises; Preserved Arnold, whose ancestors had been among the first settlers in Lincoln; and Abraham and Israel Wilkinson whose family, though originally from Lincoln, had moved to Pawtucket and become important iron workers there. The mill constructed by these partners was substantial—built of stone, it housed a cotton spinning operation. Unfortunately, it no longer survives, but its exterior features probably were similar to the extant Wilkinson Mill in Pawtucket.

So successful was the Albion mill that the partners added two more factories within a decade. One, a frame mill erected in 1830 (sometimes known as the Green Mill), was constructed by George Wilkinson—it still survives in part. In the late nineteenth century, when it had outlasted its utility as an industrial building, the Green Mill was moved to School Street. It was substantially diminished in size for the move and was converted into living quarters for mill workers. This factory is still recognizable as an example of early mill construction—a long rectangular building of two and one half stories, with regularly spaced fenestration, its gable roof still retains the clerestory which lit its attic space. The second woolen mill erected in the 1830s burned before the end of the decade.

As in Manville, the early mills at Albion were built directly on the Blackstone. Through this section of Lincoln the river runs in a deep, narrow channel, and its banks rise up sharply in a series of rugged hills on which the village was constructed. Albion was built on

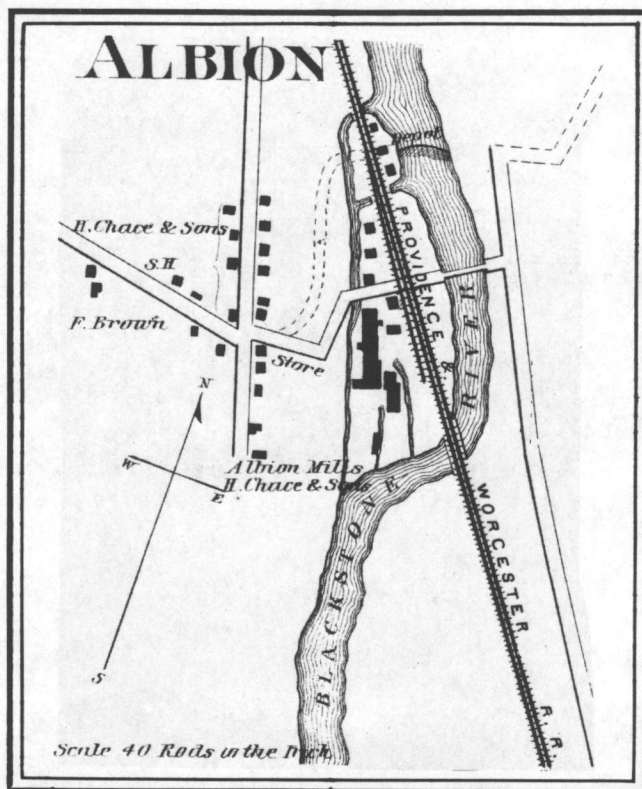


Fig. 42: Albion; detail from D. G. Beers *Atlas of the State of Rhode Island and Providence Plantations*, 1870.

two streets which meet at a right angle—Main Street runs north and south parallel to the river and is located along the first ridge above the river; School Street runs east and west from the mill, up and across the hills to River Road which passes along the still higher ridge above the river valley. At the intersection of the two streets is a wide square which has always served as a sort of common space and village center. Development occurred first along School Street; by 1832, when the earliest known map of Albion was drawn, there were five houses on School Street, as well as the two mills on the river. By 1851 Main Street had been opened for a short distance on either side of School Street, and fourteen houses had been constructed.

Several early mill houses dating from the 1840s remain on Main Street. While their clapboards have been covered with modern siding, these houses are still recognizable as large, plain examples of company-built multifamily housing.



Fig. 43: Albion Mill (c. 1850-1921); School Street, Albion.

The Albion mills changed hands several times before 1854, when they were purchased by Harvey and Samuel B. Chace. In 1856 the Chaces incorporated as the Valley Falls Company. The Chace brothers also purchased the Manville mills in the 1850s; they were, in fact, important figures in the development of several Blackstone Valley mill villages, since they owned mills not only in Manville and Albion, but also in Valley Falls, their principal seat. The Chaces continued to own and operate the spinning and weaving functions at the mills until the twentieth century. In the 1890s, the Valley Falls Company acquired the property of the Albion Company, but Chace family members were the principals of both corporations. Albion as it exists today is largely the product of the Chace family's tenure here.

The centerpiece of the Chaces' building activity in Albion was the new mill. As the scale of operations escalated, the older stone and wooden mills became inadequate, and in Albion, as in many other factory centers, these early nineteenth-century buildings were replaced in the second half of the century by longer, taller, wider mills built of brick. The present Albion mill is a long (almost 400 feet) rectangular building; constructed in four separate stages over the course of seventy years, it is a study in the successive alterations and additions which characterize nineteenth-century factories. The mill has its origins in the center section, built c. 1850, originally four (now five) stories tall, with iron window lintels and sills, and the cornice of its gable roof decorated with heavy brackets. In 1874, a four-story addition was built on its south end; in 1909, the 1823 stone mill was torn down, and a five-story addition was constructed in its place, just north of the 1850s mill. In 1921, yet another addition was made on the

north end of the building. Like the 1909 section, it has a bracketed cornice, though the brackets are more lightly scaled than on the early sections; its rectangular windows have granite sills and segmental heads. A handsome projecting stairtower on the east facade is ornamented with round-head windows and a corbeled cornice. This is an impressive building, compensating for its lack of coherent design with its interesting variety.

The mill is now occupied by American Tourister, a manufacturer of luggage, but in the nineteenth century it housed cotton looms on its lower floors and spinning frames on the upper floors. As with other major mill operators, the Chaces attempted to integrate many of the functions required in their mill. This integration was represented physically by the number of small subsidiary buildings clustered about the mill—in the 1880s, historian Thomas Steere counted among them a cloth room and office, the administrative center of the complex; a blacksmith and machine shop, for modification and repair of machinery; a storehouse; and a saw-mill, which provided lumber. A small railroad station was located just north of the mill. Of these, only the mill office remains. In addition, significant elements of the mill's water-power system survive; a stone dam (1916), a wooden gate house with rack-and-pinion hoists used to control the flow of water through the power trench, and six turbines which are installed in the mill basement.

The houses built along Main and School Streets were constructed at various times by the company for its workers. The most interesting of the surviving late nineteenth-century company houses are the group of four mansard-roofed blocks on School Street (55, 61, 67, and 75). Now covered with modern siding, these four multi-family houses were originally clapboarded.

As in Manville, most of Albion's workers were English immigrants prior to the Civil War; the name Albion, in fact, is an archaic name for England. In the latter half of the century, however, these English families were outnumbered by French Canadian workers and, even today, Albion has a distinctly French character. Like their counterparts in many other Blackstone Valley communities, these Canadian immigrants built a Catholic church. There had been a mission from Ashton in Albion since 1872, and in 1895 the Church of Saint Ambrose was completed. Located on School



Fig. 44: Mill Houses (c. 1908); Albion. A contemporary view of the first brick housing in Albion.



Fig. 45: Mill Houses (c. 1908); Albion; photograph, c. 1910. The same structures in Fig. 44, as they originally appeared.

Street at the entrance to the village, Saint Ambrose is a simple, shingled church with lancet windows and a bell tower at its southeast corner.

Today Albion is a pleasant village—tidy and neat, its modest houses surrounded by lawns—the whole surrounded by woods, fields, and newer houses. Like Lincoln's other mill villages, Albion is attractive, so much so that it is easy to forget how much less salubrious life in a mill village was even a hundred years ago. The village of Albion underwent a "beautification" and renovation campaign in the early twentieth century—contemporary accounts describe the village both before

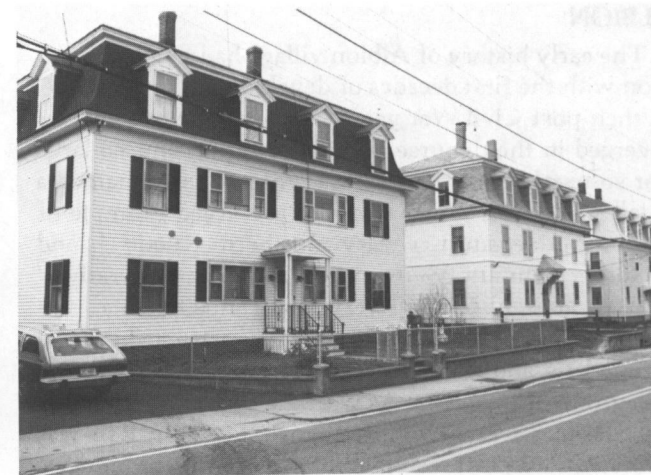


Fig. 46: Mill Houses (1970s); School Street; Albion. These mansard-roofed houses were originally clapboarded and painted in two colors.



Fig. 47: Mill Houses (1948); Berkshire Drive, Albion; photograph, 1949. Unlike previous mill housing, these are all single-family residences, built with small yards and set on a curving drive. Once identical, the houses have been individualized, creating a contemporary suburban development.

and after the changes took place.

The beautification scheme was the brain child of William H. Erskine, who became superintendent and agent for the Valley Falls Company in 1903. Strongly committed to the village in which he was now the central and most important figure, Erskine was determined to remake Albion into a model of efficiency and attractiveness. Elected to the state Senate in 1907-1908, he was instrumental in acquiring a new school for the village. The school was a substantial brick building located near Saint Ambrose on land donated by the Valley Falls Company; it has since been demolished.

scale, Lonsdale required far greater capital, was owned by a corporation which limited the risk of investors, and was personally managed not by its owners but by a mill superintendent.

The first and second mills built by the Lonsdale Company were completed in 1831 and 1832; neither survives. Mill Number Three, built in 1833, still exists though it is so altered that it is not at first glance recognizable as an early mill. Located on Cook Street, Mill Number Three was originally four stories high; it is now reduced in height and has had its facade modified.

By 1844 the Lonsdale Company's stock was held by John Carter Brown, Moses Brown Ives, Robert H. Ives, and Charlotte R. Goddard, all members of what James Hedges, the pre-eminent historian of the Brown family, called the Brown-Ives-Goddard clan. Bound together by their intricately interwoven relationships of marriage and birth, they were the owners of one of the largest textile firms in Rhode Island. Before the Civil War, they owned not only the Blackstone and Lonsdale Mills, but also the Hope Cotton Manufacturing Company, and had worked out a system of coordinated purchasing and sales of their mills. Each of their mills produced a specialized product—the Lonsdale Mills were used to produce fine umbrella cloth. In an attempt to integrate further their textile operations, Brown and Ives built a bleachery and dye works at Lonsdale to finish the cloth produced at all three of their mills. By 1850, they had constructed a bleach house and a dye house and had, in addition, a calendar room, mangle room, and finishing and packing rooms. The dilapidated buildings at the northern end of the present mill complex are probably the remnants of the bleachery. With these additions, the Lonsdale Company became one of the first truly integrated factories in Lincoln, with all of the manufacturing processes necessary to turn raw cotton into finished, ready-to-sell cloth, located in a single complex. Cloth produced at all three of the Brown and Ives mills was brought to Lonsdale for finishing. The textile interests of the firm were expanded further when in 1863 they set up the Melrose Company, later renamed the Berkeley Company, and began construction of yet another factory village on the Blackstone.

From its beginnings the Lonsdale Company housed its operatives in company-owned buildings, the con-



Fig. 49: Lonsdale Mill Houses (between 1870 and 1888); Grant Street; photograph, 1949.

struction and operation of which were intended both to attract workers to the mill and to maintain a certain amount of social control over the workers, since rents and living arrangements were prescribed by the company-landlord. From the 1840s to the end of the century, the Lonsdale Company built a variety of workers' houses, and many examples survive; most are multi-family houses. The earliest, dating from the 1840s, are the two-story, flank-gable, wood-frame double houses built along the east side of Main Street; six bays wide, functional and austere, the two doors are located at the center of each house. Matching houses once lined the west side of Main Street as well, but in the 1920s they were replaced by brick houses.

The Lonsdale Company continued to build such frame houses well into the 1860s, though later examples are somewhat larger. Those on School Street (6-8, 7-9, and 14-16), built in the 1840s and 1850s, and the houses on Lonsdale Avenue (1638 through 1674), built in the 1860s, are six bays wide and two-and-a-half stories tall. By the 1850s, the Company was building in brick; of the six, two-and-a-half-story, brick blocks built on Lonsdale Avenue two (1746-1748 and 1742-1744) remain. They are substantial buildings, eight bays long with cornice brackets and granite trim.

The Lonsdale Company's administrators traditionally lived on the east side of Lonsdale Avenue. For example, the once handsome Greek Revival house at 1685 Lonsdale Avenue, built in the late 1840s, was owned in the 1880s by John Dawber, assistant superintendent; the

house has since then been altered so thoroughly that little of its character remains.

To a greater extent than in most mill villages, the Lonsdale Company supported their community's institutional life. The company built the village's first school in the 1850s; located at the corner of Lonsdale Avenue and Front Street, it has since been replaced. The two churches at Lonsdale enjoyed the support of the company. In 1835, the Christ Church (Episcopal) erected a large, temple-form Greek Revival structure on the site of the present church at John Street and Lonsdale Avenue; its most prominent features were the full-height pedimented portico and the round lantern atop the roof. A later generation, not captivated by classical forms, would denigrate Christ Church as the "stove pipe church," and it was replaced by the present building in 1883. The first Lonsdale Baptist Church, built in the 1830s, still stands at 1572 Lonsdale Avenue, moved from its original location farther south on the avenue. Plainer and less pretentious than the first Episcopal church, it is a small clapboard building, three bays on each side, its cornice, corners, and sills outlined by flat boards. Once topped by a short steeple, it has much in common with Emanuel Church in Manville.

The presence of these two denominations reflect the Yankee origins of Lonsdale's population. Most of the mill workers were of English extraction, though some Scots could always be numbered among the workforce here. Unlike the Manville and Albion companies, the Lonsdale Company never recruited French-Canadian immigrants, and its village remained solidly British into the twentieth century.

Company control over the lives of workers extended even to their commerce. In 1869 the Lonsdale Hall was built. A large, three-and-a-half story, red brick building on Lonsdale Avenue—the hall was designed as a commercial and community center. It housed a lending library, a reading room, and space for a variety of community organizations and social events, while its storefronts were rented to small businesses. Despite this, small independent stores operated in several houses in the mid-nineteenth century. The five-bay, two-and-a-half-story house at 1598 Lonsdale Avenue, for example, is listed as a store on an 1862 map.

By the mid-nineteenth century, the Lonsdale Company's village in south Lincoln had become a substan-

tial establishment; in the decades following 1860, Lonsdale nearly doubled in size, with new mills, houses, churches, and schools. Most of this expansion occurred, however, on the Cumberland side of the Blackstone River where the Lonsdale Company built several large mills, including the huge Ann and Hope Mill (1886), and the village of new Lonsdale. Expansion of old Lonsdale on the Lincoln side of the river proceeded at a more moderate rate.

The Lonsdale Company's Lincoln operations—spinning, weaving, and finishing cotton cloth—were carried on in the three mills built in the 1830s. Several small brick buildings were constructed in the 1870s on the west side of the mill estate, and a new dam was built in 1893.

By far the most ambitious (and the last) building effort of the Lonsdale Company in Lincoln was the great mill constructed on Cook Street in 1901. Lonsdale Mill Number Two (1832) was demolished to make way for this long two- and three-story brick mill. Built parallel to the Blackstone Canal, the 1901 mill has a projecting central tower with a bracketed hip roof. A two-story mill office, repeating the red brick and granite trim of the mill, was built at its south end. Large as it is, the 1901 mill's floor space could not match the extensive industrial space available to the Lonsdale Company in their mills in Cumberland, where the greater part of the manufacturing operations were carried on.

Though the Lonsdale Company's industrial operations were concentrated on the Cumberland side of the river, it continued to build housing in Lincoln and to give active support to the village's institutional life. Following a tradition begun in the 1850s, company-built houses were constructed of brick. Most notable are the group of six tenements built in the 1870s on Grant Street. Two-and-a-half stories high, they are six bays long with doors at each end, flank gable roofs, and granite trim. The last residential buildings constructed by the Lonsdale Company are the four brick houses on the west side of Main Street—two-story houses, of red brick, their entrances sheltered by trellis-work porches, they face the oldest extant Lonsdale Mill houses, wood-frame structures dating from the 1840s.

In the late nineteenth and early twentieth centuries, both of Lonsdale's churches constructed new buildings. When Christ Church burned in 1883 the Lonsdale

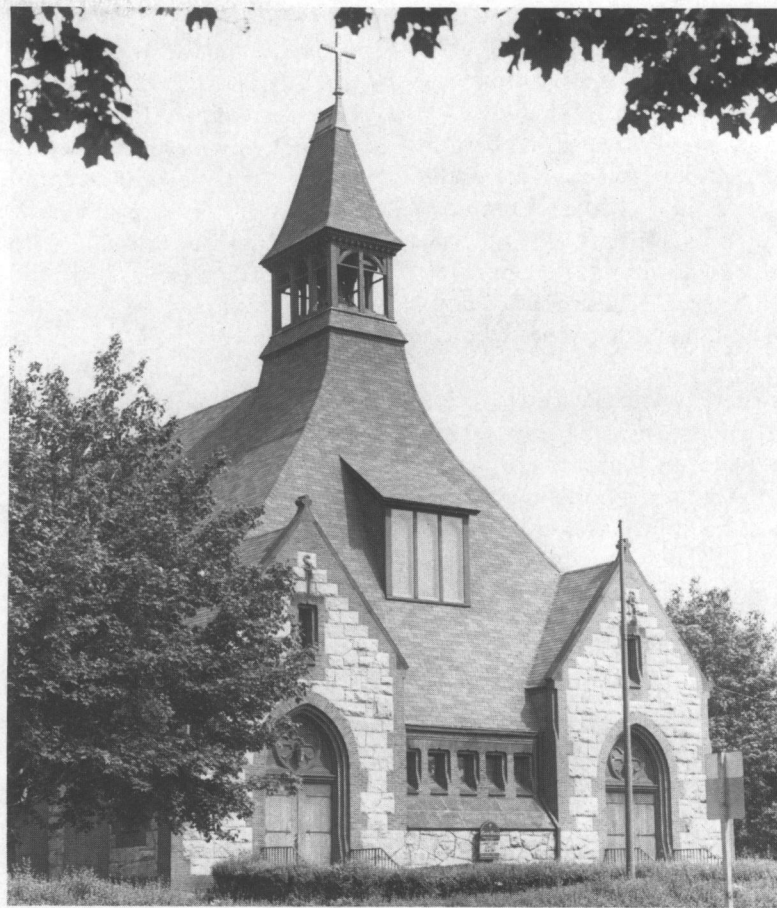


Fig. 50: Christ Church (1883); Lonsdale Avenue. This church is a key part of the institutional center of Lonsdale.

Company paid for the construction of a new building at Lonsdale Avenue and Front Street. A Romanesque structure, the new Christ Church is built of rough stone with brownstone trim, its paired entrances set under gable-roofed porches on the west end. In 1896, Christ Church constructed a large parish house on the opposite side of Front Street. Lonsdale's Baptists, who had worshipped in their wooden Greek Revival church at Lonsdale Avenue and Main Street since the 1840s, sold their church to the Town of Lincoln in 1910. The old church was moved to its present location on Lonsdale Avenue; its steeple was removed and the building was used as a Town Hall in the early twentieth century. The new brick Gothic church the Baptists built is located on Lonsdale Avenue.

The intersection of Lonsdale Avenue and Front Street

had by the end of the nineteenth century become the commercial and institutional center of the village. Lonsdale Hall's stores and meeting places, the Episcopal Church, and its parish house—all built of brick or stone and all built on a larger scale than the wood-frame houses nearby—defined the intersection as an important center. In the first quarter of this century, two more substantial buildings were added to this group, both built in the classical mode favored for public buildings. The Lonsdale Post Office, at 1647 Lonsdale Avenue, is a small, brick block; its pedimented door is recessed between two Ionic columns. Directly across the street is the Lincoln Memorial Schoolhouse, built in 1920-1922 as a memorial to the town's World War I veterans. The Lonsdale Company's involvement in its village's institutional life continued strong—the post

office was built by the company and leased to the federal government; the land on which the Memorial Schoolhouse was built was a gift to the town from the company.

Two noteworthy additions were made to the row of houses on the east side of Lonsdale Avenue—the traditional location of the homes of Lonsdale Company administrators: H.W. Magoun's house (1695 Lonsdale Avenue) built c. 1885, a brick and shingle Queen Anne house, and the Charles Robertson House (1501 Lonsdale Avenue), a handsome Colonial Revival brick house built c. 1900.

The old village of Lonsdale is located on the ridge between the Blackstone River and the Blackstone Canal, with the mills located in the valley of the canal. On the western side of the canal a similar ridge rises sharply. Known as Prospect Hill, the acreage above this ridge remained vacant until the late nineteenth century, except for the Lonsdale Hotel, built in the 1840s, on Front Street.

Until 1870, the Lonsdale Hotel was one of the few buildings on the west side of the canal in Lonsdale—there were in addition only two houses and a pair of company buildings. In the years between 1870 and 1895, however, Grove, Yates, Union, Hope, and Pleasant Streets were platted, and Prospect Hill was built up with houses. By the turn-of-the-century, the neighborhood had acquired the visual aspect it retains today—closely built, for the most part with simple multi-family houses.

Though a wide variety of housing types were built on Prospect Hill, the most popular form, built on every street and often in groups of three or four, is a two-and-a-half-story, flank-gable, five-bay house, with a center door usually covered by an Italianate hood. The south side of Union Street is lined with such houses, but they are built throughout Prospect Hill and, though often re-sided or otherwise modified, are still handsome, serviceable dwellings.

By the 1880s, the development of Prospect Hill made it necessary for the town to provide educational facilities. Prospect Hill School, a small two-room structure, was built in 1884 on the south side of Front Street. Remodeled in 1906, the building burned in 1915 and was replaced by the present school—a brick two-story cruciform building.

SAYLESVILLE

Saylesville was the last of Lincoln's industrial villages to be founded; with its origins in the 1840s, decades later than most other Lincoln villages, Saylesville is a distinctively late nineteenth-century neighborhood. Located in the southeast corner of Lincoln, Saylesville is set between Scott Pond (fed by the Blackstone River) and Barney and Bleachery Ponds (fed by the Moshasuck), with the Blackstone Canal running through its industrial district.

Settlement at Saylesville resulted from the development of the Sayles Bleachery. The Sayles plant was constructed on the site of an early printworks built by Joseph Pimbley in the 1830s. When Pimbley's operation failed, the site and its water rights were purchased at auction by William F. Sayles in 1847. He soon began a textile bleaching operation serving the large manufacturers in the area with twelve employees and a payroll of \$200 a week. His enterprise prospered and, after a fire in 1854, Sayles built an entirely new plant in ninety days. The bleachery was operated as W. F. and F. C. Sayles Company after 1863 when Frederick C. Sayles joined his brother in the firm. Under their guidance the

Sayles Company grew steadily and the Sayles family became the leading manufacturers of southern Lincoln. They also operated the Lorraine Mills; the Slater Cotton Company; the Glenlyon Dye Works at Philipsdale; and plants in Connecticut, New York, North Carolina, and other states.

In 1894, Frank Sayles, son of William, succeeded to his father's place in the partnership; in 1896 he purchased his uncle's interest. It was Frank Sayles who brought the Sayles' operation into the national leadership it held in the first decades of the twentieth century. By 1920 when Frank Sayles died and the firm was incorporated as the Sayles Finishing Corporation, the plant employed three thousand workers, finished seven-and-a-half million yards of cotton goods each year, and was one of the largest cloth finishers in the United States to mercerize cotton thread, the first to print cotton and silk with fast colors, and the first to finish organdies without starch or sizing that washed out.

The huge industrial complex built up by the Sayles family over the course of the seven decades between 1854 and 1924 occupies a forty-acre site just south of



Fig. 51: Birds-Eye View of the Saylesville Mills (c. 1855-1920); postcard, c. 1900. Major elements include the earliest mill (c. 1855) facing Bleachery Pond on the left, the Moshasuck River and Lock in the center, and Scott's Pond on the right. Other elements include a mill office (c. 1875), great storehouse (c. 1900; 1909), and the large dye house (c. 1870s).

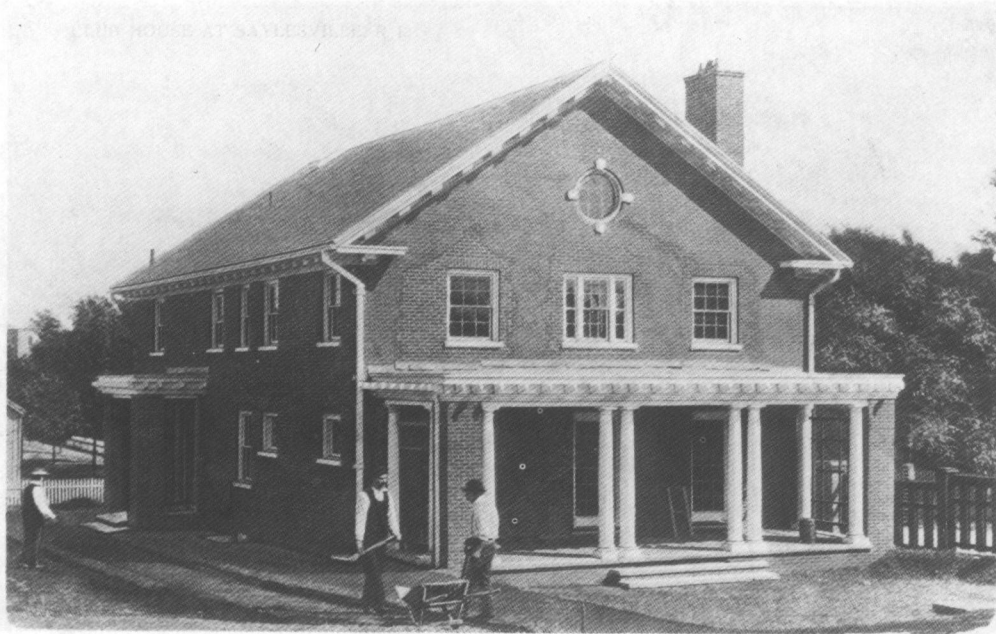


Fig. 52: Club House at Saylesville (c. 1860); postcard, c. 1905. This building was the original barn for the Sayles Finishing Company; today it is re-used as a professional building.



Fig. 53: Mill House (c. 1920); Woodland Court, Saylesville; photograph, November 15, 1920. A typical house built for the Sayles Finishing Plants, Incorporated.

Barney and Scott's Ponds. The complex consists of several large and many smaller buildings, built and added to over the course of years to accommodate the numerous and technically complex processes involved in the finishing of cloth. Three of the most notable are arranged around the mill pond on Walker Street. The main building, built in 1854 (after the fire which destroyed the original bleachery) and added to in later years, is a long, narrow, brick, Italianate structure with a gable roof and round-head windows set in recessed, arched bays. The end tower has tall, arched, double windows; its cyma-curved roof has been removed. In the 1870s the main building was extended north and east to parallel the eastern edge of the mill pond. On the southern side of the pond is the Mill Office (c. 1875), the administrative center of the mill. It is a two-and-a-half-story brick building with a cross-gable roof. Its handsome interior appointments are well preserved, including a great oak staircase, elaborately paneled offices, large fireplaces, and Corinthian columns. By far the largest building in the Saylesville complex is the dye house located on the north end of the pond. Over six hundred feet long, the dye house was built over a

period of thirty years and has several additions on each side. It housed dye and grey rooms, the tenter room, storage and yarn splitting rooms, finishing and calendaring rooms, scouring and mangle rooms, subsidiary offices, and a machine shop. Of the later buildings constructed by the Sayles Company, the storehouse, built c. 1900 and 1909, is noteworthy. A long four-story building, its segmental-head windows are small, since there was not the same need for light in a storage building as in a work place; the building is divided into four sections, separated by fire walls.

As the Sayles Bleachery grew into a nationally important finishing concern, it operated on a vast scale, a scale unthought of by the builders of Lincoln's earlier villages. This difference in scale is reflected in the differences between the village of Saylesville, which grew up north and west of the bleachery, and the much smaller villages in other sections of Lincoln. Like most mill owners, the Sayles family provided housing for their workers. In the early 1880s, mill housing was built along Smithfield Avenue, Chapel Street, and Walker Street. These houses bear a close resemblance to mill houses built in area villages forty years earlier.

Unlike most other textile operations, the Sayles Company continued to build housing well into the twentieth century. Again, in contrast with other operators, the Sayles Company seems to have made a conscious effort to avoid the homogeneity characteristic of mill villages. The houses built throughout Saylesville between 1880 and 1920 are of various types and styles, and identical houses were only rarely constructed on adjacent sites. As a result Saylesville is not immediately recognizable as a mill village but instead has much of the aspect of a pleasant suburban neighborhood. Frank Sayles had traveled in Europe and had been impressed by the efforts of some manufacturers there to avoid what was perceived as the dullness, the utilitarian aspect, and the dinginess of industrial settlements. The Sayles Company hired architects to design their houses, which were built on large lots set on curving streets and cul-de-sacs. In 1920, for example, architect Joseph Leland of Boston was contracted to build a number of one- and two-family houses in Saylesville; his simplified Colonial Revival houses are found throughout the village—a particularly handsome group may be seen on Woodland Courts.

The personal involvement of the Sayles family in their village extended to its institutional life as well. The Sayles Memorial Chapel on Chapel Street was built in 1873 by the Sayles brothers in memory of their children. The simple, Westerly-granite, Victorian Gothic church, whose corner tower (now shortened) was added in 1876, is basically well preserved. It was designed and built by the Sayles brothers' father, Clark, a master builder. Firemen's Hall, built by the Sayleses in the 1880s, is a simple frame building decorated with patterned shinglework. It has seen long service as the social center of Saylesville and was the site of community events and civic activities. It now houses a veterans' organization and public library. Its presence near the junction of Chapel and Walker Streets helps define this intersection as the center of Saylesville. Just south of Firemen's Hall is the neo-Colonial Saylesville Post Office (now a professional office), also built by the Sayles family. Across Chapel Street is the simple brick fire station, which had its origins in the Saylesville Fire Association, a volunteer group organized in 1883 by the Sayles brothers. Nearby on Smithfield Avenue stood the Sayles Cooperative Store, now demolished.



Fig. 54: Interior view of the Sayles Free Public Library, formerly Fireman's Hall (c. 1855); Chapel Street; photograph, 1922. The long gable-roofed building was once the social center of Saylesville: dances, musicals, community suppers, and the like were held here.

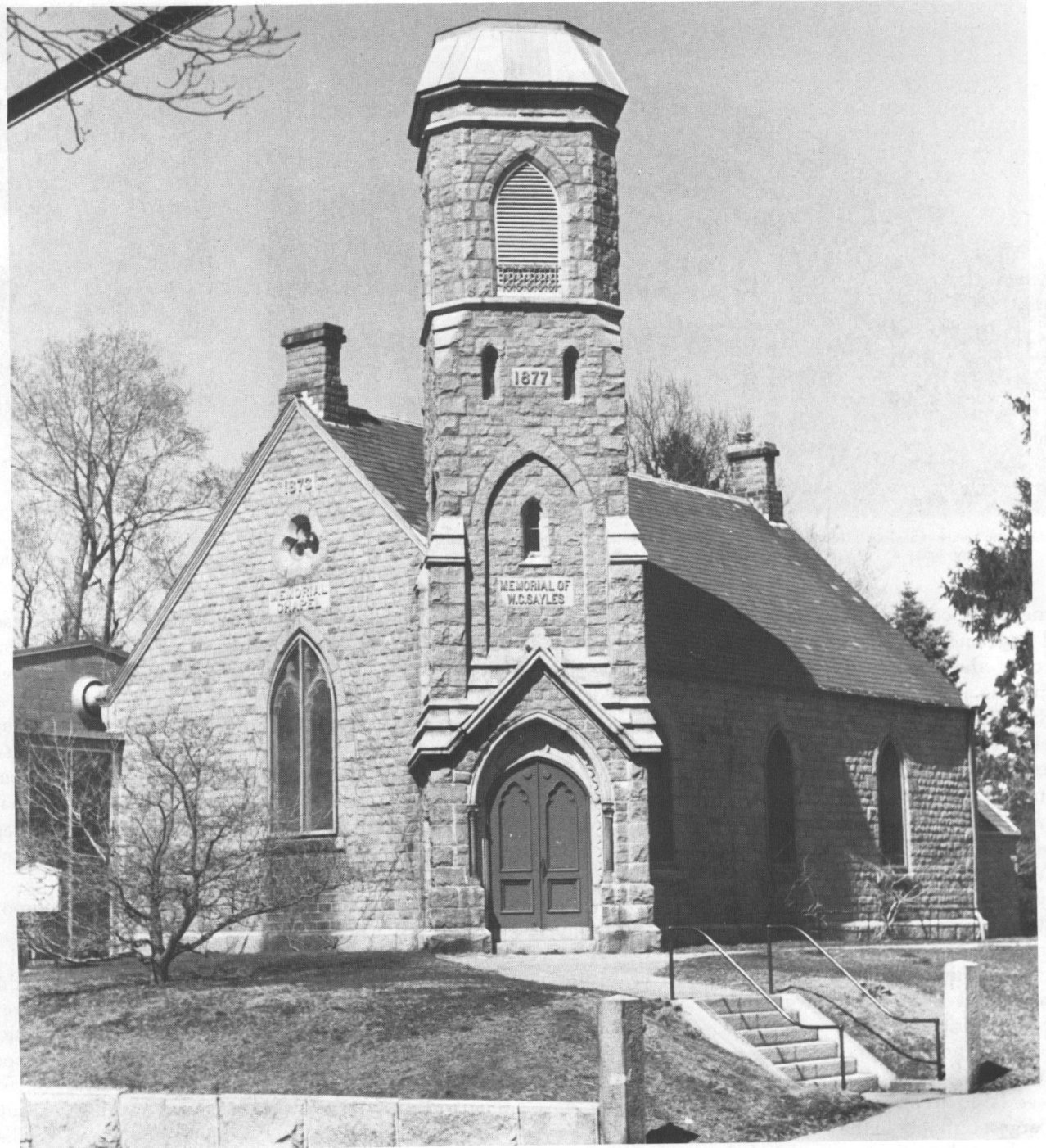


Fig. 55: Sayles Memorial Chapel (1873, 1876); Chapel Street. A simple Victorian Gothic church built of Westerly granite, designed by Clark Sayles, master builder. The corner tower was added in 1876; now shortened, it was once capped by a tall steeple.

LINCOLN BECOMES A TOWN

Since 1730, the area which is today Lincoln had been part of the town of Smithfield, which took in a great section of northern Rhode Island, including part of what is now Woonsocket and the present-day towns of Smithfield, North Smithfield, Central Falls, and Lincoln. In 1871, Smithfield was reorganized into several townships, including Lincoln. The new town was governed by an elected Town Council which continued until 1958 when the town shifted to an Administrator-Council form of governance. The population of the town in 1871 was slightly under eight thousand, most concentrated in Lime Rock, Manville, Quinville, Albion, Saylesville, Lonsdale, and Central Falls. As for many Rhode Island towns, the bounds of Lincoln enclosed both rural areas and unincorporated, almost-urban settlements—villages which, though they had no legal standing, were the focus of development in the decades near the turn-of-the-century.

The boundaries of Lincoln when it was set off from Smithfield were exactly those which exist today with one important exception—the village (now, city) of Central Falls was then included in Lincoln. The largest and most highly urbanized of all of Lincoln's villages, Central Falls required many of the municipal services which were becoming mandatory for urban dwellers in the late nineteenth century: water, street lights, professional fire protection, libraries, and schools. By 1890, over half of Lincoln's schoolhouses were located in Central Falls; the Town Hall was in Central Falls (on Summit Street), as were the town's high school and asylum for the indigent. Municipal services were not needed to the same extent in other parts of Lincoln, both because the rest of the town was less urban in orientation and because in other villages the townspeople could rely upon mill owners to provide or at least share the cost of such services. These differing circumstances led to considerable tension in the 1870s and 1880s between Central Falls and neighboring villages in Lincoln; it was resolved only in 1895 when Central Falls was incorporated as a separate city. The new city's boundaries were drawn to include the land south and east of Valley Falls Pond, but excluded the great mills of Saylesville which remained in Lincoln. With this last change the boundaries of Lincoln assumed their present form, and Lincoln had rid itself

of the urban area which many citizens regarded as a drain on the town's financial resources.

With the incorporation of Central Falls, Lincoln lost many of its public buildings. The town had to build several schoolhouses in the first decades of the twentieth century, and the Town Hall was replaced by the purchase of the Old Lonsdale Baptist Church on Lonsdale Avenue to serve that purpose. Without a high school, Lincoln sent its secondary school students to other towns. A new asylum was provided when the town bought a tract of land on Old River Road for this purpose.

Several times in the first decades of the twentieth century there was minor agitation for yet a further division of Lincoln, particularly in Manville and Albion. Such separatist movements never had any notable success and, as Lincoln developed with great tracts of new housing filling in the space between the villages, the importance of the old mill towns diminished; Lincoln has developed an identity of its own, supplementing the identity of its villages and reducing the likelihood of any further division of the town.

LINCOLN WOODS

Though most of Lincoln's citizens lived in villages of moderate size, they were by the early twentieth century still within walking (or a streetcar ride's) distance of the country. Each of the villages was still surrounded by open land, either farmed or forested. The same could not be said, however, for most residents of the Providence metropolitan region, expanding now almost to Lincoln's borders. Reaction to this expanding area of dense development was felt in Lincoln when in 1909 the state acquired a large tract in the town for development as a rural park—Lincoln Woods.

Lincoln Woods was purchased and developed as part of a metropolitan system of parks, a system whose creation was influenced by a nationwide interest in regional planning—an attempt to integrate city and country and to recognize that the impact of a major city expands well beyond its limits. Equally influential was the conviction of many of the most far-sighted citizens that the congestion of manufacturing cities (such as Providence, Pawtucket, and Central Falls), and the confinement of working and living spaces in such cities, was unhealthy

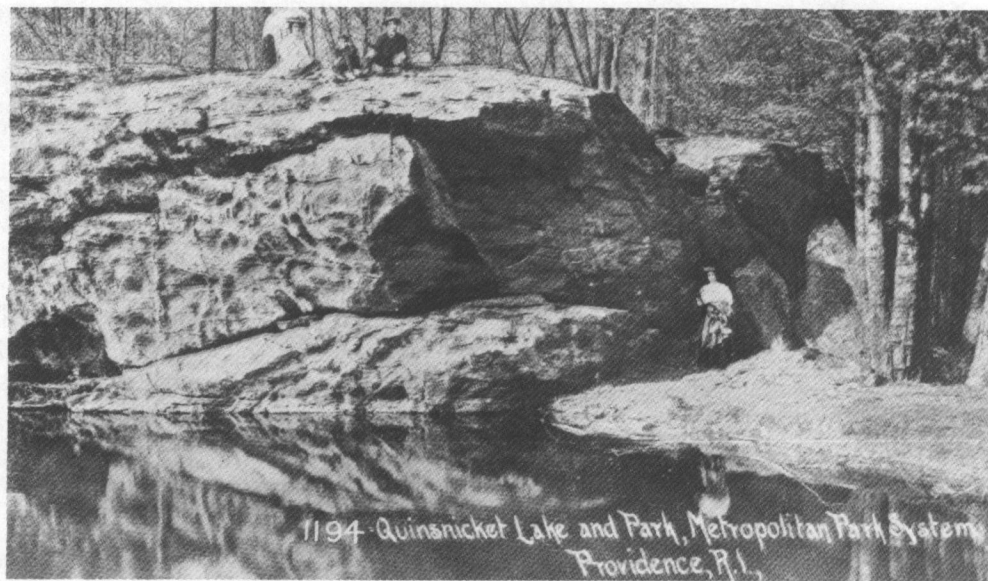


Fig. 56: Quinsnicket Lake, Lincoln Woods (1909 and later); off Breakneck Hill Road; postcard, c. 1910. A rough and picturesque place, Lincoln Woods is a resource not only for the town but for the entire Providence metropolitan region.

and required an antidote in the form of easily accessible open space—a preserved wilderness which the city dweller could visit on his day off and from which he would return refreshed.

In Rhode Island interest in regional parks was manifested in the creation of the Public Park Association. In 1903, the Association drew up a plan for a regional park system for Providence; by 1904, support for the plan was so strong that the General Assembly set up a Metropolitan Park Commission and charged it with the development of a system of parks and boulevards to serve the Providence metropolitan area.

Among the first and largest parks acquired by the Commission was Lincoln Woods. In 1909 the state paid \$25,000 for 458 acres of rural land. Included in the new park were forests, glens, streams and ponds, and several large rock formations; a "section of wild country—of pure, unadulterated nature," as P. R. Jones of Olmsted Brothers, the consulting landscape architects for the Commission, described it. The reservation bordered the historic area of Great Road, and in addition a number of important historic buildings and sites were within its borders, including the site of an early thread mill, and the Benjamin and Joseph Arnold Houses (no longer standing).

In later decades, further development of the park has taken place, partly as a result of changes in transportation technology. In its earliest years, most visitors arrived by streetcars which ran along Breakneck Hill Road. With the advent of the automobile and increased numbers of visitors, roads have been upgraded within the park, and other amenities have been added. The park is still a fine example of the work of the Park Commission and still provides for the recreational needs of the region as its developers envisioned.

DECLINE IN THE TEXTILE INDUSTRY

Throughout the nineteenth century, the economic life of Lincoln had exhibited a continuing shift from an agricultural base to heavy reliance on industry, especially textile manufacture. The Crash of 1929 and the Great Depression of the 1930s ended the expansion of manufacturing in a dramatic fashion—production was cut, employees were let go, and trade declined. In fact, however, the troubles of the textile industry in Rhode Island had begun decades before, and in the 1920s, in

particular, there were strong indications that Lincoln's (and New England's) industry was built on shaky foundations. The region's textile industry was afflicted with a number of problems: its plants were for the most part old, its management cautious, and, above all, there was serious competition from southern producers. Before World War I, southern textile producers, benefitting from cheaper labor and proximity to the raw material, had already made a serious challenge to New England producers in coarse cotton goods. Their challenge to northern producers was delayed somewhat by the boom of the war years, but in the 1920s—prosperous years for most of the nation's economy—wage cuts and strikes presaged the later and even worse difficulties of Rhode Island's textile mills. In 1920, textile workers had experienced a 22 per cent wage cut; in 1922, a further cut of 20 per cent was announced for workers in the Pawtuxet and Blackstone Valley (including Lincoln) mills.

A major strike of textile operatives began in the Pawtuxet Valley and soon spread to northern Rhode Island; most Lincoln cotton-goods workers were on strike for several months and returned to work only when their wages were restored. Another strike occurred in 1926 in Manville (and Woonsocket) when the work week was extended from forty-eight to fifty-four hours; state troopers clashed with the striking workers, but the dispute was quickly settled by Governor Aram Pothier. The largest and most bitter strike in Rhode Island's history occurred in 1934, when in an effort to unionize southern workers the United Textile Workers called a nationwide strike on September 1. In Lincoln, the violence which characterized the strike was concentrated at Saylesville where on September 7 the mill's windows were broken during a fight between strikers and workers attempting to enter the mill. On the following nights crowds of several hundred (including both the curious and the determined) gathered at the mill. During the evening of September 11, the crowd clashed with the local police and the National Guard which had been called out by Governor Theodore F. Green; the crowd retreated from Saylesville and was scattered throughout Central Falls' Moshassuck Cemetery, driven back by tear gas and fire hoses. The strike was finally settled late in the month by a presidential mediation board.

The depression of the 1930s was an enormous blow

to the economic life of Lincoln residents, and so many people occupied company housing that the depression affected their social lives as well. The history of the textile concerns of Lincoln throughout the 1920s, 1930s, and 1940s is a story of successive sales, cut-backs, shutdowns, and closings. In Lonsdale, for example, the company farm was closed in 1922; the Number Four Mill was closed in 1930; the large Ann and Hope Mill shut down in 1934; the company-owned houses were sold off to residents throughout the early 1930s; and production was finally ended in 1934. The mill plant at Saylesville survived the depression by cutting production and employment—it finally closed in late 1960; only a single subsidiary still continues at Saylesville. The Manville Company cut production severely in the 1930s and survived through the early 1940s, benefitting from the material requirements of the war years. In 1948, the Manville mills were sold to an out-of-state corporation which began selling off sections; in 1955, however, the mills were damaged by fire and flood and soon demolished. The Albion mills were not sold until 1962, but most of the mill housing was sold off in the 1930s.

The decline of the textile industry wrought enormous changes in Lincoln—changes both physical and social, and as far reaching as the alterations caused by the growth of the industry in the nineteenth century. While some of the great mills are gone, others are used for a variety of manufacturing and commercial concerns; but no textile manufacturer operates on the scale of earlier decades and most of Lincoln's new manufacturing is located outside the old villages. With the decline of the textile industry, the nature of the villages changed: no longer were virtually all residents workers at the nearby mill or its support industries. Though the mills remained imposing physical elements in the villages, their social and economic functions were modified. And with many fewer people immigrating to Lincoln's villages, the ethnic character of the town became less vivid. The town's future growth would be conditioned not by its reliance on a single industry but by suburban expansion.

SUBURBANIZATION

Since 1945, Lincoln has become a suburban town, part of the large metropolitan area of Providence. The dramatic shift in the character of the town has, for the most part, occurred since the end of World War II and is still determining the form of Lincoln. Such suburbanization was part of a nationwide expansion of suburban rings surrounding older core cities. Lincoln's expansive area, once dotted by a series of economically important industrial nodes within a sparsely settled rural-agrarian landscape has since the 1940s been filling with tracts of single-family houses; the working farm is now a rarity and the mill village is no longer typical.

Between 1895 and 1940, Lincoln's population remained relatively stable, near 10,000. Since the Second World War, the town's population has grown to 16,900, swelled by new residents drawn to Lincoln by its country setting; its proximity to Providence, Pawtucket, Central Falls, and Woonsocket; and the new houses built in large speculative tracts in many areas.

Encouraged by the general prosperity of the postwar years, by the cheap mortgage monies made available by the federal government, by the pent-up demand for housing resulting from lack of building during the Great Depression and World War II, many young families moved into Lincoln.

Though such suburban expansion has depended upon a number of economic and social factors, it is above all the result of the popularity of privately owned automobiles and the roads built to accommodate them. Several major highways have been constructed across Lincoln, acting as a stimulus for new residential growth by shortening the commuting time between the town and metropolitan centers. Washington Highway (1932; completed in 1945) carries east-west traffic across central Lincoln. The major north-south highway is Route 146, the Louisquisset Pike (1947), which connects Providence to Woonsocket; it parallels the nineteenth-century turnpike south of Washington Highway and is superimposed on the pike north of the highway. In 1976 Interstate Route 295, crossing Lincoln east-west, was opened.

The construction of new highways and the upgrading of older roads have encouraged as well as accommodated automobile traffic—making it possible for Lincoln residents to live far from work and making



Fig. 57: Saylesville Highlands (c. 1950); Grandview Avenue. A typical street in Lincoln's first large suburban development.

what were once outlying areas into attractive residential locations. New residents seeking housing in Lincoln in the last three decades have brought to their examination of alternatives an ideal—a one-family house, with accommodations for one or more automobiles, on its own lot, separated from its neighbors by lawns. It is an ideal whose source is affection for rural living and one which has had great appeal, as the numerous tracts of ranch, split level, and Cape Cod houses built in postwar Lincoln witness.

One of Lincoln's most interesting subdivisions, however, is its first—Saylesville Highlands—built before the war. Beginning in the 1920s and continuing through the thirties and forties, the Suburban Realty Company constructed houses on the rise between Smithfield Avenue and Olney Pond. The single-family houses of Saylesville Highlands are set well back on large lots separated by broad lawns and trees. They are arranged on short curvilinear streets which wind across

the ridge. The houses are for the most part large symmetrical houses decorated with Colonial Revival trim, their main blocks often supplemented by side wings or porches, as at 60 and 63 Progress Street and 7 Grandview Avenue.

Building in the decades before zoning was adopted in Lincoln, the Suburban Realty Company attempted to control use and ensure the continuing character of their development as exclusively residential by encumbering the individual deeds with prohibitions on commercial uses. Other encumbrances ensured a measure of design control in Saylesville Highlands—plans for individual houses required the approval of the developers; the depth of set backs, the location of garages and clothes-drying lines and yards, the design of fences, and the height of hedges were similarly controlled.

New highways not only recast patterns of residential development, but of commerce as well. Strip commercial development has been particularly characteristic of



Fig. 58: The Milk Can (c. 1931); Louisquisset Pike. A wood-frame structure, constructed of vertical boards with diagonal sheathing, its exterior is covered with matched boards while the "cap" and "handle" are fabricated from sheet metal.

Smithfield Avenue and Route 146—most of it nondescript. A notable exception is the Milk Can, located on Louisquisset Pike; built in the shape of a dairyman's cream can with a metal cap and handle, it was used as an ice-cream store since its construction in 1931. Designed to catch the eye of the motorist and to advertise the product sold within, the Milk Can is a rare example of its kind in Rhode Island. The most recent major commercial development is the Lincoln Mall (1975). Located on Washington Highway which provides easy access for shoppers from a wide region, Lincoln Mall is modeled on the successful shopping malls of Warwick.

The process of suburbanization not only affected residential building but industrial construction as well. As population moved from core cities out into semirural areas such as Lincoln, industry followed and, with its new suburbanized industry, Lincoln has entered a new phase of industrial construction. Located in industrial parks, these new manufacturing buildings share forms, materials, and arrangements as typical of their age as

the multi-storied brick mill building is typical of earlier decades. The location of nineteenth-century factories was determined by the presence of readily available power, at a river fall—earlier factories are located along rivers, scattered up and down the Blackstone and Moshassuck. For modern industrialists who use electric power, other factors have become far more important—particularly the economies of concentration and the availability of a ready-made infrastructure of roads, cleared land, power, water, and sewage lines.

The North Central Industrial Park, set in rolling countryside in western Lincoln, was developed in the early 1960s by the Second Pawtucket Area Industrial Development Foundation, an affiliate of the Blackstone Valley Chamber of Commerce, and was designed to fill a perceived region-wide need for new industrial space. The new industrial park drew a variety of firms seeking better trucking access, adjacency to major highways, new flexible floor space, and abundant parking for employees' automobiles. Reflecting earlier patterns of

local industry, many of these enterprises are metal-working concerns; at least one thread manufacturer has relocated here. In addition, there are a number of firms manufacturing wholly new products, such as aeration and sterilization equipment, plastic products, and electronic equipment. Many of the firms which relocated here came from what were seen as obsolete facilities in Pawtucket, Providence, and Central Falls.

Built on once-farmed land, the industrial park is organized along wide curvilinear streets with expansive factory sites—each of the buildings is widely separated from its neighbors by broad lawns and groves of trees. The entire tract was planned for the accommodation of motor traffic; a pedestrian would find himself decidedly out of place.

Keeping pace with Lincoln's residential, commercial, and industrial growth in the last few decades, town services and building expanded greatly since 1945. An expanding population has required the construction of several new elementary schools. A new junior-senior high school (1964-1965; 1970-1971), like the new Lincoln Town Hall (1965), is located on Old River Road in a centralized location, outside the villages. In addition, two educational institutions of statewide importance have located in Lincoln: the Flanagan Campus of Rhode Island Junior College (1971), located on Old Louisquisset Pike, and William Davies Vocational High School (1971), on Jenckes Hill Road.

The town's new social and entertainment facilities, unlike their older counterparts which were centered in Lincoln's villages, have become suburbanized—golf courses, country club, race track, and drive-in movie theaters are all dependent on large, expansive tracts of land, located on major roads, and drawing patrons from throughout the state.

Some of these recent developments suggest that Lincoln will have a special role in northern Rhode Island in future decades. Centrally located in the Blackstone River Valley and criss-crossed by a number of strategic highways, Lincoln is becoming a regional center whose schools and stores serve patrons drawn from rural and suburban communities throughout the north of the state. Lincoln Mall, for example, draws customers from a wide area north of Providence; and the new junior college and vocational high school campuses serve students from far beyond the town's borders.

IV. SUMMARY

Lincoln has a long and varied history, much influenced by its physical resources. Native Americans lived and farmed here for generations, before white settlers arrived in the seventeenth century to farm the land and mine the abundant lime. Throughout the eighteenth century, Lincoln was primarily an agricultural area, connected to Providence by Great Road, its largest concentrated settlement at Lime Rock. In the nineteenth century, the industrial and transportation revolutions remade Lincoln. Textile manufacturing villages developed along the Blackstone River; the population grew dramatically, drawn from the surrounding area and several foreign nations; and the Blackstone Canal, the railroad, and new highways increased Lincoln's participation in the regional and national economy. By the beginning of the twentieth century, Lincoln was an unimportant textile, producing town. The depression of the 1930s posed serious difficulties for the town, but in the decades since World War II, Lincoln has become part of the suburban ring around Providence, with hundreds of new houses, several new highways, and thousands of new residents.

Everywhere in Lincoln the forms of earlier times emerge to remind its residents of the historical presence of their predecessors and to give them a sense of continuity. The town is like a palimpsest, a parchment from which the writing has been partially erased several times so that it can be used again and again. With care and knowledge one may read many layers of meaning on a single surface. Just so with the layers of the built environment—each generation has left evidence of its presence, evidence which one can still find and appreciate so long as he has interest, imagination, and a knowledge of what to look for.



Fig. 59: View of Moshassuck Valley (1981); off Great Road. A view looking west to Louisquisset Pike across open fields and woodlands.

V. WHAT TO PRESERVE — AND WHY

Interest in and commitment to the preservation of historic buildings stem from a belief that the quality of the environment—both natural and man-made—has a direct impact upon the quality of each individual's life. It is as vital to preserve the important elements of our man-made environment as it is to conserve and protect the quality of air and water.

Well preserved physical evidence of a town's past gives each resident and the town as a whole a sense of its location in time and space. Surrounded by evidence of those who lived in Lincoln over the last three hundred years—their homes, churches, factories—residents gain a sense of themselves, existing along a continuous line of human occupation.

Each town and village is unique—visually and historically. Its present form derives from the numerous decisions made by those who lived there in the past—where to live, how to build, how to support families, where and how to worship and educate children. The evidence of each of these individual decisions is still present in many ways and can remain for the pleasure and edification of future residents as well, so long as steps are taken now to protect this rich heritage.

There has always been great interest in the preservation of buildings which are unusually ancient, associated with an important historic event or personage, or particularly fine examples of the architect's art. This interest is now joined to a conviction that all historic resources have value—that an older neighborhood, even if it seems to be unexceptional, may have historic significance, and, in addition, is a pleasant place to live and work.

Too often discussion about how best to use land fails to account for the pleasure and education of living in a beautiful and historic town such as Lincoln, because such values are difficult to quantify. Even by quantifiable standards, however, historic preservation is an eminently practical planning tool. By keeping the buildings erected in previous generations, the natural resources and materials used in construction are conserved, and buildings that exhibit levels of skill and craftsmanship which are, quite simply, no longer affordable are kept available for productive use.

Preservation should not be thought of as antithetical to progress. A preservation plan for Lincoln must recognize that Lincoln is a growing town—in the future, more and more residents will want to share in its unique character. Preservation can assist in this growth, by

suggesting patterns which will keep what is best about the town for present residents as well as newcomers.

The existing building stock of Lincoln should be conceived of as the base from which further development takes place. The character and vitality of Lincoln's villages, open space, and suburban development should be considered of primary importance—they should not be subjected to a secondary role as Lincoln plans for continued expansion. Growth which does not acknowledge the buildings and development patterns of the past could destroy the positive influence of Lincoln's historic resources. In fact, Lincoln's residents need not choose between growth and historic preservation in planning for the future of the town; in specific situations where the two seem to be in conflict, there is almost always some ground for compromise and accommodation. It is the legitimate and necessary concern of town residents and administrators, with state and federal officials, to locate this common ground.

Many of Lincoln's historic buildings depend upon their setting and their relationship to natural features and each other for their interest. Changes in their settings can diminish their architectural and historic character. The challenge is to preserve what is best about Lincoln within a framework of continued development.

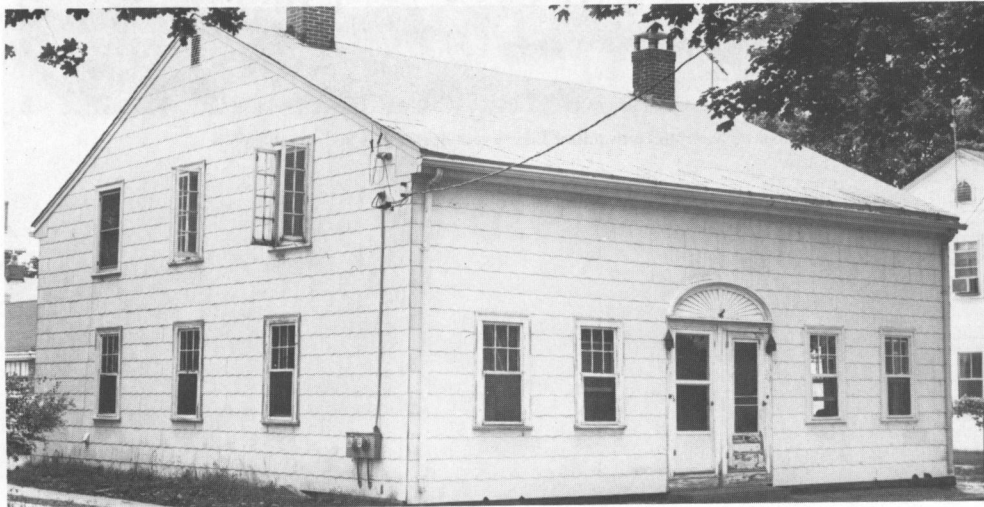


Fig. 60: Mill House (c. 1800); Chapel Street, Saylesville. A classic, gable-roof, Federal house with a fanlight over the double entrance.

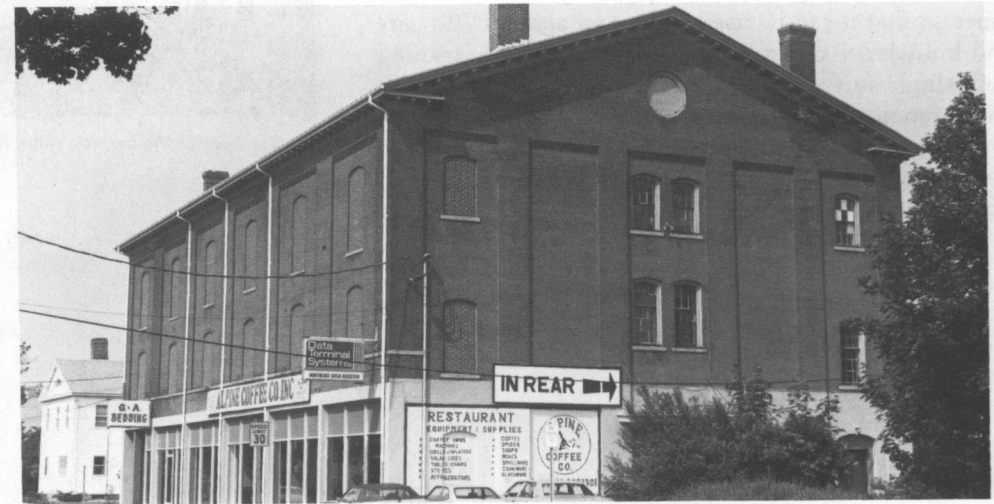


Fig. 61: Lonsdale Hall (1869); intersection of Front Street and Lonsdale Avenue, Lonsdale. Built by the Lonsdale Company for a variety of uses, the hall is a key element in Lonsdale's heritage.

VI. A PRESERVATION PROGRAM FOR LINCOLN

The following goals and recommendations are presented to the citizens of Lincoln who are faced with the challenge of structuring growth so that it has greatest benefit for the community as a whole. These proposals should be subjected to continued rigorous examination by the Town Council and all Lincoln residents; if found satisfactory, they should be adopted by the Council as part of Lincoln's comprehensive plan.

- To preserve the historic resources of Lincoln for their local, state, and national significance.
- To provide financial and informational support to private owners of historic properties in Lincoln.
- To guide the future growth of Lincoln in a manner which will protect the special and historic character of the town.
- To strengthen existing legal and administrative mechanisms protecting Lincoln's historic character.
- To realize the true economic potential of Lincoln's historic resources.
- To preserve the historic relationship of Lincoln's buildings, its open land, and transport network.

The following discussions of various historic resources and the suggestions for their preservation have been developed to fulfill these goals and to establish the priority of preservation within Lincoln's comprehensive plan and to aid town officials and residents in integrating preservation concerns into Lincoln's planning program.

LINCOLN'S OLD HOUSES AND VILLAGES

The historic houses of Lincoln are a unique resource—they were constructed over several hundred years and represent a variety of styles, materials, living arrangements, and settings. They provide Lincoln residents with the opportunity to choose from a wide range of living situations—as various as owning a fine eighteenth-century house to renting an apartment in a handsome three-decker. In addition, many are located in historic villages. The preservation of both individual houses and neighborhoods will keep this variety of style and construction—part of what makes Lincoln a special place and gives the town the character its citizens enjoy.

Owning and living in an older house can have particular advantages. With appropriate rehabilitation, an historic house can have many of the amenities associated with a new house. Older homes often have larger or more interesting spaces than new houses. Many of Lincoln's older houses are located in its villages, close to conveniences and mass transit; the rehabilitation of these houses will preserve and enhance the identity of the villages and sustain the loyalty that villagers feel toward their small communities.

From the town's point of view, renovation of older houses and preservation of older villages can be less of a strain on the community's financial resources, since the infrastructure of town services (water lines, roads, and the like) is already in place in older neighborhoods and need not be created anew as it must for new houses.

Moreover, good renovations of older buildings can raise property values as much as new construction. Working toward the preservation of Lincoln's houses and villages will pay handsome dividends for the town, strengthening the pride of residents in their communities, their concern and attachment to their villages, and their willingness to work for improvement. Apart from the practical reasons for continued attention to Lincoln's historic houses and its villages, the very best reason for their preservation is that they enrich the life of the town; they give the town its special character, interest, and beauty.

The preservation of Lincoln's older houses both from demolition and from inappropriate renovations is, of course, primarily the province of their owners. However, the special responsibility which owners of historic



Fig. 62: Israel Arnold House (c. 1740); 600 Great Road. One of Lincoln's best known 18th-century houses; restoration was completed in 1971.

homes bear should be shared by the town and by interested agencies and private groups. A balanced program of reasonable protection, information, and direct aid could help owners to preserve the resource of Lincoln's older houses.

Protection: Two important legal tools exist to help owners of historic properties in protecting their character. Entry on the National Register of Historic Places (see Appendix A) offers limited protection from disruptive projects which are funded by the federal government. Stronger protection is offered by historic district zoning, which is particularly suitable for Lincoln where many historic houses are located in large groups in villages and derive much of their importance from their similar and related neighbors. Like all zoning, historic district zoning is intended to safeguard the particular character and value of an area. Under the provisions of Rhode Island legislation (Ch. 45.24.1, as amended) the Town of Lincoln may create an Historic District Commission whose members would then recommend to the Town Council that certain areas be designated as historic zones. The Commission would guide demolitions, new construction, and major alterations into patterns which would enhance the historic character of such zones. Other Rhode Island towns and cities have found such historic district zones to be useful tools in protecting their character.



Fig. 63: Manville Village (1820s-1980s). A contemporary view looking east from Silione Street.

Education: Successful restoration or rehabilitation of an older house requires above all else knowledge—an appreciation of the house's place in the town's history, the original builder's intentions and methods, modern construction methods and their adaptation to old buildings, financing mechanisms, and the many methods now being developed to adapt old buildings to modern needs. All over the United States, individuals and communities are rediscovering their old houses and neighborhoods and are developing methods and strategies for making them usable parts of their present lives. These strategies—technical, mechanical, financial, and political—should be widely available and easily accessible to owners of Lincoln's old houses; there are a number of ways such information can be shared, including walking tours, publications, and a plaque program.

Financial Aid: Owners of properties which are entered on the National Register are eligible to apply for up to 50-50 matching grants which are administered by the Rhode Island Historical Preservation Commission (see Appendix C).^{*} The Federal government has recognized the financial needs of income-producing historic properties—their owners are now eligible for special tax advantages (see Appendix B). In addition, the town of Lincoln has the opportunity to aid owners of historic properties. By adapting the town's taxation policy to allow for the restoration and rehabilitation of older buildings, the town can aid in their preservation; other Rhode Island communities have found this to be a successful tactic to encourage renovations.

^{*}Grants depend upon availability of federal funds.

Recommendations

1. Properties listed in Appendix A should be added to the National Register of Historic Places.
2. The Town of Lincoln should create an Historic District Commission to study the feasibility of designating certain areas of Lincoln as historic district zones.
3. An educational program designed to increase awareness of Lincoln's historic houses should be coordinated among the town administration, neighborhood and historical associations, the state Preservation Commission, and the proposed Historic District Commission. The educational program could include:
A series of maps locating and explaining Lincoln's historic houses and neighborhoods.

A plaque program to mark the town's historic buildings.

A series of lectures or informal courses on Lincoln architecture, emphasizing the problems of and opportunities for preservation and restoration—how to renovate an historic house sympathetically, types of remodeling to avoid, and the like.

A series of "fact sheets" should be published; inexpensively produced and available free, they will detail solutions to specific problems of renovation and rehabilitation of historic houses. Such topics as the cleaning of masonry, insulating the historic house, and the problems associated with artificial siding could be included in the fact-sheet series.

4. The town should consider adapting its tax policies to promote restoration in historic neighborhoods. Withholding increased valuations (and higher taxes) on rehabilitated historic houses will encourage an increase in such work. Increased publicity for the specific building improvements which do not at present raise property taxes will have a similar effect.

INDUSTRIAL BUILDINGS

The great textile mills built in the nineteenth century in Lincoln are an important resource; they are central to the town's historic development and could become an important component of the town's economic development planning. Few of the large textile mills are still used for their original purpose: The Albion Mill is used by a luggage manufacturer, the complexes at Saylesville and Lonsdale are used by a variety of manufacturing, warehousing, and commercial concerns. These old mills have proved themselves to be adaptable to particular modern uses.

While large-scale manufacturers are sometimes reluctant to locate in old, multi-story buildings, such structures have exhibited their utility and locating in an old mill has been a profitable choice for some manufacturers. Where vacant land for new construction was once cheap, it is now rising in cost, as are construction costs themselves; and space in older buildings is still relatively inexpensive. Renovation of an old mill can be less costly—it often takes less time than completely new construction and, since in every business time is money, rehabilitation of an older structure can prove cost-effective; additionally, renovation of old space can most times be staged, so that production is not interrupted while the work proceeds.



Fig. 64: Lonsdale Mill Complex (1833 through early 20th-century); Cook Street. The last great building project of the Lonsdale Company, the tower on the east side has lost its hip roof.

From the town's point of view, the subdivision of old mills into space for many small or new concerns contributes to the better balanced economy now developing in Lincoln. From this perspective the town's economy is healthier when not dependent on a single industry. The inexpensive space available in older buildings can serve as an incubator for the new, small businesses which expand and diversify the economic base.

Old mills are often considered obsolete for industrial use, but the requirements of manufacturers are varied enough so that continued industrial use should be regarded as the best alternative for these structures. If industrial use becomes less feasible in the future, it should be remembered that many old mills have proved adaptable to new commercial and residential uses. Lincoln is fortunate that its major mill complexes are still in productive use, but this good fortune should not be taken for granted.

Recommendations

1. The Town of Lincoln should publicize the tax incentives available to businesses which renovate historic industrial buildings.
2. The town should encourage the continued and expanded use of historic mills by considering local-property tax relief for renovations of older factories.

OPEN SPACE AND WOODLANDS

Open land has a particular importance in Lincoln's historical development—in many ways, open space helps to define the built environment. Much of Lincoln's land has been farmed in the past; while few acres are still actively cultivated, a sense of Lincoln's farming heritage can be preserved if some expanses of cleared land are saved from future development. Lincoln's manufacturing villages which grew up in the nineteenth century have always been surrounded by open land, separating them from each other and defining their limits. With the growth of manufacturing and the decline of agriculture some of this land has gone to woods—second-growth forest encroaching on cleared fields.

Such open space is a finite and vulnerable resource—it can be quickly covered by new housing developments and is then rarely restored. If new houses are allowed to fill in all of the open land of Lincoln, much will be lost—the ambience of a once-agrarian town, the rural setting of Lincoln's small villages, and the unique interface of the town's natural and built environments.

Lincoln is now a desirable place to live and build. Much of its attraction for new residents is its still "countrified" character, the pleasant relationship of its buildings and its open land. It is probable that the town will continue to grow, but if future growth takes place in a haphazard fashion, it may destroy the very country character which makes Lincoln desirable. The land-use decisions which reshape the landscape of Lincoln are made by entrepreneurs, land owners, and town officials. These decisions can be shaped and controlled to ensure that parcels of open land and woodlands will remain. An informed citizenry can help to guide future decision making along lines which will conserve and preserve the fields and woods which drew them to the town.

Several tools are available to the town of Lincoln in planning for the preservation of open space. Among these are outright purchases of open land by the town, acquisition of less-than-fee-simple interests, and federal and local tax policies. Outright purchase is a relatively expensive process, justified when the land in question is of critical importance and cannot be protected in any other fashion. More valuable is the acquisition by the town of less-than-fee-simple interests



Fig. 65: Open Space and Woodlands (1981); off Great Road. A vista is shown stretching westerly to Louisquisset Pike from Great Road.

such as conservation easements—where the owner of land to be conserved gives or sells, not his ownership of the land, but his right to develop and retains all other uses of the land which are consistent with its preservation.

It is not reasonable to assume that all of Lincoln's open land can be left undeveloped. Where resources are limited—as the town's financial capabilities always are—the decision to protect a parcel by purchase or acquisition of an easement should not be random, haphazard, or made under the pressure of close deadlines; it should be made on the basis of firm knowledge about the character of Lincoln's open space. A census and inventory of open land should be the first step in the identification of critical areas and would allow the town to assess the value of acquiring a certain piece of land or an easement on it, since other options are known. Each case can then be weighed on the basis of a town-wide perspective.

Both federal and local tax policies can have an important impact on the preservation of land. Since the passage of the Tax Reform Act of 1976, federal law allows the landowner who donates a less-than-fee-simple interest in his land (such as a conservation easement) to take an income-tax deduction equal to the value of the donation. This provision allows the landowner to be compensated by a lower tax for his gift to the town and allows all Lincoln residents to share in the value of the preserved land without the costs of outright acquisition. Additionally, Rhode Island state law, since the passage of the Farm, Forest, and Open Space Taxation Law of 1968, enables towns like Lincoln to assess and tax open space on the value of its present use rather than its potential for development, generally resulting in a lower assessment. If they were widely known and used, such tax benefits could contribute materially to the preservation of open space in Lincoln.

Recommendations

1. The town should acquire, by gift or purchase, conservation easements on selected parcels of Lincoln's open space.
2. An inventory of Lincoln's open space should be conducted to determine critical areas for acquisition of easements.
3. An educational program designed to promote conservation of open space should be initiated.
4. Conduct a re-examination of other elements of the town plan, particularly the zoning ordinance and the subdivision regulations, to ensure that they do not inadvertently work at cross-purposes with planning for conservation of open space.

CEMETERIES

Because its settlement began early, in the first century of the colony's existence, Lincoln has a number of historic cemeteries. Several of the oldest graveyards had their origins in family plots, sections of farms set aside as burial grounds; larger and later cemeteries are associated with the many churches built by Lincoln residents. Apart from their religious and memorial importance, these cemeteries have particular significance as a primary source for the study of local and family history. A visit to any of these cemeteries can be an instructive experience, and they deserve care and protection.

Grave markers contain a vast amount of personal information: birth and death date, familial relationships, occupations, causes of death, and, sometimes, a stone carver's name. In addition, the markers themselves are often fine examples of the carver's craft, decorated with motifs reflecting changes in artistic fashions and in the perception of the relationship between God and man. They are important in the history of folk and vernacular art, religious symbolism, genealogy, and social history.

The gravestone art of the late eighteenth and early nineteenth centuries has a special importance for Lincoln since the fine white stone of Lime Rock was purchased by many carvers and shipped all over New England; it appears in many southern Massachusetts and Rhode Island cemeteries. The Tingley family of South Attleboro and later Providence were among the first to use this stone, and well preserved examples of their work abound in Lincoln graveyards (see the inventory entry for the Whipple family cemetery on Great Road). Tingley stones are also found in Cemeteries Number Three (Lincoln Woods), Numbers Twenty-five and Twenty-six (at the Quaker Meetinghouse on Smithfield Avenue), and Number Eleven (on Great Road).

Cemeteries are protected by law from reckless demolition, but the greatest threat to them is vandalism and lack of care. It would be particularly useful if they were systematically recorded—both by photographs to document their images and their appearance and by transcription of their epitaphs. Such a recording project would be a valuable undertaking for a group of second-

ary-school students, who would thus not only preserve an important resource, but would also have the opportunity to teach themselves an important aspect of their town's history.

Recommendations

1. Lincoln should continue the commendable policy of hiring workers in the summer to clear away brush in long-abandoned small cemeteries. The markers in these tiny older graveyards are most fragile and benefit most from this annual care.
2. The Public Works Department should coordinate this program of care with the town's Department of Education to create a recording project for these old cemeteries. If only five graveyards were recorded each year, the town would acquire a valuable historical resource within a relatively short time at small cost and would provide a group of students with a unique opportunity for primary research at the same time.



Fig. 66: Quaker Cemetery (1730s-1860s); Great Road. Adjoining the Quaker Meetinghouse at Saylesville, it contains many fine examples of gravestone carving of the late-eighteenth and early-nineteenth centuries.

ROADS AND BRIDGES

The development of a transportation network has been critical to each stage of Lincoln's economic development. From its earliest days as an agricultural area when horse- and ox-drawn carts moving along Great Road and Louisquisset Pike carried lime and farm products out and consumer goods in, Lincoln has witnessed the progressive succession of faster and more mobile transportation technologies—roads, canal, railroad, and high speed highways—each effecting a revolution in the movement of goods, materials, and news. In the manufacturing era, the rail line was a key to the expansion of Lincoln's villages, moving manufactured products and raw materials in and out and connecting each small village to the nationwide network of railroads constructed in the nineteenth century. The popularity of the automobile in the twentieth century has had a major impact on the transportation network of Lincoln, allowing widely dispersed development outside the villages and, equally important, requiring the upgrading of older roads to handle the ever increasing speed and volume of traffic. The transportation network of today's Lincoln contains surviving elements of each period of development, some of which should be preserved as a part of the evidence of Lincoln's development. The notable roads and bridges which remain document the historic and continuing need for mobility and the dynamism of Lincoln's economy. The opportunity to travel along winding older roads lined by stone walls and trees or to cross concrete bridges whose design exhibits the best engineering of the mid-twentieth century increases our awareness of the important role of transportation in Lincoln's history.

As Lincoln's transportation network is modified to suit new needs (large manufacturers, for example, now rely as heavily on large trucks as they once did upon the railroad), its historic elements are increasingly threatened. It is obvious that some roads and bridges built in earlier decades may not meet standards now prescribed by transportation engineers and planners, and that we cannot preserve bridges and roads which are patently unsafe. However, there are sound arguments for preservation of some of these elements; in an age of decreasing speed limits, the need for wider roads and bigger bridges is no longer immediately manifest. In addition, standards for transportation planning can

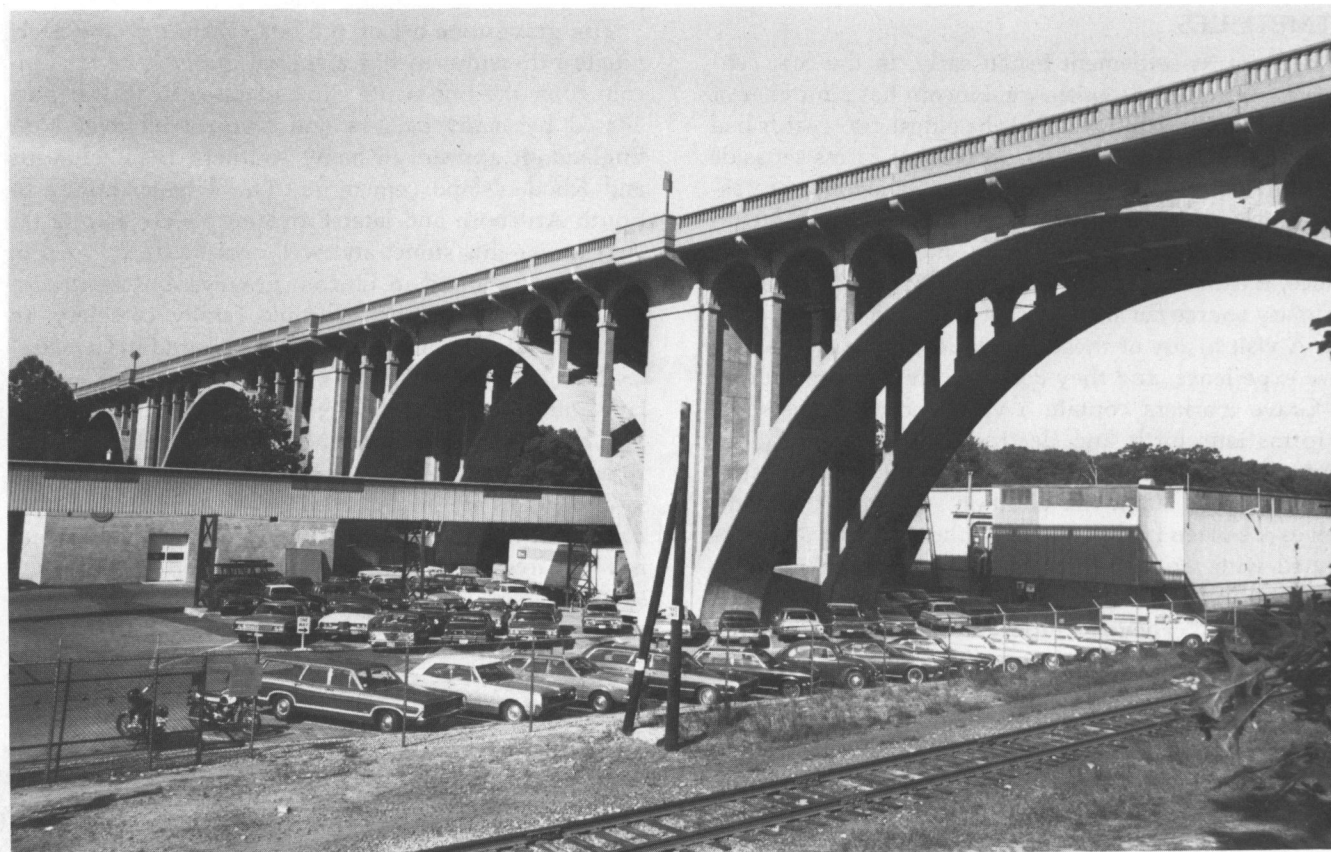


Fig. 67: Ashton Viaduct (1934-1935; 1942-1954); Washington Highway; photograph, 1975. The bridge, stretching over 900 feet across the Blackstone River, rests on a series of narrow arches. The central arch rises almost 160 feet and rests on high supporting piers.

be modified to accommodate the special character of some historic transport elements, leaving representatives of past engineering skill and technology for future generations.

Historic preservation is sometimes popularly understood to mean the preservation of the evidence of our colonial and agrarian past, and, indeed, such survivals are critical to our understanding of that early past. However, the present townscape is as much a product of late nineteenth- and twentieth-century developments. Present society and its social and economic organization are products of a long history of ingenuity, experiment, increasingly effective engineering, and complex technology. It is incumbent upon present-day Lincoln residents to preserve at least some elements of this recent technological and engineering history.

Recommendations

1. Traffic planning for Lincoln's roads should take into account their particular historic character. Heavy traffic can be a notably disruptive element in some historic areas. Traffic along Great Road through the Great Road Historic District, for example, should be carefully monitored to ensure that this unique neighborhood is not disrupted.
2. Special efforts should be made by state and local traffic planners to preserve the notable bridges cited in the inventory of this report. Where preservation is not possible, such bridges should be recorded and documented; however, such recording is no substitute for an historic bridge in place and should be regarded as a last resort.

APPENDIX A: NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is a record maintained by the Heritage Conservation and Recreation Service, United States Department of the Interior, of structures, sites, areas, and objects significant in American history, architecture, archeology, and culture. Authorized by the National Historic Preservation Act of 1966 as the official inventory of the cultural and historic resources of the nation, it includes historic properties in the National Park System; National Historic Landmarks; and properties of national, state, and local significance nominated by states or by federal agencies and approved by the Secretary of the Interior. It is an authoritative guide for federal, state, and local governments; planners and private groups; and individuals everywhere—identifying those properties which are worthy of preservation throughout the nation. Registered properties are protected from the adverse effects of federally funded and licensed activities by state and federal review processes. Listing in the National Register is a prerequisite for eligibility for the matching funds administered by the Rhode Island Historical Preservation Commission. Control and authority over the property's use or disposition remain solely

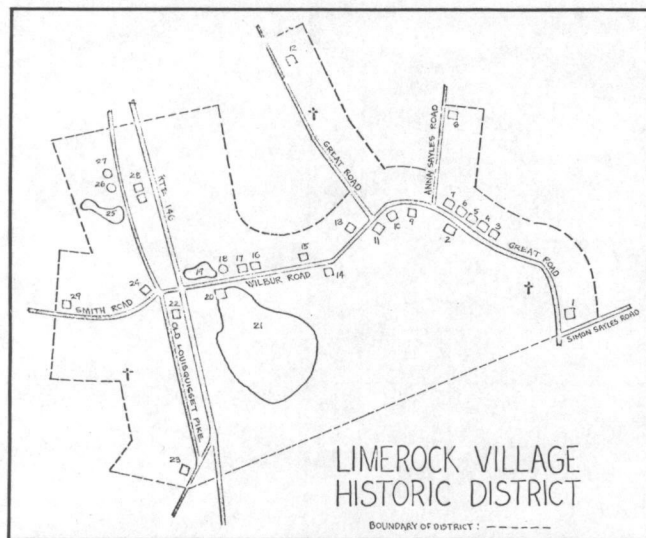


Fig. 68: Lime Rock Village Historic District; Lincoln; April 1, 1974.

with the owner as long as federal money is not involved.

Two historic districts and two individual structures in Lincoln have already been entered in the National Register: Great Road Historic District (including the Eleazer Arnold and Israel Arnold Houses, Hearthside, and the Moffitt and Butterfly Mills); the Blackstone Canal (including the canal and its banks from the Ashton Dam to Front Street); the Lime Rock Historic District; and the Friends' Meeting House.

One of the primary goals of this survey is to locate and identify additional properties which may be eligible for the National Register. The historic districts and individual structures listed below are recommended for inclusion in the Register:

Albion Historic District
 Lonsdale Historic District
 Old Ashton Historic District
 Saylesville Historic District
 Arnold Bakery, Chapel Street
 Ballou House, Albion Road
 Elliott-Harris-Miner House, 1406 Old Louisquisset Pike
 Jenckes House, 81 Jenckes Hill Road
 Jenks House, 1730 Old Louisquisset Pike
 Lime Kilns, off Dexter Rock Road, Old Louisquisset Pike, and Sherman Avenue
 Milk Can, Louisquisset Turnpike
 Pullen Corner School, Angell Road
 Whipple-Cullen Farm, Old River Road

APPENDIX B: TAX INCENTIVES FOR HISTORIC PRESERVATION

The Economic Recovery Tax Act of 1981 contains an important incentive for the rehabilitation of historic income-producing properties. The new 25 percent investment tax credit for such projects replaces the old provisions of the 1976 Tax Reform Act. The Federal Tax Code has now been altered to remove the bias in favor of new construction.

Changes to the tax law in the Economic Recovery Tax Act of 1981

1. A new accelerated cost recovery system (effective retroactive to January 1, 1981) permitting recovery of capital costs of real property over 15 years, straight line.
2. A three-tiered investment tax credit (ITC) for substantial rehabilitation of older and historic buildings. A 15 percent ITC is allowed to buildings over 30 years old, a 20 percent ITC to those over 40 years old, and a 25 percent ITC to certified rehabilitations of certified historic structures.
3. Repeal of the 10 percent investment tax credit for industrial and commercial rehabilitations as well as of the five-year amortization and accelerated depreciation provisions of the 1976 Tax Reform Act.
4. Repeal of the demolition disincentive that required straight-line depreciation for new construction on the site of a demolished historic structure, but retention of the provision that denies deduction of demolition costs as a business expense.

A "certified historic structure," qualifying for the 25 percent ITC, is defined in the law as a depreciable structure which is (A) listed in the National Register, (B) located in a National Register historic district and certified by the Secretary of the Interior as being of historic significance to the district, or (C) located in a local historic zoning district certified by the Secretary of the Interior to be controlled by design review procedures which will substantially achieve the purpose of preserving buildings of historical significance. Qualification for the 25 percent ITC includes certification of the rehabilitation as meeting the Secretary of the Interior's Standards for Rehabilitation. Certification of significance and rehabilitation are granted through an application process with the Rhode Island Historical Preservation Commission.

The Economic Recovery Tax Act of 1981 was signed into law by the President on August 13, 1981. It is possible that Congress will reassess some provisions of the Act during its first year of use. Please consult the Rhode Island Historical Preservation Commission for current information.

APPENDIX C: GRANTS-IN-AID PROGRAM

The National Historic Preservation Act of 1966 established a program of matching grants-in-aid for development of properties listed in the National Register of Historic Places. Once a year, the Rhode Island Historical Preservation Commission accepts applications from individuals, public and private organizations, and state and local government units which own properties listed in the National Register.*

Matching grants-in-aid can be used to acquire, protect, stabilize, rehabilitate, restore, or reconstruct National Register properties. Allowable work under the program includes exterior and interior restoration, structural repairs, installation or updating of utility systems, architectural fees, archeology, historical research, and the installation of protective systems. New construction, furnishings, and modern landscaping are not generally allowable.

Applications are accepted by the Commission during March and April each year. The applications are reviewed during May and June and the Commission selects the projects in July. Those selected are first awarded funds to have the necessary specifications and drawings prepared. Development grants are officially awarded once the specifications have been accepted by the Commission and Rhode Island is notified of its annual federal appropriation for the program. Project work may begin when the project has been approved by the Heritage Conservation and Recreation Service after the start of the federal fiscal year in October. Project work must be completed within a year. Matching funds can be from any non-federal source such as savings, loans, and private grants. In general, federal funds cannot be used to match historical preservation grants.

In order to receive a grant, an applicant must agree to comply with various federal regulations concerning competitive bidding, equal employment opportunity, and public access to the property. The applicant must be willing to record a preservation easement with the deed to the property which certifies that the owner will maintain the property, will obtain Commission approval for any visual or structural changes to the property, and will provide for exterior access or interior visitation a minimum of twelve days a year, if applicable, for a period of five to twenty years, depending on the amount of the grant.

APPENDIX D: METHODOLOGY

Three steps are necessary to carry out a survey such as this one: compilation of survey sheets through field work and research, preparation of maps, and preparation of this report.

During the course of the survey, each building in Lincoln which is visible from a public right-of-way was examined on its exterior; a number of structures and sites (approximately 950) were selected for recording on the standard survey form, the "Historic Building Data Sheet." Surveyed structures were selected for their

inherent architectural interest, their effective representation of a common architectural type, their historic significance, or their association with an event or trend which helped to shape Lincoln's present form. Surveyed structures and sites date from the seventeenth century to the present and include not only Lincoln's notable antiquities but also a number of the less distinguished buildings which enhance the overall historic character of the town.

The Historic Building Data Sheet identifies surveyed properties by their street number and plat and lot num-


| HISTORIC BUILDING DATA SHEET RHODE ISLAND STATEWIDE SURVEY | | COUNTY PROVIDENCE | |
|--|--|---|--|
| FILE NO. _____ PLAT 40 LOT 44 LUS _____ | |  | |
| ADDRESS Albion Road (Pole # 56) | | | |
| OWNER Mr. & Mrs. David Smith | | CITY/TOWN LINCOLN | |
| PRESENT USE: 1 Fam <input checked="" type="checkbox"/> 2 Fam _____ multi _____ pub _____ comm _____ indus _____ rel _____ agr _____ mixed _____ other _____ | | NEGATIVE NO. L-48-A, 7 | |
| NEIGHBORHOOD LAND USE: res <input checked="" type="checkbox"/> comm _____ indus _____ pub _____ agr _____ woods _____ other _____ | | KNOWN AS Ballou House | |
| PERIOD/STYLE: P (C) (F) GR EV LV ET MT LT | | ARCHITECT _____ | |
| DESCRIPTION: Stories: 2½ Roof: gable (flank <input checked="" type="checkbox"/> end cross _____) gambrel (flank end cross _____) hip _____ monitor mansard flat _____ other _____ | | DATE & SOURCES 1782 | |
| Walls: clapboard <input checked="" type="checkbox"/> brick _____ stone _____ shingle _____ modern comp _____ other _____ | | ORIGINAL USE Farm | |
| Foundation: height 1-2' stone _____ brick _____ other _____ | | ORIGINAL OWNER Moses Ballou | |
| Alterations: good _____ poor _____ none _____ Rare bldg. _____ Typical of its area _____ | | HISTORY & SOURCES: 1851 - Willard Ballou 1870 - Mrs. S. Ballou 1895 - Willard Ballou Adm. Ballou, An Elaborate History & geneology of Ballou Family (RIHSL): | |
| COMMENTS: Center chimney, Federal house; 4 bays; 5-room floor plan. Fireplaces intact for most part as are doors and hardware, 1-story addition on east (probably mid-19th c.). 1-story kitchen wing on north (1970). Outbuildings: barn foundation; early small barn; cemetery (other side of street); privy; spring house (caved in). | | Built by Moses Ballou, descendant of Maturia Ballou, one of original landholders in North Lincoln. Ballou's owned house until late 19th century; acquired by Northcott family; operated as chicken farm in MT; original stone walls; gardens. | |
| SURVEYOR PK AV Checked X SUPERVISOR HV Checked 3A -2 | | EVALUATION: Physical Condition structure (5) 3 2 0 grounds (2) 1 0 neighborhood (3) 2 0 10 | |
| DATE: _____ | | Architectural value 38 (30) 20 10 0 30 | |
| | | Importance to neighborhood (14) 10 5 0 14 | |
| | | Historical value 38 30 (20) 10 0 20 | |
| | | Total Score 74 | |
| | | MAP NO. 18 | |
| | | PRIORITY NR | |

Fig. 69: Sample Survey Sheet.

*Grants depend upon availability of federal funds.

bers, by their owners when the property was surveyed, and by at least one small photograph. In addition to such architectural information, historical information is obtained from maps, atlases, published histories, state and local records, town directories, newspapers, and such other sources as are readily available. Deed research is not ordinarily undertaken, but when available is transcribed onto data sheets. Historical information (where it is known), such as architect's name, original

use, date of construction, name of original owner, uses and ownership through time, and the like, are entered on survey forms.

All surveyed properties are shown on a town map, each identified by an assigned map number. Inventoried properties are indicated by an open circle; surveyed properties which were not included in the inventory are indicated by a filled circle. The map legends include a brief listing of the inventoried

properties, giving street address, name, date, period-style and architectural and historical ratings for each. These maps will make information pertaining to cultural resources available for all planning purposes.

Copies of these maps are kept on file at the Historical Preservation Commission (Old State House, 150 Benefit Street, Providence), at the Lincoln Town Hall, and at the Division of Statewide Planning (265 Melrose Street, Providence).

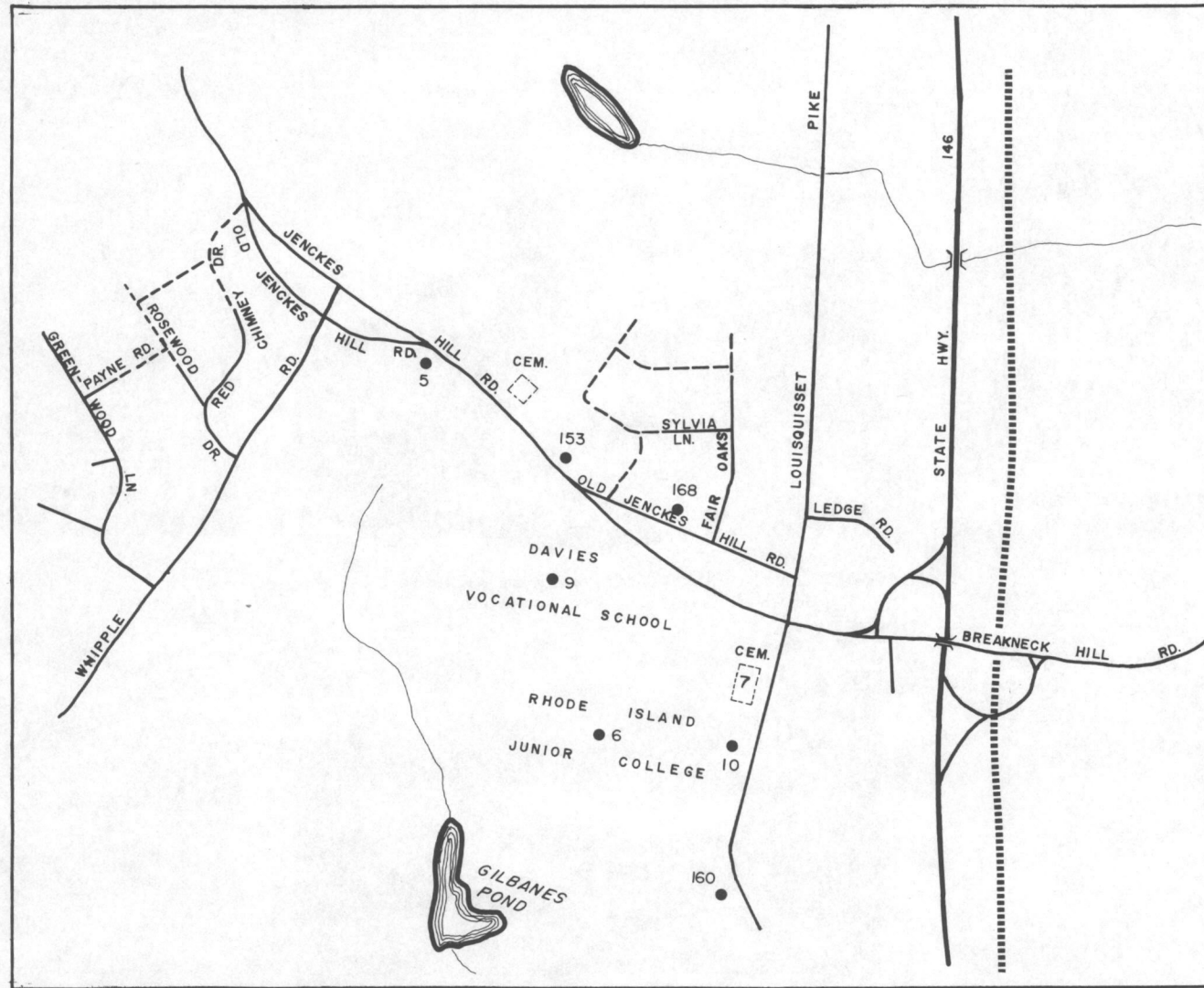


Fig. 70: Sample detail of survey map.

APPENDIX E: LINCOLN ARCHITECTURE

The following illustrative glossary presents Lincoln's houses — representing the bulk of the town's historic building stock — from the seventeenth century to the present. Buildings are arranged in chronological order. Focusing on the architecture itself, they are identified by street address and date only. This appendix should be used as an adjunct to both the text and the inventory.



Fig. 1: Great Road (c. 1687): Norman M. Isham's drawing of a late-seventeenth-century "stone-ender," with widened plan.

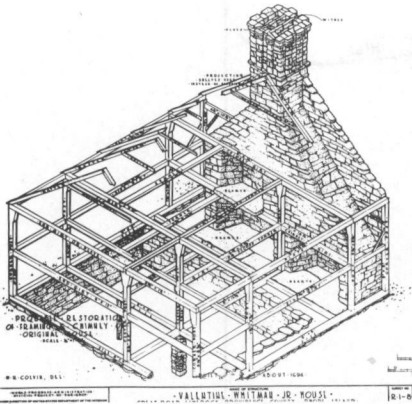


Fig. 2: Great Road (c. 1694): Framing and chimney construction of a seveneenth-century, four-room plan, "stone-ender."

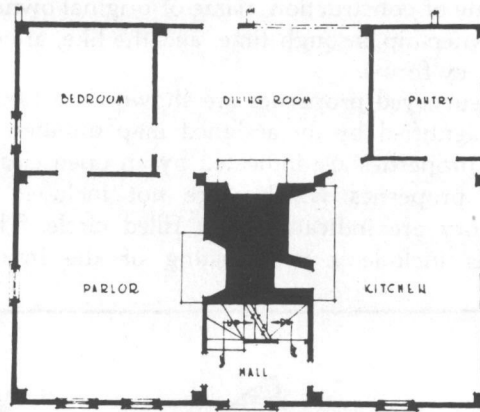


Fig. 3: A typical, center-chimney, five-room, eighteenth-century floor plan.



Fig. 4: 1016 Lower River Road (c. 1800): A common, eighteenth- to early-nineteenth-century, center chimney, one-and-one-half story house type.



Fig. 5: 1730 Old Louisiquisset Pike (c. 1730): A classic, two-story, center chimney, five-bay, eighteenth-century house.



Fig. 6: Albion Road (1782): A simple, center-chimney, gable-roof, four-bay wide house of the Federal period.



Fig. 7: Wilbur Road (c. 1790): A classic, center-chimney, gable-roof, Federal house with pedimented fanlight entrance.



Fig. 8: Great Road (between 1840 and 1850): A one-and-one-half story, five-bay, Greek Revival house with a gable roof.



Fig. 9: Great Road (c. 1850): A one-and-one-half story, Greek Revival house with corner pilasters, raised central section and Doric porch.



Fig. 10: 1406 Old Louisquisset Pike (c. 1850): A bracketed cottage with cross gable, bay window, and cornice brackets.



Fig. 11: 85 Grove Street (c. 1875): A two-and-a-half story, side-hall-plan house with Italianate details.



Fig. 12: 58 Union Street (c. 1880): A simple, two-story workers house with bracketed cornice and door hood.



Fig. 13: 1693 Lonsdale Avenue (c. 1885): A Queen Anne house with long, sloping roof lines and contrasting wall materials.



Fig. 14: 1570 Lonsdale Avenue (1897): A modest Queen Anne house with a wraparound porch, spindle work, and decorative bargeboard.



Fig. 15: 97 Grove Street (c. 1900): A shingled Queen Anne house with a corner tower and wraparound porch.



Fig. 16: 1501 Lonsdale Avenue (c. 1900): A large, brick, Queen Anne house with Colonial Revival details.

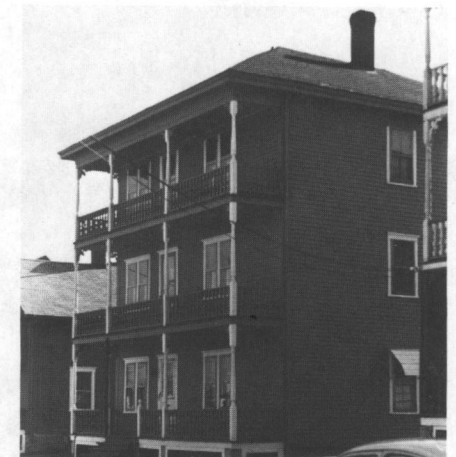


Fig. 17: 152 Central Street (1903): A typical "three-decker" with full-height front porches.



Fig. 18: 34-36 Woodland Court (c. 1920): A two-family Queen Anne house with simplified Colonial Revival detail.



Fig. 19: 31 Walker Avenue (1920): A typical bungalow with wide overhanging eaves and a recessed porch.



Fig. 20: 129 Chapel Street (1920): A typical, two-story, hipped-roof, early twentieth-century house of Academic style.



Fig. 21: 65 Read Avenue (1930): An early twentieth-century "English Cottage" of brick with a slate roof.



Fig. 22: 60 Progress Street (c. 1935): A typical, mid-twentieth-century, gambrel roof, suburban "colonial" house.



Fig. 23: 90 Progress Street (c. 1941): A pseudo-Tudor house with decorative "half-timbering."



Fig. 24: 50 Lakeview Road (1942): A two-story, symmetrical, suburban "colonial" house.



Fig. 25: 30 Grandview Avenue (c. 1954): A post-war "garrison colonial" with attached garage.



Fig. 26: 56 Grandview Avenue (1962): A large, typical "ranch-style" house with attached garage.

APPENDIX F: INVENTORY

The inventory is a selective list of structures, sites, and districts of historic significance in Lincoln. Entries have historic or architectural significance, either in themselves, by their association with important individuals or institutions, or as representative examples of common architectural types. It should be understood that this list is not all-inclusive—only a small portion of the 950 properties surveyed in Lincoln are included here. Many worthy properties could not be included because space is limited; however, property owners are welcome to examine the survey files, available at the Commission office and at Lincoln Town Hall. Additionally, it should be noted that archeological resources are not included in this inventory.

Wherever possible, each entry is referred to by an historic name. When deed research has been done, or local tradition is sufficiently strong, the name used is that of the original owner. In some cases, only a surname is used, and, in other cases, the name of the owner or occupant from whose tenure the historic significance of a building derives is used, though he may not have been the original owner. The date is that of construction as closely as has been determined, by secondary printed sources, maps, street directories and, in a few cases, by reference to deed and tax records. More extensive research may later indicate that another name is more suitable or that a date given may be more precisely determined.

Inventory entries are listed by road name, in alphabetical order. The street number, if known, is listed beside each entry.

Those structures or sites already listed in or recommended for the National Register individually are marked: (NR). Structures and sites listed in or recommended for the National Register as elements of a district are marked as follows: (NR-AHD), for the Albion Historic District; (NR-GRHD), for the Great Road Historic District; (NR-LHD), for the Lonsdale Historic District; (NR-LRHD), for the Lime Rock Historic District; (NR-OAHD), for the Old Ashton Historic District; and (NR-SHD), for the Saylesville Historic District.

ALBION HISTORIC DISTRICT

The Albion Historic District includes a major industrial complex (with two historic bridges and a section of the Blackstone Canal), an unusually complete collection of mill housing (dating from the 1840s to the 1940s), a boardinghouse, an early mill, and a church. Industrial activity here dates from 1823 when the first mill was built on the Blackstone, but most extensive development dates from 1854 when the Chace family (later incorporated as the Valley Falls Company) acquired the mills and village. Today the village lacks only a few of its original elements: a railroad station, company farm, and machine shop. Of special interest are the houses built in the 1940s on Berkshire Drive, the last company houses constructed in Lincoln. (NR-AHD)

ALBION ROAD

North Central Industrial Air Park (1962): A large industrial park set at the western edge of Lincoln and developed by a foundation affiliated with the Blackstone Valley Chamber of Commerce, the North Central Industrial Park was created to provide industrial space in the long-industrialized Blackstone Valley. Designed to suit the needs of modern industry—relatively inexpensive suburban land, large parking areas, easy access to highways and connections to the interstate system, and a ready-made infrastructure of roads and utility lines—the park is now filled with single-story factories separated by expansive lawns and groves of trees. In addition to providing new flexible space for manufacturers, the industrial park also segregates industrial uses from others; just as the new housing tracts built in the last thirty years are designed to be exclusively residential, so this new “suburbanized” industry is located in a single-use area.

A. T. Cross Building (1968): A large office building adjacent to the Cross manufacturing plant and just outside the North Central Industrial Park. Its facades stretch between 2- and 3-story, curved, tower-like structures at the corners, with the glass and white stuccoed walls connecting the towers. The Cross Company is a noted manufacturer of ball-point pens and mechanical pencils. Alonzo Cross held over twenty patents for fountain pens, but his most successful invention was the “stylographic pen” (a precursor of today’s ball point pen) which was widely sold in the late 19th century.

Ballou Farm (1782): A handsome Federal house built by Moses Ballou on the site of an earlier Ballou house is the centerpiece of the complex—the family owned land in northern Lincoln as early as the 17th century. The house is four bays wide with a center chimney and a standard 5-room plan; its interior has been restored and several paneled fireplaces are well preserved. Of special interest are the components of a farm complex: a barn foundation, a privy, an early barn, a shed, and the caved-in remains of a spring-house.

Mann House (c. 1800): This is one of several houses owned by members of the Mann family in the 19th century in northern Lincoln. As originally built, the Mann house had much in common with the neighboring Ballou House—it is two-and-a-half stories, with center door and chimney and gable roof. In the late 19th century the Mann House was “Victorianized” with an overlay of unpainted shingles, new triple windows with colored glass on the first floor, a large dormer, and a new entrance porch.

ALMEIDA DRIVE

- 1, 3 **Mill Houses (between 1846 and 1851):** Three 1½-story, flanking-gable mill houses, five bays wide, with simple Greek Revival detailing; the center doors of these houses have been covered by closed porches. Like many of the Manville Company’s houses, these were built before the street they face was laid out. Throughout the 19th century the company-owned houses on Almeida Drive and Cottage Street were connected to Main Street by pedestrian lanes.

ANGELL ROAD

Pullen Corner Schoolhouse (c. 1850): The 1-room school at the junction of Whipple and Angell Roads served the children of Lincoln’s southwestern farming district until the 20th century. The Pullen Corner School is a well preserved example of a fast-disappearing breed—the small school where pupils of various ages were instructed by a single teacher. The building is a gable-roofed clapboarded structure, its door set in the gable end under a molded cap and transom light.

ANNA SAYLES ROAD

Nathaniel Mowry House (c. 1830): A 1½-story, clapboard, Greek Revival structure, the Mowry House was owned by the operator of the nearby Great Road tavern which served travelers along Louisquisset Pike and visitors associated with the lime industry. (NR-LRHD)

ARNOLD STREET

- 17 **William Broadbent House (between 1888 and 1895):** A modest, single-family house, one of many such built in Prospect Hill in the late 19th century. Broadbent was a tinsmith. The house is two stories, set gable-end to street; a small porch shelters its door, and its windows are set under canted hoods. Decorated bargeboards are its chief exterior embellishment.

Charles Walmsley’s Store (between 1870 and 1888): A small, wood-frame building with a “boom town” false front. Its facade has been modified. One of several stores which operated in Prospect Hill in the late 19th and early 20th centuries, Walmsley’s appears to be the only one constructed as a store which has survived; the others have either been destroyed or, more likely, actually operated out of buildings constructed as houses.

- 23 **John Wright House (between 1895 and 1909):** A good example of the single-family, 2-story, side-door houses built in Prospect Hill; the Wright House has a handsome bracketed porch with iron cresting. Wright worked at the Lonsdale Bleachery.

BERKSHIRE DRIVE

- 15-64 **Houses (1947):** A group of ranch houses built by the Berkshire Company in Albion. The houses are one story, with flank-gable roofs and end extensions set back from the main facade (as on number 15) or set flush with the facade (as on number 16). Once identical, the houses have since their construction been individualized with various sidings, fencing, and modifications to their casement windows. The Berkshire Company was the corporate successor to the Albion and Valley Falls Companies; it built these houses in the years after World War II, following a century-long company policy of providing housing for workers. Unlike previous mill housing, these are all single-family residences, built with small yards and set on a curving drive. The last mill housing built in Lincoln and probably in the state, they are something of an anachronism, constructed when most other companies were selling off their housing to individual owners. In their form and arrangement, the ranch houses have far more in common with their contemporary suburban developments than with earlier company-built houses. They were designed by Bernard J. Harrison of New York. (NR-AHD)

BLACKSTONE CANAL

The Blackstone Canal, built in the 1820s to connect the inland areas of Worcester County to the Providence seaport, is an important survivor of the engineering and transportation technology of the early 19th century. The principal funding for the canal came from subscriptions of stock (sold at \$100 a share) by Rhode Island (and especially Providence) entrepreneurs and industrialists, such as Nicholas Brown, Jr., Edward Carrington, Moses Brown Ives, and Cyrus Butler, who expected that the canal would bring to Rhode Island much of the traffic which would otherwise pass through Boston's port. Lincoln's own Stephen H. Smith of Hearthside was one of the first canal commissioners.

The canal was planned under the direction of Benjamin Wright, and had forty-nine locks (most built of Massachusetts granite) along its forty-five-mile length. The canal was thirty-two feet wide and had a minimum depth of three-and-a-half feet; it descended over 450 feet along the length. Eventually construction costs totalled \$700,000.

Excavation for the Rhode Island section of the canal was begun in 1824 and was carried out largely by hand methods—building technology not yet having been mechanized to any great degree. The large quantities of earth to be removed were dug with hand tools by crews and were drawn away by horse carts. Five hundred men worked on the canal in Rhode Island, at wages of \$10-12 a month. Most of the workers

were Irish immigrants. The large flatboats (seventy feet long and nine feet wide) were drawn upstream along a towpath by teams of two horses.

The early success of the canal was quickly ended—collected tolls reached their peak in 1832, and thereafter steadily declined. Natural conditions posed some difficulties—summer droughts left boats stranded on river shoals and limited the water available for locking; winter ice, while it delighted skaters, effectively closed the canal. But it was the disputed water rights and the further development of transportation technology—in the form of the railroad—which dealt the canal's death blow. In 1847, the Providence and Worcester Railroad connected the two cities in a cheaper and more reliable way. The canal closed in 1849, its company having paid only \$2.75 in dividends per share over the course of its life.

Sections of the Blackstone Canal are still well preserved, although only one lock remains (in Millville, Massachusetts). One of the best preserved sections is in Lincoln—from the Ashton Dam to Front Street. Here the ditch is still banked by walls of rugged, dry-laid masonry, at places overhung by large trees along the path; in other areas, it opens up into meadowlands, and, at its southern end, it enters the large mill complex of the Lonsdale Company. After passing under Front Street, the canal route traverses Scott's Pond and then flows into the Moshassuck River. The towpath is well preserved and the visitor may easily trace the route the canal dray horses walked along as they pulled the barges upstream. (NR)

BLACKSTONE CANAL TOWPATH

Kelley House (c. 1835): A 3-bay, 1½-story, Greek Revival house with center door, the Kelley House has been covered with new siding. The house sits on the towpath of the canal, adjacent to the site of the Smithfield Woolen and Cotton Manufacturing Company's mill built c. 1812; though the mill site may have been disturbed, it is still an excellent candidate for a professional archeological investigation. The house, just south of the mill site, was built for Wilbur Kelley who owned the mill in the 1820s. Kelley was a shipmaster in the service of the Brown family before he followed his employers into textile manufacturing. (NR-OAHD)

BLACKSTONE RIVER

Wilkinson Iron Works Site (18th century): The waterpower of Mussey Brook was first used in the 18th century here where the brook meets the Blackstone River, by members of the Wilkinson family. John Wilkinson began a smith shop here in the 1740s; his operation was later taken over and expanded by his son Oziel, who made ship fittings and farm implements. Little remains today of this early iron works but, if one stands on the east side of Mussey Brook Bridge, one can at least view the tiny brook which powered Wilkinson's shop. Mussey Brook is a small watercourse, but from the bridge it drops precipitously toward the Blackstone

revealing its potential for power. Archeological investigation of the area seems likely to produce evidence of the Wilkinsons' development of the site.

By the 1780s Oziel Wilkinson's shop was a significant element in Rhode Island's iron-fabricating industry; in 1783-1784 he moved his shop and his family to Pawtucket Falls. After their removal south, Oziel and his sons became the premier iron workers of the region. The Wilkinsons made anchors, rods, screws, and nails; they produced the large iron screws used in pressing machinery; and, most important, they built much of Rhode Island's early textile machinery. Oziel cast the iron work for an early cotton-carding machine in Providence. Oziel's son Isaac cast cannon used in the Revolution at the Cupola Furnace in Pawtucket. The state's early leadership in textiles was heavily dependent upon the skills and techniques of artisans and mechanics. Their ability to design, build, adjust, and improve machinery for textile manufacture was critical in giving Rhode Island an initial advantage in its early industrial period. Though metal products were not manufactured in a true factory system, the long tradition of ingenuity and invention built up in the eighteenth century by artisans in workshops like the Wilkinsons' allowed Rhode Islanders to capitalize on the opportunities made manifest by Samuel Slater's later success at spinning. Together with other craftsmen, these northern Rhode Island ironworkers had by 1800 become a labor pool with expertise and experience on which Rhode Island's textile entrepreneurs could draw.

CENTRAL STREET

- 100 **Manville Music Hall (1895):** A picturesque, 2-story, triangular building, set on the lot formed by Central, Winter, and Mowry Streets, the Music Hall has a mansard-roofed tower at its east corner. It was for many years the meeting place of the Manville Brass Band, an important social and cultural institution in the village. The band was formed in 1882 by Ephrem Mandeville; at its height, Mandeville's band numbered sixty musicians who marched in parades all over the state and staged plays and musicals here. The Music Hall later served as a police station; it is now a private residence.

CHAPEL STREET

- 20-22 **Mill Houses (1880s):** Two, 1½-story, 6-bay, flank-gable, double houses built by the Sayles Company. Simple wood-frame structures, their only ornament is the decorative hood over each door. (NR-SHD)
- 40 **Fireman's Hall (1880s):** This long gable-roofed building was built by the Sayles Company and served as the social center of Saylesville: dances, musicals, community suppers, and the like were held here. The Lincoln Public Library now occupies the building. The doors, paired on the north end and centered on the south, are set under spindle-work porches; the clapboard and shingled wall surface has been re-sided. (NR-SHD)

Sayles Memorial Chapel (1873, 1876): The Memorial Chapel is a simple Victorian Gothic church built of Westerly granite. It was designed by Clark Sayles, a master builder responsible for several other Rhode Island churches. W. F. and F. C. Sayles, owners of the Saylesville Mills, built the church as a memorial to their children who died young. The corner tower was added in 1876; now shortened, it was once capped by a tall steeple. (NR-SHD)

Arnold Bakery (c. 1877): The Arnold family began their baking business in Lonsdale on the Cumberland side in 1874 as an adjunct to their grocery. In 1877, they moved to Saylesville into this large, 2-story building. In the 1930s the original bake shop from Lonsdale was moved to the site adjacent to the new bakery. Arnold bread was sold over the entire region, both in stores and delivered directly to Lincoln homes by horse-drawn wagons. The original bakery is a 1-room, 1-story, wood structure; it still contains a large oven and a dough tray. The building is an unusual survivor, a well preserved example of the many small shops common in the 19th century. (NR)

CHESTNUT STREET

Mill Houses (1870s): These nine double houses built by the Manville Company line both sides of Chestnut Street. In varying states of preservation, they were all originally 1½-story, clapboard, 5-bay structures, with their two central doors under a wide entablature and small attic windows under the eaves. A slightly larger version is nearby at 39-40 Angle Street.

CHURCH LANE

Emanuel Episcopal Church (between 1846 and 1851): The integrity of this small, 1-story, Greek Revival church has been diminished by modification of its windows and removal of its square belfry. The congregation was founded by Samuel Mann who, though himself a Quaker, provided the church for his mostly English mill workers. Emanuel Church has removed to Cumberland; its building is now used by the Disabled American Veterans.

CHURCH STREET

Church of Saint James (1930): Saint James Roman Catholic Church is a large stone Romanesque structure with a rose window over its center door and a corner tower. This is the second church built for the parish; the first Saint James Church was constructed in 1874 to serve the French Canadian residents of Manville. Prior to that, Manville had been a mission of Saint Patrick's Parish in Valley Falls. The first church burned in 1919. The rectory (1888), a 3-story Colonial Revival house, is just east of the church; Saint James School (1892) and Convent (1896) were replaced in the mid-twentieth century.

COBBLE HILL ROAD

19 Bastow Shop (c. 1910): A long, wood-frame building, the Bastow Shop was operated by sign makers. Many commercial signs remain in the shop. In addition, an interesting assortment of machinery is still in place, including a belt and shaft system. This is a relatively rare example of the small craft shops once located in many of the town's rural neighborhoods.

COOK STREET

Lonsdale Mill Complex (1833 through early 20th century): The large mill complex at Lonsdale was built over a number of decades by the Providence firm of Brown and Ives. Built along both sides of the Blackstone Canal and west of the mill village, the Lonsdale mills are threaded with small ponds and holding basins. The earliest surviving mill at Lonsdale is Mill Number Three, constructed in 1833; its two predecessors, built in 1831 and 1832, were demolished in the 19th century. Mill Number Three is built of rubblestone and was originally four stories, 200-by-48 feet, with four ells and a brick boiler house. Now much modified, its height has been reduced to a single story and its facade altered; one of the 2-story ells survives; north of the mill, this ell is 75-by-50 feet, with granite quoins, sills, and lintels; it is the best preserved section of the mill. A dilapidated and vacant series of small buildings—some built of wood, some of brick, located at the north end of the complex—are probably the remnants of the Lonsdale Bleachery. It was constructed by the Lonsdale Company in the 1840s to finish cloth produced here and at the Blackstone, Massachusetts, and Hope, Rhode Island, textile factories owned by Brown and Ives. The bleachery made the Lonsdale Company mills one of the most truly integrated in Lincoln—after the 1840s cloth was both produced and finished at this single location. The ruins of the bleachery are adjacent to the Blackstone Canal's towpath. The bleaching operations performed at Lonsdale required enormous quantities of water, not only for power but also for the various washings of yarn and cloth. The ruins of a small gatehouse remain at the south end of the complex (it can be seen from Front Street)—the gatehouse has been charred by fire, but its hoisting machinery is still in place and should be protected from weather and vandalism. A combination railroad-bridge-dam was built by the Lonsdale Company across the Blackstone River in 1893-1894. The curved dam is constructed of stone rubble and is faced with granite ashlar. Five stone piers, built out and up from the dam, support the rail track which is now abandoned; it runs along the towpath of the Blackstone Canal to a deteriorating wooden trestle at the north end of the Lonsdale Mill complex. The combination bridge-dam was built by the Lonsdale Company to connect the old and new villages by rail and to increase water power capacity; it was in use until 1954. A long rectangular brick mill building, the 1901 mill was the last great building project of the Lonsdale Company in Lincoln. A hip-roofed tower with a granite-trimmed belfry projects from the center

of the east facade; the mill is three stories south of the tower, two stories north of it. Its great interior spaces are lit by large double-hung windows with transoms set under segmental heads. The 1901 mill is on the site of the smaller Number Two Mill, constructed in 1832, which was demolished to make way for this more modern factory; it was the centerpiece of the Lonsdale Company's late 19th-century building which included a number of houses in the old village on the ridge above the mill. The factory is built at a right angle to the oldest building in the complex, the Number Three Mill, and runs parallel to the Blackstone Canal as it courses through the river valley. The complex includes several other buildings in addition to the two mills. The mill office, a granite-trimmed brick building of two stories, is located on Cook Street at the entrance to the mill yard. A large 3-story warehouse is located just opposite the 1901 mill across the Blackstone Canal; set on the railroad which carried materials in and goods out, its distinctive function is identified by its small windows set under segmental hoods and the heavy fire walls which separate sections of the warehouse from each other and are visible as they rise slightly above the roof line. (NR-LHD)

COTTAGE STREET

33-34 Mill Houses (between 1846 and 1851): These early Manville company houses are 1½-story, 6-bay, flanking-gable double houses with doors at both ends.

CROOKFALL BROOK

Lincoln's boundary as it flows south from Woonsocket, the brook falls about 100 feet, winding its way through a wooded, hilly landscape. In the late 19th century, the Crookfall was developed by the City of Woonsocket as a city water source. A dam and pumping station were built c. 1884; the "stepping-stone" dam, which creates Reservoir Number One, and the pump house, a large brick building just over the Lincoln line, may still be seen. Reservoir Number Three, located further south, was completed c. 1895. The Crookfall Brook had been used earlier in the 19th century to power some small mills; south of Reservoir Number One is the stone dam of the Crookfall Factory, dating from the mid-19th century.

DEXTER ROCK ROAD

Lime Kiln Ruin (probably 19th century): A ruined lime kiln, located on the south side of Dexter Rock Road, near the intersection with River Road. It was owned by the Dexter Lime Rock Company, which operated the quarry farther west along the road. Remnants of the stone walls mark the sides of the kiln; a single semicircular opening remains. (NR)

DIVISION STREET

12 Edward and Honorine Hautman House (c. 1891): An unusual and handsome three-decker, one of many built in the late 19th century in Manville. The porches are supported by

trios of columns and the 3-story bay window is capped by a short octagonal tower. The house lots along Division Street were owned in the mid-19th century by Renseleur Mowry and were acquired throughout the 1880s by Louis Girouard, Joseph Bouvier, and Alphonse Gaulin, who platted the land, built houses, and sold them through two development and construction companies. All three were Canadian immigrants who had come to Woonsocket in the 1860s, worked in textile mills, operated grocery and general stores, and, in the later decades of the century, ventured into real estate. The Hautmans purchased this unusual house from Gaulin and Girouard in 1892, but kept it only three years; it was owned by members of the Fortier family through most of the 20th century.

FRONT STREET

Canal Bridge (c. 1885): The Canal Bridge carries Front Street from old Lonsdale to Prospect Hill. Built by Edward Slattery, its round arch is constructed of great cut-granite blocks; this is an excellent example of the mason's craft.

- 246 **Prospect Hill School (1915):** The Prospect Hill School, built for the expanding residential community to its north, replaced another school (1884) on the same site. It is a cruciform, 2-story, brick structure; its paired stairwells are located on the east and west sides; its windows are set under blind arches worked in the brick. The school's roof was originally a gable with intersecting hip roofs; there was a bracketed cornice and the roof was topped by a belfry. Remodeling has given the school a flat roof and an awkward appearance. Prospect Hill school was built by M. T. Keene.

Lonsdale Hotel (between 1846 and 1851): A 5-bay, 2-story hotel with a high monitor on its hip roof, its first floor has been modified by the application of siding and construction of a new 1-story addition with a storefront on its east side. A 19th-century drawing shows the monitor windows open and a small porch over the center door. The Lonsdale Hotel served commercial visitors to the expanding manufacturing village of Lonsdale throughout the 19th century.

GRANDVIEW STREET

- 7 **House (c. 1931):** A large, gable-roofed, suburban colonial house, five bays wide with a center door; typical of many houses in Lincoln's first large suburban development, Saylesville Highlands.

GRANT STREET

- 1-3 **Lonsdale Mill Houses (between 1870 and 1888):** This group of six multi-family houses is arranged on both sides of Grant Street. They are 2½-stories high with dormers set in their flanking-gable roofs; they are built of red brick with granite sills and lintels on their symmetrically arranged windows. Six bays long, they have simple doors located at each end of the facade. The six blocks make a handsome group on this street. (NR-LHD)

GREAT ROAD

This colonial highway was laid out in 1683 through the Moshassuck Valley; it connected Providence to Mendon, which was a center of trade for central Massachusetts in the 17th century. Great Road connected a number of small settlements in the river valley to the port at Providence. In Rhode Island the most important of these was Lime Rock. The path of the original road is said to follow the Shawmut Trail, an Indian path leading to Boston. Beginning in Providence (where the Shawmut, Pequot, and Wampanoag Trails met), the Great Road followed approximately the present route of North Main Street (in Providence), Main Street (in Pawtucket), and Lonsdale Avenue (in Pawtucket and Central Falls) and then turned toward Saylesville and east of the Great Moshassuck Swamp. Little remains of the original road, the section through the National Register Great Road District—from Eleazer Arnold's house to the Butterfly Mill—probably most closely resembles its early courses and condition; not paved until the 1920s, the road still winds through this area, avoiding hills and holding to low ground. A unique set of photographs, published in *Once in a Hundred Years*, records Great Road before it was paved.

GREAT ROAD HISTORIC DISTRICT

The Great Road Historic District was entered on the National Register in 1974. The district stretches along both sides of the old highway from Eleazer Arnold's house to Stephen Smith's Hearthside and includes several of the state's great architectural treasures. Settlement here dates from the 1680s when the Arnold family moved to "World's End." Throughout the 18th century a prosperous and substantial agricultural community existed here. In the early 19th century two small mills had been built adjacent to Great Road, though the area never became truly industrialized. Today, much of the significance of the historic district derives from the old road itself and its rural character, evidenced by the fields and woods which back the lines of houses on either side. (NR-GRHD)

Saylesville Meetinghouse and Cemetery (1704-1705, c. 1740): The Quaker Meetinghouse at Saylesville was built in two sections: the earlier house now forms a wing on the later, larger meetinghouse. The 1704 structure is a 1-room, clapboard building, only two bays wide, with a gable roof. The interior of this structure has been modified over the course of its long history, but its heavy frame is still visible. About 1740 a large addition was made to the meetinghouse. Two stories tall, it is like the original building, clapboard and gable-roofed. An early alteration to the new meetinghouse removed its entrance from the east end (facing Great Road) to the center of its south side (facing the yard). The stair, also originally at the east end, was moved to the south side. On its interior, the meetinghouse is well preserved; the elders' bench is set on a dais at the north side facing the entrance and the stair which leads to a three-sided

gallery. The heavy frame of the building has curved braces. The meetinghouse at Saylesville was the first house of worship built in Lincoln. It was constructed on land owned by Eleazer Arnold—he gave the land to the leaders of the meeting in 1708. In the seventeenth and eighteenth centuries, Quakerism was the dominant sect in the Blackstone Valley; many of the early families of Lincoln adhered to the principles of the Society of Friends. This meeting was the center of Quaker life in northern Rhode Island for several decades and the home of the Providence Monthly Meeting after 1718. Now used for Preparative Meetings, the Saylesville Meetinghouse is an apt exhibition of the plainness and simplicity which 18th-century Quakers mandated in their lives. A large cemetery adjoins the meetinghouse; it contains the graves of many meeting members, including Stephen H. Smith of Hearthside. (NR)

George Beal House (between 1847 and 1850): Set at the corner of Front Street and Great Road, the Beal House is a 1½-story, 5-bay, Greek Revival structure with center door and chimney and a handsome picket fence. The house was built by George Beal; it was owned by members of the Sherman and Morgan families in the second half of the 19th century.

- 449 **Eleazer Arnold House (c. 1687):** Though over restored, the Arnold House is still the best of the "stone-enders" remaining in Rhode Island. Now owned by the Society for the Preservation of New England Antiquities (SPNEA) and operated as a house museum, the Arnold House has been recorded by the Historic American Building Survey, declared a National Historical Landmark, and described in the major books on Rhode Island's—and the nation's—architectural history.

The house was built by Eleazer Arnold, son of Thomas Arnold who had purchased the large tract of land surrounding the area (sometimes known as "World's End") in 1661. In 1710, Eleazer Arnold was licensed as a tavern keeper and entertained travelers in this house on the Great Road. After Arnold's death in 1722, the house passed to successive generations of his family through the 19th century, giving rise to the saying that "only Indians and Arnolds" had ever owned this land. In 1918, several descendants who owned the house made a gift of it to SPNEA. Two stories high and set under a gable roof, the most prominent feature of the Arnold House is the great widened stone-end chimney built of local stone with a plastered top. During a series of restorations some of the Arnold House's exterior features have been reinstated, including its small, leaded, casement windows and plank door. Its great, central, cross-gable dormer, however, has never been reconstructed. The house is two rooms wide, and two deep, with a lean-to built across the north side. The heavy posts and beams are exposed and the summer beam chamfered. The walls are paneled with beaded vertical boards; broad stone fireplaces fill the western wall. Further information about the Arnold House may be found

in: Isham and Brown, *Early Rhode Island Houses* (Preston and Rounds, 1895) and in Downing, *Early Homes of Rhode Island* (Garrett and Massie, 1937). A description of the most recent restoration in 1952 may be found in *Old-Time New England*, XLIII, No. 2, October-December, 1952, p. 29. (NR-GRHD)

Croade Tavern (c. 1700): The Croade Tavern was built on Dexter Street, Pawtucket, and was moved to this site, behind the Eleazer Arnold House, in 1918. It is the last survivor of Joseph Jenks' original settlement in what is now downtown Pawtucket. One and a half stories, the Croade Tavern sits under a broad gambrel roof, its walls covered with clapboards. The most notable feature is the overhang of the upper story at the west end—framed into the heavy posts and beams and supported by curved braces. (NR-GRHD)

523 **Richard Scott House (c. 1808):** The Scott House is a gable-roofed, 2½-story dwelling, of a type sometimes called a "half-house," though it is in fact three-fifths of the common 5-bay residence. Its door, set at the end of the facade, is of Federal design; the 12-over-12 sash are still in place. A handsome Victorian gazebo is set in the west yard. (NR-GRHD)

571 **Arnold-Lincoln House (early 19th century):** This small, gable-roofed structure, built against a bank, is traditionally supposed to have been built by a member of the Arnold family, but in the second half of the 19th century it was the residence of the Lincoln family. Two stories tall, its stone foundation built into the side of the hill on the north side of Great Road, the house has a simple, Federal doorway and splayed lintels over its windows. Its eastern bay may be an early addition; an early 20th-century photograph shows a small barn, no longer standing, on the west side. (NR-GRHD)

Moffitt Mill (c. 1812): Set at the edge of Great Road, above a stone dam on the Moshassuck River, the Moffitt Mill is a small, 2-story, wood-frame building with a gable roof and stone foundation, its walls covered with wide-board siding. The mill's wood frame is constructed of pegged posts and beams; the 2nd-floor ceiling is carried on iron tie rods.

One of the first machine shops constructed in Rhode Island, the mill was probably built by George Olney, but it was purchased by Arnold Moffitt in 1850 and has been owned by the Moffitts ever since. Arnold Moffitt replaced the log dam with the present stone dam and also replaced the power wheel with a turbine. The mill housed a variety of operations in the nineteenth century—shoelaces were produced here, as were wheels and wagons; the building is identified on an 1851 map as a "lapping mill"; in the later decades of the century a blacksmithing operation was carried on here in a shed at the north end of the mill (no longer extant), at least for a while, by William Hanaway before he moved to his own shop next to Butterfly Mill. (NR-GRHD)

575 **Arnold Moffitt House (1862):** A simple Italianate house, two-and-a-half stories, five bays wide, with a shallow pitched roof, large central dormer, and broad overhanging eaves, the Moffitt House sits atop a small knoll above Great Road, just above the Moffitt Mill which Arnold Moffitt purchased in 1850. A handsome barn, whose central dormer repeats the one on the house, is set to the west of the house. (NR-GRHD)

600 **Israel Arnold House (c. 1740):** One of Lincoln's best preserved 18th-century dwellings, the Arnold House is built in two sections; 2½-story, gable-roofed, 5-bay, center-chimney house and a small, 1½-story, gambrel-roofed wing. The gambrel section is but two bays wide, with a single room on its ground floor; a great end chimney is left partly exposed and is patterned by black headers set among the red bricks. The main part of the house is built on the usual 5-room plan, its rooms arranged around the center chimney. Until recently, the Arnold House was thought to have been constructed in two parts—the one-room ell built first and the larger house added later. During restoration, however, the framing of the wall between the sections revealed that construction of the two sections was simultaneous. The house was built by a member of the Olney family and passed by marriage to the Arnolds. (NR-GRHD)

Hearthside (1810-1811): Among the finest Federal houses in Rhode Island and an unusual country seat, Hearthside was built by Stephen H. Smith. A man of consequence in early 19th-century Lincoln, Smith was a manufacturer (he built the Butterfly Mill), a Blackstone Canal commissioner, and a prominent member of the Friends meeting. His Hearthside is the grandest house in the Great Road settlement and sits at its western end, anchoring the historic district.

The main block of Hearthside is about fifty feet square, with a rear wing. The dwelling's ruggedly picturesque stone walls, the ogee curves of the gable ends, and the two-story Mount Vernon-like portico across the front are its most remarkable exterior features. The front door in the 5-bay facade is centered under the portico and is framed by double pilasters and topped by an elliptical fanlight. On the interior, the rooms are handsomely trimmed with cornices and wainscots and fine mantels—most of wood, two of marble. Hearthside is beautifully-preserved—only a balustrade around the portico roof is missing.

A romantic tale has long been attached to Hearthside: the house was built by Smith with his winnings in the Louisiana lottery in order to woo a belle from Providence. The lady is supposed to have spurned both Smith and his new house, citing its remote and unfashionable location. The bitter Smith is said to have lived unmarried for the rest of his life as a result of this callous rejection.

The house has long been known to architectural historians and architects and has been widely known to the general public through repeated articles and books on "colonial"

architecture which discuss and illustrate this house. As a source then, this building played a role in the development of the Colonial revival. It was copied or imitated several times. (NR-GRHD)

Hanaway's Blacksmith Shop (between 1870 and 1895): A 1-story, barn-like shed, clad with unpainted board-and-batten siding. The shop was built by William Hanaway. He had operated a smithy at the Moffitt Mill until his relocation here. The smith's shop is a rare survival. Such small shops were once a common feature of rural areas, and few remain. Hanaway's shop with its sign still intact is a vital element of the Great Road Historic District. (NR-GRHD)

Chace Farm (1860s): A simple, 2½-story, Early Victorian house. Surrounded by farm fields, the Chace Farm was a large dairy operation in the late 19th and early 20th centuries. Operating until recently, the Chace Dairy was one of the last working farms in Lincoln; acquisition of its acreage is now being considered by the town. Preservation of these fields with their stone walls will enhance the rural and open character of the Great Road district. (NR-GRHD)

Great Road Bridge (1927): This concrete bridge carries Great Road over the Moshassuck River. It replaced an 1876 bridge of wood beams with stone abutments. Like many of Lincoln's smaller bridges, this one was replaced in the 1920s when, due to the pressure of increased automobile traffic, the state rebuilt and replaced many spans originally built for lighter, horse-drawn vehicles.

From the bridge one has a fine view of the Butterfly Dam, just north of the road. Built of rubblestone and capped by large flat stones, the dam holds back the small Moshassuck and creates Butterfly Pond. A picturesque footbridge is located over the stream just south of the dam.

Butterfly Mill (1811-1813; c. 1950): Originally two stories, the Butterfly Mill was built of stone with a gable roof and a rectangular belfry. Built by Stephen H. Smith of Hearthside, the mill was designed for cotton spinning and was one of Rhode Island's first stone textile mills. It was later used as a print shop, a tannery, and a machine shop. One of the most famous of Rhode Island textile mills, the Butterfly Mill is described in many standard histories, not because of its economic importance but because of its rather romantic name, derived from an odd-shaped pair of stones, and its connection with Smith.

The Butterfly Mill was severely dilapidated by the mid-20th century, and it underwent major repairs and alterations c. 1950. Reduced to a single story, it is now a residence, its stone butterfly set in the chimney. Despite the remodeling, the Butterfly Mill is still interesting for its historic associations and its picturesque location on the Moshassuck. The Butterfly Dam may be seen just across Great Road. (NR-GRHD)

Jesse Whipple House (1840s): The Whipple House is a good example of the Greek Revival style—1½-stories, 5-bays, with a center door, it has paneled pilasters, wide cornices, and a heavy Doric portico. Together with his uncle, William Whipple, Jesse Whipple owned interests in limestone deposits, part interest in a kiln, and a cooper's shop. (NR-LRHD)

Lime Rock Baptist Church (1975): A recent replacement for the 1886 church on Wilbur Road, the new Baptist church was designed by Irving Haynes, a village resident. A large, shed-roofed, shingled structure, it enjoys a fine site overlooking the Moshassuck Valley. The entrance to the church is set at the base of its austere triangular form, and its interior is lit by two large dormers which scoop the light into the high space. (NR-LRHD)

Cemetery (1730s-1860s): The earliest markers in this Lime Rock cemetery date from the 1730s. It is one of the most interesting of all of Lincoln's historic cemeteries—not only for its age (it is one of the oldest) but also for the length of its use and the variety and good condition of the markers. In the progression of stones from the early 18th century to the mid-19th century, one may read much of the history of this prosperous region.

In the Lime Rock cemetery there are several stones carved by one or another of the Tingley family, who for many generations used the white limestone of the area in their trade. Throughout the eighteenth century, three generations of Tingleys (each named Samuel) lived in South Attleboro and carved headstones for clients all over southeastern Massachusetts and northern Rhode Island. Harriette Forbes, author of a definitive work on the gravestones of early New England, suggests that the first Samuel Tingley may have learned his trade from one of the Stevens family, the premier carvers of 18th-century Newport. In any case, the Tingleys for many years had connections with Rhode Island; in 1811, two Tingleys moved to Providence and set up shop there, a business which continued into the 20th century. The Tingleys used a variety of stones for their carvings, including slate and sandstone. Forbes notes that they were among the first to use the white limestone of Lime Rock—in the 18th century they carted the stone to South Attleboro where it was cut and carved. Tingley stones are found in many Lincoln cemeteries—a small signature at the bottom of the stone will identify them for the onlooker. Though we often think of 18th-century Lincoln as a isolated hinterland, a Tingley gravestone—made of stone quarried in Lime Rock, shipped to South Attleboro, and the finished carved stone carted back to Lime Rock—shows that extensive communication lines did exist. The area around Lime Rock was probably more open to such outside cultural influences than were Lincoln's more isolated farms since the lime produced here was a marketable commodity; sold throughout southern New England, the bulk lime brought this village into contact with other communities, making their products and their

artisanry available to the villagers. The cemetery contains grave markers from almost every decade from the 1730s to the 1860s. Most of the stones are in good condition—and mark the graves of members of the Whipple and Mowry families. (NR-LRHD)

Mowry Tavern (c. 1800-1820): The 2-story, gable-roofed Mowry Tavern was expanded from its original size—five bays wide with a central pedimented door with fluted pilasters and fanlight—by the addition of five more window bays on its east end in the early 19th century. The addition also has a pilastered doorway. The 1st-story porch with jigsaw scrollwork is a later addition.

The Mowry family operated taverns in Lime Rock for well over a hundred years, beginning with Jeremiah Mowry who was licensed to operate in 1747 in the Eleazer Whipple House (demolished; formerly located on the site of Central Elementary School). The tavern served coaches running between Providence and Woonsocket and Worcester along the Louis-quissett Turnpike and provided room and board for the many travelers associated with the local lime industry. As tavern-keeper, Nathaniel Mowry was a leading citizen of his village; known as "Major" for his rank in the state militia, he is reputed to have been an auctioneer as well. The Mowry family had long been influential in town and business affairs; Mowrys had owned land in the Lime Rock area since the 17th century. The tavern property was operated as a farm in the late 19th and early 20th centuries. Two barns remain. Emma Fales' *Limerock at the Turn of the Century* describes the fruit and vegetable gardens which once flourished here. (NR-LRHD)

Smithfield Lime Rock Bank (c. 1835): This small Greek Revival building with Doric portico originally housed the Smithfield Lime Rock Bank, one of the several small regional banks which operated in the early decades of the 19th century in Rhode Island, serving specific local needs for credit and exchange—in this case, it was the nearby lime industry which needed banking facilities. The bank was incorporated by the leaders of the lime processing industry in 1823. The bank apparently did not remain a localized institution for long; by 1836, its capital was loaned out in Providence rather than Smithfield, and, in 1847, the bank's offices were moved to Providence. The bank building in Lime Rock was converted to residential use. (NR-LRHD)

Mt. Moriah Lodge Number Eight (1804 and earlier): A 2-story brick structure, six bays long, its door at the east end under a small hood, the Mt. Moriah Lodge began as a small 1-room schoolhouse. It was enlarged to its present size and height in 1804, when the petition of twenty-three of Lime Rock's Masons for a separate establishment was granted.

Freemasonry has a long history in Rhode Island and in Lincoln. Throughout the 18th century there were intermittent efforts to organize lodges; by 1791, Masons in the urban

centers of Providence and Newport had joined in the formation of a Grand Lodge. The membership of the Masons dropped off in the 1820s with the advent of a nationwide anti-Masonic movement, but anti-Mason sentiment had become less vehement by the 1840s, and the rolls of local lodges again increased. Like many Masonic lodges Mt. Moriah was an important local institution—included in its membership lists were the social and business leaders of Lime Rock. After the Masons built the second story and extended the length of this building in 1804, the school continued to operate on the first floor until it was replaced by the Wilbur Road School; the Masons acquired title to the building about 1870, and Mt. Moriah members still use the building for their meetings today. (NR-LRHD)

Leonard Mowry House (1846): A simple, 1½-story, Greek Revival dwelling; the porch is a later addition. Leonard Mowry was the nephew of Nathaniel Mowry who operated the nearby tavern. (NR-LRHD)

Hinckley House (c. 1834): A simple, 3-bay, 1½-story house with Greek Revival center entrance. The site of the Hinckley House, at the junction of Great and Wilbur Roads, on the high ridge above the Moshassuck River Valley, was the location of an 18th-century potash operation, a by-product of the lime industry. (NR-LRHD)

Valentine Whitman, Jr., House (c. 1694): Like its better-preserved counterpart, the Eleazer Arnold House, the Whitman House is a fine example of the 17th-century Rhode Island "stone-ender"; both houses are two stories and built on a 4-room plan. The great end chimney of the Whitman House extends across one end of the gable-roofed structure. The stone has been replaced by brick above the roof ridge. The Whitman family were among the first to settle in the "North Woods" of Lincoln. Valentine Whitman, Sr., constructed a house somewhere in the vicinity, but it was burned during King Philip's War; his son (of the same name) was married in 1694, and it is possible that this house was his father's gift. The first town meeting of Smithfield after the town's creation in 1730 was held here. The house remained in the Whitman family until the mid-18th century. Members of the Wilbur family lived here in the late 18th century. In the 19th and 20th centuries the house was owned by the Whalen family who emigrated from Ireland and farmed here. (NR-LRHD)

GROVE STREET

77 **S. D. Learned House (between 1870 and 1888):** A 2½-story flank-gable, bracketed house, the Learned House is five bays wide and has a bracket-trimmed cornice and entrance portico.

82 **Baker-Palmer House (between 1870 and 1888):** A 2½-story side-hall-plan house, the Baker-Palmer House is similar in

detail to many others built on Prospect Hill. Though the bracketed trim is characteristic, the mansard roof, providing more space in its attic, is a type not often seen here. Members of the Mary Baker and Edward Palmer families worked at the Lonsdale Mill.

- 85 **Colin Macrae House (between 1870 and 1888):** One of several relatively large Bracketed houses built on Grove Street in the late 19th century. The Macrae House is a 2½-story, side-hall-plan house, set gable end to street, with a round-head window in its gable; it has a bracket-trimmed porch across the front. Macrae operated a grocery at Lonsdale Hall.
- 97 **George Pierce House (between 1895 and 1909):** A large, 2½-story, shingled, Queen Anne house, set gable end to street, the Pierce House has a tower at its southeast corner and a porch with turned posts wrapping around the front and side of the first floor. Pierce was a mason.
- 110 **Robert Glessey House (between 1888 and 1895):** Typical of many Late Victorian houses built in Prospect Hill in the late 19th century, the Glessey House is 2½-stories, with a cross-gable roof and a bracketed porch; its windows are set under tiny hoods. Glessey was a night watchman at the Lonsdale Mill.
- 121 **Montgomery-Glancy House (between 1870 and 1888):** A 2½-story, gable-end, side-hall-plan house with bracketed bay windows, this may have been built as a single-family house; it is similar to several others on Grove Street. By the early 20th century, it was a 2-family residence, occupied by the families of Samuel Montgomery, who worked at the Lonsdale Bleachery, and William Glancy, listed in the Lincoln directory as a "piper" (pipefitter).
- 127 **Leon Gridley House (between 1870 and 1888):** A 2½-story, side-hall-plan, gable-end house, with vernacular bracketed details—bracketed cornice, door hood, bay window, and porch. Gridley was a bookkeeper.

HOPE STREET

Lonsdale Firehouse (after 1895): This small fire station is a single story, built of red brick, with a wide segmental-arch doorway for the engine. Its hipped roof was once topped by a belfry. It is now vacant.

INDUSTRIAL CIRCLE

Saylesville Mill Complex (c. 1855-1920s): The great Sayles textile empire was begun in 1847 when William F. Sayles purchased the defunct Pimbley Print Works at auction and started operations as the Moshassuck Bleachery. His firm was later styled W. F. and F. C. Sayles after his brother Frederick joined the firm. The Sayles operation began with twelve employees; half a century later, the mill employed 3000, finished 7,500 yards of cotton goods annually, making it one of the country's largest cloth finishers. Over the last

half of the nineteenth century, the Sayleses built the bleachery here, the Glenlyon Dye Works at Philipsdale, and the Sayles-Biltmore Bleacheries at Biltmore, North Carolina. In 1894, Frank A. Sayles, the son of William, succeeded to his father's place in the partnership; in 1896 he bought out his uncle's interest and brought the firm into national leadership. Sayles Finishing was incorporated only in 1921. The finishing company was always a leader in technological advances; it was, for example, the first to mercerize thread. Closed in 1960, only a single division of the company, Special Fabrics, Inc., still operates here—the rest of the complex is occupied by various manufacturing and warehousing concerns. Among the several interesting buildings in the large complex are the c. 1855 mill with its blind arches and handsome tower, the oldest surviving building in the complex; the mill office (c. 1875), a red brick Italianate structure; the great storehouse (c. 1900, 1909); and the large dyehouse, begun in the 1870s and added to many times. (NR-SHD)

JENCKES HILL ROAD

- 81 **Jenckes House (1735-1765, 1820s):** From its exterior the Jenckes House appears to be a typical 1½-story, 5-bay, center-door, and-chimney house; it was actually built in two sections and is an interesting joining of two parts constructed several decades apart. The house was originally built as a half-house, its narrow stair at the front. In the early 19th century, the western side of the house was added, its new stair now set in back of the chimney, so that the house is now oriented south rather than east. The Jenckes House interior has been meticulously restored. (NR)

LIME ROCK HISTORIC DISTRICT

The Lime Rock Historic District was entered on the National Register of Historic Places in 1974. Limestone has been mined here since the 17th century, an enterprise dominated for decades by the Harris and Dexter families. The quarries have supported a small village here since the 18th century—the historic district includes many fine houses, lime kilns and quarries, cemeteries, several semi-public buildings, and picturesque farms in a setting unrivaled for its winding roads and dramatic vistas. See entries at Anna Sayles Road, Eddie Dowling Highway, Great Road, Old Louisquisset Pike, and Wilbur Road. (NR-LRHD)

LINCOLN WOODS

Lincoln Woods State Park (1909 and later): The state park at Lincoln Woods has its origins in the Public Park Association of Rhode Island. The Association was one of the first in the state to recognize the value of consistent planning for recreation on a region-wide basis. In 1903, the Public Park Association drew up a plan for a system of parks in the Providence metropolitan region. The Association was probably influenced in its work by the experience of Boston where, in 1893, a metropolitan park commission had been established. By 1902, the Boston commission had acquired 15,000 acres

and had surrounded the city with a ring of parks and open spaces.

The interest generated by the Rhode Island Association and its park plan led to the creation by the General Assembly in November, 1904, of the Rhode Island Metropolitan Park Commission. The Commission had twenty members—ten of whom represented cities and towns in the region, five represented regionally important institutions, and five were appointed by the governor. The Commission was charged with acquiring and developing a system of parks and boulevards for the use of the population of the Providence metropolitan region and was originally funded by a \$250,000 bond issue passed in 1906.

Between 1909 and 1917, the Commission acquired for the state over 1,200 acres of parkland both in Providence and the surrounding area. By 1935 over 4,300 acres had been brought into the system. Among important early acquisitions were Edgewood Beach, Woonasquatucket Reservation, and the Barrington Parkway.

Lincoln Woods was one of the first and largest parks purchased. On February 12, 1909, the Park Commissioners met at Hearthside on Great Road to sign the papers which (for the purchase price of \$25,000) brought the original 458 acres of the park into the regional system. The land was purchased in two parcels (at first called Quinsnickert and Lincoln Woods) from the Mitchell, Hill, Comstock, Arnold, Simons, and Olney families and from the Lonsdale Company.

The reserve, named for Abraham Lincoln, was easily accessible from the densely developed cities of Providence, Pawtucket, and Central Falls—streetcars debarked passengers on the Quinsnickert station on Breakneck Hill Road and at Sherman's Corner on Smithfield Avenue, allowing visitors to approach the new park from either the east or the west.

The original bounds of the park extended from the northern shore of Olney Pond, north to the various historic structures along Great Road and Breakneck Hill Road, and east to Barney Pond. Olmsted Brothers, who had designed park plans previously for Boston and Seattle among other cities, were consulting landscape architects for the Metropolitan Park Commission. Planning for Lincoln Woods, however, involved little alteration of the existing landscape—the roads which wound their way around the rugged rock outcroppings were upgraded and some of the footpaths enlarged to roads, but the Commission's intention was to leave the reserve as wild and unspoiled as possible. By 1911, only \$38,000 had been spent on acquisition and improvements.

In the following decades as the popularity of the automobile decreased the proportion of pedestrian visitors—and increased the number who wished to experience the scenery through an auto windshield—further development has taken place.

In the 1910s, several additional roads were added, as well as bridle trails and footpaths. The original bounds of the park

had included only a short section of the northern shore of Olney Pond. Acquired by the state in the 1930s, Olney Pond increased the opportunities for water sports at Lincoln Woods. By the 1930s, additional amenities had been added—fireplaces, campsites, water fountains and pumps, comfort stations, bridges, picnic shelters, a bathing beach, and bath houses.

Rhode Island military organizations have used the park occasionally for drills; in 1920, the Rhode Island National Guard cavalry camped at the woods—the track built for them on the park's east side has since been replaced by a baseball field. In the early 1950s, a handsome shelter was built near this field; set upon a stone foundation and open to the air, its broad gable roof with overhanging eaves is supported by rough, barely hewn logs. None of the historic houses in the park survives, but the foundations of the Joseph Arnold House (sometimes called the Fireside or Fireplace House) are still readily visible. The Arnold House was a 1-story, 3-bay stone ender, built c. 1680-1710—the ruins of this early farmstead can be traced in its retaining walls, cellar hole, well and spring, stone steps, and gate posts.

The remnants of a stone quarry dating from the mid-19th century, an imposing rock formation with quarriers' drill holes still in evidence, can be seen near the baseball field. The great face of sheer stone is now carved with an inscription in memory of Robert A. Donato, a young soldier from Lincoln who died in 1971.

A large cemetery, located on the west bank of Olney Pond and enclosed by a fine stone wall, is the Olney family's burial ground. Set in a densely wooded section of the state park, this cemetery (like the quarry, the house foundations, and numerous sections of stone walls which once marked field boundaries) is a reminder that much of the area of Lincoln Woods was once inhabited and farmed and to the fact that what we often perceive as a natural landscape once had (and often still has) an historical dimension as well. Far from being the "pure, unadulterated nature" that P. R. Jones of Olmsted Brothers described, the land of Lincoln Woods had been inhabited and worked for decades before the park was created. Now a rough and picturesque place, Lincoln Woods is a resource not only for the town but for the entire Providence metropolitan region.

LONSDALE HISTORIC DISTRICT

Lonsdale is one of Lincoln's largest and best preserved mill villages. Set in the southeastern corner of the town between the Blackstone River and the Blackstone Canal, the historic district includes a substantial mill complex, mill housing built over several decades, and a number of public and institutional buildings. The village was developed by the firm of Brown and Ives which also built the counterpart village of New Lonsdale across the river in Cumberland (also included in the Lonsdale Historic District). See entries at Cook Street,

Front Street, Grant Street, Lonsdale Avenue, Main Street and School Street. (NR-LHD)

LONSDALE AVENUE

- 1501 Charles N. Robertson House (c. 1900):** A large, 2½-story, Colonial Revival, brick house, set at the southern entrance to the village of Lonsdale. The house has a hip roof with cross gables and a round turret-like bay at its southwest corner. The dentil cornice, granite sills and lintels, and a porch which wraps around the front and sides of the house relieve the severity of the brick walls. A large, wood-frame carriage house stands north of the house; lacking only its cupola, the carriage house is as well preserved as the main house. Like many large Victorian houses, the Robertson House is now a funeral home. An interesting old photograph of this house was published in *Once in a Hundred Years*; it shows the house and carriage house soon after their construction and, in addition, illustrates an early 20th-century street lamp at the curb. The house was built for Robertson, a Lonsdale Company manager. (NR-LHD)
- 1568 Lonsdale Baptist Church (1911):** A relatively plain Gothic church built in brick with granite trim, it is lit by paired windows set under pointed arches; its entrance is set in the base of a square tower at the northeast corner. The Lonsdale Baptist Church replaced the congregation's earlier building, a handsome Greek Revival church moved to the north on Lonsdale Avenue. (NR-LHD)
- 1570 Baptist Church Parsonage (1897):** A modest, 2½-story, cross-gabled, wood-frame house, its double hung windows are arranged in three bays across the facade. A porch with turned posts and cutwork brackets wraps around the front and north side. The house was built by Robert T. Coolidge of Pawtucket for the church. (NR-LHD)
- 1571 House (c. 1850s):** A 5-bay, 1½-story, flank-gable, Greek Revival house with a flat-roofed Doric portico and two large dormers. The house, listed in the 1862 map as the Lonsdale Baptist Church parsonage, is now shingled; it was no doubt originally clapboarded and the shingles may have covered corner boards or pilasters. (NR-LHD)
- 1572 Lonsdale Baptist Church, later Lincoln Town Hall (1843-1847):** The Baptist Church is a small, wood-frame, Greek Revival building. It is a single story, set gable end to the street, its gable given a wide cornice seeming to rest on the paneled cornerboards and forming a pediment which encloses a triangular window. The center door is topped by a large transom window divided by fretwork and capped with a molding which sits on tiny consoles. The tall windows have double-hung sash; they were once protected by blinds but are now bare.
- The Baptist Church was built by one of the first religious groups established in Lonsdale with the support of the Lonsdale Company. When built it was located at the junction of Lonsdale Avenue and Main Street and had a tall belfry set on the roof ridge. Lonsdale Baptists moved their services in 1911 to their present church; this building was sold to the town, moved north to its present site, and used as Lincoln Town Hall for some years. (NR-LHD)
- 1577 Kent House (1850s):** A 2½-story gable-roofed house; its single-story, end-gable extension of the facade has the wide cornice, corner boards, and doorway entablature which are characteristic of the Greek Revival. Members of the Kent family lived on both sides of the Blackstone in Lonsdale. (NR-LHD)
- 1638-1640 Lonsdale Mill Houses (1850s and 1860s):** These double houses on the west side of Lonsdale Avenue are 2½-story, 6-bay, flanking-gable, wood-frame structures, their doors with transom lights and molded caps set at each end of the facade. They represent the second stage of residential build-
1650-1652 by the Lonsdale Company, larger than the earlier houses on
1662-1664 Mill Street. (NR-LHD)
- 1647 Lonsdale Post Office (1909):** The Lonsdale Post Office is a small, symmetrical, monumentally conceived structure, one and a half stories tall, with small, 1-story flanking wings. It is very much in the Jeffersonian architectural idiom. The entrance, set in the main block, is recessed behind a pair of Ionic columns. The walls are brick with granite sills and lintels. The flat roof of the central block is surrounded by a balustrade. The handsome Lonsdale Post Office was built by the Lonsdale Company and leased to the federal government. It was designed by Hoppin and Field of Providence and built by Benjamin Smith of Pawtucket. A contemporary newspaper report described the building as "substantial and imposing. . . and practical throughout." The postmaster's office was once housed in one of the small wings; a 2nd-floor apartment was leased to a tenant. The building now serves as the Portuguese Calvary Baptist Church (NR-LHD)
- L-36 Lincoln Memorial Schoolhouse (1920-1922):** The Memorial Schoolhouse was the largest school in Lincoln when it was built. It is a 2½-story, flat-roofed, Neoclassical brick structure, U-shaped, with its two wings enclosing a columned portico. The school was constructed as a memorial to Lincoln's World War I veterans. It is built on the site of an earlier school built and owned by the Lonsdale Company; the company made a gift of the site to the town before construction of the Memorial Schoolhouse. The junior high school system was instituted in Lincoln there in 1938. (NR-LHD)
- 1649 Christ Church Parish House (1897):** The Episcopal Church's parish house, designed by Cram, Wentworth, and Goodhue, is a large gable-roofed hall, set gable end to the street, with one-story extensions on both sides. Built in a simplified Jacobean style, the parish house's heavy wooden central door is placed under a broad Tudor arch; over it is set a large

window with stone tracery. All of the rectangular windows have stone surrounds and mullions contrasting with the flat brick surface of the walls. The southern section of the parish house is a later addition. (NR-LHD)

1659 Christ Church (1883): This vaguely Romanesque, late Victorian church is located at the major intersection in Lonsdale, Front Street and Lonsdale Avenue. Built of rough-cut granite with brownstone trim, the walls buttressed, Christ Church is set under a broad, high roof which rises into a small, pointed belfry. Its square windows are placed deep in the walls and tucked just under the eaves. The two front entrances are set in small gable-roofed extensions and under the round arches which characterize the Romanesque style.

The present church replaced a large Greek Revival church on the same site, built in 1835 and burned in 1882. The Episcopal congregation enjoyed the support of the Lonsdale Company since its beginnings in the 1830s. When the old church burned, the company paid for this new building on the condition that the congregation raise the funds necessary for furnishing the interior.

A cemetery, which is older than the church itself, is located in the rear of the church on the high bank of the Blackstone. (NR-LHD)

1661 Lonsdale Hall (1869): Lonsdale Hall is a long, rectangular, red brick structure, covered by a gable roof, its segmental-head windows set between brick piers. The Hall was built by the Lonsdale Company and was designed to accommodate a variety of functions—community meeting space, library, reading room, and commerce. The first-floor storefronts (since modified, though the rest of the building is well preserved) were rented to small businesses. An 1888 drawing identified a drug store, a barber shop, and a dry-goods store. Also renting space was the J. J. Arnold Bakery, selling goods baked in a large frame building in Saylesville.

Located at the intersection of Front Street and Lonsdale Avenue, Lonsdale Hall, Christ Church, its Parish House, and the Lincoln Memorial Schoolhouse form the institutional center of Lonsdale, much as the mill located in the valley below was the economic center of the village. This is an interesting group, built over the course of half a century and defining this important intersection; each element of the group is worthy of preservation and should be regarded as a vital resource for Lonsdale. (NR-LHD)

1685 Dawber House (between 1846 and 1851): A once-handsome, now much altered, Greek Revival house, gable-end to street, two and a half stories tall. Old photographs show a flat-roofed portico with Ionic columns on the gable end, a roof parapet, and cornerboards. All have been removed and the 6-over-6 sash exchanged for modern replacements. The rear extension with its wrap-around porch was added soon after construction. By 1888, the house was occupied by John Dawber and his family. Dawber was the master mechanic for

the Lonsdale Company and later became assistant superintendent. (NR-LHD)

1695 H. W. Magoun House (c. 1885): This shingle house is a rarity in Lincoln, built in a simplified version of the Queen Anne style which was the height of fashion in the 1880s. The ground story is brick, the upper story and half is covered with shingles. The roof is complex-gable intersected by a hipped extension; at the corner the roof sweeps down from the ridge to shelter a small porch cut into the mass of the house. An 1888 drawing of Lonsdale shows a round turret set in the roof of the rear facade, but this has since been replaced by a shed dormer. The end-wall chimney stack is elaborated with picturesque variations in the wall plane: on the first story the wall is angled in to set off the chimney; on the second story the shingled wall is pulled out to form a small, shed-roofed bay which engulfs the chimney. Withal, this is a striking and unusually sophisticated dwelling. (NR-LHD)

1740-1744 Lonsdale Mill Houses (between 1851 and 1962): These two, 8-bay-long brick blocks are the remnants of a complex once three times its present size. The first houses built by the Lonsdale Company of brick, their doors are set in the second and seventh bays under transoms and, like the windows, are trimmed in granite. From this era on the company built all its housing in brick—not at all the usual course for Rhode Island mill owners. Most mill houses were of frame construction, but the Lonsdale Company's villages—particularly Ashton, Berkeley, and Lonsdale—are noteworthy for their substantial, rather English-looking, brick tenements. (NR-LHD)

1740-1744

1746-1760

Whipple Bridge (1979): Recently rebuilt, the Whipple Bridge carries Lonsdale Avenue in Lincoln and Mendon Road in Cumberland and connects the old and new villages of Lonsdale. The Blackstone River has been bridged here since the eighteenth century, pre-dating manufacturing at Lonsdale by many decades; Mendon Road connected much of northern Rhode Island to the city of Providence, and, as bridges were always the most fragile element of a transport system, town records are filled with references to the maintenance and repair of bridges at this crossing.

LOUISQUISSET TURNPIKE, Route 146

The length of Louisquisset Turnpike (1947) in Lincoln is named for Eddie Dowling, a noted figure of the New York stage in the first half of the 20th century. Dowling was born Joseph Nelson Gaucher in Woonsocket, but his family soon moved to Lincoln, where they lived in houses in Albion, Lonsdale, Prospect Hill, and Lime Rock. Dowling worked in the Lonsdale and Berkeley mills as a child until he left Lincoln for the vaudeville stage as a singer of illustrated songs and later as a musical comedy star. He organized the Homan Stock Company, toured several eastern cities, and appeared as a leading man at the Scenic Theater in Providence. He later

appeared in the Ziegfeld Follies and starred in several of Ziegfeld's comic operas.

Throughout the 1930s and 1940s, Dowling was involved in Rhode Island Democratic politics, through his close friendship with Franklin D. Roosevelt; the Associated Press reported that he was the only Rhode Island Democrat to support Roosevelt at the 1932 convention. He served as an administration appointee on the code authority for radio broadcasters. Dowling was chairman of the Stage and Screen Division of the National Democratic Party in 1932, 1936, and 1940. He announced his candidacy for the Senate in 1934 but later withdrew.

In mid-career, Dowling became as well known for his directing and production efforts as for his acting. He produced and starred in plays by Eugene O'Neill, William Saroyan, and Tennessee Williams, and became a leading figure in the legitimate theater; he was awarded four Drama Critics' Awards and a Pulitzer Prize.

In March, 1960, following a request by Lincoln's state legislators, the Louisquisset Pike was named for Eddie Dowling. The length of the Pike from the Lincoln line to the North Smithfield Expressway is now known as Eddie Dowling Highway. (See also inventory entries for Old Louisquisset Pike).

Mann House (c. 1850): A 2½-story, 5-bay, flank-gable Greek Revival house on the west side of the Louisquisset Turnpike, this house is significant primarily for its association with the Mann family who lived here in the last half of the 19th century; their cemetery is located about 400 feet west of the highway. The Manns had farmed in this area since the 17th century when John Mann purchased land in the northwest part of Lincoln. John Mann's son Thomas was a principal in the Unity Manufacturing Company, which began textile manufacture at Manville in the early 19th century; he was also Town Clerk, a member of the Town Council, and, later, Chief Justice of the Rhode Island Court of Common Pleas. This house, which seems to have been built for Thomas Mann, was probably a replacement for an earlier house. Thomas' son Stafford succeeded his father as Town Clerk; during their tenure in office, the Mann House served as the Smithfield Town Clerk's office.

Mann Cemetery (18th century): This is the Mann family's burial ground and includes grave markers from the 1750s to the 1870s. The cemetery is surrounded by a fence of iron rails and granite posts. It is planted with a variety of lilies and, in summer, is a pleasant, picturesque spot; it is a good example of the family cemeteries used by many of Lincoln's rural residents.

Mill Site (before 1831): A stone foundation, slightly west of the turnpike at Crookfall Brook. An 1831 map identifies the site as Paine's Mill; maps drawn later in the century identify

it as a saw mill. It was one of several mills built along the Crookfall in the 19th century.

The Milk Can (c. 1931): An ice-cream stand, built in the shape of an old-fashioned cream can, this structure is interesting both for its construction and as a rare example of the earliest period of fast-food merchandising. Located on a major highway and designed to act as a "sign," an immediate attraction to travelers on Louisquisset Pike, the Milk Can is a wood-frame structure, constructed of vertical boards with diagonal sheathing; its exterior is covered with matched boards. The "cap" and "handle" are fabricated from sheet metal.

The Milk Can is important because it illustrates several aspects of Lincoln's recent history—the prevalence of the automobile by the 1930s, the development of major highways through the town, and the growing importance of commercial strips serving an auto-oriented suburban community and supplementing the commerce of the villages. Examples of such mimetic architecture are relatively rare, and the Milk Can is unique in Rhode Island. (NR)

LOWER RIVER ROAD

920 **Quinnville School (1899):** A 2½-story, cross-gable structure, the Quinnville School is now a residence. When built it cost \$3689 and served fifty pupils.

1014, 1016, 1018, 1027, **Mill Houses (c. 1810-1815):** These four houses were built by the Smithfield Cotton and Woolen Manufacturing Company whose mill was located just across the Blackstone Canal on the towpath. They are all 1½-story, 5-bay structures with center chimneys, except for 1027 which has two chimneys and was built as a 2-family house. The houses at 1016 and 1027 have gambrel roofs; 1014 and 1018 have gable roofs. Together with the Kelley House and the mill site, they form the tiny mill village of Old Ashton, the earliest in Lincoln. (NR-OAHD).

MAIN STREET (Albion)

15, 29, 36-38, 54-56, 59-61, 64-66, 69-71, 72-76, 77-79 **Mill Houses (1840s):** These 2½-story, gable-roofed double houses line both sides of Main Street; they were built by the Albion Company to house their work force. Most have undergone renovation in this century, but their basic symmetrical forms remain to define Main Street. The houses are six bays wide; some have large central chimneys; others have two interior chimneys. Several of the houses have their doors set at each end while others have their doors placed in the second and fifth bays. Originally plain and severe, most have been modified with door hoods, modern siding, or picture windows. Despite its new siding, 15 Main Street is closest to its original exterior appearance; its fenestration is unchanged, and its twin doors still retain their flat surrounds, transom windows, and molded caps. (NR-AHD)

41-45 **The Long House (1840s):** This gable-roofed, 2½-story struc-

ture probably began as a multi-family residence similar to other mill houses on Main Street. Expanded later on its northern end to a long, 13-bay facade with doors at the southern end and the center, it served as a company boardinghouse. One of the few wooden mill houses in Albion not covered with modern siding, the clapboard boardinghouse has been little modified—its doors still retain their flat surrounds, transoms, and molded caps. Gable-roofed dormers have been added to its roof. This is a rare, intact survivor of a common mill-village building type. (NR-AHD)

53 **Houses (c. 1908):** See 41 School Street (Albion).

114 MAIN STREET (Lonsdale)

85-87, 89-91, 93, 97-99 **Lonsdale Mill Houses (1860s):** These four, wood-frame, 2½-story mill houses are located on the east side of Main Street, south of Front Street. Four bays wide, their doors with transoms are set at the center of the facade. (NR-LHD)

113-115, 117-119, 121-123, 125-127, 129-131, 133-135, 137-139 **Lonsdale Mill Houses (1840s):** Seven double houses, among the earliest built by the Lonsdale Company, they are 1½-story, flank-gable buildings set on cut-stone foundations, with 5-bay facades; each has paired central doors. Almost identical, they make a homogeneous line along the east side of Main Street north of Front Street. The seven houses vary only in the modern wall covering, which has replaced their original clapboards, and in the alteration of their doorways. The houses apparently once had a second row of windows on their facades, small windows tucked under the eaves to light the attic rooms. The west side of Main Street was lined with a row of similar houses until the 1920s—only two remain (numbers 172 and 168-170), but they are not nearly so well preserved as those on the east side. (NR-LHD)

148-150, 152-154, 156-162, 166-168 **Lonsdale Mill Houses (1920s):** These four, 2-story, brick houses were among the last built by the Lonsdale Company. They replaced a series of wood-frame, 1½-story, double houses constructed in the 1840s and are similar to houses built by the company in new Lonsdale, Cumberland.

The four houses are similar, though not identical to each other; 148-150, 152-154, and 166-168 are double houses; 156-162 has four units. Their cornice lines are raised into shed- or gable-roofed dormers to accommodate 2nd-floor windows; most windows are flat headed, though some are set under segmental arches. Their doors are sheltered by small hoods and porches of open trellis work. Of this handsome group, 152-154 is the least modified on the exterior. (NR-LHD)

MAIN STREET (Manville)

25-30, 45-52 **Mill Houses (before 1832):** The earliest extant company houses in Manville, these four are set on both sides of Main Street as it rises up from the Blackstone River bridge toward the high ridge on which the village is built. The houses are 2½-story, flanking-gable structures, five bays wide with

center doors and chimneys. Their entrances are decorated with typical late Federal trim—sidelights, wide entablatures, and a molded cap supported by tiny consoles. Such early mill houses were little different from any vernacular farm, town or city house of the day.

Manville Library (c. 1910): A small, 1-story, 1-room library built by the Manville Company for its village and now operated by the town.

Mill Houses (between 1870 and 1895): These five company-owned double houses are similar to those which line Chestnut Street: 1½ story, flank-gable, 5-bay structures, with paired center doors. They are set along a lane facing Main Street between Pine and Locust Streets.

Manville Dam (1868): This 250-foot stone dam across the Blackstone River is the last remaining industrial structure in Manville. Nearby is the shallow trench of the Blackstone Canal, which passes through the woods along the riverbank; while still visible, this is not the best preserved section of the canal. The great mill complex on the Cumberland side of the river in Manville, which was the economic center of the village and one of the largest mills in the country, was destroyed by fire and flood in the 1950s.

MARTIN'S WAY

Martin's Way Bridge (1924): The bridge at Martin's Way consists of two spans—the western half is a wooden truss bridge; the eastern side was rebuilt after the 1955 hurricane. The bridge connects the community at Quinnville to the Cumberland village of Berkeley; the crossing here has been bridged since the mid-19th century when development along Lower River Road was oriented to the Cumberland side of the river.

NEW RIVER ROAD

Mussey Brook Bridge (1856): A stone arch bridge, 53 feet long and built of rubble. The Mussey Brook Bridge was built by the Albion and Manville Companies as part of their private road joining the two villages. The road (now New River Road) and bridge were later accepted by Smithfield as a town road and the two companies were reimbursed for their construction expenses. The concrete top courses on each parapet date from 1927.

OLD ASHTON HISTORIC DISTRICT

The earliest of Lincoln's textile-mill villages, Old Ashton dates from the second decade of the 19th century when the Smithfield Cotton and Woolen Company built a small mill near the river and four small houses for workers. In the 1870s the Blackstone Canal was cut through the village, leaving the mill on the towpath. The mill estate changed hands several times in its early years and was at times known as the Kelly Factory, the Sinking Fund Factory, and the

Olney Factory. In the 1840s, it was purchased by the Lonsdale Company and produced sheeting until 1869, after which it was used as a storehouse for the Lonsdale Company's new mill across the river at Ashton. Bridges at Ashton and at Martin's Way to Berkeley (another Lonsdale Company village in Cumberland) provided easy access to the opposite side of the river; the later 19th-century residential development on Lower River Road appears to have resulted from this connection to the thriving villages of Ashton and Berkeley. In 1935, the Ashton Viaduct replaced the earlier Ashton Bridge, and it appears that, during construction, remnants of the Old Ashton mill were finally demolished. The new bridge bypassed Lower River Road, and the Old Ashton District was left at the end of a dead-end road. Though the mill is gone, the other elements of the district remain in place, are well preserved, and are recommended for the National Register. (See entries at Blackstone Canal Towpath and Lower River Road.) (NR-OAHD)

OLD GREAT ROAD

No historic buildings remain on this short stretch of Great Road (1683), just off the Louisquisset Pike; however, fine, dry-laid stone walls line both sides of the road—they are worth preserving, not only for their own beauty and the craft exhibited but also for the ambience they give this rural road.

OLD LOUISQUISSET TURNPIKE, Route 246

The Old Louisquisset Turnpike (1805) was built and operated by the Louisquisset Turnpike Company, chartered by the state legislature to construct a road connecting Lime Rock to Providence. The pike was constructed by Warren Batcheller who directed the construction of many Rhode Island railroads and turnpikes, including the Douglas, Smithfield, and Mineral Spring Pikes. Building funds were raised by the sale of two hundred shares, purchased both by the financial leaders of Providence and by many of the landholders along the route. Elisha Olney, the first president of the pike company and owner of ten shares, lived in a house on the site of the present State Police Barracks; Asa Arnold, the first treasurer, lived on the farm which is today the site of Lincoln Greyhound Park. While neither of the houses survives, the one owned by Daniel Jenks, first secretary of the corporation and later its president, does remain at 1730 Old Louisquisset Pike. Another building connected to the early history of the pike is North Gate, the toll-keeper's house.

One of the longer-lived turnpike companies, the Louisquisset Turnpike company operated until 1870, supported by the tolls of the lime carters bringing their product to Providence. By the 1830s, the landholders along the route of the pike had acquired about two-thirds of the stock; they collected both dividends from their stock ownership and fees for maintaining the road as it passed near their properties.

The turnpike was paved in the 1920s and connected to the

upper reach of Great Road, extending its route north to Woonsocket. In 1947 it was replaced as a principle north-south route by the new, limited access Route 146 (Eddie Dowling Highway). The newer highway is known as Louisquisset Turnpike; its early predecessor, paralleling its length to Lime Rock, is called Old Louisquisset Pike.

1406 Elliott-Harris-Miner House (c. 1710; c. 1850): The Elliott-Harris-Miner House actually consists of two separate dwellings joined by a short wing. Facing Louisquisset Pike is the c. 1850 house—a 2-story bracketed structure with simple detailing: brackets at the cornice line, a front porch, and bay windows. A kitchen wing at its back joins the bracketed house to an unusual and interesting earlier house. Small even by the standards of the 17th or 18th century, this is a 1½-story, center-chimney house, only three bays wide. Set on either side of the massive chimney are the two rooms, each with a well preserved fireplace. As in 5-room houses, the front door opens into a small hall, here containing only a cupboard and a ladder to the garret. This small house does not appear on early 19th-century maps, though it is obviously older and may, in fact, be Lincoln's earliest center-chimney house. (NR)

1462-1466 J. Hawkins House (between 1846 and 1851): a 2½-story Italianate-Bracketed structure, the Hawkins House is three bays wide, with center door, paired windows, and cornice brackets. Members of the Hawkins, Bradford, and Slocum families lived here in the 19th century.

State Police Barracks (1931): The State Police Barracks is a 2-story, Colonial Revival brick building, its central section seven bays long with a 1-story flanking wing on each side, designed by Frederick Jackson. The central entrance is set between Doric columns. The Rhode Island State Police force was created in 1925 by the General Assembly, and, in 1930, plans were developed for a series of permanent barracks. Before the 1930s, the state had rented temporary facilities. The Lincoln Barracks was the first of the new structures to be completed and, for a time, served as the headquarters for the entire department.

Lincoln Downs (1947): Now Rhode Island's only dog-racing track, Lincoln Downs was in the 1950s one of New England's premier horse tracks. Built in 1947 by the Burrillville Racing Association, the track enjoyed proximity to the newly opened Louisquisset Pike (Route 146) by which racing fans could easily reach the new facility. Built on the old Comstock farm, the expansive site included a long grandstand (whose design required only seven beams to support its roof), a clubhouse, horse fields and paddocks, a number of barns (some of them now replaced by dog kennels), and acres of parking. Disputes over the length of the season and Sunday racing plagued the operators throughout the 1960s, and in 1976 greyhounds replaced horses at Lincoln Downs.

1730 Jenks House (c. 1740-1760): The Jenks House is a typical,

2½-story, 5-bay, center-chimney house with a 5-room plan. Additions have been made on both sides of the house but have not compromised its integrity. Its interior details are typical of mid-18th-century buildings: its 3-run stair is decorated with a ball cap on the newel post and acorn drops on the angle posts; a large cooking hearth in the north front room indicates that this room served as a kitchen; over the fireplace of the central back room is an open cupboard; and old floorboards, hardware, and doors remain throughout. The Jenks House is significant both as a well preserved, mid-18th-century house and for its association with two important families. The house was constructed by the Jenks family; of special importance is Daniel Jenks (1771-1865), who was a leading figure in Lime Rock, a large land-owner, a charter member of Mt. Moriah Lodge, and both a large shareholder and officer in the turnpike company which built the road running in front of his house. The house was owned in the early 20th century by the Gilbane family, whose patriarch immigrated from Ireland and whose Providence-based construction company has grown into national importance. (NR)

Lime Kiln (probably 19th century): This is a large kiln, now in ruins, hidden in a clump of trees near the entrance to the Flanagan Campus of Rhode Island Junior College. About ten feet tall and built of rubble stone, the kiln may have been associated with the Dexter quarries to the east. (NR)

Dr. William F. Flanagan Campus of Community College of Rhode Island (1971): Named for the founder and long-time president of the state's junior college, the Flanagan Campus was designed by Robinson Green Beretta. Originally located in the center of Providence, the junior college now operates in two suburban campuses—one in Lincoln and one in Warwick. Both are located near major highways allowing easy access to their largely commuter student bodies.

William M. Davies, Jr., Vocational School (1971): A sprawling, flat-roofed, concrete structure built on five levels, the Davis Vocational School was designed by Perkins and Will of White Plains, New York, and Robinson Green Beretta of Rhode Island. Its interior, where ramps connect the various levels, is painted in bright colors. Like its neighbor, Community College of Rhode Island, it is easily accessible to its students via Route 146 and, in fact, serves four communities (Pawtucket, Central Falls, Smithfield, and Lincoln). One of nine vocational high schools owned by the state, it is the only one administered by the state and offers both academic and vocational studies.

Simon Aldrich Farm (c. 1760): The Aldrich House is a 2½-story, 5-bay structure, with a large, brick, central chimney and a pedimented central entrance. The Aldrich House is a fine and well preserved (both on exterior and interior) example of houses built in the mid-18th century, but the set of outbuildings surrounding the house are even more rare. This is by far the most complete early farm complex left in Lin-

coln. Most of the dependencies exhibit heavy post-and-beam construction, and some may date from the 18th century; they include two shingled barns (one at each end of the complex), set on fieldstone foundations with plank doors and iron strap hinges; a board-and-batten shed; a privy; a corn crib on stone pilings; a gable-roofed carriage house; and a well house. In addition the property is graced by fine stone walls and old trees. The Aldrich cemetery is in back of the house. The Aldrich fields originally stretched on both sides of the Louisquisset Turnpike and has been owned by only three families in its history—the earliest Aldriches seem to have operated a general farm here. By the 20th century, the farm was producing vegetables and dairy products for sale locally. (NR-LRHD)

North Gate (1807 and later): North Gate is a long, gable-roofed building, its six bays unevenly spaced, reflecting the several additions made since it was built as the northern tollhouse on the Louisquisset Turnpike. It was built by the pike company to house the tollkeeper and as a company meeting place. The turnpike encouraged and was supported by the commercial traffic of the lime business. The construction of North Gate was authorized by the company in 1807 and completed in 1808. Winsor Aldrich, the builder, was paid \$319 for its construction. In 1810 Stephen Thornton, the tollkeeper, added a kitchen to the original 20-by-20-foot dimensions. The tollhouse served as a hotel for turnpike travelers from the 1850s. When the turnpike company was liquidated in 1870 the building passed into private ownership and was rented out with a small farm.

In 1904, the building was acquired by the Lime Rock Grange Number Twenty-Six (Patrons of Husbandry). The Grange movement affected almost all sections of the United States where agriculture was a significant enterprise. Especially in the upper Middle West, the Granges were politically active and successfully promoted railroad rate-setting legislation. In other areas, like Lime Rock, the Grange was primarily a social and educational organization. The Lime Rock Grange flourished in the first quarter of the 20th century and was the focal point of the social life of the still-active Lime Rock farming community. Lectures on the "Economics of Poultry Raising," "The Management of the Dairy Herd," and the like supplemented the round of dances and strawberry and harvest suppers.

By the 1960s, however, local Grange membership had dwindled and, in 1971, the Blackstone Valley Historical Society acquired North Gate for use as their headquarters. Today the building houses the Society's meetings, its reference collection, and a small display of artifacts. The Society has begun a long-range program of restoration and rehabilitation to restore North Gate to its early 20th-century appearance. (NR-LRHD)

Jonathon Harris House (1742): Harris' house is a 5-bay, 2½-story, center-chimney dwelling, at the junction of Old Louis-

quisset Pike and Wilbur Road. Its center door is set under a portico and its windows are capped with splayed lintels with keystones; these details indicate that the house was remodeled in the Federal style; probably about 1810. Jonathon Harris was a brother of David Harris who led the development of the lime industry in the second half of the 18th century. Jonathon Harris farmed here, but he had extensive holdings and sold the lime on his property to his brother. Charles F. Easton, Lincoln Town Clerk, owned the Harris House in the late 19th century. (NR-LRHD)

North Hill Quarry (late 18th century): Now filled with water, this may be one of the oldest quarries in Lime Rock. (NR-LRHD)

Kilns (late 18th and early 19th centuries): A pair of lime kilns on the west side of the turnpike. The northern one is probably older; built on a single-arch base, it is cut into the edge of a rocky embankment and faced with stone. The southern one, in better condition, consists of a tall cylinder on a base with four arched openings; it is built of cut stone and rubblestone and brick. The sheet of iron, wrapped around the cylinder and held with bands, is a later addition. The limestone processed in such kilns was dug from nearby quarries from which groundwater had to be almost constantly pumped. The stone was then carted to kilns like these. The kiln was filled with alternate layers of wood and limerock; set afire, the contents burned slowly, for about seven days. The large kilns at Lime Rock held up to five hundred casks of lime each, though with the wearing away of the interior lining they sometimes exceeded that capacity by fifty casks more. Once alight, the kiln required constant regulation for seven days; two men worked on each shift of twenty-four hours and were responsible for attending the kiln, for adding fuel as necessary, and for assuring a proper draft for the fire by adjusting the doors at the kiln's base. The burnt lime was then shoveled out from the base of the kiln, packed into casks, stored in the lime house, and carted into Providence for marketing. (NR-LRHD)

Lime House Ruins (early 19th century): Located on the east side of Old Louisquisset Pike are the ruins of two 2-story lime houses, used for storage of filled lime casks before their shipment. Built of stone rubble, only sections of walls remain; one of them shows evidence of an earthen ramp probably used for rolling casks from ground level to the second story. These ruins are important documents in the history of the lime industry—disintegrated past the point of feasible restoration, they should be at least stabilized to prevent further deterioration. (NR-LRHD)

OLD RIVER ROAD

Cemetery (early 18th century): This is one of the earliest cemeteries in Lincoln; the earliest readable marker is dated 1710; most of the markers date from the early 18th to early

19th centuries. Members of the Sprague, Arnold, Dexter, Thayer, and Clark families are buried here.

Whipple-Cullen Farm (c. 1740): The Whipple House is a standard, 2½-story, 5-bay, center-chimney house. The entrance porch is a later addition, as is the Victorian porch on the side. Well preserved on the interior, it still exhibits the heavy cased corner posts and fireplaces typical of its date; an elegant Adamesque swag detail at the cornice of the right front chamber is a Federal addition. The house was probably built by Job Whipple, member of an important early family in Lime Rock. The farm remained in Whipple hands until the 1870s; of particular interest are owners Stephen Whipple and Simon, his son, both of whom were extensively involved in the local lime industry and in Smithfield town affairs. Simon Whipple was also connected with the Smithfield Woolen and Cotton Manufacturing Company, whose mill was located on the nearby Blackstone Canal. In the late 19th century, the farmstead and its lands were converted into a dairy farm by the Cullen family; the dairy continued to operate into the mid-20th century, and the farm buildings are still surrounded by open fields. North of the house stands the Cullen barn—a long gable-roofed structure, still well preserved. (NR)

100 **Lincoln Town Hall (1965):** A long brick building, its windows set between concrete piers, the Town Hall houses the administrative offices of the town and its police department. Like the Lincoln High and Middle School, this important town building is located on a major road, in a central location, quite apart from any of the villages. It was designed by Alfred Kozar.

Lincoln High and Middle School (1964-1965, 1970-1971): A long, low, rambling school complex, its six major wings connected by passageways, this modern building houses both the high and middle schools. The school is centrally located, at the intersection of two major roads and is surrounded by wide lawns and athletic fields. Between 1895 when Central Falls was set off from Lincoln, taking with it the Lincoln High School on Broad Street (now Central Falls City Hall), and the construction of this building, Lincoln's secondary students attended school in neighboring towns.

St. James Cemetery (1880s): This cemetery, the largest in Lincoln, is associated with St. James French Catholic Church in Manville, founded in 1874. Large trees and finely laid stone walls surround it. The grave markers date from the 1880s and on; most are ordinary examples of 20th-century funerary craft; however, some early markers are amateur-made, hand-lettered cast concrete.

PEARL STREET

World War I Monument (1919): Manville's monument to its World War I veterans is a polished granite pillar topped by a globe; it is surrounded by an iron fence and set in a small

"square" between Almeida and Pearl Streets. Dedicated at a public ceremony on May 31, 1919, the Manville monument was the first of its kind to be erected in Rhode Island, and it is said to be the first in the United States.

PROGRESS STREET

- 60 **House (c. 1935):** A large, suburban colonial house, gambrel-roofed, three bays wide, with a center doorway—typical of many houses in Saylesville Highlands. A similar house is at 63 Progress Street.

QUINNVILLE

(See Old Ashton Historic District.)

RAILROAD STREET

House (between 1846 and 1851): Set at the corner of Spring and Railroad Streets, this is one of the Manville Company's largest houses: two-and-a-half stories, flank gable, with a rear ell. Its center door is topped by a wood fan, now obscured by a modern hood. Nearby on the corner of Railroad and Winter Streets is Manville's monument to the veterans of the Korean and Vietnam conflicts—a bronze plaque mounted on a rough granite slab.

SAYLES HILL ROAD

- 1 **Mowry House (18th century):** A 2-story, 5-bay, center door and chimney residence, the Mowry House has recently been restored and some of its details substantially reworked; it remains, however, a good example of the houses built in Lincoln in the 18th century, with most of its details and its basic form unaltered. The over-scaled entrance is a modern replacement. The Mowry family figured large in the history of northern Lincoln. They were major landowners from 1666 when William Minnion sold 2,000 acres in this vicinity to Edward Inman and John Mowry of Providence. Tradition holds that Inman settled near Lime Rock while Mowry located here on Sayles Hill.

Cemetery (18th century): Some of the grave markers in this cemetery date from the 18th century, though most date from the first half of the 19th century and record the burials of the Mowry, Wing, Lapham, and Gully families. Notable are the several stones carved by John Tillinghast of Providence in the 1830s. These severely plain markers are simple rectangles of hard blue slate, with only words carved on them. Tillinghast carved the marker's legend in shallow Italic script, reserving the more deeply cut Roman letters for the name. His stones have a delicacy, a lightness, and a fineness which makes them excellent examples of the calligraphic and carving crafts.

- 199 **Aldrich House (early 19th century):** A 1½-story, 5-bay, Greek Revival house, the Aldrich House has a center door with a simple pedimented porch. The house is built on a standard 5-room plan with a center stair; it is now covered

by modern siding, but its dentil cornice and the triglyph frieze on the porch are still visible. A well house is attached to the west side. The dwelling was probably built by Augustus Aldrich; members of the Holley and Hendrick families owned it later in the 19th century.

SAYLESVILLE HISTORIC DISTRICT

The Saylesville Historic District includes a large industrial complex, several dozen houses (including many built by the company for its workers and managers), a church, post office, community building, and club house. The newest of Lincoln's industrial villages, Saylesville dates from 1847 when W. F. Sayles began a bleaching operation here; in the late 19th and 20th centuries, the Sayles operations were among the largest finishers of textiles in the nation. The factories here were personally directed by Sayleses until 1920; workers were housed in an unusual (for their variety) collection of dwellings built by the mill owners extending from Central Falls to Great Road. The boundaries of the Saylesville National Register District include the east side of Smithfield Avenue, Chapel Street (and some of their side streets), Woodland Court, Pond Street, Industrial Circle, and a section of Walker Street. (NR-5HD)

SCHOOL LANE

Manville School (1912): A 2-story brick schoolhouse with corbeled cornice and a central entrance tower (looking very much like a textile mill tower), the Manville School was built by Lincoln to replace an earlier school on the same site. Recently the school was converted to apartments; unfortunately, its fenestration was modified during the conversion, but it is, nevertheless, an instructive example of the potential for adaptive re-use of outdated school buildings.

SCHOOL STREET (Albion)

Albion Mill Complex (c. 1850-1921): The components of the Albion Mill Complex are set on the banks of the Blackstone River, at the foot of School Street's long slope down from Main Street. The complex consists of a large mill, a company office, two important bridges, and an unusually intact water-power system. The Albion Mill itself is a long, narrow, red brick building, constructed in four separate stages. Located in deep valley of the Blackstone, the mill is oriented north-south, parallel to the river. In the center of the mill is its oldest section, 120 feet long, built c. 1850; originally four stories tall, its fifth story was added at a later date. At the south end is a section built in 1874; a hundred feet in length, it doubled the size of the mill. Both sections have heavy cornice brackets and cast-iron lintels and sills on their regularly spaced, rectangular windows. In 1909, a 5-story mill was built on the north end of the 1850 section; it lengthened the complex by yet another hundred feet and differs from the earlier sections in that its brackets are smaller and its windows have segmental heads. This section of the mill was built by mill workers rather than contractors; it was con-

structed under the personal supervision of William Erskine, the superintendent of the mill. Anticipating yet another addition to the building, the designer of the mill located its tower at its northeast corner; in 1921 the northernmost extension was constructed and the tower now projects from the facade of the two latest sections. Seven levels high, the tower has roundhead windows flanking its freight doors and in the belfry. A heavy corbeled cornice supports its flat roof.

The earliest mill on this important fall of the Blackstone was constructed in 1823; a stone structure, about a hundred feet long and fifty feet wide, it survived until 1908 when it was demolished to make way for the 1909 section of the present mill. A group of partners built a stone mill for a spinning operation; they later added wooden mills to their plant—only one survives and it only in part—located on School Street.

The present mill was built by the Albion Company, which was owned by Harvey and Samuel Chace. The Chaces owned the Albion Company as well as the Valley Falls Company and (for a short while) the Manville mills—a small Blackstone Valley textile empire which they built up after their emigration from Massachusetts. In the 1890s the mill estates of the Albion and Valley Falls Companies, both owned by the Chaces, were exchanged in an elaborate trade, and the Albion mill became the property of the Valley Falls Company. The change in ownership occasioned no great change in the operations of the mill, however, since the Chaces never personally supervised the mill but left its day-to-day operations to their salaried superintendents who were consequently the leading personages of the village. The company operated the mill until 1962, in its later years under the names Berkshire Fine Spinning Associates and Berkshire-Hathaway.

The Albion Company ran both cotton-spinning and weaving operations here; in the 1870s, they ran 26,000 spindles on the upper floors and 464 looms in the lower stories. The handsome mill is now used by American Tourister, a luggage manufacturer—a testimony to the utility of older factories for modern use.

Several notable machines survive in the mill's basement: three pairs of inward-flow turbines mounted on horizontal shafts, a water pump built by Fales and Jenks of Pawtucket, and a post-1915 steam engine.

The Albion Company's office is a small, red brick, gable-roofed building, located on the east side of the mill. It served not only as the managerial center of the adjacent factory's operations but also as a cloth room.

A wooden gatehouse straddles the mill trench and is located just north of the mill on the opposite side of School Street. It was probably constructed c. 1916 when the dam was rebuilt. While many textile factories remain today, the fragile elements of mill water systems like this gatehouse are relatively rare. This one is especially noteworthy since the gate and its manually operated rack-and-pinion hoists also survive. The

gate was raised and lowered to regulate the flow of water into the trench. The mill trench itself, though now dry, is well preserved—it is actually a section of the Blackstone Canal; it flows southward from above the dam, under School Street (where it is bridged by one of a notable pair of iron bridges), along the western wall of the mill, where it branches under the mill, and back into the river.

A pair of iron bridges joins the village of Albion to Cumberland. One of the bridges passes over the Blackstone River; the other passes over the Blackstone Canal, which served as the mill trench. The two bridges were constructed by the Boston Bridge Works, who manufactured bridges for a number of towns and cities in Massachusetts, including Lowell, Lawrence, Amesbury, and Newburyport. Both of the Albion spans are Pratt pony-truss bridges, of pinned and rivetted construction; the trench bridge (1887) is 86 feet long; the river bridge (1885) is composed of two 211-foot spans supported by a central granite pier. Both have cantilevered sidewalks with cast-iron railings, decorated with rosettes. The wood road deck on the trench bridge remains, but the deck has been resurfaced on the river bridge.

Hundreds of metal truss bridges such as the Albion bridges were built throughout the United States in the late 19th and early 20th centuries. They were fabricated by bridge manufacturers then shipped to the site where they were erected. American engineers experimented with a number of metal truss forms for these bridges, and they are among the best representatives of American engineering and technology. The Pratt truss of the Albion bridges was the most widespread form of iron truss in the United States, and this pair are among the finest of such bridges remaining in Rhode Island. Now almost a century old, bridges like these are candidates for replacement. (NR-AHD)

Monument (1918): Set on a small grassy lot between the intersection of School and Main Street and the Albion Mill, this statue honors the village's citizens who fought in World War I; their names are inscribed on the base of the monument which depicts a young soldier holding a rifle. (NR-AHD)

27-33 **Green Mill (1830):** One of the three early mill buildings at Albion and the only one to survive, the Green Mill has been reduced in size, modified, and moved; but despite this it is still a valuable element of the village. The mill is two stories high with a clerestory monitor; when built it was 120-by-40 feet, but it is about half that length now. Built on the river, it was moved in the late 19th century to School Street and converted to housing. Its basic form, regularly spaced fenestration, and clerestory still vestigially suggest its origins as a mill. Similar, small, wood-frame factories were common among the first and second generation of textile mills, but it is rare that one survives in the context of a mill village, since they were for the most part replaced by later masonry mills. (NR-AHD)

41 **Houses (c. 1908):** With 53 and 114 Main Street, these red
92 brick tenements were constructed for mill workers by the
98 Valley Falls Company, under the supervision of William
104 Erskine, superintendent, as part of his ambitious plan to make Albion a model company village. The first housing in Albion built of brick (which had heretofore been used only for the mills), these houses are substantial, 2½-story structures, their gable roofs broken by a large dormer in front creating more livable space in the attic story. The windows, set under brick segmental arches, are spaced regularly, five bays across the facade. The long 2-story porches built across the front of the houses were originally only a single story tall with a balustrade. With the many alterations in the earlier wooden mill houses, these brick houses are the best preserved of the company-built houses in Albion.

Probably built soon after these six were the several similar but slightly different houses; scattered throughout the village, they seem to have been built on the sites of earlier wood houses. Those at 103, 96-100, and 109 Main Street and 49 School Street resemble the earlier houses except that two small dormers replace the larger one; at 103 Main Street the gable roof has been replaced by a straight-sided mansard. (NR-AHD)

Saint Ambrose Church (1895): A simple, shingled church building, Saint Ambrose has lancet windows and a tower at its southeast corner. Its entrance has been modified. Albion's French-Canadian Catholics were served by a mission from Ashton between 1872 and the opening of this church. A rectory adjoins the church on the west side; a small school (now closed) is set on the east side; the parish cemetery is behind the church. (NR-AHD)

55, 61 **Houses (1870s):** A group of four mill houses constructed by
67, 75 the Valley Falls Company to house workers at the Albion Mill, these are 2½-story blocks with high mansard roofs. Symmetrical fenestration is arranged in five bays across the facades; the center entrances were originally decorated with bracketed hoods—only 67 School Street retains a hood. Dormers light the attic space under the mansard roof.

Probably built in the 1870s, the houses do not appear on an 1870 map but are shown in an early photograph dated c. 1880, which shows the original clapboards (now covered by modern siding) and suggests that the four houses were originally painted in two colors, their flat window and door surrounds, dormers, and corner boards contrasting with the walls. (NR-AHD)

SCHOOL STREET (Lonsdale)

3 **House (between 1846 and 1851):** A 3-bay, 2½-story, Greek Revival house; its center door has a flat entablature; the house is set gable-end to the street, with its cornerboards and wide cornice seeming to support the pediment of its gable. (NR-LHD)

6-8 **Mill Houses (between 1846 and 1851):** Three double mill
7-9 houses built by the Lonsdale Company, these are identical
14-16 to the mill houses on Lonsdale Avenue. (NR-LHD)

17 **House (between 1851 and 1862):** This is a 3-bay, 2-story, Greek Revival house, set gable end to the street, a wide cornice setting off the gable as a pediment. The entrance is located on the side under a pedimented porch. A 1-story addition to the back of the house was constructed between 1870 and 1888.

The house is identified on an 1862 map as a school and is probably the origin of the name of School Street. The school here was most likely a small private operation since a schoolhouse at the corner of Front Street and Lonsdale Avenue, owned and built by the Lonsdale Company, was also operating in the 1860s. (NR-LHD)

SHERMAN AVENUE

Aldrich House (c. 1750): An extensively altered early building, the Aldrich House was originally a 3-bay half-house—the vestiges of its original form may be seen on the south side of the structure. The hip roof and the newer facade facing the street are later changes. Members of the Aldrich family lived here in the 19th century.

Lime Kiln (18th Century): Located just off Sherman Avenue near its intersection with Route 146, this is a rubble-stone, circular kiln, built into an embankment. One of the largest kilns in the area, this one illustrates well the fragility of these industrial relics—long abandoned, small trees growing in its center, the kiln is located near the road and is deteriorating rapidly. As it seems never to have been modernized with brick or iron, this may be one of the oldest kilns in Lime Rock. (NR)

SMITH ROAD

The western section of Wilbur Road (past its junction with Route 146) is identified on some maps as Smith or Jeremiah Smith Road. In this report, the nomenclature of Lincoln's town map is followed, and buildings on this stretch of road are identified as located on Wilbur Road.

SPRING STREET

12-14 **Mill Houses (1870s):** These three double houses in Manville
17-19 face interior yards rather than the street; they are 1½-story
54-58 7-bay structures. Despite their date, their form and details are Greek Revival, including attic windows and center doors with entablatures.

SUMMER STREET

Mill Tenements (c. 1890): The last and largest mill housing complex built by the Manville Company, these are long multi-unit, 2-story blocks set between Summer, Spring, and Winter Streets, their windows and doors set under segmental

arches. In the late 1960s, the tenements were renovated as apartment buildings—stucco and clapboard surfaces were applied to their walls and “colonial” porches added. Despite these historically inappropriate changes, these remain unusual and interesting buildings.

TWIN RIVER ROAD

Angell House (18th century): Now surrounded by second-growth forest rather than fields, the Angell House is typical of those built by Lincoln’s early farmers: 2½-stories tall, with a center entrance, chimney, and stair. Its door is surmounted by a pediment; its window lintels are splayed on the first floor; on the second the cornice board breaks out around the window tops. One Federal mantel remains on the interior. Among the most interesting features of the Angell House is the gambrel-roofed, 1½-story, 1-room ell on the west end. A wide brick fireplace with bake oven fills almost half of its far end. The ell was probably the first home of the builder since it appears to have been constructed independently (and probably earlier) than the larger house. An early sun dial is carved on a flat rock in the rear of the house.

UNION STREET

Houses (between 1870 and 1888): Set along both sides of Union Street are several multi-family workers’ houses—2½-stories tall, built on brick foundations, with flank gable roofs, they are five bays wide, with center doors under bracketed hoods which are virtually their only decoration. Of a type found on many streets on Prospect Hill, they are spare but substantial houses, constructed in an area of expansion in Lonsdale; for the most part they housed bleachery workers. Many of these houses have been re-sided; they were originally shingled or clapboarded. The stripping of the asbestos and other artificial siding and the replacement of the door hoods where they have been removed would recreate a pleasant streetscape on Union Street. Other similar houses are found throughout Prospect Hill on Pleasant Street (65, 88, 89, 104, 116), Yates Street (26, 29, 32, 34), and Arnold Street (38, 58, 64, 77).

WASHINGTON HIGHWAY

Ashton Viaduct (1934-1935, 1942-1945): This is a reinforced concrete bridge, stretching over 900 feet across the Blackstone River, carrying Washington Highway from Lincoln to Cumberland. The bridge rests on a series of narrow arches, the central arch rising almost 160 feet, and on high supporting piers. Ashton Viaduct was designed by Samuel Engdahl of the Rhode Island Department of Public Works; he later became Chief Bridge Engineer for that department. The substructure was built in 1934-1935 and the superstructure and roadbed were completed in 1942-1945; the bridge was redesigned for a wider roadway in the interim. Ashton Viaduct is included in the Historic American Engineering Record, whose author cites it as “handsome example of concrete arch construction and the longest bridge of its type in

the state.” This bridge, an important example of modern engineering techniques in Rhode Island, deserves the same interest as many of Lincoln’s older bridges.

The viaduct is located at the site of an historic river crossing; this spot has been used as a ford since at least the 17th century, when it was known as Pray’s Landing or Pray’s Wading Place. It is not known when the river was first bridged here, though town records of the 19th century reveal that attention was consistently paid to bridges at this crossing. The costs of construction and repair were usually shared by Lincoln and Cumberland. The present viaduct replaced an iron bridge constructed here in 1899.

Great Road Section: A little known and presently unused section of Great Road stretches from Washington Highway to the cloverleaf of Route 146. With its unpaved surface and stone walls, it shows what the Great Road must have looked like in the 19th century. (See also entry for Great Road.)

Blackstone Valley Electric Company Office and Plant (1966):

The Blackstone Valley Electric Company office building is a 2-story, U-shaped structure, its windows set in tall narrow arches forming an arcade across the center of the building. Its presence here is indicative of the growth of industry along Lincoln’s major highways: in the 1960s and 1970s several large industrial buildings were constructed along Washington Highway, taking advantage of the easy access to the highway system.

Lincoln Mall (1975): The only shopping mall in Lincoln, this is a sprawling complex, with stucco and pebble-finished walls and metal hoods marking the entrances. It exemplifies the automobile-orientation of late 20th century commerce in its single-story height, its wide parking lots, and its location on a major highway.

WILBUR ROAD

Lime Rock Baptist Church (1886): This single wood-frame church with a stick-work decorative vergeboard in its gable replaced an earlier Baptist church in Lime Rock. In 1975, the congregation moved into its third home, on Great Road. The former church building is now used as a custom furniture shop. (NR-LRHD)

Wilbur Road Schoolhouse (c. 1850): A 1½-story, end-gable, clapboard, Greek Revival schoolhouse, set on a high brick basement. The bay window is an addition; the building is now a residence. (NR-LRHD)

David Wilbur House (between 1750 and 1775): The Wilbur House is a 2½-story, flank-gable, 5-bay house; a gambrel ell with Doric porch is attached to its east end. The pedimented central entrance has fluted pilasters. The house was owned in the second half of the 19th century by Stephen Wright, a major lime producer, and a member of the Lincoln Town Council. (NR-LRHD)

Lime Kiln (probably late 19th century): Just east of the water-filled Middle Hill Quarry, this kiln was probably built by Stephen Wright. It has four arched openings at the base and seems to have been constructed of stone originally then later modernized with brick and sheathed in iron. (NR-LRHD)

Conklin Limestone Company Quarries and Plant (20th century; many additions): The limestone crushing plant sits at the north end of the large and still active South Hill Quarry; it is a complex of interconnected, gable-roofed, frame structures, much added to and modified. The crusher is built on the site of the Harris Company’s office building; the Conklin Company is the corporate successor of the Harris and Dexter companies. Limestone boulders are crushed into smaller sized rocks which are then carried by conveyor belt to a hammer mill where they are smashed into a variety of sizes from pebbles to powder. The Conklin Company’s primary product is agricultural lime. North of the crushing plant is the Middle Hill Quarry, a deep mine now filled with water. (NR-LRHD)

Jeremiah Smith House (c. 1790): A fine Federal house, the Smith House is a 2½-story, 5-bay, center-chimney building, with an ell on its side. Its handsome central entrance is pedimented and pilastered; a leaded arrow-pattern fanlight is set in the pediment. The house was owned throughout the 19th century by the Smith family; Jeremiah Smith, who lived here in the 1850s, is believed to have been a gunsmith. (NR-LRHD)