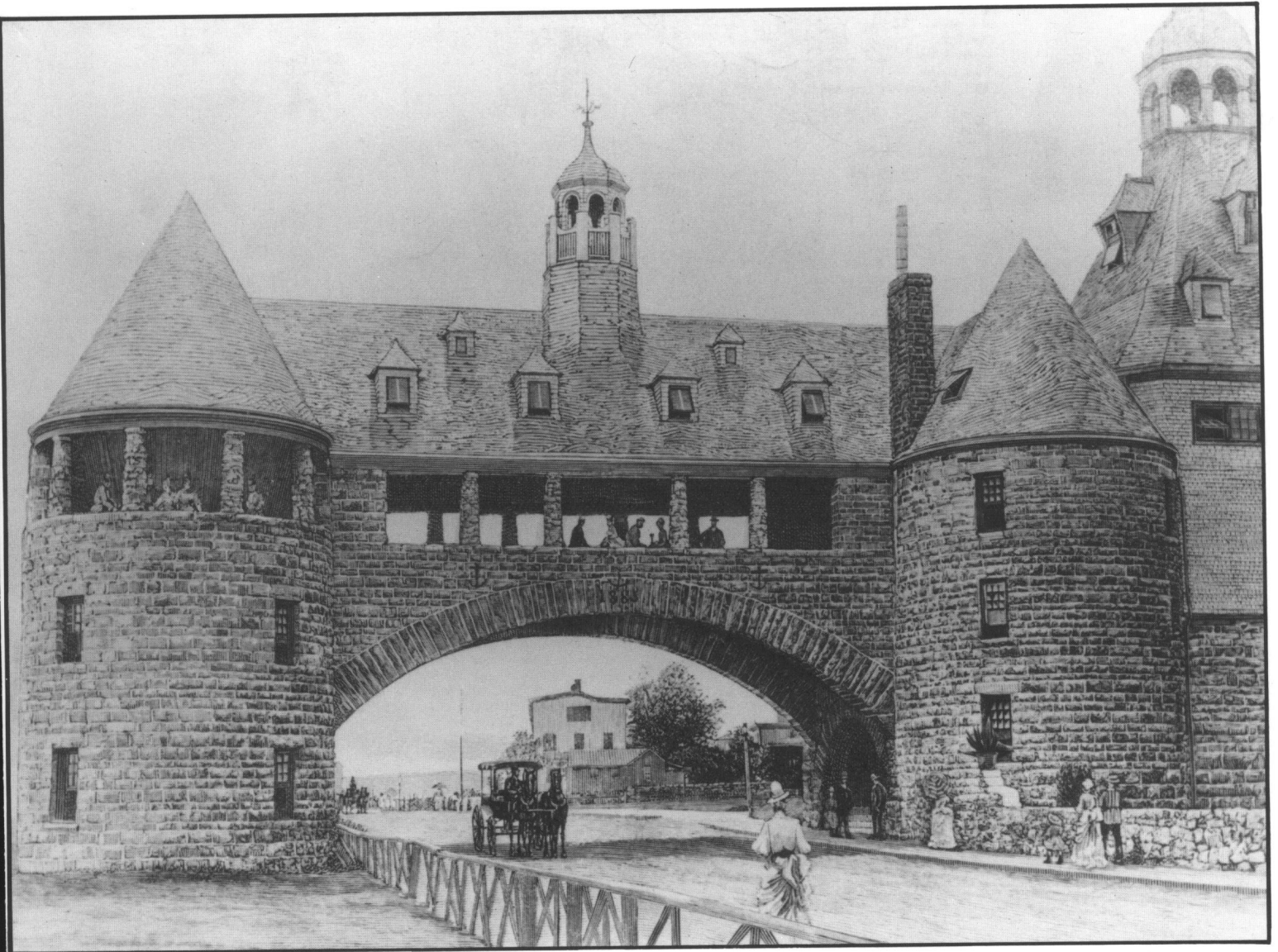
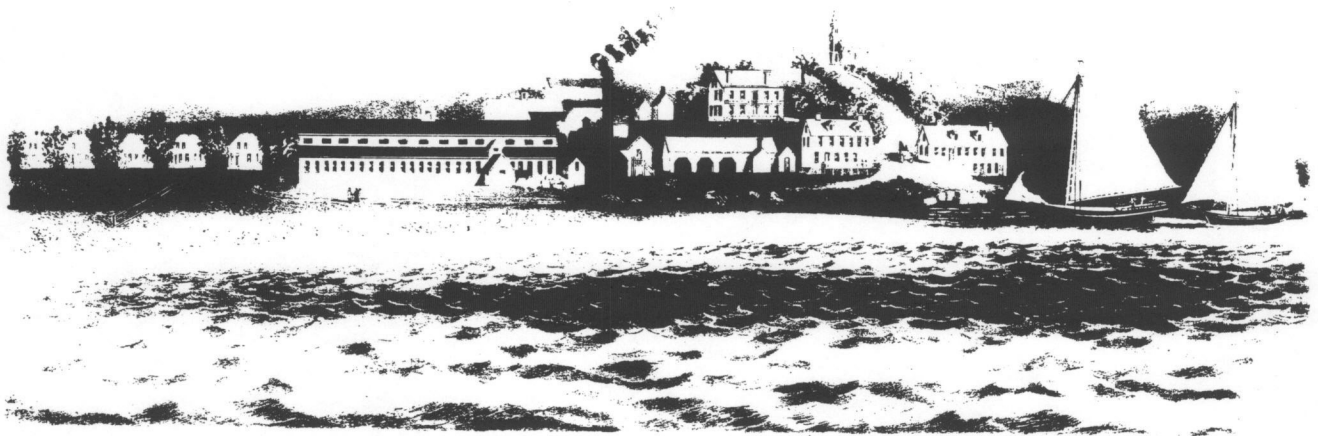


# Historic and Architectural Resources of Narragansett, Rhode Island



Rhode Island Historical Preservation Commission

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Rhode Island Historical Preservation Commission 1991

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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.

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

*Cover: The Towers (1883-1886; 1910). 1887 woodcut. Designed by McKim, Mead and White, this structure, Narragansett's best-known landmark, was part of the Narragansett Casino, the center of social life for summer visitors and well-to-do local residents. In 1900 the Casino was consumed by a fire which left the towers in ruins. The Towers was rebuilt in 1910. The Casino site is now a park.*

*Title page: South Ferry Village, 1860 lithograph by J.P. Newell. Courtesy of Rhode Island Historical Society. A settlement began in the late 17th century when ferry service to Jamestown was started. By the 1860s, after a mill (shown in the engraving) was erected, South Ferry became a sizeable village. Textile manufacturing, however, was short-lived. In 1894 the ferry terminal was relocated to Saunterstown and the village went into decline. During World Wars I and II the site was a military installation. It is now occupied by the University of Rhode Island's Ocean Bay Campus. Of all the buildings shown in the engraving, only the church atop the hill still stands.*

## TABLE OF CONTENTS

Preface .....	i
Introduction .....	iii
Methodology .....	v
Map of Physical Features .....	vi
Physical and Social Setting .....	1
Location and Population .....	1
Geology and Landforms .....	1
Historical and Architectural Development .....	5
Native Occupation and Settlement .....	5
The Colonial Period .....	6
Early European Contacts .....	6
Land Division and Settlement .....	7
The Narragansett Planters .....	8
The Revolutionary War .....	11
The Nineteenth Century .....	11
Narragansett Pier .....	12
Agriculture .....	16
Maritime Activities .....	16
South Ferry .....	17
Boston Neck .....	18
Point Judith Neck .....	18
The District of Narragansett .....	19
The Early Twentieth Century .....	19
Narragansett Pier .....	19
Boston Neck .....	21
Point Judith Neck .....	21
Military Installations .....	22
The Postwar Period .....	23
Summary .....	24
The State and National Registers of Historic Places .....	27
Inventory .....	29
Map of Cultural Resources .....	69
Map of Towers Historic District .....	71
Map of Central Street Historic District .....	73
Map of Earls Court Historic District .....	75
Map of Ocean Road Historic District .....	77

Bibliography ..... 79

Credits ..... 81

## PREFACE

The Historical Preservation Commission is the state office for historic preservation. It is Rhode Island's only statewide historic preservation program which identifies and protects historic properties and archeological sites. Created in 1968, the Commission consists of sixteen members who serve in a voluntary capacity. Nine members are appointed by the Governor, among them a historian, an archeologist, an architectural historian or architect, a museologist, and an anthropologist. Seven state officials also serve, including the Directors of the Departments of Environmental Management and Economic Development, the Chief of the Statewide Planning Program, the State Building Code Commissioner, the State Historic Preservation Officer, and the Chairmen of the House and Senate Finance Committees. The Commission employs a staff of historians, architectural historians, archeologists, and architects.

The Historical Preservation Commission is responsible for developing a state historical preservation plan; conducting a statewide survey of historical sites and buildings, and from the survey nominating significant properties to the National Register of Historic Places and the State Register; administering programs of financial aid including grants, loans, and tax credits; reviewing federal and state projects to assess their effect on cultural resources; and regulating archeological exploration on state land and under state territorial waters. The cumulative dollar value of the Commission's programs is \$232 million.

## INTRODUCTION

The following report covers the historical and architectural resources of the town of Narragansett. The report begins with a short illustrated account of Narragansett's architectural and developmental history, based on information derived from readily available sources, and from analysis of extant structures and sites. Lists of properties in Narragansett that are entered on the National Register of Historic Places and those that are suggested for nomination to the National Register follow. Finally, the report includes an annotated inventory of properties of historical and architectural importance in the town.

This report on the cultural resources of the town of Narragansett incorporates material from two separate surveys conducted by the Rhode Island Historical Preservation Commission. The first survey, limited to Narragansett Pier and its immediate area, was done in response to the Housing and Community Development Act (CDA) of 1974, and resulted in the publication of *Narragansett Pier, Narragansett, R. I.--Statewide Historical Preservation Report W-N-1*, in February, 1978. The Narragansett Pier report was designed primarily to meet the town's review and compliance requirements under federal historic preservation statutes by identifying structures and sites eligible for nomination to the National Register of Historic Places.

This townwide survey is a result of the Rhode Island Historical Preservation Commission's ongoing program to identify and evaluate properties of historical, archeological, and architectural significance in Rhode Island. This phase of work was conducted in Boston Neck and Point Judith Neck during the winter of 1985-86. In all, over 160 buildings, structures, and sites in Narragansett have been recorded by the Historical Preservation Commission. The basic information provided by these surveys allows the town's cultural resources to be properly considered in making planning decisions at the federal, state, and local levels.

The Historical Preservation Commission thanks all those who helped with both phases of the Narragansett survey.

Robin Dragon of the Narragansett Redevelopment Agency/Federal Programs Office and the staffs of the Town Clerk's Office and the Tax Assessor's Office assisted in the 1978 Narragansett Pier survey. Information on buildings at the Pier designed by William Gibbons Preston was obtained with the aid of the staff of the Fine Arts Research Library of the Boston Public Library. Richard and Linda Kutzleb, Diana K. Klein, Sallie W. Latimer, and Marjorie Vogel opened their homes for study and offered information and suggestions. Of special value was the assistance of the late Winifred J. W. Kissouth, long-time Town Clerk and unofficial town historian, who generously shared her collection of scrapbooks and unpublished notes and essays on Narragansett history.

Sallie W. Latimer and David E. Riley, who participated in field work and reviewed work in progress, made an especially useful contribution to the current town-wide survey and report. Several people also helped by providing information on particular topics: Mike Maynard on Point Judith Lighthouse, Emily McClellan on the Randolph family, Nancy Martin on the Narragansett Planters, and Christine Tarasevich on South Ferry.

## METHODOLOGY

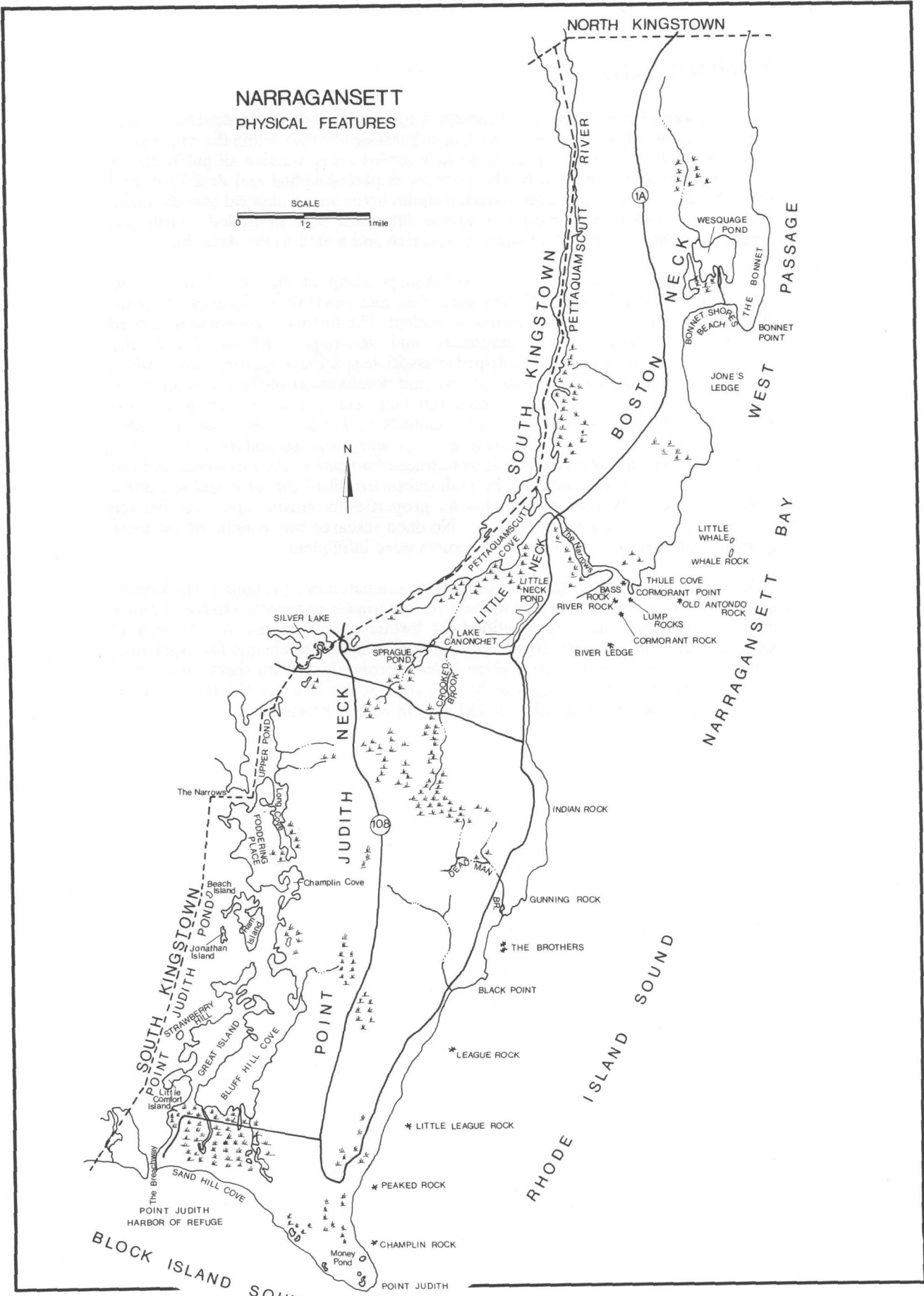
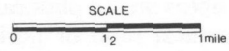
The purpose of the Narragansett surveys is to identify and record structures, sites, and areas of historical, architectural, visual, or cultural significance within the community. Surveys are conducted by driving or, in densely settled areas, walking all public rights-of-way. Each property selected by the surveyor is photographed and described on a standard historic building data sheet, which includes notes on the physical characteristics of the property and its use, condition, and architectural style or period. Historical information is obtained during subsequent research and added to the data sheet.

Research for these surveys was undertaken primarily at the Providence Public, Rhode Island Historical Society, Narragansett Pier, and Peace Dale Libraries. Records at the Narragansett Town Hall were also consulted. The historical overview is derived from histories, articles, reports, gazetteers, and newspaper and travel accounts. Nineteenth-century maps and atlases helped to associate specific properties with previous owners, and provided insights into the growth and development of the community and its villages. For properties in the Narragansett Pier area, names of present and past owners, dates of construction, names of architects or builders, and other pertinent information was sought through research in primary and secondary sources and interviews with property owners. Deeds were traced for some of the properties, but this type of intensive research could not be undertaken for all of the sites and structures surveyed. For the most part, information for properties in outlying areas was derived from readily available secondary sources. No deed research was conducted for these properties, and interviews with property owners were infrequent.

The significance of each surveyed property is evaluated in a preliminary fashion by project staff. Properties that appear to meet the criteria for nomination to the National Register of Historic Places are identified for further study and review. Though all aspects of local history are investigated to develop an adequate context for evaluation, the emphasis of the surveys is on existing historic properties. Data sheets and survey maps for Narragansett properties may be consulted at the office of the Rhode Island Historical Preservation Commission at 150 Benefit Street, Providence.



# NARRAGANSETT PHYSICAL FEATURES



## PHYSICAL AND SOCIAL SETTING

### LOCATION AND POPULATION

The town of Narragansett, located about twenty miles south of Providence in the southeastern corner of Washington County, is bordered on the west by the town of South Kingstown, on the north by the town of North Kingstown, on the east by the West Passage of Narragansett Bay, on the southeast by Rhode Island Sound, and on the south by Block Island Sound. The town is composed entirely of peninsular landforms and its environmental character owes a great deal to the presence of water.

Most of the boundary with South Kingstown is marked by two large bodies of water: Pettaquamscutt River and Cove to the north, and Point Judith Pond to the south. Near its midpoint Narragansett is bisected by the Narrows, a short waterway connecting Pettaquamscutt River and Cove to the sea. Boston Neck, the northern portion of town, lies between Pettaquamscutt River and the West Passage. The latter separates this neck from Conanicut Island (Jamestown). A small peninsula called Little Neck is ringed by Rhode Island Sound, the Narrows, and Pettaquamscutt Cove. South of Little Neck is Point Judith Neck, bounded by the sea and Point Judith or Great Salt Pond. A breachway links the pond to Block Island Sound. At the southwestern corner the town line cuts through the tip of a small peninsula to encompass the tiny village of Jerusalem, which is separated from the rest of Narragansett by the Point Judith Breachway. Nearly all of Narragansett's southern shore falls within an extensive system of breakwaters which outline the Point Judith Harbor of Refuge.

In shape Narragansett is long and narrow, measuring about ten miles from north to south. The town's chief village, Narragansett Pier, is nearly equidistant from the North Kingstown line and Point Judith. The width of the town from east to west varies from about three-quarters of a mile at Little Neck to about two miles at Narragansett Pier, but averages approximately one and one-half miles.

The town's population is unevenly distributed, with its greatest concentration at Narragansett Pier. Part of the population is still seasonal. Narragansett Pier, which has hosted seasonal visitors for more than a century, still attracts summer residents, but the majority of part-time residents inhabit small houses at Bonnet Shores and Point Judith, and on Great Island and Harbour Island in Point Judith Pond.

The last three decades have witnessed a dramatic increase in year-round residents, from 3,440 in 1960 to over 14,000 today. Most of the newcomers have settled in the northern part of Boston Neck. Only a few small parts of Narragansett, including several swampy tracts, remain uninhabited or sparsely populated today.

### GEOLOGY AND LANDFORMS

Geologically, the town of Narragansett rests on two different kinds of bedrock, the formations divided by a line approximately following the Narrows. Boston Neck is at the southwestern corner of the sedimentary Narragansett Basin, which extends across and includes most of Narragansett Bay. Much of the bedrock is sandstone or shale; conglomerate and coal occur in scattered localities. Subterranean Little Neck and Point Judith Neck were formed in the more recent geologic past when deep-seated molten granite rose to the surface, where it cooled and crystallized slowly to become the medium-grained pink granite known locally as Narragansett Pier granite. In Westerly, where it was quarried extensively, it was called Westerly redstone.

In the millions of years since the sedimentary deposits were laid down and the molten rock flowed to the surface, weathering, erosion, and the movements of several continental ice sheets have worn the land down to its present gentle relief. The last ice sheet, which began its retreat only about 12-15,000 years ago, moved generally from north to south. It scoured and deepened pre-existing valleys and lowlands and smoothed hilltops as it moved, resulting in a pronounced north-south orientation to landform, a feature especially noticeable in the bay islands.

Boston Neck is essentially a hump-backed peninsula. Its highest elevations, about 120 feet above sea level, occur in the northern part, along the North Kingstown line and near South Ferry. In the southern part of the neck, the former Hazard farm occupies the highest point, 90 feet above sea level. Steep slopes occur in the northern part, but in the southern part of Boston Neck the descent to the river and the bay is gradual. The cliffs along the bay side, especially north of South Ferry and south of the Bonnet, constitute some of the most dramatic shoreline scenery in Rhode Island. At the southeastern tip of Boston Neck, pegmatite veins, relatively resistant to erosion, have remained standing while the surrounding sedimentary rock has been worn away, creating sea stacks, which extend into the water as reefs and submerged rocks. Along the Bonnet, wave and current erosion have produced caves and arches or bridges in the cliffs. One short stretch of beach occurs at the south end of the Bonnet.

The southern part of Narragansett, encompassing granitic Point Judith Neck and Little Neck, is essentially flat. Its maximum elevation is 100 feet above sea level. The coastal terrain here is somewhat more varied. Like Boston Neck, the shoreline is rocky where the bedrock is exposed, but it is generally more rounded and not as steep as the cliffs further north. The entire eastern shoreline of Narragansett affords no good harbors, necessitating the use of breakwaters for the several piers, which were exposed and vulnerable to the onslaught of tide and waves. In several places the land slopes gently into the water and is largely rock-free. The town's major beaches--Narragansett, Scarborough, and Sand Hill Cove (Roger W. Wheeler Memorial Beach)--occupy low, sandy stretches along the shore.

In addition to modifying the landform, the last glaciation deposited till--a mantle of varying thickness composed of topsoil and many stones of different sizes and shapes. The stones in the mixture were gradually culled by pioneer farmers when they cleared their fields, and used to construct the walls that criss-cross the countryside and the foundations of houses and outbuildings. The south end of the last ice sheet in this part of New England, known as the Charlestown Moraine, extended across southern Rhode Island from Westerly to Narragansett. Large amounts of soil were deposited at the terminal moraine, creating a very irregular, knobby landscape. Although less material was deposited here (or more was eroded away) than in Charlestown, the many islands and peninsulas in Point Judith Pond are parts of this moraine. Glacial soils also blocked pre-existing waterways, creating several small ponds and innumerable swamps, especially on Point Judith Neck.

Unlike most of Rhode Island, Narragansett lacked rivers or brooks of sufficient size to generate power, hence there are no examples of water-powered saw, grist, or textile mills in the town. The major water bodies are the bay and ocean along the eastern shore of town and two saline estuaries that form most of Narragansett's western boundary. The Pettaquamscutt River, along the western side of Boston Neck, is misnamed, for it is actually a 5-mile long tidal estuary--an elongated salt pond. The southern part of this water body, Pettaquamscutt Cove, is a large embayment bordered by extensive and luxuriant salt marshes which serve as an important wildlife habitat. Both the cove and the river empty into the ocean through the Narrows, a one-half-mile-long waterway. West of Point Judith Neck is Point Judith Pond, also known as the Great Salt Pond, a shallow estuarine embayment with an average depth of about six feet.

The pond is four miles long, has an average width of just over a mile, a perimeter of more than 20 miles, and an area of 1,530 acres. Separated from the ocean to the south by a barrier beach, the pond was connected to the sea by a natural breachway through most of its history. Since the early twentieth century, a permanent man-made breachway at Galilee has allowed tides to flush the pond twice daily. The pond supports a great variety of organisms, ranging from oysters and blue crabs to scallops, bluefish, and flounder.

Overall, the combination of geological activity and formations, glaciation, and the endless eons of weathering, erosion, and water action along the bay and ocean shore have resulted in an interesting variety of topographical features. Although these features are natural, they have been viewed, evaluated, and used by Narragansett's residents in different ways at different times, and are constituent elements of the town's cultural history.

## HISTORICAL AND ARCHITECTURAL DEVELOPMENT

### NATIVE OCCUPATION AND SETTLEMENT

Human presence in Rhode Island, and probably in Narragansett, stretches back ten thousand years before the arrival of Roger Williams in 1636. Over this long period of prehistoric Native American occupation, substantial changes occurred in the physical environment and in human subsistence practices. The climate warmed, melting the last glaciers, causing sea level to rise as much as fifty feet, and transforming the landscape from spruce-dominated to deciduous forest. For most of this period, the Native Americans relied on wild plants and animals for their sustenance, using the coastal and interior areas at different times of year to take advantage of the seasonal availability of different foods and other necessities. During the late spring and summer, prehistoric people lived along the coast, harvesting herring and shellfish. As fall set in and winter approached, the same group would journey inland for dependable supplies of firewood and favored hunting grounds. By 1000 A.D. the Indians were beginning to supplement their diet with domestic crops. As agriculture was gradually adopted, corn, squash, beans, and pumpkin were cultivated.

The greatest environmental changes occurred during the Paleo-Indian Period, from 8000 to 6000 B.C.E. As the climate warmed and the glaciers melted, the water level rose, inundating the coastal plain rivers and forming Narragansett Bay. Spruce forests gave way to pine and later to oak. Mastodon, caribou, moose, and giant beaver inhabited these forests and were hunted by the Paleo-Indians. Sites from the Paleo-Indian period are rare because there were relatively few inhabitants at this time; there is only one such site recorded in Rhode Island, in Lincoln on the Wenscott Reservoir.

During most of the Archaic Period (6000 to 500 B.C.E.) the climate continued to warm, becoming even milder than it is today. Sea levels continued to rise, reaching a level close to today's by about 3000 B.C.E. This stabilization of the environment allowed the formation of extensive tidal mud flats which supported the growth of abundant shellfish populations. Forests continued to change from the earlier conifers to a deciduous woodland which sheltered a greater variety of animals and plants, and thus could support a greater number of human beings. This increase can be read in the archeological record. There are more Archaic sites, located in a wider range of habitats and containing a far broader assortment of artifacts, than in the Paleo-Indian Period. Among these artifacts are tools for hunting deer, birds, and small mammals, for preparing nuts and other wild plant foods, and for working wooden objects; a variety of projectile points, some probably the first true arrowheads, typically fashioned of quartz, quartzite, or green shale; and scrapers and drills, probably used to prepare hides or other materials for clothing or adornment. Ground stone axes and soapstone bowls appear for the first time.

Archaic sites are most commonly found on freshwater streams and saltwater inlets and coastal ponds. At these locations, spring runs of herring or salmon were harvested and shellfish of various kinds were gathered. There are many Archaic sites in South Kingstown, around Potters and Trustom Ponds and along fresh water rivers and streams. Most noteworthy is a winter encampment along the Chipuxet River, a 35-acre site protected from the harsh coastal winter storms and located to take advantage of both interior and coastal resources. At this site, artifacts representing household activities were recovered as well as ornamental objects and hunting equipment. The presence of these artifacts and the wide range of human activity they represent suggest a semi-permanent winter settlement, perhaps similar to the winter settlements observed by Roger Williams in the 1630s.

During the Woodland Period (500 B.C.E. to 1500 C.E.) the climate cooled slightly and the forest took on a hickory-chestnut composition. Sites dating from this period are larger than earlier sites because larger groups began living together, managing and harvesting the abundant nut crops or exploiting the coastal shellfish and spring runs of alewife and other anadromous fish. The oil from nuts probably was 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. When the climate warmed again slightly later in the period, the growing season increased, allowing a predictable yearly harvest of corn and other domestic crops. These agricultural products helped ensure an adequate food supply and further encouraged year-round residence in one place, although inland hunting and gathering probably were continued.

Woodland period sites in this part of Rhode Island are located in much the same places as sites from the earlier Archaic period. The presence of shell and grit-tempered ceramic vessels represent a technological change from the earlier soapstone bowls. This is accompanied by less diversity in the shapes of projectile points. Together, these two changes suggest a more specialized society, a specialization encouraged by the overall increase in population size. Eventually the de-emphasis on seasonal movement to procure food and the growing emphasis on agriculture led to the establishment of permanent camps along the coastal plain and fertile flood plain terraces along the rivers.

## **THE COLONIAL PERIOD**

### **EARLY EUROPEAN CONTACTS**

By the time of the first European contact, in the early 1500s, the Indians were settled around a number of semi-permanent villages led by chiefs called sachems. They were subjects of the Narragansetts whose domains included all of what is now Rhode Island west of Narragansett Bay.

The Narragansetts maintained other settlements in addition to a main village. These settlements were linked to the seasonal availability of different foods and other necessities. According to Roger Williams, each family maintained summer gardens on the coastal plain. Following harvest, inland hunting camps were established, and in the spring, families would move to locations along the rivers and inlets to harvest migrating fish. The major settlement, however, was an inland village from which all of these seasonal activities were coordinated and where the sachem probably resided year round. In addition to these activities, the Narragansetts were noted for their manufacture of shell and metal objects and their abilities as stonemasons.

Prior to permanent European settlement in New England, Indian contact with explorers and traders resulted in the spread of diseases to which the native peoples had little resistance. From 1616 to 1619 and 1633 to 1634, epidemics struck the coastal tribes of southeastern New England with great severity, depopulating entire villages and upsetting traditional boundaries and alliances. The Narragansett Indians were affected much less than neighboring tribes and, after the plagues, were able to exert their dominance over the Wampanoags to the east. The Pequots to the west were defeated by combined Narragansett, Mohegan, and Colonial forces about 1636. With a population of about 30,000 to 35,000, the Narragansetts became the largest and most powerful tribe in New England. Their domain covered much of present-day Rhode Island, but was concentrated in the southern part, at Charlestown, South Kingstown, Narragansett, and the bay islands. A 1643 report to Governor Winthrop of Massachusetts described the Narragansett lands as level and open country, cleared of woods for a distance of eight to ten miles in from the sea.

Some of the initial European contacts with Native Americans were made by traders. Soon after Adriaen Block's exploration of the coast east of New Amsterdam in 1614, Dutch merchants engaged in an active trade with the Indians, exchanging cloth and arms for furs. Such activity focused on several localities on Narragansett Bay. Through their dealings with the Dutch the Narragansetts became middlemen with inland tribes. Roger Williams established a temporary trading post near today's Wickford in 1637, and a permanent post four years later. Taken over by Richard Smith in 1651, the post became known as Cocumscussoc. During the mid-seventeenth century, a trading post was also established in a house built by Jireh Bull on the east slope of Tower Hill near the Pettaquamscutt River.

## LAND DIVISION AND SETTLEMENT

The town of Narragansett was originally part of the "Narragansett Country," which encompassed all of the land south of the seventeenth-century Shawomet Purchase (present-day Warwick, West Warwick, and Coventry). In the first deed of purchase in the Narragansett Country, the Pettaquamscutt Purchase of 1658, the Narragansett sachems Quassaquanch, Kachanaquant, and Quassaquack sold to John Porter, Samuel Wilbour, Samuel Williams, and Thomas Mumford of Portsmouth, and John Hull of Boston nearly all of today's South Kingstown, together with part of North Kingstown, Exeter, and Point Judith Neck. In 1659, Kachanaquant, describing himself as "chiefe sachem of Narraganset," granted two tracts of land along Narragansett Bay to the Atherton Syndicate, a group comprising John Winthrop, Jr., Lieutenant Governor of Connecticut; Major Humphrey Atherton; Richard Smith and Richard Smith, Jr., of Cocumscussoc; William Hudson and Amos Richardson of Boston; and John Tinker of Nashung. The northern portion, between Potowomut and Cocumscussoc, was called the Quidnessett Purchase, while the southern section encompassed the peninsula between the Pettaquamscutt River and Narragansett Bay known as Namcook, or Boston Neck.

Actual settlement of the Narragansett Country was accompanied by longstanding jurisdictional conflicts. Rhode Island, Plymouth, Connecticut, and Massachusetts all at some time claimed the Narragansett Country. The Connecticut charter of 1662 named "Narragansett River" as the colony's eastern boundary, but Rhode Island's charter of 1663 placed its western boundary at the Pawcatuck River. Massachusetts also claimed part of the Narragansett Country by right of conquest, for its part in the Pequot War of 1635-6.

The Atherton Purchase was at least partially an attempt to weaken Rhode Island's claim to the Narragansett Country. In 1664, a special Royal Commission established the Narragansett Country as the King's Province, and placed it under the authority of Rhode Island's officials, but this area was the subject of continuing claims and counterclaims for decades. The pattern of disputes among colonies for jurisdiction over the Narragansett country was a continuing theme in the history of the area until the mid-eighteenth century. The line between Connecticut and Rhode Island was finally settled in 1741.

The Rhode Island General Assembly incorporated a portion of the area as "King's Towne" in 1674. This, the colony's seventh municipality, became one of the "shire towns" of Rhode Island County, established in 1703 to include all the mainland settlements west of the bay. In 1723 the Assembly divided Kingstown into the townships of South Kingstown, including present-day Narragansett, and North Kingstown. The area which is now Narragansett remained part of the town of South Kingstown until 1901 when the town of Narragansett was chartered.

Despite the claims and counterclaims of New England colonies for the Narragansett area, the proprietors of the Pettaquamscutt and Atherton Purchases divided their land

among themselves and began the process of settlement. Not all of the original purchasers settled here; some sold their shares. The Pettaquamscutt purchasers received large tracts of about 7,000 acres each, and by the 1660s houses were being built on their homestead farms. In 1663, the proprietors, noting that Point Judith Neck lacked a suitable harbor, decided that it should serve as common pasture for their cattle and that two houses should be built there, presumably for herdsmen. About 1667 the pastures there were being used to graze horses, and John Hull proposed the construction of a high stone wall across the neck to enclose the pasturage.

The southern portion of the Atherton lands, from Wickford to the Narrows, was divided into eight parcels by 1661, all extending across Namcook Neck from the Pettaquamscutt River to the West Passage. Four tracts lay within today's Narragansett. John Winthrop, Richard Smith, and Richard Smith, Jr., each owned about 660 acres, and Humphrey Atherton held 700 acres at the south end of the neck.

Settlement was interrupted briefly in 1675-6 following the outbreak of conflict between Plymouth colony and the Wampanoag tribe, based on the east side of the bay and led by Metacomet, sometimes called King Philip. The Narragansetts, led by Ninigret, attempted to remain neutral, but their harboring of Wampanoag refugees and refusal to turn them over to Connecticut and Massachusetts resulted in their involvement. In December 1675, battles between the Narragansetts and colonial troops occurred at Jireh Bull's garrison house near the Pettaquamscutt River and at the Great Swamp. Bull's post was attacked and burned. Several days later a large number of Indians were killed in the Great Swamp. The war ended with the killing of King Philip in August, 1676.

In 1692, Little Neck and Point Judith Neck were divided into seven lots, each extending from Point Judith Pond to the ocean. The southern third was acquired by Samuel Sewall of Boston, son-in-law of John Hull, and continued to be maintained as a tenant farm. The other lots were not settled at this time except for the northernmost, which was the homestead of Thomas Mumford, one of the original Pettaquamscutt Purchasers.

#### **THE NARRAGANSETT PLANTERS**

Through a unique combination of circumstances--among them a favorable climate, fertile soil, proximity to water, large landholdings, and slave labor--an economy based on exported farm products evolved in the southeastern part of Washington County. This economic pattern flourished for about a century, beginning in the 1660s and ending just before the Revolution, with the peak of prosperity in the 1740s and 50s. An anomaly in Rhode Island, this economic system was led by large landholders sometimes called Narragansett Planters.

The southern coast of Rhode Island, surrounded and enveloped by water, enjoys the best climate for agriculture in New England. The tempering effect of the sea resulted in milder winters than in inland areas, and the even distribution of rainfall assured good pasture land, though the humidity of the region meant that some crops, such as wheat, were not suitable. The soils of Boston and Point Judith Necks were particularly good. The productive lowlands along the tidal rivers and inland ponds provided excellent pasturage for horses, cattle and sheep.

The proximity to water allowed for relatively quick and inexpensive transport of agricultural products. During the colonial period, a wide, deep, natural breachway, east of the present breachway, connected the Great Salt Pond at Sand Hill Cove to the ocean. This opening, from thirty to fifty feet wide and ten to fifteen feet deep, allowed passage



of vessels of ten to seventy tons with a draft of from eight to ten feet. The pond, with its numerous coves suited for landing places, was a sheltered harbor for small coastal vessels that carried produce from local farms to Newport, Providence, and other ports along the Atlantic coast and in the Caribbean.

Piers were also constructed along the open bay and ocean along the eastern shore of Narragansett. One of the earliest was at what later became South Ferry, where a ferry service to Jamestown was operating by 1695. For more than two centuries this pier was also used to export the produce of the Narragansett Country, principally to Newport. Robert Hazard reportedly shipped 100 horses yearly on two vessels which sailed from South Ferry to the West Indies. Before 1746, Robert's son Thomas Hazard had warehouses and a shipyard, and imported slaves directly to his "great pier" on his Boston Neck farm. About 1780, John Robinson built a pier near the present site of the Towers to expedite the import and export of goods. At a time when travel by road was long and difficult, water permitted relatively easy and efficient communication and exchange of goods.

An important factor in the growth and development of commercial agriculture was the ownership of large tracts of land (sometimes called plantations) along the fertile coastal plain, extending from Wickford and Boston Neck along the shore to Charlestown, a district about twenty miles long and two to four miles wide. Most of today's Narragansett was owned by a few families: the Gardiners, the Champlins, and, most notably, the Robinsons and Hazards. In 1700, Rowland Robinson (1654-1716) purchased 300 acres on Boston Neck from the original tract of Governor John Winthrop, Jr., of Connecticut. Robinson also purchased land in the Pettaquamscutt tract and at Point Judith, which he improved, built houses upon, and sold as farmsteads of from 150 to 300 acres each. Rowland's son William Robinson (1693-1751), once Deputy Governor of the colony, acquired the former Thomas Mumford farm. He greatly enlarged the family holdings, which, at one time, extended from today's Narragansett Pier to Sugar Loaf Hill, west of Wakefield. Rowland Robinson (1719-1806), son of William, was given 160 acres and the family farm on Boston Neck.

Thomas Hazard was one of Narragansett's largest landholders in the early eighteenth century. He made his first purchase, 900 acres at Point Judith Neck, before 1698. In 1710, he bought more land from Sewall at Point Judith Neck, described as 300 acres, 5 acres of salt marsh, and 80 acres near the "great pond." Thomas Hazard bought the 26-acre Little Neck Farm from Benedict Arnold in 1708. On Boston Neck, he bought 660 more acres. The George Hazard plantation on Point Judith Neck was at the Foddering Place, a large peninsula in the Salt Pond. The 1,600-acre Sewall Farm, at the southern end of Point Judith Neck, was primarily a dairy farm. The Boston Neck tract of Richard Smith, Jr., was acquired by George Gardiner, then went to his son John in 1732, and to his grandson John in 1770. Colonel John, as the last-named was known, lived on the farm, the next south of South Ferry, a tract of 500 acres reputed to be the most fertile in Narragansett.

These large farms, sometimes more than a thousand acres in extent, required a large labor force, which was provided by tenants, hired hands, indentured servants, and some Native American and Black African slaves. It is likely that the use of Indians as laborers began after King Philip's War; the transition to African slaves was made as a large number of Rhode Island vessels were actively involved in the slave trade. By the first half of the eighteenth century, South Kingstown was second only to Newport in the number of Black slaves. According to the census of 1730, three-quarters of all the 1,648 Negro slaves in the colony were in Newport and the Narragansett Country. In that year, South Kingstown contained 965 whites, 333 Negroes, and 223 Indians. By 1748, South Kingstown had the highest number of slaves in the colony. Slaves were common on Boston Neck plantations. Rowland Robinson probably had the largest number of slaves,

twenty-eight at one time; his father William had nineteen. In 1732, eleven slaves and three Indians were listed on the Gardiner farm. Gradually, however, many slave owners came to view slavery as immoral. Thomas Hazard was one of the first Narragansett abolitionists; he is said to have refused the offer of slaves from his father when he married in 1742.

Livestock and their byproducts were the mainstays of the Narragansett economy. The raising of Narragansett Pacers, a breed of horses which originated here, was particularly important. The Pacer became a favored saddle horse in the colonies because it had the least fatiguing gait over rough roads. Pacers were being exported by the 1680s. They were advertised in Charleston, South Carolina, between 1734 and 1740, and were also in great demand in Cuba, the French West Indies, and Dutch Guiana. Also important were dairy cattle and their products. Cattle grazed in herds of 100 to 150 head on the largest farms. Narragansett cheese was produced in large quantities and widely exported. On Boston Neck, Robert Hazard kept 150 cows, and his dairy turned out twelve to twenty-four cheeses a day. William Robinson's will of 1751 listed twenty-five milk cows, fifty-two cows between two and three years of age, and twenty-eight calves, for a total of 105 cattle. Butter was also exported, but in relatively small quantities, as were hides cured in several South County tanneries. The Sewall Farm on Point Judith Neck pastured 100 cows which produced 13,000 pounds of cheese annually. Though dairy products constituted the bulk of the trade, some stock was exported as well; both were shipped to colonies on the Atlantic coast and to the West Indies.

Sheep were introduced into the pastures of the Narragansett Country before 1675. Before the end of the seventeenth century, Rhode Island reportedly had the most sheep of any of the provinces. Sheep were practical and profitable as a supply of food and clothing for both the local and export market, and some livestock was exported as well. Robert Hazard's flock of 4,000 Southdown sheep was perhaps the largest. Rowland Robinson kept more than 700 sheep. William Gardiner owned 367 sheep and 277 lambs in 1732, and a 1751 inventory of William Robinson's estate enumerated 370 sheep and 195 lambs. Wool was a principal product of George Hazard's Foddering Farm and may have been processed in a nearby fulling mill. Hazard reportedly gave an acre of land for a fulling mill in 1719.

The major crop in the Narragansett area was corn, which became the bread grain of the colony. Other crops included tobacco, rye, hemp, and flax. Lumber, cut in interior places such as the Cedar Swamp in today's South Kingstown, was used for boatbuilding at several places along the Pettaquamscutt River.

Socially and economically, the Narragansett region was closely tied to Newport. A number of Newport merchants had estates in Narragansett, and some of the Narragansett families had houses in Newport; many of the families were related by blood or marriage. Social and cultural activities were similar to those in other agrarian communities with widely scattered farmsteads and few central gathering places.

The homes of the Narragansett planters were mostly on Boston Neck, while Point Judith Neck remained occupied largely by tenant farms for most of the century. It appears that there are only four eighteenth-century houses in Narragansett today. The earliest is the large, 2-story, gambrel-roofed Rowland Robinson House on Old Boston Neck Road, erected in 1710. A typical early Rhode Island house, it has seen several changes, the most extensive in 1755 when it was remodeled and enlarged by Rowland Robinson's grandson, Rowland, and in 1926 when it was restored by noted architect Norman M. Isham. This handsome and well-maintained structure is enhanced by its setting, a large lot bounded by exceptionally fine dry-laid stone walls.

*Rowland Robinson House (1710 et seq.), Old Boston Neck Road. This large gambrel-roofed structure was originally the residence of the Robinson family, among the most prominent of the Narragansett Planters. A 1926 restoration by Norman Isham shortened the house to sixty feet and removed the servants quarters. Architecturally, this is one of the finest houses of its period in the state.*



*George Hazard House (c. 1740), Peaked Rock Road. Another Narragansett Planter's house, this one is a smaller version of the Rowland Robinson House. In the late 1980s it was moved to this new site, which lacks the outbuildings and old stone walls of its original site on Old Boston Neck Road.*



*Anawan Farm (c. 1800), 650 Boston Neck Road. This typical early Rhode Island rural house is one of only a few surviving old Narragansett farmhouses. Like the other surviving old farmhouses on Boston Neck, it once occupied an extensive tract of land, now much reduced.*



The Hazard House, now located at Peaked Rock Road, is a smaller gambrel-roofed farmhouse, only three bays wide. Reportedly built about 1740 by Thomas Hazard for his son George, this old structure was recently moved from its original location on Old Boston Neck Road. The hip-roof house at 850 Boston Neck Road was built by Thomas Hazard sometime in the mid-eighteenth century. Although slightly altered from its original appearance it is still recognizable as an old building. A short distance away, at 650 Boston Neck Road, is a wood-shingled, gable-roofed dwelling, another fine example of the early Rhode Island farmhouse. Essentially a plain building, it has splayed lintels and a fine pedimented entry with a fanlight.

In addition to these buildings, the vestiges of two other eighteenth-century structures remain. At the former South Ferry landing, stone work extending into the bay may be the remnants of the earliest pier here, constructed about 1700. A short distance to the south, atop the cliffs at the Bonnet, are the earthwork remains of a fort erected in the 1770s. It is maintained as a small grassy plot and identified by a metal marker.

A number of circumstances brought an end to the Narragansett social and economic system in the mid-eighteenth century. The subdivision of estates for allocation to heirs and sale outside of families, curtailment of trade to the West Indies, and fluctuating currency in the colony contributed to the decline of the large Narragansett farms. Voluntarily at first, then through legislation, slavery was halted. The Black population increased in greater proportion to the white population until 1756; after that, the situation was reversed.

#### THE REVOLUTIONARY WAR

Following the outbreak of hostilities with Britain in 1775 that marked the beginning of the Revolutionary War, coastal New Englanders were subject to disruptive British raids. About 1775, a battery of several guns was established at the Bonnet, one of several batteries constructed along the passages of Narragansett Bay to prevent the passage of ships. On July 30, 1778, while manned by the British, the battery fired on two French ships running up the west passage. A beacon was erected at Point Judith to warn of the approach of British ships. There were at least three raids on Narragansett by the British: on February 4, 1776, when Captain Wallace's men looked for sheep and cattle; on August 5, 1777; and on June 6, 1779. Farmers on Point Judith drove their stock to a hidden area on the neck (called the Borland lot) to hide the valuable animals from the British. One large Narragansett farm, the Sewall land on Point Judith Neck was included in the 1775 confiscation of Tory property by the General Assembly. The state held the Sewall lands until 1784, when it was divided into six lots, and sold to Nathan Kinyon, William West, and John Cook. A highway was laid out and a ten-acre lot set aside as a common.

#### THE NINETEENTH CENTURY

In the nineteenth century Narragansett developed much of its present character. At Narragansett Pier the fine beaches attracted summer visitors, and the village grew into a fashionable seasonal resort, with hotels, large summer houses, cottages, and civic structures.

While the Pier underwent a transformation from a quiet seaside community and small port to a bustling resort, the rest of Narragansett was also evolving, though in different ways and at a different pace. The countryside of Narragansett, said an observer in 1888, "is beautiful, with broad meadows, hills, ponds, streams of water, villages, and farms, and it has many pleasing historical associations." As in the eighteenth century,

both agriculture and maritime pursuits were important aspects of the area's economy. The growth of Narragansett Pier created a local market for the town's farms which supplied its hotels and stores with milk, butter, eggs, chickens, and lamb.

Narragansett's long indented shoreline provided another important base for the economy in the nineteenth century. The construction of piers and wharves at several locations facilitated the landing of ships and boats, and some important aids to navigation were constructed in the area. Shipbuilding, fishing, trapping and water fowling were components of the nineteenth-century economy.

### **NARRAGANSETT PIER**

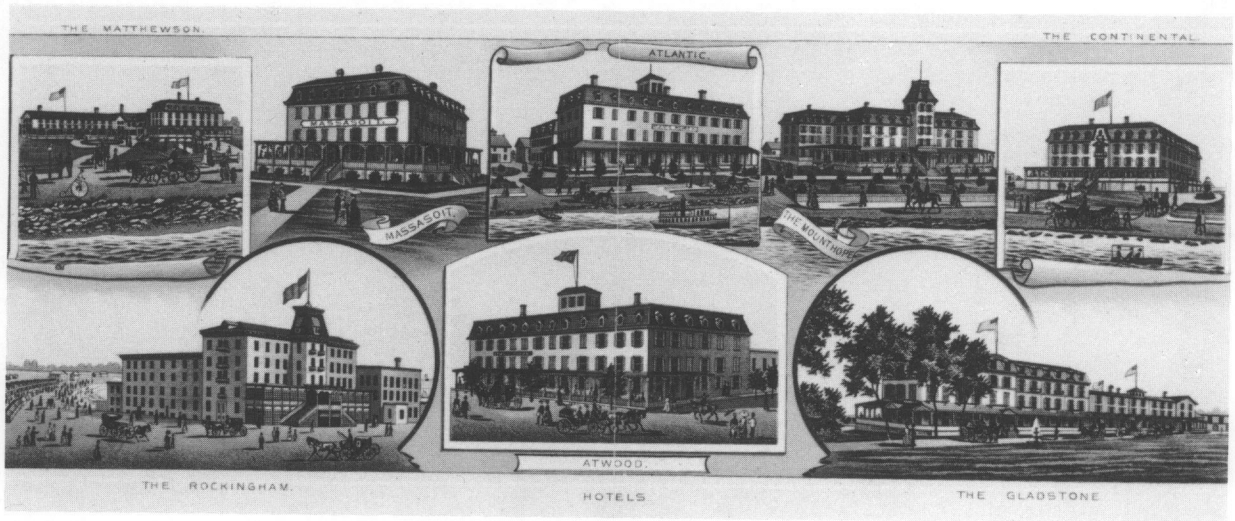
Shortly after 1780, John Robinson built a pier near the present site of the Towers to provide local farmers with a more convenient means of exporting and importing goods. It is to this wharf that Narragansett Pier owes its name. By 1801, when Robinson's son, Benjamin, inherited the property, a house and a store had also been built here. The pier was destroyed in the Great Gale of 1815 and was rebuilt by Rowland Hazard, who had purchased it from Robinson five years earlier. The property changed hands two or three times, finally coming into the possession of George Brown in 1822. At that time, Brown built a house on the site later occupied by the old Casino. This is probably the house which now stands at 18 Mathewson Street, moved to its present location.

Mercantile and commercial interests at Narragansett Pier continued to expand through the nineteenth century, serving the surrounding agricultural countryside. Development of the South Pier area began in 1836, when Joshua Champlin bought property from the Congdon family, long-time owners of the land in this vicinity. Champlin built the first wharf at South Pier about 1845. In the meantime, the property at the original, or north, pier passed through a series of owners and lessees. One of these Jonathan N. Hazard, erected a planing mill in the late 1840s or early 1850s. His successor, William C. Caswell, converted this mill into a store and proceeded to build a new planing mill, a wharf, and a steam mill. In the early 1870s, the focus of commercial activity shifted when the planing mill was relocated from North Pier to South Pier. Through the early twentieth century, much of the town's coal and lumber was shipped through South Pier.

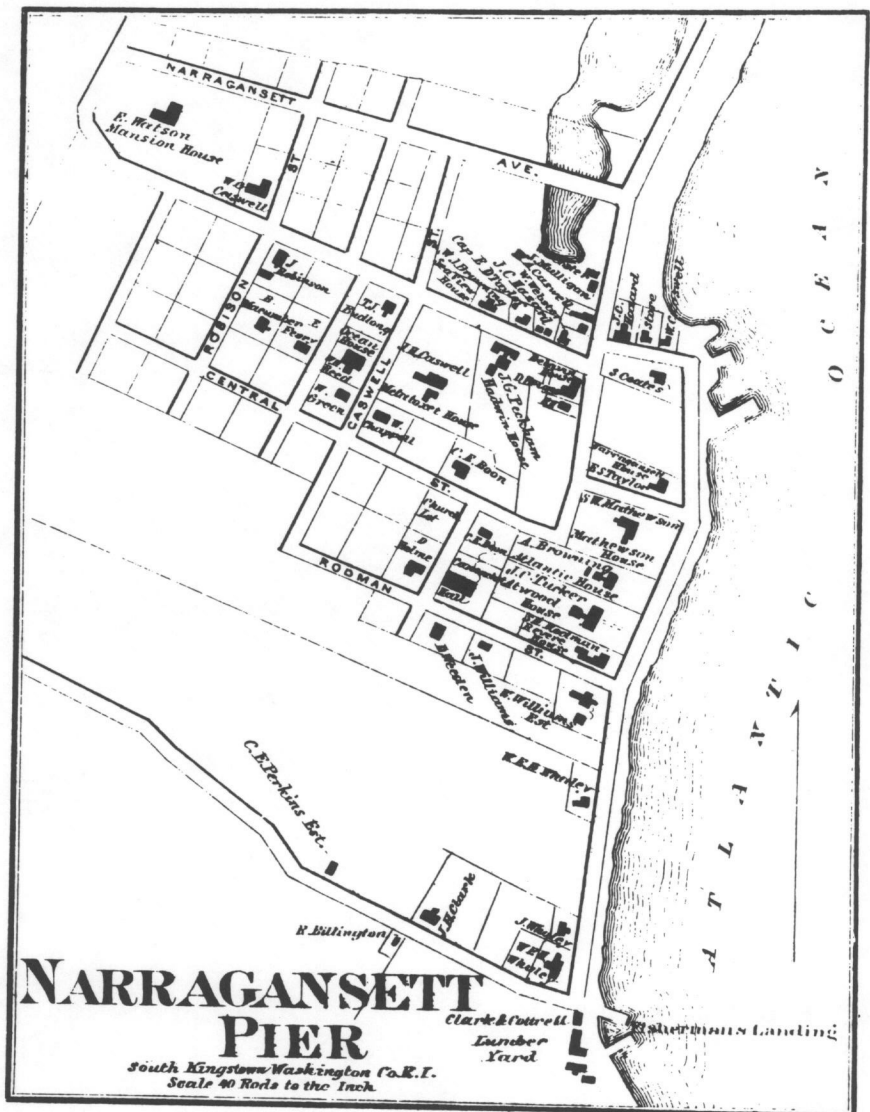
Paralleling these commercial pursuits, and far more important in terms of civic and architectural development, was the growth of the tourist industry. In the mid-1840s, people from inland areas of Washington County and from Providence began to come to Narragansett Pier to take advantage of the fine bathing afforded by its sandy beach. At that time there were no public accommodations and visitors had to board at private homes. Joseph Dulles of Philadelphia, a business associate of Rowland G. Hazard of Peacedale, visited the Pier in 1848 and was so favorably impressed that he returned the next summer with several other families to spend the season.

The Pier's first hotel, the Narragansett House, was built in 1856 at the northwest corner of Ocean Road and Taylor Street (subsequently demolished). This marked the beginning of the Pier's transformation from a small, quiet rural port into one of America's busiest and most popular seaside resorts. Between 1866 and 1871, ten hotels were erected at the Pier; they attracted guests regularly from New York, Philadelphia, Baltimore, Washington, Richmond, Louisville, Chicago, and St. Louis.

These hotels were architecturally homogeneous. All of them had long, horizontal main blocks of wood-frame construction that varied in height from two-and-one-half to four stories tall. Many of them had mansard roofs, and all had encircling verandas.



*Narragansett Pier. c. 1890 view from Souvenir of Narragansett Pier. Composite view shows eight of the ten hotels, built from 1866 to 1871, favored by guests from New York, Philadelphia, Baltimore, Washington, Richmond, Louisville, Chicago and St. Louis.*



*Narragansett Pier. 1870 map from D.G. Beers and Company's Atlas of Rhode Island. Courtesy of the Rhode Island Historical Society.*

Some of the blocks had gabled central pavilions or mansard-roofed central towers which gave them a slightly more monumental appearance. In plan, the hotels were considerably more diverse. Subsidiary ells and wings were connected to the main blocks, forming the U-, L-, or T-shaped layouts. This combination of similarity and dissimilarity must have created a picturesque townscape with an underlying unity. Unfortunately, not one of these hotels is left standing today. Their destruction has left a gap in the historical fabric of Narragansett.

In 1867, most of Central Street and parts of Boon, Caswell, Rockland, Robinson, and Rodman Streets and Fifth Avenue were platted out on a portion of the Robinson farm. Some summer residences and rental cottages were constructed here at this time. Charles E. Boon of Providence built himself a small summer villa in 1869 which still stands at 40 Central Street. He also built the first summer rental property at the Pier in 1870: a bracketed cottage at 49 Central Street. Other examples of cottages of the period are located at 45 Central Street and 75 Caswell Street.

The most important dwelling erected at this time, however, was ex-Governor William Sprague's residence on the site of Sylvester Robinson's Canonchet Farm. Designed by William R. Walker of Providence, it was an extravagant Victorian dwelling bristling with towers, turrets, bay windows, verandas, and decorative ironwork, all piled together into one huge, picturesque mass. Sprague was part heir to one of America's largest textile manufacturing firms, founded by his grandfather and expanded by his father and uncle. In 1863 he married Kate Chase, daughter of Secretary of the Treasury Salmon P. Chase and one of the most celebrated American beauties of the Victorian era. The Spragues knew many of the nation's prominent people and entertained some of them at Canonchet. When the Sprague business empire collapsed during the financial panic of 1873, the ex-governor lost most of his property, but he held on to Canonchet. He refused to move out when a court-appointed trustee sold the estate, and contemporary accounts relate that sheriffs sent to take possession of the property were chased off by a shotgun-carrying Sprague. Canonchet was destroyed in a spectacular fire in 1909. The ruins of a stone stable building constructed about 1900 are all that remain of the estate. Though it burned over seventy years ago, Canonchet was such an important landmark its name is still associated with the site on which it stood. Part of the property is now a town park; part is now the site of the South County Museum.

The types of visitors attracted to Narragansett Pier were characterized in a guidebook published in the 1880s: "The society at the Pier and in the vicinity is select. Merchants, manufacturers, statesmen, men of letters and practical science, and eminent professional characters of every sort, choose this as their favorite summer retreat."

Men such as Charles H. Pope, a New York cotton broker; Jeffrey Davis, a New England mill owner; Edward Earle, a New York lawyer; George V. Cresson, a Philadelphia industrialist; Brander Matthews, a New York writer, critic, and professor of dramatic literature; and Dr. Charles Hitchcock, a New York physician, came to the Pier with their families. Many stayed for the entire summer season, which extended from the fifteenth or twentieth of June to the first or second week in September. Others came for only a few weeks. Vacationers led a quiet, genteel life at the Pier. They passed the time bathing, fishing, "camping down" on the rocks south of South Pier, playing croquet and lawn tennis, strolling or driving along Ocean Road, and meandering along foot paths such as the one which edges Black Point, seeing and being seen along the rocky shore.

As the summer population grew, its size and diversity led to the establishment and construction of several churches at the Pier. The Episcopal congregation, St. Peter's-by-the-Sea, built a wooden church in 1869 which was destroyed by a gale in that year. The present edifice, a Gothic stone structure at 72 Central Street, was built in 1870. It

was designed by Providence architect Edwin L. Howland. The Presbyterians erected a stone and wood-frame church between 1875 and 1881. Partially destroyed by fire, the remaining portion stands at 114 Boon Street and is used as a garage. The Roman Catholic Chapel, a wood-frame structure with Gothic detailing at 53 Rockland Street, was built in 1884 and operated as a mission of St. Francis' Church in Wakefield.

The Narragansett Pier Railroad, constructed by the Hazard family to link their mills at Wakefield and Peacedale to the Stonington Railroad and the wharf at Narragansett Pier, was opened in 1876. It greatly improved tourist access to the Pier, which previously had to be reached by coach from Kingston Station, about nine miles away. The first passenger station was located at South Pier. A second station was built sometime between 1891 and 1896 at 145 Boon Street. With the completion of this important transportation link, the village entered its heyday.

Of the numerous structures built during the 1880s and 1890s, the most prominent was the Narragansett Casino. Designed by the New York firm of McKim, Mead and White, it was constructed between 1883 and 1886. A fire in 1900 destroyed it all except for the Towers, a monumental stone porte-cochere spanning Ocean Road. The Towers, one of the state's major visual landmarks and the town's most important civic structure, has been entered in the National Register of Historic Places.

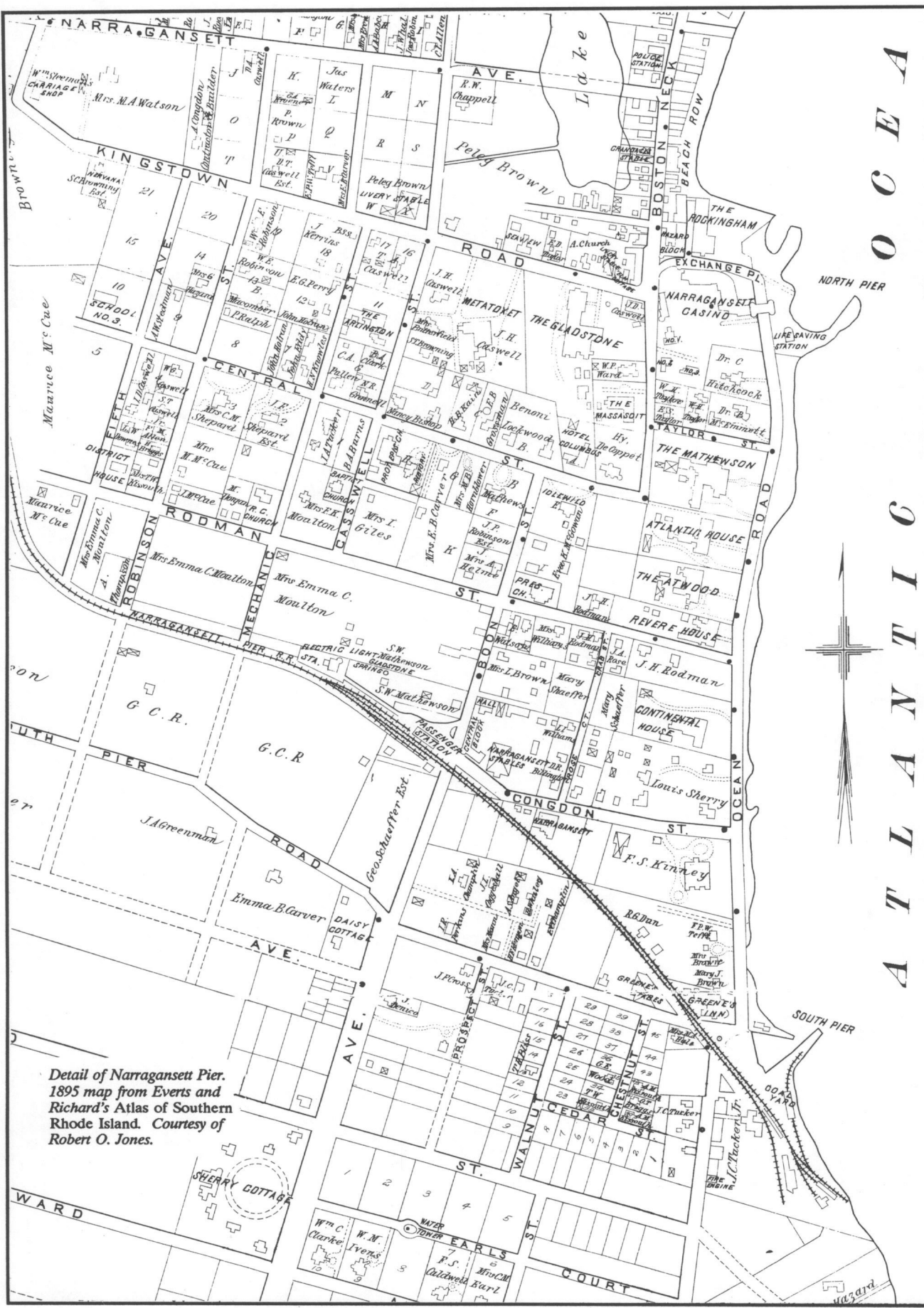
Central Street, which had been platted in 1867 but had remained largely undeveloped, was the site of much building activity in the 1880s and 1890s. The newer houses--large Stick Style, Shingle Style, Queen Anne, and "Colonial" dwellings with quaint names such as Shingle-nook, Homeleigh, Sonnenschein, and Tyn-y-coed--were set back from the street on large landscaped lots and differed in size and scale from the more modest bracketed and Stick Style cottages of the 1860s and 1870s. Some of these were built by summer residents for their own use, while others were constructed for rental--many of the people who summered at Narragansett did not maintain their own summer residences. This contributed to the continuing popularity of hotels, and prompted the development of numerous rental properties. For example, Nancy K. Bishop of Providence built four houses on Central Street between 1884 and 1886; she retained one for herself and rented the others seasonally. The structures standing on Central Street are of great historical importance, for they illustrate successive phases in the Pier's evolution as a summer resort.

In 1882, Ocean Road was extended from South Pier down to Point Judith through the Joseph Peace Hazard and John K. Brown estates, providing access to the cliff-like coastline south of the village. About fifteen years earlier, Hazard had sold land overlooking the rocky shore to several people, with the stipulation that the property never be used for commercial purposes. The development of this area was characterized by the construction of large private residences in the Colonial Revival, Queen Anne, and Shingle Styles. Perhaps the most noteworthy of these "cottages" is Stone Lea on Newton Avenue, a large, stone and wood-frame, Shingle Style structure designed by McKim, Mead and White for George V. Cresson and built in 1883-1884 (it was extensively altered in the 1940s). The landscaping and outbuildings of such large houses were often significant; in the case of Dunmere, built for Robert G. Dun, a handsome stable and gatehouse remain, though the house itself is gone. The most striking and best-known structure in this vicinity is Hazard's Castle on Hazard Avenue. Begun in 1846 as the main house of Joseph Peace Hazard's Seaside Farm, it was completed in 1884 and includes a 105-foot, square, stone memorial tower dedicated to Hazard's ancestors. Hazard's Castle, the Cresson House, and a number of other houses here constitute an historic district of important seaside summer cottages.

Most of the houses along Central Street and Ocean Road were designed as individual, isolated structures. Contrasting with this type of development were several



ATLANTIC OCEAN



Detail of Narragansett Pier.  
1895 map from Everts and  
Richard's Atlas of Southern  
Rhode Island. Courtesy of  
Robert O. Jones.

WARD

SHERRY COTTAGE

Wm C. Clarke  
W.N. Ivens  
R.S. Caldwell  
Earls  
Court

SOUTH PIER

DOCK

GREENE

TRUCK

ENGINE

WATER

WATER

WATER

WATER

WATER

*Kenyon House (c. 1890), 41 South Pier Road. This cross-gabled residence, decorated only at the cornices, is typical of less pretentious Pier houses.*



*La Sata (1887), 94 Central Street. This dwelling, noted for its "Swiss Chalet" porch and gable ornamentation and the scrolled consoles on a row of four windows in the front gable, was built for John H. Shepard of New York.*



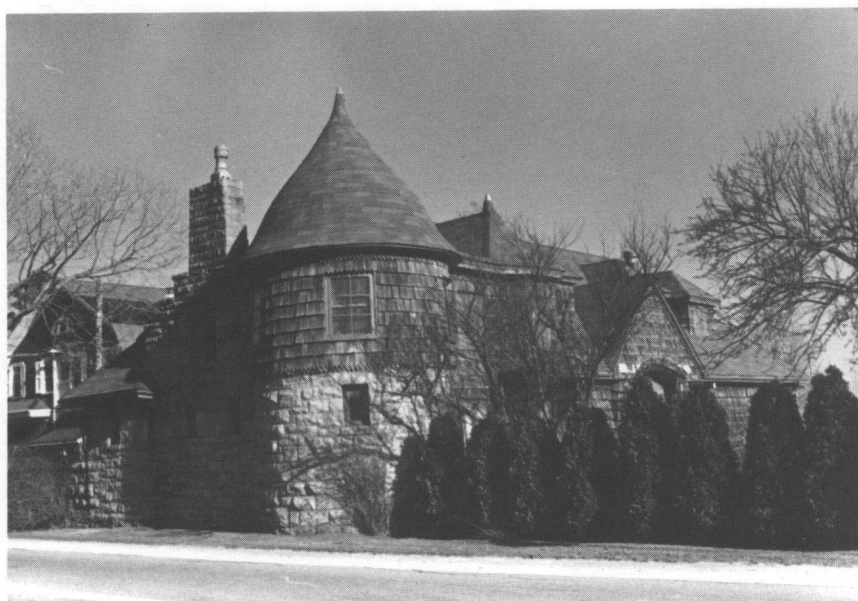
*Kabyun/Sonnenschein (1884-85), 60 Central Street. This eclectic house combines Stick Style wall covering, "Swiss Chalet" jigsaw ornament, and a mixture of other elements typical of Queen Anne architecture. Originally called Kabyun and later renamed Sonnenschein, it was built for Emma B. Carver of Philadelphia.*



*Miramar (1889-90), 61 Ocean Road. A fine example of the Shingle Style which was popular for seaside houses at the turn of the century, this complex house was built for Dr. Bache McE. Emmett of New York on the site of the Narragansett House, the Pier's first hotel.*



*Suwanee Villa Carriage House (c. 1889), 380 Ocean Road. Sited directly along the road is this picturesque stone and shingle house which incorporates a conical-roofed cylindrical tower. It was designed by James H. Taft for David Stevenson of New York.*



*Wildfield Farm Stable (1887), 434 Ocean Road. Just off Ocean Road, near the stone entry gates to Wildfield Farm, is this interesting fieldstone structure, originally used as an outbuilding for the farmhouse, now a residence.*



*Entrance to Dunmere, 560 Ocean Road. This granite entry, with an iron gate, leads to what was originally a 13-acre property with several major buildings. Robert G. Dun, of Dun and Bradstreet, the first owner, gave his name to the estate.*



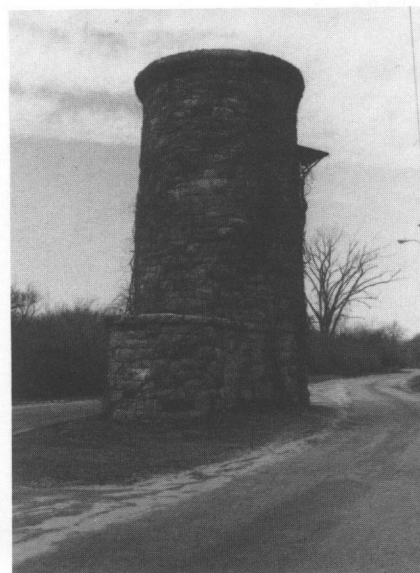
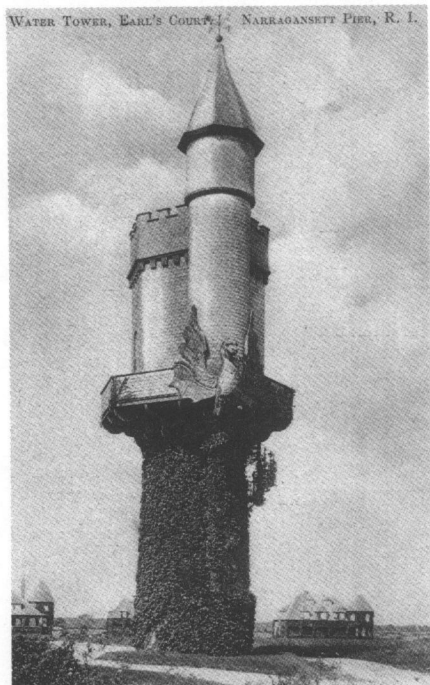
*Dunmere Gate House (1883 et seq.), 560 Ocean Road. Now the principal building on the property, this structure was initially the gatehouse for Dunmere. As constructed in 1883, it was topped with a windmill. Later, the structure was considerably expanded by the addition of a granite block gable-roofed dwelling in 1889, and by another addition in 1982.*



*Hazard's Castle (1846-49, 1884), 70 Hazard Avenue. This large stone structure was begun in 1846 for Joseph Peace Hazard, but it was not until 1882 that Rowland N. Hazard completed it according to the original plans. The 105-foot stone tower was erected in 1884.*



*Earlescourt Water Tower (1886-87), Earles Court Road. The photo at the left shows the tower as originally built, with its water tank surrounded by a balcony decorated with a sculpture of a griffin. Water stored here supplied the nearby Earlescourt development. The photo at the right shows the tower as it stands today without its superstructure.*



*Sherry Cottage (1888-89), 65 Gibson Avenue. This residence is one of a number of Shingle Style buildings designed by architects McKim, Mead & White for restaurateur Louis Sherry. The cottages and a restaurant (which burned in 1912 with several cottages) formed a compound around a central green.*



*Former Baptist Church (1889-90), 101 Caswell Street. A Baptist group began meeting in a local schoolhouse as early as 1848. In 1882 the Baptist society became a branch of the Wakefield church, and in 1883 became an independent body. This structure, erected in 1889-90, was converted to a residence in the 1960s.*



*High Tide (1888-89), 7 Taylor Avenue. This shingle and clapboard house is one of many Shingle Style dwellings erected at the Pier during the late 19th century.*



*The Four Gables (c. 1898), 12 South Pier Road. A fine cross-gambrel Shingle Style residence. It was designed by Willard Kent, a Woonsocket resident, for his own use.*



cottage clusters containing buildings of unified architectural design, all planned or built in the 1880s. The most important of these was Earls court, a development built in 1886-1887 for Edward Earle, a New York lawyer. Designed by D. and J. Jardine and Constable Brothers of New York, it consisted of four large, eclectic Late Victorian dwellings on the south side of Earles Court Road and a water tower set in the middle of the road. The tower had a wooden superstructure which included a balcony incorporating the form of a giant griffin. This superstructure has been destroyed, as have two of the houses. The cylindrical, stone base of the tower and two of the houses, one substantially and one slightly altered, still stand.

A few hundred feet to the west, off Gibson Avenue, is another planned cottage cluster, built c.1889 for Louis Sherry, a New York restaurateur and caterer who managed the Narragansett Casino. The Sherry Cottages are a group of four similarly designed Shingle Style dwellings arranged symmetrically around a grassy court known as Kentara Green opposite the head of Earles Court Road. This development originally contained two more houses and a central restaurant-dining hall which no longer exist. The remaining cottages are noteworthy for their carefully planned siting and continuity of scale and form. The surviving elements of Earls court and the Sherry Cottages represent a peculiar aspect of Narragansett Pier's architectural development.

Gibson Avenue was the site of another planned cottage cluster. Around 1888, William Gibbons Preston designed a group of five Shingle Style houses for a tract of land owned by Charles H. Pope and George B. Earle. These houses were to share two tennis courts and a system of winding drives and footpaths. This scheme was never fully realized, though one of the houses, Gardencourt, was built; it stands at 10 Gibson Avenue.

Other noteworthy structures of the period 1880 to 1890 include a Shingle Style house at 61 Ocean Road, the Shingle Style Baptist Church of 1889 at 101 Caswell Street, a Queen Anne house at 75 Robinson Street, a Queen Anne cottage at 80 Narragansett Avenue, and two large Colonial Revival-Shingle Style houses at 175 and 201 Boston Neck Road.

A number of nationally, regionally, and locally important architects contributed to the rich architectural heritage of Narragansett Pier. McKim, Mead & White of New York, who produced the Coast Guard House, Stone Lea, the Sherry Cottages and Gillian Lodge in addition to the Pier's most prominent landmark, the Towers, was probably the most renowned firm to practice here. Boston architect William Gibbons Preston was arguably the most prolific. In the 1880s and 1890s, he designed Rockhurst for Howard Lapsley; alterations to Hopewell for Lapsley's son-in-law Dr. Charles Hitchcock; Stonecroft for Francis H. Dewey; the Southern Hotel, later Greene Inn (demolished); the Aaron Wolff House; the Electric Power Station (demolished); Gardencourt; a windmill to pump water on the E. Harrison Sanford estate (demolished); and, possibly, the horse watering trough at the intersection of Ocean and South Pier Roads. Among the prominent Rhode Island architects that worked at the Pier are William R. Walker, designer of the Sprague house, Canonchet; Willard Kent of Woonsocket, architect of his own summer house, Four Gables; and Edwin L. Howland, designer of the second St. Peter's-by-the-Sea.

By 1895, houses were being constructed on empty lots in the compact part of the village, and development had extended into previously vacant areas, such as the sections south of Rodman Street, west of Robinson Street, along Narragansett Avenue, and along Boston Neck Road near Narragansett Avenue. South of South Pier, where in 1870 only a few houses stood in isolation, a line of fine summer houses extended south for about a mile along the shore. Inland from them lay Earls court and the Sherry Cottages. The beach itself was built up with wooden bathhouses belonging to the hotels and individual

proprietors. They formed a continuous range of structures linked by a broad, covered promenade along the sea front, with the large and impressive Sherry's Pavilion just beyond its northern end.

## AGRICULTURE

While the growth of the Pier as a resort community had important impacts townwide, Narragansett remained a predominantly agricultural area in the nineteenth century, and many residents still farmed for their livings.

Pease and Niles's gazetteer of 1819 describes South Kingstown (including Narragansett) as a "flourishing agricultural township" with generally fertile soil adapted to grazing and grain culture. Some of the largest eighteenth-century farms had been subdivided into smaller units, and farming took place on a generally smaller scale than had been the case in the eighteenth century. Both Boston and Point Judith Necks contained several farms. Dairy farming was the town's leading agricultural business, while cultivated fields yielded corn, barley, oats, and rye. By 1839, farmers were sending grain, dairy products and wool to market in Providence, Newport, and Boston.

At mid-century, census data show that the town's farms remained unspecialized. The principal crops were corn, potatoes, and oats. Livestock were still an important part of the farm economy. The development of the resort community at Narragansett Pier seems to have created a local market for Narragansett farmers as well.

## MARITIME ACTIVITIES

Like agriculture, maritime activities were an important part of Narragansett's nineteenth-century growth and development. Statistics compiled at mid-century for South Kingstown (which included Narragansett) show that the area's maritime industries were, like its farms, essentially non-specialized. Narragansett residents did some fishing, some freighting, and some shipbuilding--all on a relatively small scale. Although the Narragansett area had miles of shoreline, there was a shortage of suitable ship landings until a series of piers and wharves were constructed in the nineteenth century at Narragansett Pier itself and at South Ferry.

Before 1855, Narragansett shipbuilding was carried on by John Aldrich Saunders and his family. While most shipbuilding activity took place on the South Kingstown side of the Pettaquamscutt, several ships were built on the Narragansett side, including the *Rising Sun* (1819), the *Narragansett* (1839), and the *Pettaquamscutt* (1848). A site at South Ferry was used to build three ships: the *Narragansett* (1820), the *Sea Bird* (1825), and the *Usquepaug* (1848). After 1855, the Saunders family moved their shipyard to Saundertown.

Fishing was an important activity in the Narragansett area. Peace and Niles noted in 1819 that the fisheries were of "some importance," both on the ocean shores of Narragansett and in Point Judith Pond. Alewives, bass, smelt, and white perch, as well as oysters and some clams and scallops, were taken and exported to Providence, Newport, and New York.

In 1885, the South Kingstown fisheries employed 36 men full-time, using two sailboats and 131 rowboats. Many other residents no doubt fished on a part-time basis as a supplement to their ordinary trade. By 1895, the number of sailboats had increased to 14, and 41 men worked full-time as fishermen.



*Site of the ferry slip at South Ferry. These stone piers extending into the water are one of the few surviving remains of South Ferry, an early ferry landing linking the mainland with Jamestown, and Newport beyond. South Ferry was also a small but significant port during the 18th and 19th centuries. Established in 1695-96 the ferry slip was used until 1894, when the service was moved to nearby Saunderstown.*



*Point Judith Lighthouse (1816, 1857) and U.S. Coast Guard Station (1935), 1470 Point Judith Road. The first lighthouse erected here, in 1806, was rebuilt in 1816, and it in turn was rebuilt to its present form in 1857, a 75-foot octagonal tower of rough-cut stone. The United States Coast Guard station, at the left, was built in 1935, replacing a lifesaving station erected in 1872.*



*Fishing Shack (early 20th century), Galilee. This plain, functional building is one of many along this bustling waterfront, dominated by masts, booms and derricks.*



In addition, the lands adjacent to the shoreline were an important resource. Seaweed was used as a fertilizer on Narragansett farms. Wetland animals--muskrat, mink, otter--were trapped, and waterfowl were hunted. Marsh grass was collected and used as bedding and fodder for animals, and as a topping for haystacks; widgeon grass and eelgrass were gathered and banked against house foundations in winter.

From colonial times until the early twentieth century, the wetlands of Point Judith Pond were an integral part of life in Narragansett, of central importance to the livelihood of farming and fishing families. In the colonial era, Point Judith Pond had been a harbor for small coastal traders. The Great Gale of 1815 filled in the breachway at Sand Hill Cove and a new one formed about one mile to the west (at the present town line). The new breach was large enough to allow ten-foot-draft vessels to pass through it until the mid-nineteenth century. The breachway required periodic digging to insure the passage of migrating fish.

Through the nineteenth century, the breachway began to shift and shoal, limiting the passage to shallow-draft vessels. The depth and width of the breachway channel changed annually, and eventually it became too shallow for boats. During the decade of the 1890s, the breach silted up each winter and required digging to keep it open. Dredging of a permanent opening, discussed in the last years of the nineteenth century, did not become a reality until the early twentieth century.

Several aids to coastal navigation were constructed in Narragansett in the nineteenth century. The first lighthouse at Point Judith, one of the most exposed and dangerous spots on the east coast, was established in 1806. The present lighthouse tower dates from 1857 and is the third one on the site. The light is an octagonal structure built of granite blocks. A second lighthouse was built in Narragansett in 1882 on Whale Rock (east of Narragansett Pier), but it no longer stands. Lifesaving stations were established at two Narragansett locations; only the one (1888) at the Pier remains, a substantial stone structure designed by McKim, Mead and White to harmonize with the Casino.

### **SOUTH FERRY**

A small community surrounding the Jamestown ferry landing, the village of South Ferry experienced a dramatic change in the mid-nineteenth century when a steam-powered textile mill was built here. By 1850 the factory, owned by John B. Potter and Joseph Eaton, Jr., employed 27 operatives in the manufacture of cotton and woolen goods. In addition to being a small manufacturing location, the village continued to be a minor center for the coastal shipping trade; the mill's goods and agricultural products from the nearby farms were loaded at this wharf here and shipped to New York, Philadelphia and the West Indies.

With these several activities, the village prospered. At its greatest extent it had a chandlery, a dry-goods store, a post office, a school, a livery stable, a carriage house, a large inn, nine large tenement houses, a boarding house, and a church.

Little is left today of the village, but its most distinguished building has survived. The Narragansett Baptist Church (1850-51) is one of Rhode Island's special architectural treasures. Built for a Baptist congregation formed in 1850, the church was designed by Thomas Tefft of Providence, one of the state's most notable mid-nineteenth-century architects. It is a 1-story, gable-roofed, wood-frame structure covered with patterned shingles with a steeple at the south end. The simple decorative trim of the church--corbels, drip moulds, eaves brackets--is derived from Romanesque architecture. With its prominent siting high on a hill west of the village on the shore, the church has been a landmark for sailors since its construction.

The heyday of South Ferry ended sometime during the Civil War. The factory ceased operating and by 1878 was being used as a carpenter shop and sail loft. The final blow to the village came when the Jamestown ferry moved its mainland terminus to a new dock at Saunderstown in the 1890s, ending a service at South Ferry which dated back about 200 years. South Ferry became a rural backwater. An observer in 1893 found it "...a veritable symphony in gray...a little cluster of gray cottages, an abandoned ferry house and an ancient mill dropping to decay."

### **BOSTON NECK**

Boston Neck remained sparsely populated throughout the nineteenth century with isolated farmsteads separated by broad fields. As late as 1862 there were only a few roads on the peninsula. The north part of the neck was the more heavily settled, primarily along the main road, which was part of the federal post road system. The road ran across the Neck to South Ferry; a path then led north to Wickford. Another road crossed the Pettaquamscutt at Middle Bridge and wound through the less developed southern portion of Boston Neck toward Cormorant Point.

In 1866, Boston Neck Road was laid out from the South Ferry Road to Narragansett Pier, and soon after a covered bridge was erected across the Narrows. This structure collapsed but was rebuilt by 1868. Now easily accessible, Boston Neck became a popular side trip from the Pier; visitors came to enjoy its pastoral landscape and ocean views.

### **POINT JUDITH NECK**

In the eighteenth century, Point Judith Neck was divided into several holdings; in the nineteenth century the Neck was further sub-divided into many smaller farms, with houses spread out along Point Judith Road. The road began as a crude path laid down along the center of the Neck in the late eighteenth century.

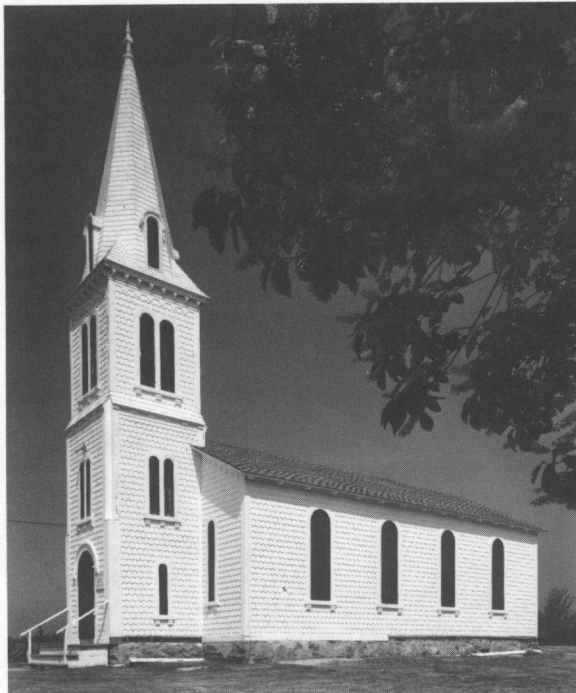
In the 1830s about half a dozen houses stood along the road. An 1862 map shows fifteen houses along the road between South Pier Road and Point Judith; all but two of these houses were on the west side of the road, and most were in the southern section of the Neck, where the Knowles family had five farms; about half a dozen houses were located east of Point Judith Road, connected to it by private drives or paths. Two schoolhouses were sited near the road, one at each end of the Neck.

By mid-century, Point Judith Neck had become home to a small community of fishermen, laborers, and farmers. The scattered houses here were for the most part small, 1-1/2 story, vernacular structures. Several small farm complexes were constructed, such as the one built for James Anthony. In 1870, there were twenty-eight houses along and near Point Judith Road.

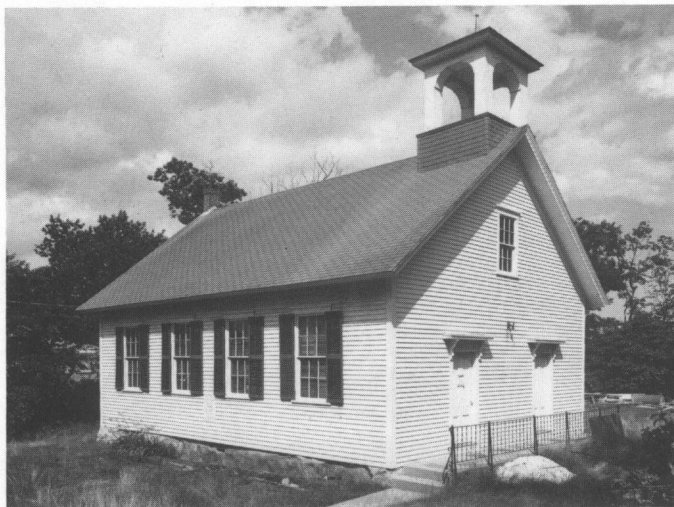
The later decades of the nineteenth century were a stable period in the development of the Neck. Between 1870 and 1895, the number of houses remained the same. Some road improvements were made, Ocean Road was laid out along the ocean shore in 1882; soon after, its northern end became the locale of several large summer houses. Point Judith Road was extended. Several roads were laid out between Point Judith Road and Ocean Road. Streets between Scarborough and Point Judith Road were built about 1887.

In 1878 the Point Judith Baptist Church was built to save Neck residents the long trip to Wakefield for church. In 1890, Charles W. Hall's variety store and post office was established at the lower part of the peninsula.

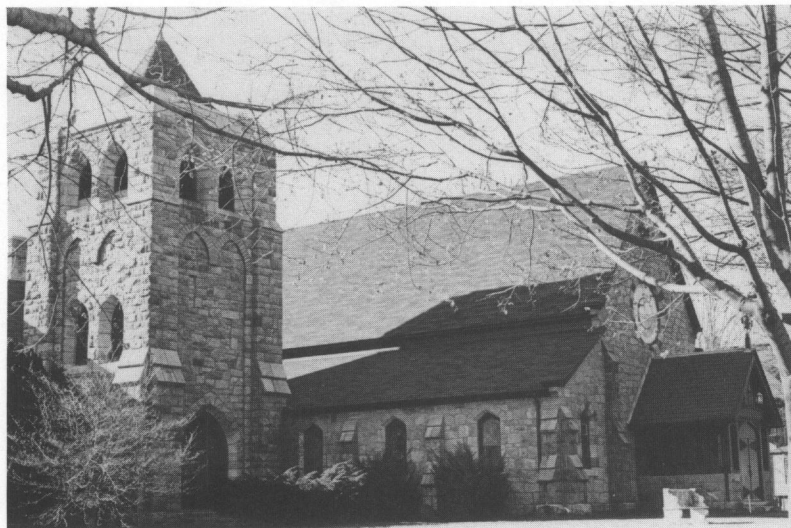
*Narragansett Baptist Church (1851), South Ferry Road. Designed by architect Thomas A. Tefft, one of the most innovative architects in mid-nineteenth-century America, in a traditional rectangular meetinghouse plan, this church was built for a Baptist society. After passing through several owners, and suffering extensive damage in the 1938 hurricane, it became the property of U.R.I. in 1975.*



*Point Judith Baptist Church (1878-80; 1889-90), 796 Point Judith Road. This plain structure is a fine example of 19th century vernacular houses. The bell was added about 10 years after the church was built. It is now a residence.*



*St. Peter's-by-the-Sea Episcopal Church (1870, 1879, 1889), 72 Central street. This stone church, built in 1870, was modeled after English country churches of the Gothic period. The porch was added in 1879, the tower in 1889. There are some noteworthy stained glass windows.*



*Kinney-Anthony Farm/Sunset Farm (mid-19th century), Point Judith Road. This farm complex is a rare survivor in Narragansett. The plain farm house was built in the mid-19th century and a small cluster of farm outbuildings was gradually added over the years. Beyond the house is the Kinney Bungalow (1899), designed by Clarke and Spaulding, for Francis S. Kinney, founder of a successful New York tobacco house and a member of the fashionable Narragansett Pier summer colony. The building was built to serve as Kinney's private club house.*



*James Sherman House (c. 1862), 556 Point Judith Road. This plain, shingle and clapboard house is a good example of the vernacular structures common on Point Judith. Such houses were home to fishermen, seamen, and farmers.*



In 1896, the old Randolph farm, purchased by "twenty five wealthy patrons, most from Philadelphia," became the Point Judith Country Club. A few years later, a disgruntled club member, Francis S. Kinney, purchased the Anthony Farm on the opposite side of Point Judith Road and built his own clubhouse, designed by P. O. Clarke.

Though these clubs catered to the affluent Narragansett Pier community, the Neck remained the province of working people. The reminiscences of Lysander Barker describe the Neck about 1900--traveling the road by memory, Barker remembered its residents: nine farmers, a fisherman, a laborer, a whaler, two laborer-farmers, six laborer-fishermen, and one fisherman-hunter. Barker also recalled three blacksmith shops. The Point Judith lighthouse also employed a few Neck residents.

## THE DISTRICT OF NARRAGANSETT

By the late nineteenth century, Narragansett had developed in patterns different from the rest of South Kingstown, but it remained part of the larger town. The character and economy of the Narragansett area with its extensive commercial and resort development prompted the General Assembly to incorporate the District of Narragansett in March, 1888. Densely populated villages in many of the state's rural towns were established as districts empowered to assess and collect taxes for certain narrowly defined purposes, such as water distribution or fire protection. The District of Narragansett, however, had broader powers. It had all the duties and authority of a township, including a council to manage local affairs, but for purposes of representation in the state legislature was treated as a voting district of the town of South Kingstown. This status changed when Narragansett was finally chartered as a separate town in March 1901.

## THE EARLY TWENTIETH CENTURY

### NARRAGANSETT PIER

In 1900 a spectacular fire destroyed the Pier's premier landmark and the center of its social life. The fire burned the Rockingham Hotel, several business blocks, and most important, the Narragansett Casino. Only the Towers were left.

The fire dealt a severe blow to the Pier. It precipitated a slight decline, which was followed in turn by a resurgence. The Pier area experienced a 21% population loss between 1910 and 1920, but thereafter, population increases were steady. A low of 993 inhabitants was recorded 1920; the census of 1930 showed 1,560 residents.

In the first decades of the twentieth century, several fine houses were erected at the Pier: Sansea and the Burt A. Burns House on Central Street, and the Emma Innis House at 50 Chestnut Street, the latter built in the newly-popular Dutch Colonial mode. Also noteworthy are Turnberry, a Colonial Revival structure with a gambrel-roofed carriage house at 366 and 370 Ocean Road; Yellow Patch, at 115 Central Street, designed by Providence architect George E. Hall; the Dutch Colonial Frank MacKenzie House at 165 Boston Neck Road, the work of Eleazer B. Homer, another Providence architect; and the picturesque James C. Potter House at 375 Ocean Road. In October, 1909, Governor Sprague's house, Canonchet, was destroyed by fire. Only a cellar and a stone stable survive today. In 1908 Roman Catholics erected a fine Shingle Style church with Romanesque-derived details. Originally named for Saint Philomena, it was rededicated to Saint Thomas More in 1961. A new Casino was built east of the present Post Office in 1905, and the ruined Towers of the old Casino were restored in 1910 by

architect J. Howard Adams. The national polo championships were held at the Point Judith Country Club during the early years of the twentieth century, and an attempt was made at the time to encourage the prestigious Newport Casino tennis tournament to relocate here.

In an article published in *Harper's Weekly* in July, 1906, summer resident Brander Matthews gives a sense of what the Pier was like at this time:

It is the beach which is the center of life at Narragansett...which has irresistibly attracted, year after year, the families from all parts of the Union who have built the summer city of cottages that extends miles, stretching away almost to Point Judith itself. It is at the beach, at noon, that Narragansett holds its parade of pretty girls, plunging into the surf and swimming out to the raft, before they adorn themselves again in all the glory of their sumptuous sailor suits to lunch at the new Casino, which now nestles just at the edge of the rocky shore. It is on the beach at the bathing hour that the transient guests of the hotels have their chance to mingle with the cottagers who have been coming summer after summer, unable to keep away, and who are swift to insist that there is nowhere else a seaside village worthy of comparison with Narragansett....In the more thickly settled part of the village, from the Ocean Road and the Kingston Road back to the neat railroad station, with its finely kept surroundings, land is held at fancy prices, and few of the places contain more than an acre or two. And here the houses are truly cottages; but out on The Rocks, on the way to Point Judith, the places are far more spacious, and the houses are, many of them, not fairly to be termed cottages, even if none of them are sumptuous enough to vie with the marble palaces of Newport....There is truth in the assertion that Narragansett's chief charm is not to be sought in any merely physical combination of land and water and air, but rather in certain of its social aspects...the tone of the summer's colony at the Pier is rather Southern than Northern, with the warmth and the heartiness of the one and without any of the frigidity and affectation which only too often chills social intercourse in the other.

As the twentieth century progressed, Narragansett Pier changed. Once a resort where out-of-state residents came by train for extended vacations, it became a day-trip destination for Rhode Islanders travelling by auto and served as the downtown of the largely rural town of Narragansett. Roads were widened and improved to accommodate the increasingly popular pastime of automobile touring. This change had the greatest impact on the surviving hotels as the demand for their rooms diminished. Several were destroyed by fire, the Imperial in 1925, the Revere in 1928. Also slowed was the construction of large summer homes for out-of-state residents. Hereafter, the major architectural commissions were for public structures such as the Governor Sprague Bridge and the handsome, brick Fifth Avenue School (now Town Hall) of 1924, designed by Willard Kent.

A transformation in the management of the beach also occurred in the early years of this century. Through the nineteenth century, the shorefront property has been owned by individuals and private corporations which operated bathhouses that catered to the hotel guests and the cottagers. By the 1920s, these old Victorian bathhouses had become quite decrepit. The transient visitors who frequented the Pier in ever increas-

*Ocean Road Houses, from the shoreline. Above Narragansett's rocky and dramatic shore are a number of large summer cottages. This view, looking north, shows (from left to right), Turnberry, Stone Croft, Over Cliff, and Indian Rock.*



*Over Cliff (1884-85), 352 Ocean Avenue, and Indian Rock (1880s), 4 Hazard Avenue. These oceanfront houses, with sweeping lawns leading to the ocean's edge, are part of the late 19th-century building boom at and near the Pier. Over Cliff, with its half-timbered gable ends, was built for Charles H. Pope. Indian Rock was constructed for the Reverend William Babcock.*



*Turnberry (1910-11), 366 Ocean Road. This large, gambrel-roofed, Colonial-styled, oceanfront house was built for Emma R. Sinnickson of Philadelphia.*





*The Towers (1883-86), 36 Ocean Road, and the U.S. Lifesaving Station/Coast Guard House (1888), 40 Ocean Road. Both these stone structures were designed by the architectural firm of McKim, Mead & White. Following a fire in 1900, the Towers were rebuilt in 1910. The granite Lifesaving Station, which harmonizes in form and materials with the Towers, was used as a Coast Guard Station until 1937. It is now a restaurant.*



*Bronze Sculpture, Memorial Park. This statue of cavorting fish adds a playful and lighthearted touch to this park near The Towers. Other monuments here pay tribute to Narragansett residents who served in the fire department and in several military conflicts.*

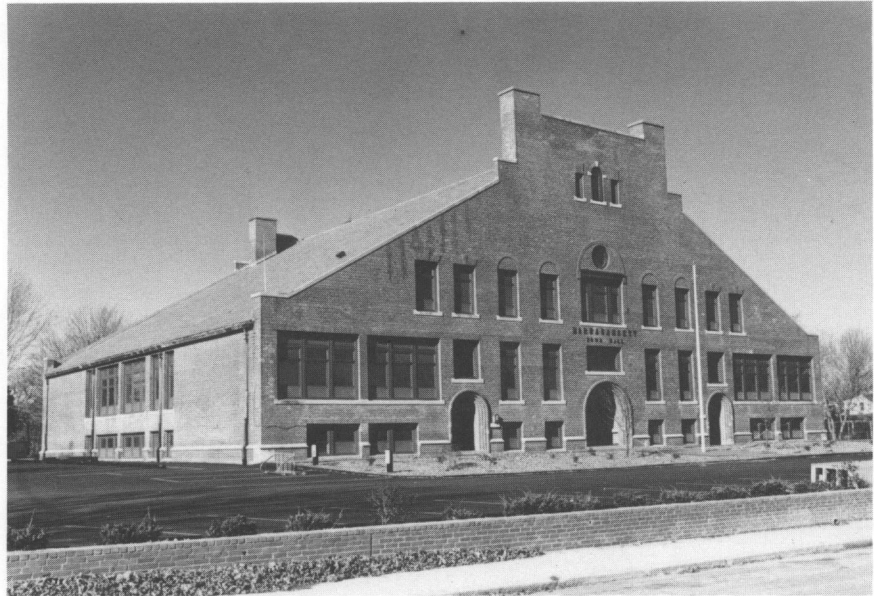
*Gatepost Ornaments (c. 1910-20), 244 Kingstown Road. These decorative lamp posts mark the entrance to Westlake, or Dome Acres.*



*St. Philomena's/St. Thomas More Roman Catholic Church (1908), 59 Rockland Street. This Romanesque-inspired church building, designed by Murphy, Hindle & Wright, was constructed in 1908. It replaced an earlier church built in 1884. Originally named for Saint Philomena, it was rededicated to Saint Thomas More in 1961.*



*Fifth Avenue School/Town Hall (1924, 1976-77), 25 Fifth Avenue. This unusual school building, designed by Willard Kent, was built in 1924. It was renovated in 1976-77 for use as the Town Hall. A rare and remarkable building, it presages by several decades the work of Robert Venturi, one of the most important American architects of the 1960s and 1970s.*



*U.S. Post Office (1915), Exchange Street. This building, with its symmetrical facade and classical detailing, is the sole surviving structure of the Pier's business district.*



*Dunes Club (1939-40), 137 Boston Neck Road. The original Dunes Club was built on this site in 1928-29. After its destruction in the 1938 hurricane, a new structure, designed by architects Purves, Cope & Stewart of Philadelphia, was erected. It was partially rebuilt following damage inflicted by the 1954 hurricane.*



*Bonnet Shores Cottages. These residences overlooking the West Passage of Narragansett Bay are part of a residential community of about 650 houses. This area remained farmland until the 1930s; then lots were platted and houses built. Originally occupied only in summer, Bonnet Shores homes are now mostly year-round residences.*



*Scarborough Beach Bathing Pavilion (1988), Ocean Road. The last of a series of bathing pavilions at Scarborough Beach, dating back to 1914, this one was designed by Robinson Green Beretta for the State of Rhode Island.*



ing numbers refused to patronize the bathhouses, preferring to change in their cars and climb over or under the fences to get to the beach. This behavior was the source of much controversy. Several members of the resident summer colony formed a private organization which acquired property at the north end of the beach. This group, incorporated as the Dunes Club, built itself a rambling stucco clubhouse described as being "in the style of a Normandy farmhouse" in 1928-1929. Designed by Kenneth M. Murchison of New York, the clubhouse contained sleeping apartments for members and was surrounded by a small enclave of private houses in the same architectural style.

The founding of the Dunes Club provided new and luxurious accommodations for Narragansett's social elite, but the problem of beach use by the general public was left unsolved. In 1935, the town made a proposal to buy the shore property and build new bathhouses with Public Works Administration funds. This project was not fully realized until the hurricane of 1938 wrecked the old bathhouses, clearing the way for the development of the present town beach. The hurricane also destroyed the Dunes Club's original clubhouse. The present structure, designed by Purves, Cope and Stewart of Philadelphia replaced it in 1939-1940. Two stuccoed Murchison-designed houses, at 151 and 155 Boston Neck Road, and Sedgefield, another stuccoed structure, at 129 Boston Neck Road, designed to harmonize with the first Dunes Club, survived the hurricane.

The hurricane of 1938 ruined large sections of the Pier area: just back from the beach, stores, houses, and the police station were destroyed. By the 1940s, the heyday of the Pier was over. Richmond Barrett, who had known the Pier at its height, wrote, "Today nothing remains of it but a few ramshackle old buildings typical of all clap-trap seaside resorts that have slumped into stoop-shouldered neglect." The exceptions, however, said Barrett, were the superb new Dunes Club and the stone Towers, the "one conspicuous landmark that impresses the stranger, a ruin that looks historical and rather noble."

## **BOSTON NECK**

In 1901, the United States Government acquired land at South Ferry for a military installation, named it Fort Kearney, installed guns, constructed ammunition bunkers, and established a small garrison. During World War I the post was used as a training ground for Rhode Island draftees and coast artillery units. After the war, the installation was placed on caretaker status.

During the early twentieth century, Boston Neck developed slowly. Some houses were constructed, mostly along and near Boston Neck Road, but the density of building was low as the peninsula remained predominantly agricultural. A 40-acre tract at the Bonnet was the site of a more intensive development. A group headed by Harry T. Bodwell and Fred Crandall attempted to create a resort at the Bonnet. A prospectus for the tract, published in 1928, proclaimed the goal of "a community of merit," a place "the equal of Newport's finest." Despite a shaky financial beginning, some houses were erected and the Bonnet Shores Club was constructed on the crescent of sandy beach at the south side of the Bonnet.

## **POINT JUDITH NECK AND GALILEE**

Point Judith Neck, closer to the Pier and the ocean, was more fully transformed than was Boston Neck, and became a summer resort, a change made possible by the popularity of the automobile and the completion of harbor improvements at Galilee.

Construction of the Point Judith Harbor of Refuge was initiated in 1890 when the project was authorized by Congress, and portions of the east and west jetties of the breakwater were completed before the end of the nineteenth century. Work lagged, however, and it was not until 1914 that the last of the breakwater's three sections, the central one, was completed. A permanent breachway to Point Judith Pond was created in 1910 when a new breachway (east of the earlier one) was excavated between Galilee and Jerusalem. The site of the old breachway just west of Jerusalem, now follows the Narragansett-South Kingstown boundary.

After completion of the channel, some fishing vessels used the Harbor of Refuge as an anchorage and eventually small villages grew up at Galilee on the east side of the breachway and Jerusalem on the west side. Development was limited until 1935, when additional improvements were made through the combined efforts of the federal Public Works Administration and the state government. The project included construction of two piers and the dredging of a 35-acre anchorage just inside the entrance to the pond which made this area an important element of the state's fishing industry. Soon after, however, the 1938 hurricane dealt Galilee and Jerusalem a heavy blow. Of the 150 houses ranged along the beachfront at Galilee 125 were destroyed.

Before World War I, Point Judith Neck was being transformed from a community of farmers, fishermen, and laborers into a summer colony of modest cottages. On a ten-acre lot near Point Judith, a cottage colony, Pirate's Paradise, was developed into a "thriving community of idyllic shacks." Nine cottages had already been erected and there were more to come, said a 1914 newspaper account. The parcel, which fronted on a large bathing beach, was being settled by squatters who appropriated their sites for summer houses at no cost. Soon, other people came in large numbers, erecting small, inexpensive, 1-story structures for use only during the summer months.

As use of the automobile became more common, the number of houses increased. Ocean Road was modernized in 1905. Point Judith Road was paved in 1928. During the 1930s, in addition to the Galilee project, the PWA developed beaches at Scarborough and Sand Hill Cove and widened Point Judith Road. In 1940, St. Mary Star of the Sea Roman Catholic Church, a Georgian Revival masonry structure designed by architect Samuel Morino, was erected in the central part of the Neck. A U.S. Coast Guard boathouse was constructed on the breachway at Galilee, and in 1935 a Coast Guard Station was established at Point Judith.

## MILITARY INSTALLATIONS

On the eve of World War II, the U.S. Government acquired 269 acres on lower Point Judith Neck for the site of Fort Nathanael Greene. The fort comprised three separate batteries, two on Point Judith Road, which together extended from Point Judith Pond to the ocean, and the third near the point itself. These East and West Reservations were equipped with 16-inch rifled guns, capable of firing one-ton projectiles for more than 25 miles. Together with batteries at Fort Church in Little Compton, they covered the entrances to Narragansett Bay. The South Reservation was equipped with a six-inch gun and with smaller guns for protection against smaller, faster-moving targets. On Boston Neck, Fort Kearney was reactivated in 1941, new buildings were constructed, and an anti-boat boom was laid from here to Fort Getty on Conanicut. Land for a military reservation was acquired on the southern part of Boston Neck in 1942; it was garrisoned and equipped with three- and six-inch rifles.

*St. Mary Star of the Sea Roman Catholic Church (1940), Point Judith Road. This church building, containing elements derived from Italian Palladian and Georgian Revival designs, was the work of Providence architect Samuel M. Morino. The first church there was a mission serving a seasonal community; now it serves an increasingly year-round population.*



*Norman D. Watkins Laboratory Building (1978), University of Rhode Island Oceanography Campus, South Ferry. Designed by William D. Warner.*



*Durfee House (1988), Sunset Boulevard. This new residence, sited near the southern end of Point Judith Neck, is a modern copy of a 19th-century Gothic-style house.*



*Fort Nathanael Greene (1940), Point Judith Road. Obscured in a tangle of vegetation is this gun battery. Construction on this fort started shortly before World War II as part of the Narragansett Bay defense system.*



*Fort Varnum (1942), Old Boston Neck Road (South). Fort (now Camp) Varnum, was established shortly after the outbreak of World War II as part of a comprehensive Narragansett Bay defense network. These buildings, now part of the National Guard's grounds on Camp Varnum, were built to resemble domestic dwellings to deceive the enemy.*



*Bunker at Fort Varnum. This bunker at Fort Varnum is typical of defense establishments constructed during World War II.*



## THE POSTWAR PERIOD

After World War II, many of Narragansett's military installations were decommissioned. Fort Greene's West Reservation was declared surplus. It became state property in 1954, and by 1970 was developed and opened as a campground and recreation area known as Fishermen's Memorial Park. Part of the East Reservation, between Ocean Road and the ocean, was sold and subdivided for house lots. Most of the East Reservation, however, remained a military installation, and is now used as an Army Reserve Center. The South Reservation is largely vacant today. Fort Kearney at South Ferry, deactivated after the war, was used for veteran's housing by the University of Rhode Island, and in the 1950s became the site of the university's marine laboratory, now the Bay Campus. In addition, the area includes several federal laboratories and research facilities. Fort Varnum, now state-owned, is used as Rhode Island army reserve training center. Its observation and fire-control posts, built to resemble domestic buildings, stand today as reminders of Rhode Island's role in World War II.

Starting about 1950, Narragansett became part of the suburban development surrounding the Providence area. As the economy improved and the number of automobiles increased, and as existing roads were upgraded, making it easier for residents of Narragansett to work outside the town, Narragansett's year-round population grew quickly.

During the 1940s, despite the disruptions caused by the war, the year-round population expanded by about 47%, to 2,288 inhabitants. During the summer, the number swelled to 20,000. The town's population grew by slightly more than 50% during the 1950s, from 2,288 to 3,440. Thereafter the town grew at an even greater rate. Between 1960 and 1970, the town's population more than doubled, the highest rate of growth in the state. By 1980, another 12,097 people lived in the town. Census data also reveal that Narragansett's role as a summer colony was changing. In 1970, there were 1,994 seasonal dwellings (summer cottages or cabins); by 1980 the number of seasonal units decreased by 500, or about 25%, but it is still the second highest in Rhode Island after neighboring South Kingstown.

As in the nineteenth century, proximity to the shore remains the town's most important asset, and recent development is concentrated near the shore. The western section of Boston Neck, between Boston Neck Road and the Pettaquamscutt River, is virtually saturated with houses for a distance of two miles south of the North Kingstown line. The housing tracts here include Pettaquamscutt Lake Shores, Forest Lake on Indian Trail, the DiMartino plat on River Dell Road, and, farther south, North Gate at West Bay Drive. The Rowland Robinson House, set on a large lot with fine stone walls, retains an eighteenth-century feeling. On a tract of land southeast of the house, residential construction is filling the area around Wyndcliffe Drive and several side streets near the bay. Bonnet Shores, its houses set close together on narrow, winding roads, gradually evolved from a seasonal to a year-round community. In 1960, only a few dozen owners occupied their houses year-round. By 1980 the majority of the area's 650 dwellings were used all year. About one-fourth were inhabited by permanent residents, while the remainder are seasonally occupied by owners or vacationers in summer and students from the University of Rhode Island in winter. In 1978, the last major undeveloped portion of Bonnet Shores was cleared for a 61-lot subdivision along the east side of Boston Neck Road near the Bonnet Shores entrance.

On Point Judith, topographic conditions and landholding patterns have limited growth. Undevelopable wetlands or marshes cover some acreage, while institutional or public uses, such as the Point Judith Country Club, the military reservations, and Fisherman's Memorial State Park, have withheld others from subdivision. The northern part of the neck, removed from shore, has remained sparsely populated, with a few



operating farms. The southern part, nearer the ocean, has been heavily built up, primarily with small cottages used only during the summer months. The two largest islands in Point Judith Pond have been almost totally developed. Galilee, near the state-owned beach at Sand Hill Cove, is a non-residential fishing village with docks and industrial and commercial buildings lining the water, and is also one of Rhode Island's most popular recreation areas, with several restaurants and motels for visitors.

The southern part of Boston Neck remains sparsely developed. Anawan Cliffs, along the ocean, is a low-density development. Most of the Hazard estate, along Boston Neck Road, has been subdivided into house lots. The Hazard House itself was moved to a new location a short distance from its original site. Most of the housing on Boston Neck is for permanent residents.

The last four decades have witnessed the continuing transformation of Narragansett Pier. The great nineteenth-century hotels are gone; the last survivor, the Greene Inn, was damaged by fire in 1980 and was demolished two years later. Suburban housing tracts have been constructed off Kingstown Road, South Pier Road, and Earles Court Road. By the 1960s, the commercial district opposite the town beach had become run down and was considered to be a blight on the community. The town developed an urban renewal plan, which called for extensive demolition and new construction. As a result, in 1971-72, all the structures in the 28-acre area bounded by Boston Neck Road, Ouida Street, Caswell Street, and Kingstown Road were torn down and all the through streets were closed. The superblock thus created was developed by Gilbane Properties and Westminster Properties of Providence as Pier Village, a mixed-use enclave of shops and apartments housed in contemporary wood-frame buildings designed by Quinlivan, Pierik, and Krause of Providence and Syracuse.

## SUMMARY

Though it was not incorporated as a town until the beginning of the twentieth century, the Narragansett area has a long and varied history. Narragansett was originally part of the homeland of the Narragansett Indians. English immigrants from the earlier settlements in Rhode Island, Massachusetts, and Connecticut began buying property here from the Narragansetts in the 1650s. Over the next half-century these three colonies vied for control of the Narragansett lands until the British crown placed the region under Rhode Island authority.

King Philip's War of 1675-6 crushed the power of the Narragansetts and European settlement began in earnest. Beginning in the late seventeenth century, large rural estates were created along the bay and ocean from Wickford to Charlestown. A socioeconomic order evolved, unusual in New England, based upon expansive landholding devoted to the production of export goods by means of slave labor. Although this way of life died out before the Revolutionary War, agriculture of a different nature, more common to the rest of Rhode Island, remained an important part of the local economy for more than a century thereafter. The settlements at South Ferry and Narragansett Pier originated in the eighteenth century as landings for export of farm products. South Ferry, located on an important transport route to Newport, was Narragansett's primary settlement through the eighteenth and well into the nineteenth century.

Unlike many other towns in Rhode Island, Narragansett was bypassed by the early stages of the Industrial Revolution because it lacked streams of sufficient size to generate power for large factories. Narragansett's economy was based on farming, fishing, and shipping, with a few secondary occupations such as shipbuilding. A significant transformation began in the mid-nineteenth century, when Narragansett's

seaside attractions began to draw tourists. Within a few decades, hotels were built at Narragansett Pier and affluent out-of-towners erected fine "cottages." During the last quarter of the nineteenth century, Narragansett Pier joined Newport and Watch Hill as one of the three premier summer resorts in Rhode Island.

At the same time, Boston Neck and Point Judith Neck retained much of their rural character. Fishing constituted a small but important enterprise for many inhabitants of Point Judith Neck. By the century's end a new ferry landing at Saunderstown, in North Kingstown, took away South Ferry's most significant activity, and that village went into decline.

Narragansett Pier remained a popular resort into the early twentieth century, but the increasing use of the auto, several fires, and the Great Hurricane of 1938 brought an end to the hotel era and changed the character of the Pier. During the early 1970s, several blocks in the core of the village were demolished and the old buildings replaced by new businesses and residences.

The lure of the shore and salt water continues to appeal to visitors, and has also attracted more residents, both seasonal and permanent. In recent years the summer colonies at Bonnet Shores and on Point Judith Neck have become home to a growing year-round population, and much farmland has been supplanted by suburban housing tracts.

The legacy of Narragansett's past includes a rich variety of historic districts, buildings, and archeological sites. These resources--houses, estates, public buildings, fortifications, churches--deserve special consideration in planning for Narragansett's future.



*Point Judith Lighthouse (1857, 1862), 1470 Ocean Road. Photograph by Eugene Wick York. View of third tower on site; it has 24,000-candle-power and range of 16 miles. The adjacent small brick oil house (1917) was built to store fuel.*

## **THE STATE AND NATIONAL REGISTERS OF HISTORIC PLACES**

The National Register of Historic Places is a record maintained by the United States of the Interior. It includes structures, sites, areas, and objects significant in American history, architecture, archeology, and culture. It is the official inventory of the nation's cultural and historical resources which are worthy of preservation. Most properties entered are nominated for inclusion by state historical preservation offices like Rhode Island's Historical Preservation Commission. All properties must be reviewed and approved by the Department of the Interior prior to their entry on the Register. In Rhode Island, the State Register lists properties which have been significant in the state's history.

Placement in the Registers affords a limited form of protection from potentially damaging federal and state programs through a review process. Registration also establishes eligibility for tax benefits, low interest loans, and for matching grants (when available). As a result of this survey, a number of structures, sites, and Districts have been recommended for nomination to the State and National Registers of Historic Places. Descriptions of these properties can be found in the Inventory.

### **Properties in Narragansett entered in the State and National Registers:**

#### **Central Street Historic District**

Central, Caswell, and Rockland Streets, and Fifth Avenue

#### **Earlscourt Historic District**

Earles Court Road and Gibson Avenue

#### **Ocean Road Historic District**

Ocean Road, Hazard, and Newton Avenues, and Wildfield Farm Road

#### **Towers Historic District**

Exchange, Taylor, and Mathewson Streets, and Ocean Road

Gladstone Spring House, 145r Boon Street

Gardencourt, 10 Gibson Avenue

Druidsdream, 144 Gibson Avenue

The Towers, 36 Ocean Road

Coast Guard House, 40 Ocean Road

Point Judith Lighthouse, 1470 Ocean Road

South Ferry Church, South Ferry Road

**Properties in Narragansett which deserve consideration for nomination to the State and National Registers:**

Anawan Farm, 650 Boston Neck Road  
Hazard-Watson House, 850 Boston Neck Road  
Campbell Archeological Site, off Boston Neck Road  
Sprague I Archeological Site, off Boston Neck Road  
United States Post Office, Exchange Street  
Breakers Archeological Site, off Ocean Road  
Dunmere Gatehouse, Stable, and Grounds, 530-80 Ocean Road  
Barnes Newberry, Jr., House, Ocean Road  
Rowland Robinson House, Old Boston Neck Road (North)  
Fort Varnum, Old Boston Neck Road (South)  
Kinney-Anthony Farm, Point Judith Road  
Point Judith Baptist Chapel, 796 Point Judith Road  
Fort Nathanael Greene, Point Judith Road

This list of possible Register properties in Narragansett should not be considered final. As new research is conducted, as the town changes physically, and as perceptions of the community's history and the properties worthy of preservation evolve, other potential candidates for the Registers may be identified.

## INVENTORY OF CULTURAL RESOURCES

This inventory is a selective list of districts, buildings, structures, objects, and sites of historical, architectural, or cultural significance in the town of Narragansett. The inventory is arranged by address, with street names in alphabetical order and street numbers in numerical order. Some places are listed alphabetically by name or by the name of their geographic location in instances where there is no commonly used street address. Brief descriptions of several historic districts, villages, and neighborhoods are listed in alphabetical order among the street headings, including Bonnet Shores, Central Street Historic District, Earls court Historic District, Ocean Road Historic District, Shoreline, South Ferry, and Towers Historic District. Properties without street numbers have been placed under the street headings in the same sequence in which they occur on the street.

Estimated construction dates and historical-architectural periods were determined primarily through analysis of a property's style and exterior structural features together with the study of old maps. In some cases dates were derived from secondary written sources, deed research, plaques or markers, or information supplied by knowledgeable local residents. Unless otherwise noted, all structures are set broad side facing the street and are of wood-frame construction with flank-gable roofs and wood-clapboard siding.

A single asterisk marks properties listed in the State Register and National Register of Historic Places; a double asterisk indicates properties which are proposed for nomination to the Registers. Entries for properties in Register historic districts have key letters at the end which identify the district in which each property is located.

- Key:   \*           Listed in the State Register and National Register of Historic Places
- \*\*           Recommended for nomination to the State Register and National Register of Historic Places
- (CSHD)       Central Street Historic District
- (ECHD)       Earls court Historic District
- (ORHD)       Ocean Road Historic District
- (THD)        Towers Historic District

## ANAWAN AND CLIFF DRIVES

**SITE OF HAZARD'S "GREAT PIER"/WATSON'S PIER:** Along the West Passage at the southeastern part of Boston Neck, backed by a mid-to late 20th-century housing development, are the stonework remains of a pier. From the time of settlement, a large tract here was owned by Thomas Hazard (1669-1746) and his descendants. In 1739, Hazard conveyed by deed a shipyard, "Great Pier," and warehouses on the farm to his son Jonathan, who conveyed a half-interest to his brother, George Hazard, in 1746. Jonathan Hazard was one of the early ship builders in the town. The land and farm here were eventually acquired by the Watson family and the pier became part of John Jay Watson's farm. In 1814, Watson built a new pier here, or reconstructed the former pier, which he used the same year to conduct a general freighting business in the *Eagle*, a ship built on the Training Lot (in South Kingstown, along the Pettaquamscutt River). In the early 19th century, a road extended from Tower Hill, in South Kingstown, directly to Watson's Pier. Following its destruction by the Great Gale of September 23, 1815, Watson rebuilt the pier, where the second *Eagle*, a sloop, was built in 1828. Captain John Aldrich Saunders, Narragansett's most important shipbuilder, started his last vessel, the *Lark*, here in 1832 for John Watson. It was completed by Saunders' son, John. The pier evidently remained in use for the rest of the 19th century. It is identified on maps as late as 1895, but by that time there were no structures standing on the old Watson farm.

## BONNET POINT ROAD

250 **BONNET BATTERY SITE:** Atop the cliffs along the West Passage, in today's densely settled Bonnet Shores community, is a grassy field and a vegetation-covered mound at the edge of the cliffs. A marker along the road indicates that this was the site of the Revolutionary War Bonnet Battery which, along with a battery on Conanicut Island across the bay, guarded the passage. Constructed in a semi-circular form, with its opening facing the landward side, the battery reportedly once had eight guns. It was garrisoned for a month in 1863, during the Civil War, to guard against the threat of a raid by the Confederate ship *Alabama*.

## BONNET SHORES

Bonnet Shores is a heavily built up residential community of about 650 houses, on 400 acres extending about one and a quarter miles along the West Passage, with Bonnet Point its southern limit. Although its western boundary lies along Boston Neck Road, most of the houses are near the shore, north, east, and southeast of Wesquage Pond. Most of the lots are small and the houses are cramped together along narrow, winding streets. The summer population is about 3,800.

The Bonnet, as the area has been known for more than two centuries, remained undeveloped farm land until 1928, when several men, led by Harry T. Bodwell and Fred Crandall, spearheaded a movement to

## BONNET SHORES (continued)

transform the place into a major resort. Their development prospectus proclaimed that Bonnet Shores would be a "community of merit," a place that was to be "the equal of Newport's finest." Showcase of the resort was the Bonnet Shores Beach Club, erected along the 1,600-foot, curving, white sandy beach at the southern end of Bonnet Shores. Plans were slow to materialize, and at first only a few houses were built. In 1939, 400 lots in the Bodwell Development were purchased by the Belton Corporation. Despite the loss of a number of structures along the beach in the 1954 hurricanes, the community grew rapidly. Most houses were occupied only in summer and some were rented through the off-season months to university students or military families, but gradually more were occupied permanently by their owners. In 1960, about 160 houses were occupied throughout the year. The last major undeveloped portion of Bonnet Shores, a 61-acre subdivision of 10,000- to 20,000-square-foot lots, was laid out beginning in 1978 off the east side of Boston Neck Road.

## BOON STREET

- 114        **FORMER PRESBYTERIAN CHURCH** (between 1875 and 1881): A 2-story, flat-roofed, L-shaped stone structure with a 4-story, square stone tower. This structure, designed by Ware and Van Brunt of Boston, was originally part of a church edifice and had a tall wooden gable roof and a wooden belfry on the tower which were destroyed by fire. It is now used as a garage.
- 145        **RAILROAD STATION** (1891): A 2-1/2-story, wood-frame and stone structure covered by a gable-on-hip roof with wide overhanging eaves supported by trusses. The original station, the terminus of the Narragansett Pier Railroad (completed in 1876), was off Ocean Road at South Pier. This station, designed by architect Willard Kent, was built of quarry-faced granite and hard pine, after the style of the Casino, for \$30,000. It is now used for commercial purposes.
- 145r\*      **GLADSTONE SPRING HOUSE** (1899): A round, low stone structure, 30 feet in diameter, 18 inches tall, capped by a high conical roof. The spring house covers the Gladstone Spring. Under the ownership of George C. Robinson in the decades following the Civil War, Gladstone Spring was developed as a source of pure drinking water for the village of Narragansett Pier. Because of the importance the Victorians placed upon health and sanitation, particularly in selecting resorts in which to spend the summer, Gladstone Spring became significant as a supporting element in the development of Narragansett Pier as one of the more fashionable resorts on the East Coast in the late nineteenth century. As the area's only known spring water bottling plant, Gladstone Spring was a significant element in the commerce of Narragansett, and its history reflects the changes in the market for bottled water throughout the last century. Architecturally the spring house is significant for being representative of a building form long used for spring and ice houses, and of which very few examples are known to survive.



## BOSTON NECK ROAD

- 129        SEDGFIELD (ca. 1934): A 2-story, hip-roofed stucco dwelling with a taller conical-roofed cylindrical tower on the sea front, built for Frank L. Crocker of New York. It was designed to harmonize with the original Dunes Club, derived from the vernacular farm architecture of northwestern France.
- 137        DUNES CLUB (1928-29, 1939-40): A private beach club founded in the 1920s by several socially prominent summer residents. The buildings consist of a stuccoed gatehouse with a 2-story, conical-roofed, cylindrical tower and a large 2-1/2-story, wood-frame clubhouse with glazed walls facing the ocean. The Dunes Club is the social successor of the old Casino. After the 1900 fire which destroyed the Casino, its members regularly gathered at the Hotel Carleton, but the hotel could not be as exclusive as a club, and it fronted on a rocky beach. A search for beachfront property ended when a member of the old Casino group donated a large tract of dune land off Boston Neck Road. In 1928, shares were sold and the building, designed by Kenneth M. Murchison of New York, was completed in 1929. It was a cream-colored stucco structure with a Norman flavor created by high pitched roofs shingled in red tile, irregular patches of red tiling pressed into the plaster walls to suggest the picturesque deterioration of brick showing through crumbling stucco, and iron work and flower boxes. Following its destruction in the 1938 hurricane it was replaced in 1939-40 with a building designed by architects Purves, Cope & Stewart of Philadelphia. The present Dunes Club was partially rebuilt following a battering by a hurricane in 1954.
- 151, 155    HOUSES (ca. 1928-29): Two 2-story, gable-roofed stucco dwellings with projecting service and garage wings, conical-roofed cylindrical towers, and some decorative half-timbering on the walls. They were designed by Kenneth M. Murchison and were built as part of a private residential enclave associated with the original Dunes Club. Other Norman style cottages were to have been built surrounding the club. More may have been built but only these two exist today.
- 165        FRANK MACKENZIE HOUSE (ca. 1916): A 2-1/2-story, gambrel-roofed dwelling in the Dutch Colonial style, with a Tuscan-columned porte-cochere on the west side. It was designed by Eleazer B. Homer of Providence.
- 175        BROADMOOR (between 1896 and 1909): A large, 2-1/2-story dwelling in the Colonial Revival style, with a flared gambrel roof, stone chimneys, Tuscan-columned porches, and Queen Anne windows. It is set on a large lot with a well maintained lawn and a hedge along the road. It was built for Jesse A. and Caroline T. Locke of New York City.
- 201        MEADOW VIEW (ca. 1895-1900): A large, 2-1/2-story, brick and wood dwelling, the design of which is reminiscent of the work of John Calvin Stevens of Portland, Maine. It has a massive gambrel roof, stone chimneys, a porte-cochere with stone posts, and Tuscan-columned porches. Originally a well landscaped property, most of the grounds are grass today. A loggia and several outbuildings stand at the southern side of the lot as evidence of the estate's former grandeur.

## BOSTON NECK ROAD (continued)

255 COTTAGE (ca. 1920): A 1-1/2-story, wood-shingled residence with a jerkinhead gable roof, a wrap-around porch, a large shed dormer across the front, and a boulder chimney at the south side. This interesting early 20th-century cottage exhibits both shingle style and bungalow design elements.

275 HOUSE (ca. 1985): A contemporary dwelling with low-pitched gable roofs and vertical board sides, set on a landscaped lot. The house is typical of Narragansett's new houses.

THE NARROWS BRIDGE (1981): The present bridge carrying Boston Neck Road over the Narrows provides the only in-town connection between Boston Neck and the southern part of town. It is the third bridge at this site. In 1865, the South Kingstown town council approved the construction of a road from South Ferry to Narragansett Pier and a covered bridge over the Narrow River. Completed in the fall of 1866, part of the structure collapsed soon afterward. It opened for traffic again in 1868; its 100-foot span was then the longest in Rhode Island. John Bristow of Narragansett was hired to replace the road from South Ferry to the bridge with a modern, hard-surfaced road in 1919. In the following year, the Briggs Construction Company of East Greenwich was selected to construct a 100-foot span of reinforced concrete. It was completed in 1921 and the old bridge demolished. The Governor Sprague Bridge, designed by state bridge engineer Clarence L. Hussey, was one of several architecturally imaginative bridges erected by the State Board of Public Roads in the early 20th century and was an important landmark in town. By the late 1970s the Sprague Bridge, then listed in the National Register of Historic Places, was considered structurally deficient, and was replaced by the present span a short distance to the west. One abutment of the old Sprague Bridge was left standing as a tribute to its engineering and aesthetic significance.

650\*\* ANAWAN FARM (ca. 1800): A 2-1/2-story, wood-shingled residence with a brick center chimney; a pedimented central entry in a 5-bay facade; a small ell at the right side; and a large ell at the rear. There is a barn and a deteriorating blacksmith shop on the large property. The early history of the old farmhouse is unknown. In about 1880, the property was acquired by Horace S. Bloodgood, former manager of the Perry Davis Company of Providence. On the 360-acre tract, which then extended from the Pettaquamscutt River to the ocean, Bloodgood built a race track. The large ell at the rear of the house reportedly was a schoolhouse and was moved here for servant's quarters.

NEEDWOOD BLUFFS (1886); A large, 2-1/2-story structure with stuccoed walls, brick and stone chimneys, and a complex hip-and-gable roof. The house, set back from the road atop the bluffs near the ocean, was probably built by Walter S. Chapin of Albany, New York.

D'AGNILLO HOUSE (1950s): An interesting 1-story "Spanish Eclectic" residence, curvilinear on both the exterior and interior, with stuccoed sides, a hip roof of tile, and stone chimneys. The house was built by Michael D'Agnillo, the founder of Calart, a Providence firm which manufactured artificial flowers. Reportedly he was inspired by this type of house on a trip to the West Coast in the 1950s.

## BOSTON NECK ROAD (continued)

- 785 HOUSE (mid- to late 20th century): A 1-story, flat-roofed residence with a large, rectangular brick chimney and horizontal windows at the center of the facade. The house is set back from the road on a large lot with trees and grass.
- 850\*\* HAZARD-WATSON HOUSE (ca. 1746): A 2-story, hip-roofed residence with a large, brick, center chimney and a double-leaf entry near the center of an asymmetrical, 4-bay, south-facing facade. This house and a large tract of land on Boston Neck were once owned by Thomas Hazard. A 300-acre parcel here was given before 1739 to Jonathan Hazard, who owned an interest in a pier, warehouse, boats, a landing, and a shipyard. In the mid- or late 18th century, this estate was acquired by the Jenckes family and in the mid-19th century went to the Watson Family. In 1908 it was known as the Governor Brown Farm or John J. Watson Farm. Most of the land was sold and the house today occupies a relatively small corner lot. A guest house, garage, and carriage house once associated with this property are now on an adjacent lot.

## CASWELL STREET

- 64\* METATOXET COTTAGE (1885-86): A 2-story, gambrel-roofed dwelling with a conical-roofed, cylindrical corner tower and an octagonal room over a gazebo-like veranda extension. It was built for John H. Caswell as a rental property associated with the Metatoxel Hotel. (CSHD)
- 68\* STARR COTTAGE (1883-84): A 2-1/2-story, gable-roofed frame dwelling with gabled central pavilion and simple Eastlake style bargeboard and veranda trim. It was built as a summer residence for Mrs. William Butterfield of Chicago. (CSHD)
- 74\* ALTHEA COTTAGE (ca. 1884): A 2-1/2-story, gable-roofed building basically "L" in plan. An exterior stone chimney rises along the south wall. Aluminum siding sheathes the once shingled house and encloses an originally open veranda across the front. (CSHD)
- 75\* OCEAN HOUSE COTTAGE (ca. 1870): A 1-1/2-story dwelling with decorative Stick Style trusswork in the gables, a bracketed veranda, and an ell at the rear. It was originally a rental property associated with the Ocean House Hotel, and later with the Arlington House. (CSHD)
- 79\* BURR COTTAGE (ca. 1882): A 2-1/2-story, cross-gabled dwelling with bracketed veranda and modillion cornice. It was built for Norman and Henrietta Burr of Narragansett. (CSHD)
- 101\* FORMER BAPTIST CHURCH (1889-90): A 1-1/2-story, wood-shingled building with a corner turret topped by an octagonal belfry and spire. A Palladian window is centered in the facade. The Baptist church at the Pier was an outgrowth of a group that began meeting for Sunday school services in the local school house as early as 1848. A Presbyterian chapel, erected in 1874, became Baptist in a few years. The Baptist society became a branch of the Wakefield church in 1882; in the following year, it became an independent church. The present building was erected in

## CASWELL STREET (continued)

1889 or 1890; in the 1960s it was converted into a residence. (CSHD)

## CENTRAL STREET HISTORIC DISTRICT (CSHD)

- \* A group of architecturally distinguished and historically important Late Victorian and early 20th-century buildings which illustrates different phases of Narragansett Pier's development as a summer resort. Platted in 1867, Central Street contains a few modest bracketed and Stick Style cottages which were among the first summer homes to be constructed at the Pier. Most of the land remained undeveloped, however, until the building boom which accompanied the Pier's period of greatest popularity between 1880 and 1900. At that time a number of large Stick Style, Shingle Style, Queen Anne, and "Colonial" houses were built here on ample lots, defining the spatial and architectural character of the street. The district contains, in addition to these residences, a Gothic style stone church dating from 1870. These buildings constitute a handsome and significant neighborhood fabric which is worthy of preservation

The Central Street Historic District was entered on the National Register in 1981. For individual entries on properties in the district, see Caswell Street, Central Street, Fifth Avenue, and Rockland Street.

## CENTRAL STREET

- 32 CARRIAGE HOUSE (ca. 1900): A 1-1/2-story, wood-shingled structure, with its street-facing end featuring unusual curved gable parapets which call to mind European Baroque architecture. This structure may have originally served as a carriage house for nearby Idlewild.
- 40\* IDLEWILD (1869): A 2-1/2-story, mansard-roofed dwelling with a Tuscan-columned veranda (a later addition, replacing the original veranda with jigsaw ornament) and round-head dormer windows. It was the first summer "villa" erected at the Pier by a summer guest for his own residence and was built for Charles E. Boon of Providence, a partner in the firm of C.E. Boon & Company, dealers in drugs, dyestuffs, chemicals, and paints. Boon later sold his interest in this business and became involved in real estate in Providence and later, in Narragansett. (CSHD)
- 45\* WILLOW COTTAGE (ca. 1870): A 1-1/2-story, gable-roofed dwelling with gabled dormers breaking up through the eaves and decorative Stick Style trusswork in the gables. Built for Charles E. Boon, it is a good example of an early summer cottage. (CSHD)
- 49\* BOON COTTAGE (1870): A 1-1/2-story, gable-roofed dwelling with gabled dormers breaking through the eaves, a bracketed cornice, an octagonal-roofed tower at the rear, and a wrap-around veranda. Built for Charles E. Boon of Providence, this complex-plan structure was the first summer rental cottage erected at the Pier. (CSHD)

## CENTRAL STREET (continued)

- 50\* SHINGLE-NOOK (ca. 1887): A hip-roofed, 2-1/2-story, Shingle Style dwelling. The plain, cubic mass structure, surrounded by a veranda with cigar-shaped posts, is set back from the road and reached by a semi-circular drive in front. It was designed by George A. Freeman, Jr., for Brander Matthews of New York. Matthews, a translator, playwright, drama critic, and free lance writer, was a professor of literature at Columbia University from 1892 to 1900 and served as Columbia's first professor of dramatic literature from 1900 to 1924. An article on Narragansett Pier written by him was published in *Harper's Weekly* magazine in 1906. (CSHD)
- 55\* SEA CROFT (1885): A 2-1/2-story Shingle Style dwelling with "Colonial" detailing. It has a gable-roofed front pavilion, with a Palladian window, and a porte-cochere on the west side. Nancy K. Bishop of Providence built it as a rental property and later sold it to George H. Coursen of Baltimore. Coursen sold the house to Mr. and Mrs. I. R. Grossman of Boston, son-in-law and daughter of Edwin Booth, the famous 19th-century actor. Edwin Booth visited his daughter here several times in the late 1880s and the early 1890s. (CSHD)
- 56\* SANSEA (1902): A 2-1/2-story, wood-shingled dwelling with a Tuscan-columned veranda and a 3-story, conical-roofed, cylindrical tower at the northeast corner. It was built for Edgar W. Watts, and probably replaced an earlier house on the site; Mrs. M. B. Hornblower's residence is shown here on the 1895 map. (CSHD)
- 60\* KABYUN/SONNENSCHNEIN (1884-85): A 2-1/2-story, hip-roofed dwelling with two projecting end pavilions on the front, one gabled and one hip-roofed. An eclectic house, it combines Stick Style wall articulation, "Swiss Chalet" jigsaw ornament, and a mixture of wall-cover materials typical of Queen Anne architecture. It was built for Emma B. Carver of Philadelphia and was originally called Kabyun. (CSHD)
- 65\* HOMELEIGH (1885): A 2-1/2-story, gable-roofed dwelling with a gabled ell extending forward over the veranda. Built as a rental property for Nancy K. Bishop of Providence, its design was inspired by 17th-century New England architecture. (CSHD)
- 66\* FORMER SAINT PETER'S RECTORY (1879-80): A 2-1/2-story, hip-roofed, wood-shingled dwelling with a gabled front pavilion with a cove cornice over the front entrance and a side door hood with curved supporting members. It was built to serve as the rectory of Saint Peter's-by-the-Sea Episcopal Church. (CSHD)
- 72\* ST. PETER'S-BY-THE-SEA EPISCOPAL CHURCH (1870; additions, 1879, 1889): A gable-roofed stone structure modeled after English country churches of the Gothic period. It has a front porch set beneath a rose window, buttressed walls, and attached hall, and a 3-story side tower with buttressed corners, blind arcading, a belfry, and a pyramidal roof.

The church was an outgrowth of meetings held on summer afternoons on Indian Rock, led by Joseph H. Dulles beginning in 1852. By 1856 the group had increased and meetings were held in homes or local hotels. A Board of Trustees was organized in 1868 and a building--St. Peter's

## CENTRAL STREET (continued)

- Chapel--was erected in 1869. Opened for worship on July 11, it was destroyed two months later in the September Gale. The present edifice, designed by Edwin L. Howland of Providence, was begun in August 1870, and the sanctuary was dedicated in June 1872. The porch was added in 1879, and the tower was erected by Mrs. Samuel Welch of Philadelphia in 1889 as a memorial to her husband. Local tradition ascribes the design of this tower to Stanford White, but this attribution has not been substantiated. Within the building are several beautiful memorial windows, including one in memory of Winnie Davis, daughter of Confederate president Jefferson Davis, and a bronze relief cast by nationally known sculptor Florence Kane. (CSHD)
- 73\* TYN-Y-COED (1884-85): A 2-1/2-story, wood-shingled dwelling with gabled dormers and a polygonal bay on the south side. The name is Welsh for "cottage in a field." The house was built for Nancy K. Bishop of Providence as her own residence. Mrs. Bishop was widow of William W. Bishop, agent for the Rhode Island Bleach Works in Providence. (CSHD)
- 80\* HOUSE (ca. 1900): This 2-1/2-story house, sited gable end to Central Street, has several gable-roofed dormers on its flanks and a Palladian window in the front gable peak. It has been re-sided in vertical board sheathing and has suffered other unsympathetic alterations as well. (CSHD)
- 84\* J. A. TUCKER HOUSE (ca. 1890-95): A broadly-massed, 2-1/2-story, cross-gable-roofed Queen Anne house with a 1-story, hip-roofed veranda across the front and a mansard-roofed tower on the west side. It has been re-sided in aluminum clapboards. (CSHD)
- 85\* SHADOWLAWN (ca. 1887): A 2-1/2-story, clapboard-and-shingle-sided, gable-roofed dwelling with a jerkinhead roof on a projecting front wing and Chinese Chippendale ornament on the front porch. It was built for Clarke S. and Annie Pullen of Narragansett. (CSHD)
- 93\* LINGER LONG (ca. 1890): A slightly off-center cross-gable roof covers this 2-1/2-story building. Scalloped shingles fill in all gables. The roof of a 1-story veranda on the front (a later addition, now partially enclosed) is supported by fluted Tuscan columns and extends beyond the house to form a porte-cochere. A second-story overhang on the east side is braced by two consoles. (CSHD)
- 94\* LA SATA (1887): A 2-1/2-story, gable-roofed dwelling with a side wing, a veranda, a porte-cochere, "Swiss chalet" porch and gable ornamentation, and scrolled consoles punctuating a row of four closely set windows in the front gable. It was built for John H. Shepard of New York. (CSHD)
- 99\* PINEHURST (1870 et seq.): The cubic mass of this 2-1/2-story building is topped by a hipped roof with a rather steep pitch. The roof is pierced by dormers, the front one having a gable roof and containing a Palladian window. The Classical Revival doorway has pilasters supporting a cushion frieze entablature. (CSHD)

## CENTRAL STREET (continued)

- 105\* BURT A. BURNS HOUSE (between 1905 and 1909): A 2-1/2-story, wood-shingled double house with a Tuscan-columned front porch and twin jerkinhead-roofed front gables over the end bays of the facade. It was built for Burt A. and Clara Burns of Narragansett. (CSHD)
- 106\* SUNNYMEAD (1887): A 2-1/2-story, hip-roofed, Shingle Style dwelling with a veranda, a gabled pavilion at the east end of the main facade, and a 3-story polygonal central bay with a conical cap. It was built for the Misses Gwynne of New York, sisters of Alice Gwynne Vanderbilt, the wife of Cornelius Vanderbilt II (builder of the Breakers in Newport). (CSHD)
- 115\* YELLOW PATCH (ca. 1916): An unusual 2-1/2-story, stuccoed dwelling which is a much enlarged version of a thatch-roof English rural cottage. It was designed by George F. Hall of Providence for Kate Lane Richardson. (CSHD)
- 116\* WINDERMERE (1889): A cross-gable roof covers this 2-1/2-story shingled building, which has a 1-1/2-story ell extending eastward. Built for Stephen T. Caswell, it later became the home of his brother William, who started the Mt. Hope Hotel. William's son W. Herbert Caswell, who served as Town Clerk for 43 years, maintained the house until 1962. (CSHD)
- 120\* LINDEN HALL (1867; altered ca. 1920 et seq.): A 2-1/2-story, shingled residence with a gable roof and an early 20th-century appearance. Corbeled brick chimneys with inset cross ornamentation rising above the roof, paired windows with one-over-one sash, and the raised eaveline suggest the nineteenth-century origins of the house. A large hipped dormer is centered on the front slope. The stone entry terrace, terminated at each end by a large cement ball on a post, is said to have been built of materials salvaged from the old sea wall, demolished by the 1938 hurricane. (CSHD)
- 123\* HOUSE (ca. 1925): A 1-1/2-story, shingled bungalow on a stone base with a recessed, screen-enclosed porch wrapped around the south-west corner. The hip roof has broad eaves with exposed rafters and is pierced by hipped dormers and a fieldstone chimney. (CSHD)

## CHESTNUT STREET

- 5 HOUSE (ca. 1900): A modest, 1-1/2-story dwelling with a tall, massive gable roof which gives the building great sculptural interest and a very modern appearance.

## EARLSCOURT HISTORIC DISTRICT (ECHD)

- \* A collection of late 19th- and early 20th-century buildings near the intersection of Earles Court Road and Gibson Avenue. The core of the district is formed by the remnants of two Late Victorian residential developments: Earls court and the Sherry Cottages. Each of these was an architecturally unified group of summer houses with shared common

## EARLSCOURT HISTORIC DISTRICT (continued)

services (in the former case, a water-supply tower; in the latter case, a central restaurant-dining hall). Both groups are historically significant, for they illustrate the trend toward the design and construction of planned cottage clusters in Narragansett during the 1880s. The Sherry Cottages are also noteworthy for their continuity of scale, form, and architectural detail and their carefully planned siting, factors which make them an important element of the town's visual and architectural fabric. In addition to the Earls court buildings and Sherry Cottages, the district includes a few other structures which were not built as part of the developments but which help to maintain the architectural and historical character of the area.

The Earls court Historic District was entered on the National Register in 1981. For individual entries on properties in the district, see Gibson Avenue and Earles Court Road.

### EARLES COURT ROAD

- 36\* EDWARD EARLE HOUSE (1886-87): A large, 2-1/2-story, cross-gabled dwelling with a veranda recessed under the second story. Built for New York lawyer Edward Earle, this is one of the two surviving Earls court cottages and served as Earle's own house. It has been much altered from its original appearance. (ECHD)
- 37\* HOUSE (ca. 1900): A 2-1/2-story shingled house, square in plan, with a steep hipped roof containing hipped-roof dormers. A 1-1/2-story shingled garage is adjacent. The residence is set back very far on the lot and is partly hidden by trees, leaving a large lawn that gives a sense of the open character of the area in the late 19th century. (ECHD)
- 46\* EARLE-CALDWELL HOUSE (1886-87): A 2-1/2-story dwelling with a 3-story, conical-roofed polygonal tower, a bracketed cornice, and a veranda. It is the second of two surviving Earls court cottages built for Edward Earle and occupied by F. S. Caldwell in the 1890s. (ECHD)
- 50\* EMMA IVINS HOUSE, "THE HUT" (ca. 1903): A 1-1/2-story, gambrel-roofed dwelling in the Dutch Colonial style, with stone chimneys and diamond-paned windows. Built as a guest house for the neighboring William M. Ivins house, "The Breezes", it was occupied by the Ivins family after the main house burned in 1912. A circular drive remains from the latter. A tall hedge and fountain in front of "The Hut" have been maintained from the early 1900s. (ECHD)
- \* EARLSCOURT WATER TOWER (1886-87): A 2-1/2-story, cylindrical tower of random-coursed ashlar masonry, set in the center of the street. It originally had a wooden superstructure consisting of a water tank surrounded by a balcony decorated with a carving of a giant griffin. It was designed by Constable Brothers of New York and was built to supply water to Edward Earle's Earls court development, a colony of large summer houses. (ECHD)



## EXCHANGE STREET

- \*\* UNITED STATES POST OFFICE (1915): The Narragansett Post Office is a 69-by-62-foot, brick building with classical detailing. The facade, 5 bays wide, has an arched window with a limestone keystone in each bay and its entrance in the central bay. Oscar Wenderoth was the supervising architect, and the W. McCaul Company were contractors.

## FIFTH AVENUE

- 25\* FIFTH AVENUE SCHOOL, now TOWN HALL (1924, 1976-77): A 3-1/2-story, gable-roofed brick structure designed as a school by Willard Kent and built by J. Winfield Church, with English-bond brickwork, arched doorways, blind arches over some windows, and gable parapets with twin chimneys. It was renovated in 1976-77 for use as the Town Hall by Raymond W. Schwab Associates of Peace Dale. This is a remarkable and unusual building, a rarity in the state, anticipating by several decades the work of Robert Venturi, one of the most important American architectural designers of the 1960s and 1970s. (CSHD)

## GALILEE

A small fishing village on the east side of the breachway into Point Judith Pond, Galilee developed after the completion of the channel in the early twentieth century. Development here was minor, however, until 1935, when the state and the federal Public Works Administration constructed two piers and dredged a large anchorage just inside Point Judith Pond, attracting a number of fishing vessels. The hurricane of 1938 did severe damage at Galilee, and most of the buildings seen here today postdate that great storm.

In contrast to Narragansett Pier, Galilee has the aspect of a working waterfront. Most of the structures along the landward side of Great Island Road in Galilee serve the tourist, providing rooms, food, and souvenirs. On the waterfront, very close to the road, are a variety of unpretentious structures--fish shacks extending on pilings over the water, wharves, piers, and the slip for the Block Island boat. Masts, booms, and derricks punctuate the sky. Galilee is a lively place and a favorite destination of visitors to Narragansett.

## GIBSON AVENUE

- 7 GREY GABLES (between 1886 and 1891): A 2-1/2-story, cross-gable-roofed Shingle Style dwelling with a veranda and a front gable with a third-floor loggia. It was built for Edward Earle of New York, apparently as a rental property. In the 1890s it was known as Daisy Cottage.
- 10\* GARDENCOURT (c. 1888)/GIBSON COURT (c. 1988): Gardencourt was originally a 2-1/2-story, Shingle Style house with a gable roof which swept down to cover a veranda (later enclosed). It was designed by the Boston architect Williams Gibbons Preston for Charles H. Pope, a New York businessman. The site is in a residential area on the fringe of

## GIBSON AVENUE (continued)

Narragansett Pier village. Here, the house stood far back from the street on a large lot almost completely hidden by trees and tall hedges. Near the street was a garage with caretaker's quarters, probably built about 1928 for Elsie D. Rice, a later owner. The house was one of five structures proposed by Pope for the large site southeast of the intersection of Gibson Avenue and South Pier Road in the late 1880s, but Gardencourt was only one ever built.

In the 1980s, Gardencourt was converted to condominiums. The residence and garage were altered, divided into several units each, and four large structures, each containing four units, were built around the older buildings, compromising the historical integrity of the building and landscape of one of Narragansett's finest estates.

41\* AARON WOLFF, JR., HOUSE (ca. 1890-95): A 2-1/2-story, gable-roofed Shingle Style dwelling with a veranda, a 2nd-story bay window, and a loggia in the front gable. It was designed by William Gibbons Preston for Aaron Wolff, Jr., of New York, and complements the neighboring Sherry Cottages. (ECHD)

29\*, 51\*,  
59\*, 61\* THE SHERRY COTTAGES (1888-89): An architecturally unified group of Shingle Style dwellings designed for New York and Narragansett restaurateur Louis Sherry by architects McKim, Mead & White. They formed part of a compound of summer rental cottages symmetrically sited around a central green with a dining hall in the middle. Some cottages and the dining hall were destroyed by fire in 1912. One cottage was rebuilt, leaving the four buildings that survive today. (ECHD)

#29 (also 55 Woodward Avenue): Quite similar to #59 Gibson. A 2-1/2-story ell projects from the south elevation; this in turn has a one-story extension, the roof serving as a deck. A 1-story polygonal bay has been added west of the ell. This is known as "Phoenix Lodge" because it burned in 1912 and was rebuilt.

#51: A 2-1/2-story residence with a round 2-story tower projecting from the corner and capped with a squat, conical roof. The tower's first floor, originally an open porch, has been enclosed, as has part of a once connected veranda recessed in the front facade. The sweep of the steeply pitched hipped roof to the first floor is interrupted by the second-floor windows which, lying in the same plane as the facade, break the eave line and penetrate the roof as hipped dormers. Attic dormers alternate with these on the long sides. A 1-1/2-story shingled garage with a mansard roof stands behind the house.

#59 (also 84 Westmoreland Street): The 2-1/2-story residence is similar to #51, but has no tower. The building is oriented to the central court, with a recessed veranda running along the first floor of the court elevation. Centered on the opposite side is a 2-story entry pavilion with an open porch on the second floor. Three tall, thin brick chimneys rise from the roof.

#61: Almost a mirror image of #51. The veranda and first floor of the tower remain open. A 1-1/2-story wing, attached to the south side of the building, extends to the rear.

## GIBSON AVENUE (continued)

- 144\* DRUIDSDREAM (ca. 1850): A 2-1/2-story, random-coursed granite with a gable roof, and a gabled ell on the north side, and a shallow gabled pavilion on the south create a cruciform plan. The house is simply detailed; its form suggests Gothic Revival stylistic influence. The house was built for Joseph Peace Hazard.

## GREAT ISLAND ROAD

UNITED STATES COAST GUARD STATION AND BOATHOUSE (1940): A 1-story, hip-roofed structure with a side-lighted portico entry flanked by single, large door openings. There are small gabled dormers in the roof. The station along the Point Judith Breachway, was built here after the former life-saving station near the Point Judith Lighthouse burned in 1938.

## HAZARD AVENUE

- 4\* INDIANROCK/REVEREND WILLIAM BABCOCKHOUSE (ca. 1880-90): A 2-1/2-story, plain and rambling dwelling with hip-roofed ell at the rear. It faces the ocean and has gabled dormers breaking through the eaves, a veranda overlooking the water, and a roofed balcony at the 2nd-floor level on the north side. It was originally owned by the Reverend William Babcock. (ORHD)
- 5\* FLAT ROCK/REVEREND FRANCIS WHARTON HOUSE (1860s, 1880s): A 2-1/2-story, wood-shingled dwelling with a veranda and a balcony at the 3rd-floor level with Stick Style trusswork and "Swiss chalet" jigsaw ornament. The house appears to have been built in the late 1860s and remodeled later, possibly during the 1880s. It was built for the Reverend Francis Wharton, a prominent Philadelphia attorney who later became an Episcopal priest. He was a professor at the Episcopal Theological Seminary in Cambridge, Massachusetts, from 1871 to 1881, and served as chief of the legal division of the United States Department from 1885 until his death in 1889. (ORHD)
- 15\* GROVE COTTAGE (1860s, 1880s): A 2-1/2-story, wood-shingled dwelling with 1-1/2-story, gable-roofed ell on the west side. Part of this house appears to date from the late 1860s; the rest, on the water side, was either altered or added in the 1880s to complement the other structures then being built along the newly opened Ocean Road. Originally owned by the Reverend Francis Wharton, it was also a summer home for A. C. Dunham of Hartford. (ORHD)
- 70\* HAZARD'S CASTLE (1846-1849, 1884): A large, rambling, 2-1/2-story, stone dwelling with several ells, conical-roofed polygonal towers, and a 105-foot, square stone tower with battered walls and a battlemented parapet. The building was begun in 1846 as the main house for Joseph Peace Hazard's Seaside Farm and was supposedly modeled after an abbey which Hazard had seen in England. In 1882, Rowland N. Hazard of New York completed the building according to the original plans. The 108-

## HAZARD AVENUE (continued)

foot-tall tower, an important local landmark, is dedicated to the memory of Hazard's ancestors and was completed in 1884. Hazard was a spiritualist and originally planned the tower as a platform from which he could more easily communicate with the spirit world. Hazard's Castle was apparently altered in the early 20th century by the addition of some Tudor style elements. The structure, currently maintained as a retreat house by the Roman Catholic Diocese of Providence, has had a large, 2-story, flat-roofed brick wing added to the south side. (ORHD)

## KINGSTOWN ROAD

- MAPLE CORNER (c. 1920): At the corner of Caswell Avenue is a large, 2-story, hip-roofed, wood-shingled house, with broad eaves, paired end interior chimneys, and a shed roof addition at the east side. The house is complemented by a large, neatly landscaped lot bordered by a tall privet hedge.
- 82 HOUSE (ca. 1896-1900): A 2-1/2-story, hip-roofed Shingle Style dwelling, similar to 41 Robinson Street. It is an interestingly massed structure with a veranda, gable-shaped dormers, and a gable-roofed corner pavilion.
- 200 JAMES RODMAN HOUSE/SPRING FARM/WILLOWBANK (1881, 1931): A 2-1/2-story, rambling, multi-gabled-roof dwelling set back from the road near Sprague Pond. Originally part of the large colonial William Robinson Farm, a tract here was purchased in the mid-19th century by Elisha Watson, who helped develop Narragansett Pier into a fashionable resort community. In 1870, Watson and Amasa Sprague, who owned land on opposite sides of the brook here, built a dam which flooded the swamp and created Sprague Pond. In 1881, after Watson's death, his land was sold to James H. Rodman, who erected a house, barn, and ice house. The property was owned by the Watts family between 1911 and 1930, when it was known as Spring Farm. Theakson Decoppet, whose family had summered at the Pier since 1886 (at 31 Mathewson Street), purchased the property in 1930. He renamed the place Willowbank. Decoppet retained the architectural firm of Jackson, Robertson & Adams to design additions and changes to the house. Within and without the house was reworked to a scheme that included picturesque massing, an informal plan, and neo-colonial detailing. Very little of the 1881 farmhouse is visible today. An ardent conservationist who owned 2,700-acre estate called Hillsdale in Richmond, Decoppet worked at protecting the state's natural resources, particularly its forests.
- 244 WESTLAKE or DOME ACRES (ca. 1910-20): A handsome but plain 1-1/2-story, Shingle Style bungalow, set back from the road. The most noteworthy features of this property are four late 19th-century cast-bronze lamp posts set at the ends of a semicircular driveway. Two are in the form of dragons; the others are composed of animal legs and wings.

## MATHEWSON STREET

- 18\* GEORGE BROWN HOUSE/THE WAGON WHEEL (1822): A 2-1/2-story, gable roofed dwelling with a gabled ell on the south side, a center chimney, a Shingle Style porch, and a Federal doorway with side lights, surmounted by an entablature with consoles. This is probably the house built by George Brown in 1822 opposite the North Pier and later moved to the site of Pier Pharmacy (#14 Mathewson). About 1890 it was turned 90 degrees and again moved, this time one lot south to its present site. It was Cottage 2 of the Narragansett Casino in 1895. (THD)
- 18A\* TALLY HO (ca. 1890): A 2-1/2-story cubical structure located on a small driveway behind the Wagon Wheel (#18). The truncated hipped roof has gable-roofed dormers, the front (northern) one with a Palladian window. A late Shingle Style porch incorporating paired colonettes projects from the building on the north and east; the eastern section has been enclosed. A gable-roofed ell and other additions are attached to the south. This was Cottage 3 of the Casino in 1895. (THD)
- 20\* WILLIAM H. TAYLOR HOUSE (ca. 1875): A 2-story, clapboarded structure composed of rectangular masses, banded by a modillion cornice which supports the projecting eaves of a flat roof. An open veranda with gracefully curved brackets (somewhat obscured by wooden trellises) and jigsaw ornament on the balustrade partially surrounds the first floor. A tower, decorated by two bands of scalloped shingles, is integrated into the building's bulk and stands only slightly taller than the house. It was the residence of W. H. Taylor in 1895. (THD)
- 22\* NINIGRET COTTAGE (ca. 1875, additions ca. 1885): A 2-1/2-story, "L"-plan residence, originally covered by clapboards but now shingled. Beneath the north gable there remains part of the decorative bracing which was once topped by a finial and found on all gable ends. (THD)
- 31 FOWLER COTTAGE/DECOPPET HOUSE (1880s): A large, 3-story, shingle-sided, mansard-roofed residence, with several additions. Originally known as the Fowler Cottage, the place was purchased in 1886 by Henry Decoppet of New York, who had the house completely remodeled.

## MEMORIAL PARK

- \* This site, between Mathewson Street and Ocean Road, was purchased by the town for the sum of \$25,000 in 1931, and is the location of the original Narragansett Casino, destroyed by fire in 1900. One tower of the Casino, still supporting an arched promenade over Ocean Road, rests on the park's eastern edge. The park memorializes members of the Narragansett Pier Fire Department and veterans of recent wars. A concrete monument contains bronze plaques listing the World War II honor roll; the central panel of the monument features a high relief sculpture of a soldier designed by Florence Brevoort Kane. Flanking the central monument are two smaller ones listing veterans' names. Near Ocean Road is the simple granite firemen's monument. A bronze sculpture depicting four frolicking fish, designed by Peggy Kane, is near the center of the park. The park received its present name in 1950. (THD)

## NARRAGANSETT AVENUE

- 45 C. L. ALLEN HOUSE (1870s): A 1-1/2-story, wood-shingled mansard roofed residence with a square, 3-story tower and a flat-roofed piazza. The Allen House is a modest Victorian dwelling that helps to define an important intersection.
- 50,52,54 HOUSES (1910s): Three 2-1/2-story houses, with Tuscan-columned front porches, form an interesting and unified streetscape. Number 54 has a cross-gable roof; 50 and 52 have front gables.
- 80 DANIEL A. CASWELL HOUSE (between 1887 and 1890): A 1-1/2-story, gable-roofed, Queen Anne dwelling with cut-shingle wall cover, a turned-post veranda, ornamental corner brackets and bargeboards, and a sunburst motif in the gable. It was built for Daniel A. Caswell of Narragansett.

## NEWTON AVENUE

- 11\* SEA MEADOW/JAMES W. COOKE HOUSE (1885-86): A large, complex, 2-1/2-story, cross-gambrel-roofed Shingle Style dwelling with some Colonial Revival detailing, built for James W. Cooke of Philadelphia. (ORHD)
- 30\* HOUSE (ca. 1910): Two 1-1/2-story, shingled, gambrel-roofed structures connected by a 1-story enclosed passage. Gambrel-roofed dormers look seaward. (ORHD)
- 35\* HOUSE (ca. 1910): A 1-1/2-story, shingled, gambrel-roofed structure, perhaps once a caretaker's house for #30. (ORHD)
- 55\* STONE LEA/GEORGE V. CRESSON HOUSE (1883-84): A large, 2-1/2-story, stone and wood-frame Shingle Style dwelling with a flared hipped-gable roof, gable and hip-roofed wings to the west, and a glazed veranda facing the ocean. The house, designed for George V. Cresson of Philadelphia by McKim, Mead and White, was extensively altered in the 1940s. (ORHD)
- 59\* REVEREND W. W. NEWTON HOUSE (c. 1885): This 2-1/2-story, shingled building, erected by a clergyman from Pittsfield, Massachusetts, has a gable roof enlivened by gable-roofed dormers and pavilions. A Tuscan-columned veranda overlooking the ocean has been enclosed. A handsome wrought iron gate guards the entrance to the property. (ORHD)

## OCEAN ROAD HISTORIC DISTRICT (ORHD)

- \* A handsome group of large, Late Victorian summer mansions set along the rocky shoreline of the Atlantic Ocean. Development of the area was precipitated by the opening of Ocean Road in 1882, although some of the structures date from an earlier period. One of these, Hazard's Castle, was begun in 1846 and was originally reached by a long driveway from Point Judith Road. This house was not completed, however, until 1884, when

## OCEAN ROAD HISTORIC DISTRICT (continued)

the tall stone tower at the eastern end of the complex, one of the town's most important landmarks, was finished (other additions have been made to this building in the 20th century). Most of the other structures here were built between 1882 and 1891 as summer homes for wealthy out-of-town residents. These grand houses, with their spacious, well-kept grounds, form a cohesive historical and architectural fabric worthy of preservation.

The Ocean Road Historic District was entered on the National Register of Historic Places in 1981. For individual entries on properties in the district, see Ocean Road, Wildfield Farm Road, Hazard Avenue, and Newton Avenue.

## OCEAN ROAD

- 36\* **THE TOWERS (1883-86):** A 3-1/2-story stone structure consisting of two 3-story rough faced ashlar towers surmounted by hipped and conical roof forms and linked by hip-roofed gallery supported by 50-foot segmental arches which span Ocean Road. The Towers was designed by McKim, Mead and White of New York, one of America's most prominent late 19-century architectural firms, as an appendage to the Narragansett Casino, a rambling Shingle Style structure which swept out to the side on grounds laid out by Frederick Law Olmstead, the noted landscape architect. One of the architects' foremost achievements, the Casino was the center of social life for the local summer colony. On several levels were stores, dining rooms and cafes, a billiard room, a theatre, and lounge rooms. The larger, wooden part of the Casino and the tower roofs were destroyed by fire in 1900. The Towers was rebuilt in 1910 following plans drawn by J. Howard Adams. In 1938, it was damaged by the hurricane, and in 1965 was damaged by fire. Subsequently the State of Rhode Island acquired the building and gave it to the town, and work was begun on restoration. The Towers is an important historical relic, recalling the Pier's former popularity as a summer resort for people from all over the United States. Due to its prominent location and monumental design it is a key landmark and serves as a symbol of the town's civic identity. (THD)
- 40\* **U.S. LIFESAVING STATION/COAST GUARD HOUSE (1888):** The original section of this building, a 1-1/2-story granite structure with a semicircular end and a gable roof with semi-conical terminus, is now encased in unsympathetic concrete-block additions. Supposedly modeled after a lifesaving station in England, it was the first such building in America to be built of stone and was designed by McKim, Mead and White. Its form and materials harmonize with those of the nearby Towers, and earlier structure by the same architectural firm. The Coast Guard House served as a United States Lifesaving Station from the time of its completion until 1937. It is currently used as a restaurant. (THD)
- 41\* **SEA LAWN (ca. 1875):** This 1-1/2-story structure clad in vertical board siding (originally clapboarded) has a mansard roof with gabled dormers. On the north side is a large polygonal bay. There are smaller 2-story bays on the other sides. A veranda along the east side has been enclosed. Now an office and residence, this building was constructed to be "The Reading

## OCEAN ROAD (continued)

Room," a men's club, and was located on Mathewson Street with the side containing the tower and large bay facing front (west). It was moved to its present location in the late 1890s. (THD)

- 51\* HOPEWELL (1870s, 1890s): A 2-story, gable-roofed dwelling with a veranda and a broad front gambrel containing a central Palladian window set under a shingled hood which swells out from the wall surface. Early photos show that the facade of this house originally had a pair of gable-roofed dormers breaking up through the eaves; the front gambrel is a later addition. This house belonged to Dr. Charles Hitchcock of New York, a prominent summer resident who played an important role in founding the Narragansett Pier Improvement Association and the Narragansett Casino Association. Hitchcock was Charles F. McKim's personal physician and may have helped to obtain for him the commission to design the Narragansett Casino. The additions to Hopewell were designed by William Gibbons Preston of Boston. Howard Lapsley, Hitchcock's father-in-law, had Preston design a house for him (Rockhurst) off the Ocean Road extension, and Preston's papers contain references which seem to indicate that Lapsley may have hired him to renovate Hopewell in the early 1890s. (THD)
- 61\* MIRAMAR (1889-90): A 2-1/2-story, Shingle Style dwelling with an ell on the west side. It had a veranda with a conical-roofed semicircular end, gable-roofed dormers, a loggia at the northeast corner, and an oriel window on the south side. It was built as a summer residence by Dr. Bache McE. Emmett of New York on the site of the Narragansett House, the first hotel at the Pier. (THD)
- 157A, B BONNIE BOURNE PARK (1886): A nearly identical pair of 2-1/2-story, wood-shingled cottages, each with a front pediment and broad wrap-around piazzas, set back from the road on a large expanse of lawn. The north side of the property is bounded by a high stone wall topped with a low iron fence, once the lot line of the F. S. Kinney residence (later a hotel and now gone). The houses were built by the Reverend Walter D. Buchanan of New York City as summer cottages, a use that has continued to the present.
- (179) WATERING TROUGH (ca. 1888?): This massive, square structure built of undressed rocks resembles a giant well head. It has an arched opening in each side and a pyramid-shaped roof. The trough was probably built at about the same time as the Green Inn, which formerly stood nearby, and may also have been designed by William Gibbons Preston.
- 191 HOUSE (ca. 1895-1900): A 2-1/2-story, gambrel-roofed, Shingle Style dwelling with a 2nd-floor balcony and a veranda with a gazebo-like terminus.
- 246 WESTMORELAND FIELDS (1905 et seq.): A group of wood-shingled out-buildings for a summer estate that include a carriage house (designed by architects Angell and Swift in 1908), a studio, and Frederick Rowland Hazard's office. The original residence, a large, wood-shingled structure, built by Frederick Hazard, was torn down in 1973.
- 274 THE WIGWAM (ca. 1890 et seq.): A 2-1/2-story, cross-gabled residence,



## OCEAN ROAD (continued)

with two large brick chimneys, a partially-enclosed wrap-around porch on the ocean side, and a complex plan. It was originally known as the Wigwam and was owned by Edward Austen of New York. A companion house just south of this, known as Sea Breeze, was the property of Samuel Colgate of New York in the late 19th century.

- 290\* JOSEPH OTT HOUSE (1922): This 2-1/2-story, gambrel-roofed, Dutch Colonial style house marks the northern end of the Ocean Road Historic District. It was built for Joseph Ott, a Pawtucket industrialist, and is sided in stone on the first story and shingled on the second story. A central gable-roofed 2-story stone and shingle porte cochere projects from the center of the west facade and open 1-story porches with concrete columns flank either end. Tall, wrought-iron gates mark the roadside entrance to the circular front drive and a contemporaneous garage stands northwest of the house. (ORHD)
- 300\* ROCKHURST/HOWARD LAPSLEY HOUSE (ca. 1880-90): Designed by architect William Gibbons Preston of Boston for Howard Lapsley, a prominent New York broker who was among the earliest to summer at the Pier, this was the first of a series of houses south of South Pier in the former Hazard estate. In the early 1920s Rockhurst was moved south from its original location to permit construction of the house now at 290 Ocean Road. It was modernized with contemporary board-and-batten wall cover in 1976; some of the original gable trim remains. (ORHD)
- 312\* FINISTERRE (1886-87): This tall, narrow house with a gable roof and gable-roofed ell to the west was probably built by the Reverend Francis Wharton, who owned several adjacent properties. Facing the ocean is a 2-story extension which has a flat roof serving as a terrace. Near the road is a modest shingled garage. (ORHD)
- 348\* FRANK B. GRANT HOUSE (between 1882 and 1890): A long, 2-1/2-story, gable-roofed structure with an off-center gabled entrance pavilion, a Tuscan portico with Chinese Chippendale roof balustrade, and a 2-story semi-hexagonal bay on the road facade. The house was probably built for Frank B. Grant who sold it to W.D. Davis in 1890. (ORHD)
- 350\* FAIR LAWN/JEFFREY DAVIS AND CHARLES H. POPE HOUSE (1884-85): A 2-1/2-story, gable-roofed, Shingle Style double cottage dwelling with a gable-roofed ell and a cross-gabled wing on the west side. Built for Jeffrey Davis of Providence and Charles H. Pope of New York, it has Queen Anne windows, some staggered-butt shingle work, and a 2-story semicircular bay with semi-conical roof. Davis was the son of William D. Davis, a textile manufacturer who owned, at various times, the Centerville Mill in West Warwick, Rhode Island, the Uxbridge Mill in Uxbridge, Massachusetts, and part interest in the Lippitt Mill Company, and later became treasurer and president of the Quidnick Manufacturing Company. (ORHD)
- 352\* OVER CLIFF/CHARLES H. POPE HOUSE (1884-85): A 2-1/2-story, Shingle Style dwelling built for Charles H. Pope. It has a rear ell with an M-shaped roof, decorative half-timbering in the gables, and a Shingle Style porte cochere on the west. There is also a handsome shingled carriage house with a slender, 2-story, bell-roofed tower, formerly part of the

## OCEAN ROAD (continued)

- property, beside Ocean Road. Pope was a Providence native who was the chief partner of C. H. Pope & Co., a New York cotton brokerage. (ORHD)
- 362\* STONECROFT/FRANCIS H. DEWEY HOUSE (1890-91): A 2-1/2-story, Shingle Style dwelling, with a veranda and a 3rd-story balcony overlooking the Atlantic Ocean, and a 3-story semicircular bay with a semi-conical roof. It was designed by William Gibbons Preston of Boston for Francis H. Dewey, a lawyer from Worcester, Massachusetts. (ORHD)
- 366\* TURNBERRY/EMMA R. SINNICKSON HOUSE (1910-11): A large 2-1/2-story dwelling overlooking the Atlantic Ocean. It has a gambrel roof, gambrel-roofed pavilions with Palladian windows at the attic level, and a glazed conservatory flanked by a Tuscan-columned veranda on the sea front. It was built for Emma R. Sinnickson of Philadelphia. (ORHD)
- 370\* FORMER TURNBERRY CARRIAGE HOUSE (1910-11): A low, 2-1/2-story, Colonial Revival structure with a massive gambrel roof and a pilastered stone chimney. It is set on a well landscaped lot behind a granite wall with tall gateposts, and it is now used as a residence. (ORHD)
- 375\* JAMES C. POTTER HOUSE (ca. 1920-25): A picturesque, 1-1/2-story, hip-roofed dwelling with jerkinhead and gable-roofed ells and a combination of stone, shingle, and flush-board wall cover. There is a large semicircular picture window at the center of the facade on the first floor. Half-timbering has been applied to the end sections of the facade. It was built for James C. Potter of Pawtucket, who at the time owned the Turnberry property across the street. (ORHD)
- 380\* SUWANEE VILLA CARRIAGE HOUSE (ca. 1889): A handsome, 1-1/2-story, hip-roofed, stone and wood, Shingle Style structure with rock-faced masonry, a 2-story, conical-roofed cylindrical tower, a sculptured terracotta chimney pot, and some cut-shingle wall cover. It was part of an estate designed by James H. Taft for David Stevenson of New York. The main house has been torn down leaving the carriage house as the only surviving remnant of this estate. The building is currently used as a residence. (ORHD)
- 404\* HOUSE (ca. 1900): This is actually two adjacent buildings connected by a short passage. One is a small 1-1/2-story, gambrel-roofed building, its similarity to #410 indicating that it was probably built as a subsidiary structure for Rose Lea. The ridge of the other building's gable roof is perpendicular to the length of the south elevation; a veranda and deck extend to the east. Both buildings are shingled. (ORHD)
- 410\* ROSE LEA (ca. 1895-1905): A long, 1-1/2-story, gambrel-roofed dwelling in the Colonial Revival style, designed by Woonsocket architect Willard Kent and built on what was originally part of the George V. Cresson estate. It has paired stone chimneys, a Tuscan-columned portico, and Palladian windows in gable-roofed dormers on the front and rear sides. (ORHD)
- 421\* GILLIAN LODGE/ALLAN MCLANE HOUSE (1885-86): A 2-1/2-story, hip-roofed, Shingle Style dwelling designed by McKim, Mead and

## OCEAN ROAD (continued)

- White of New York for Allan McLane of Washington, D.C. It has twin 3-story, hip-roofed front pavilions with a segmental-arch loggia between them, an octagonal corner bay, and stone chimneys. It was begun in August, 1885, and completed in 1886 at a cost of \$12,626. (ORHD)
- 434\* WILDFIELD FARM STABLE (1887): Originally erected as the stable for Wildfield Farm (25 Wildfield Farm Road), this small, 1-1/2-story structure echoes many Queen Anne design features of the main house--fieldstone, which forms some of the walls, and arches around a broad, leaded-glass window on the north elevation. A fieldstone chimney rises through the hipped roof. A fanciful stone gateway to Wildfield Farm stands adjacent. (ORHD)
- 445\* J. BANIGAN SULLIVAN HOUSE (1920s): This generously proportioned Dutch Colonial house has a handsome fanlighted doorway, a Tuscan porch on the west side, and a massive boulder chimney. It is sited back from the road in well landscaped grounds behind a fence and hedge. A garage and caretaker's house stands behind the house. J. Banigan Sullivan, the first owner, was an artist and the grandson of Joseph Banigan, founder of the U. S. Rubber Company. (ORHD)
- 449\* HOUSE (1910s): This handsome, stuccoed, 2-1/2-story house with red tile cross-gable roof, polygonal 2-story front bays, and first floor front veranda, stands well back from the road behind a manicured lawn. Stone posts mark the driveway which curves in toward the house. (ORHD)
- 450\* WILDFIELD LODGE CARRIAGE HOUSE (ca. 1913): This 1-1/2-story, rectangular structure is covered by a gambrel roof, on which is centered an octagonal cupola. It was originally built as a carriage house or garage for #460. (ORHD)
- 460\* WILDFIELD LODGE/DOROTHY FELS HOUSE (ca. 1913): A rambling, 1-1/2- to 2-story Dutch Colonial style structure with a flank gable roof punctuated by two front gambrels. Two prominently placed, exterior fieldstone chimneys rise along the gambrels, and other chimneys show above the roofline. Dorothy Randolph Fells purchased the property from Philip S.P. Randolph in 1913. She later married Ogden I. Mills of New York, who served as Secretary of the Treasury from 1932 to 1933. Mrs. Mills sold the property to S. Hinman Bird in 1929. (ORHD)
- 510 HOUSE (ca. 1920s): A 1-1/2-story, wood-shingled, Dutch Colonial style residence with a large, stone, center chimney, an enclosed porch entry, and small gabled dormers. At the entrance to the landscaped property are square, cut granite block entry posts connected to a high granite block wall.
- 515 HOUSE (early 20th century): A 1-1/2-story gambrel-roofed, wood-shingled residence, set atop a small hill, with a hip-roofed, wrap-around porch, three gambrel dormers in front, and a large ell at the rear. The large and simply landscaped lot, set behind a stone wall, includes a 2-bay, gambrel-roofed garage.
- \*\* DUNMERE (1883 et seq.): Dunmere is a 13-acre property with a 900-foot frontage on Ocean Road and 500 feet of shorefront along the ocean.

## OCEAN ROAD (continued)

The property contains three major buildings, described below, now in separate ownership and used as residences. They are set amid landscaped grounds with a fanciful, turreted stone gateway arch, a 50-by-100-foot man-made pond, two gazebos, terraces, and stone balustrades.

This property was owned by Robert G. Dun of Dun & Bradstreet. In 1883 Dun commissioned construction of a large 3-1/2-story, wood frame, Queen Anne style mansion and a water tower with a windmill, designed by New York architect J. M. Merrick. Nathan F. Barrett, a New York City landscape architect (who, with architect Solon S. Berman, designed the town of Pullman, Illinois), sited the buildings and laid out the grounds. Barrett's plans for the grounds were executed by J. J. Wood of New York City in 1884. That same year an outbuilding containing a bowling alley and billiard room (no longer extant) was built. A special issue of the *Narragansett Times* in 1888 devoted considerable space to "the palatial summer house of R. G. Dun." According to the newspaper,

This has been justly called the show place of the Pier. It fronts the Bog Rock, and less than five years ago was one of the most unpromising bits of property along the shore: now through the taste of its owner and his architects, the site has been transformed into a scene of beauty. The villa is large and handsome, and the grounds elegantly adorned, picturesque summer pavilions dot the grounds, a tiny lake gives opportunity for boating, and a lovely bowling alley and billiard room is located but a short distance from the house. The interior adornment of Dunmere is unique and handsome. An iron fishing stand projects out into the water, and Mr. Dun, who is an enthusiastic fisherman, spends many an hour thereon. These are famous fishing grounds, and from this stand the late President Arthur, a lifelong friend of Mr. Dun's, wooed the sportive bass.

In 1889, a gatekeeper's house or porter's lodge was added to the water tower and a ballroom was built.

In 1913 Edwin J. Lowenstein of Providence purchased the estate. A destructive fire in 1929 left only the lower story and part of the west end of the main house. A new house, named Casa Nostra, was built in 1930. This second dwelling was demolished in 1972 and a modern house was built on its site.

- 530 DUNMERE STABLE (late 1880s?): A 2-1/2-story, wood-shingled structure with 3 garage door openings and gable-roofed dormers, sited north of and below the gatehouse of the Dunmere estate (see number 560 below). Originally the stable contained six stalls, a carriage room, and a harness room on the first floor, and four bedrooms, a kitchen, a bathroom, and a hay loft on the upper floor. This structure is now a private residence accessible from Bass Rock Road.
- 560 DUNMERE GATEHOUSE (1883, 1889, 1982): A picturesque, rambling, complexly massed residence near the road on a height of land overlooking the Dunmere grounds. It comprises a 3-story stone and wood frame tower (1883), originally topped with a windmill; an attached 2-story, hip- and gable-roofed dwelling (1889) constructed of massive granite blocks; and an

## OCEAN ROAD (continued)

addition (1982) based on plans by Providence architect William Kite.

580 HOUSE (1972 et seq.): This modern 1-story dwelling with large windows facing the ocean is set atop a bluff. It occupies the site of R. G. Dun's Dunmere and Dunmere's successor, Casa Nostra (see Dunmere entry above).

\*\* BARNES NEWBERRY, JR., HOUSE/CHRISTIAN BROTHERS NOVITIATE (1920s, 1950s): A complex of buildings centered on Stevenson Hall, a 2-story, French Eclectic structure with a hipped roof, a 2-story tower at the right side, and four large, rectangular brick chimneys. Nearby is a large mid-20th-century school building. Behind Stevenson Hall are two 2-story Tudor buildings that include half-timbering and uncoursed granite block walls; central stone chimneys; narrow multi-paned windows; and hip-roofed dormers that break the cornice line. Several other ancillary buildings occupy the large lot, which is simply landscaped and set behind a fine four-foot-high stone wall lining Ocean Road. Originally the summer home of Barnes Newberry, Jr., construction started in the 1920s, but stopped after the stock market crash. The main building remained half-completed for thirty years until it was acquired by the Christian Brothers.

SCARBOROUGH BEACH BATHING PAVILION (1988): A large 1- and 2-story structure with multi-colored ashlar granite walls; a central gable roof flanked by hip-roofed ends; and large hip-roofed projections at the ends of the ocean-facing front. The broad sides contain rows of round-headed windows. Concrete spans supported on round columns connect the main building with smaller, 1-story, hip-roofed structures. North and south of the pavilion are several structures that provide shade and shelter for beachgoers.

The first bathing pavilion at Scarborough Beach was designed by architect Willard Kent in 1914. It was destroyed by fire in 1934. In the following year, 16 acres here were purchased by the State of Rhode Island; in 1936 construction was underway on a new bathhouse, designed by architect Charles K. Warner. This building was completed in 1938. In the mid-1980s, the architectural firm of Robinson Green Beretta drew up plans for refurbishing the pavilion, adding a second floor, and for redesign of the road and parking area. The refurbished structure was dedicated in June, 1988.

1470\* POINT JUDITH LIGHTHOUSE (1816, 1857) AND COAST GUARD STATION (1935): On a peninsula at the southeastern tip of Point Judith Neck is a group of buildings constructed to provide safe navigation along and around this corner of the Rhode Island coast. The major buildings are a lighthouse and a coast guard station. The lighthouse, a 75-foot high octagonal tower of cement-coated rough-cut stone, 23 feet 10 inches at the base and tapering to 13 feet at the top, is painted brown on its upper half and white below. Atop the stone structure is the lantern room with a six-foot diameter lantern, windows, and an iron-plate deck and railing. Near the lighthouse is the United States Coast Guard Station, a 2-1/2-story, wood frame, wood-clapboard-sided, Colonial Revival structure with an octagonal, 4-story tower with railing and a hipped roof, a piazza across the front, and three small gabled dormers.

## OCEAN ROAD (continued)

During the Revolutionary War a beacon was maintained at Point Judith. In 1806, the first lighthouse, a 35-foot tower constructed of rough stone, using whale oil lamps for illumination, was erected. Heavily damaged during the September gale of 1815, the lighthouse was rebuilt of cut stone in 1816 to a height of 75 feet. The lighting was increased to 2,500 candle power with the use of ten whale oil lamps. In 1857, the lighthouse was rebuilt into its present form, and a dwelling for the families of the keeper and his assistant were connected to it. In 1872, a United States Life Saving Service boathouse and station were erected here. A fog signal was installed in 1873, lighting in 1890, and electrical power in 1935. The rating of today's light is 25,000 candle power. The old life-saving station, damaged by fire in September, 1933, was replaced by a new Coast Guard station in 1935 and a new boathouse was built at Galilee.

**FORT NATHANAEL GREENE/SOUTH RESERVATION:** The 34-acre South Reservation, adjacent to the Point Judith Lighthouse, was equipped with a 2-gun, 6-inch battery mounted on barbette carriages and protected by naval turrets. Secondary armaments--smaller calibre machine guns--were installed later. Battery 211, its official designation, was established to provide protection against smaller, faster-moving targets. Barracks and several fire-control points were constructed here; the latter were concrete structures with wooden facades designed to resemble residential cottages. Today, one concrete pad and a small, earth-covered, concrete ammunition bunker still exist near the water's edge. Two of the original support buildings still stand at what was once Camp Cronin, acquired by the City of Providence in 1956.

## OLD BOSTON NECK ROAD (NORTH)

\*\* **ROWLAND ROBINSON HOUSE (1710 et seq., 1926):** A large, 2-1/2-story, gambrel-roofed structure with a central broken-scroll-pedimented entranceway in a 60-foot-long, 5-bay facade; a large brick center chimney; and a large 1-1/2-story ell at the rear. The house is set back from the road on a large, grassy, stone-wall-bounded lot. Nearby is a wood-shingled and stone-sided barn with a brick chimney.

Built in 1710 by Rowland Robinson, the house was extensively remodeled and enlarged in 1755 by his grandson, Rowland Robinson. Its length was increased to 110 feet and a kitchen and slave quarters were added. The Robinsons, who owned a large tract of land on Boston Neck, were among the most prominent of the Narragansett Planters. A dairy produced cheese here. The Robinsons owned ships which sailed from the nearby South Ferry pier. Grain and cheese were exported to the West Indies and the famed Narragansett Pacer found a ready market in the islands and among wealthy Southern colonists. At first involved in the slave trade, Rowland Robinson later rejected the business, although he retained a few black servants. Hannah Robinson, the second Rowland's daughter, figured in a romantic tale which, even though apocryphal, is the subject of one of South County's most colorful and popular legends.

In 1925, the property, then a 230-acre tract of meadow and woodland extending from the Bay to the Pettaquamscutt River, was acquired by

## OLD BOSTON NECK ROAD (NORTH) (continued)

- Frederick R. Hazard, of the Peace Dale Hazards. In the following year, the house was restored by noted architect Norman M. Isham. At this time, or perhaps before, the length of the house was trimmed to 60 feet, the former kitchen and slave quarters removed, and a 2-story ell containing eight rooms, for use as servants' quarters, added on the north side. Although the Robinson property has long since ceased to be a farm, stone walls preserve some of the atmosphere of agricultural use. Architecturally one of the finest houses of its period in Rhode Island, it is significant as one of the few surviving houses of its era in Narragansett.
- 236 SCHOOLHOUSE NUMBER 2 (late 19th century): A 1-1/2-story, wood-shingled structure with a small, brick, center chimney, a row of four windows along the sides, and small ells at each end. Now a residence, this building once served as a district schoolhouse for the southern part of Boston Neck. It originally stood on the next lot north of the one it now occupies.
- 354 J. R. KNOWLES FARM (early 19th century): The Knowles Farm consists of a large house, sited near the road, with outbuildings to the rear. The oldest structure here is a 1-1/2-story gambrel-roofed house, set end to the road, with a plain, central, south-facing entry in a 5-bay facade; two tall, pilastered brick chimneys; and colored aluminum siding. On the left (west) side of the old house is a perpendicular 1-1/2-story, late 19th-century addition, a gable-roofed structure with chalet-like detailing. At the rear is an ell and a 1-story, hip-roofed structure. This complex is now an apartment house and the front yard, between the house and road, is a parking lot which detracts from the appearance of the house. Behind the house are a large late 19th-century barn, a smaller barn, and a garage. The original fields and open land have reverted to woods. In front of the house is a short wooden fence, with interesting shingled entry gate posts. Stone walls line the road in the vicinity of the property.

## OLD BOSTON NECK ROAD (SOUTH)

SITE OF GEORGE HAZARD FARM (ca. 1740): Until the late 1980s the George Hazard Farm stood here. The complex included a farmhouse, a shed, and a barn on a lot with stone walls. The old farmhouse was moved a short distance to Peaked Rock Road, the outbuildings were destroyed, and a new house erected on the site of the old house.

This farm was reportedly first owned by Humphrey Atherton after the Atherton Purchase of 1658. Then it went to Humphrey's son, Jonathan, in 1661; to Richard Smith in 1673; to Francis Brinley; and to Thomas Hazard in 1738. It remained in the Hazard family for more than two centuries. The Hazards were among the largest landowners in 18th-century Washington County. Their holdings included 300 acres near Peace Dale, almost 1,500 acres in Boston Neck, and land in Point Judith Neck, in all almost 4,000 acres. Thomas Hazard kept 150 cows, and his dairy turned out 12-24 cheeses a day. Hazard maintained a warehouse and a shipyard as well as his "great pier" on Boston Neck. His son, Robert, was a major exporter of horses from South Ferry.

## OLD BOSTON NECK ROAD (SOUTH) (continued)

**WHEATON-BY-THE-SEA (1930 et seq.):** A 1-story, flat-roofed, residence with massive granite block end chimneys that tower above the structure. The grounds are attractively landscaped with grass, trees, hedges, gates and a small pond. In the early 20th century a large tract of about 150 acres here at the southern end of Boston Neck was purchased by David S. Baker and his sister Anita W. Hinkley. About 1930, Frank and Anita Hinkley built a 24-room, 2-story, wood-shingled house known as Wheaton-By-the-Sea, designed by architect Wallis Howe. Destroyed by fire on July 3, 1932, a new building was slowly erected, incorporating the remnants of the former building, with old wood gathered from various places. In 1985 an addition was made to the northwest corner.

**DAVID S. BAKER HOUSE (1945):** A large, rambling, 1-1/2-story, wood-shingled house with several large, stone chimneys and shed roof porches along the east side. The house is sited atop a small grassy hill facing the ocean. It was built by David S. Baker, brother of Anita W. Hinkley, who purchased a 150-parcel here in the early 20th century.

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**FORT VARNUM (1942 et seq.):** An army camp comprising barracks, a mess hall, classrooms, and other facilities, and several World War II fire control buildings and structures along the West Passage in the southern part of Boston Neck. Land acquisition for a military reservation here was authorized in February, 1942, soon after the United States entered the war. Part of a comprehensive Narragansett Bay defense network, construction of a complete army camp was started in April and a garrison established in August. In April, 1943, the fort was dedicated in honor of Revolutionary War General James Mitchell Varnum of Rhode Island's Kentish Guards. During 1942 and 1943, artillery pieces--three-inch rifles from Fort Kearney and six-inch rifles from Fort Getty--were installed in earth-covered concrete structures near the water's edge, and a battery command post and an earth-covered magazine were constructed nearby. Additional gunblocks were also poured for the installation of 37mm and 90mm guns required for anti-motor torpedo boat operations, and a dual searchlight was also located here. The concrete fire control points were built in a variety of forms--1- and 1-1/2-story gable, gambrel, and hip-roofed structures--to resemble private dwellings, and were coordinated with batteries at Fort Greene, Fort Church, and Fort Wetherill. Today Camp Varnum is the Rhode Island National Guard's military academy.

## PEAKED ROCK ROAD

**GEORGE HAZARD HOUSE (ca. 1740):** The Hazard farmhouse, moved here from a site off Old Boston Neck Road South (see entry above), is a 2-1/2 story, gambrel-roofed structure with a 3-bay facade containing a central, pedimented entry; a roof overhang; a large brick center chimney; and a 2-story ell at the rear. Today it stands alone on a flat, grassy lot, without the ancillary outbuildings and stone walls which added to its historical significance on its original site.



## POINT JUDITH HARBOR OF REFUGE/ POINT JUDITH BREACHWAY:

Point Judith Harbor of Refuge, at the south end of Point Judith Neck, is a man-made anchorage protected from the open ocean by a 3-part breakwater composed of a 2,240-foot-long eastern jetty, a 3,640-foot-long western jetty, and a 6,970-foot-long main breakwater in the center, built in the shape of a "V."

During the late 19th century Point Judith was considered one of the most dangerous places on the Atlantic Coast. A number of ships passed this point regularly but the rocky shore afforded few places to launch a lifeboat. The National Harbor of Refuge was authorized by Congress in 1890 so that a launching place for the Life Saving Service could be established. Soon after, portions of the east and west jetty were constructed. In 1905, the west jetty was extended and the east jetty strengthened. Work on the project lagged, however, and it was not until 1914 that the central section was completed. During 1961-63, the main breakwater and the east jetty (which gets the brunt of the sea storms), previously damaged by storms, were extensively repaired.

The Point Judith Breachway, a 400-foot-wide opening connecting the ocean with Point Judith Pond, was constructed in conjunction with the breakwater project. For many centuries a natural opening has existed in this general area, shifting and changing dimensions periodically. The great September gale of 1815 created a new opening at the site of the present Narragansett-South Kingstown town line, but the depth and width of the passage changed annually, gradually becoming very shallow and necessitating dredging by hard hand labor each year. In 1900 and 1901, South Kingstown and the State of Rhode Island, respectively, appropriated money for a new channel. After Narragansett deeded the site of the present breachway to South Kingstown, a seven-foot-deep channel was dug between 1902 and 1910, and the sides reinforced with stone. Construction of the breachway created a safe harbor for boats and made possible the existence of one of Rhode Island's major fishing centers, as well as providing a link between the ocean and five-mile long Salt Pond, which extends north to the outskirts of Wakefield. At this harbor a fishing community was established.

## POINT JUDITH ROAD

\*\* KINNEY-ANTHONY FARM/SUNSET FARM (mid-19th century), KINNEY BUNGALOW (1899): The Kinney-Anthony Farm is a large tract of relatively level pastureland divided by broad, dry-laid stone walls, extending from Point Judith Road to Champlin Cove. Near the road are a cluster of mid-19th-century buildings related to agricultural activities and a clubhouse erected in 1899.

The farmhouse is a 2-story, wood-shingled structure with a hip-roofed, wrap-around porch and a pair of small brick chimneys. Behind the house are two wood-shingled outbuildings and a large barn (with a later 1-story garage-tractor shed wing). A fourth building, a small barn covered with weatherboard siding, was built to house polo ponies in the late 19th century.

## POINT JUDITH ROAD (continued)

South of the farmhouse stands the Kinney Bungalow, designed in 1899 by Providence architects P. O. Clarke and A. R. Spaulding in the form of an East Indian bungalow. It is a rectangular, 2-story structure with an external stone chimney, covered by a hip roof with wide eaves and slightly projecting rafters. The building is encircled by a recessed first-story veranda. Its second story consists of a low, enclosed balustrade surmounted by a row of large, 16-pane windows. A large clock is set into the center of the balustrade at the north facade. Above the windows are banks of louvers which terminate at the roof.

The Anthony Farm was part of the Point Judith Neck lands divided among several Narragansett Planters during the 17th and 18th centuries. Its fertile grounds provided lush pasture for herds of dairy cattle, horses, and sheep. Although the land was used as pasture for several centuries, it apparently was operated as a portion of other farms, and it was not until James W. Anthony purchased the property in 1850 that this became a self-contained homestead farm. Soon after 1862, Anthony built the present farmhouse and outbuildings. His son, James E. Anthony, a storekeeper in Kingston before coming to the farm in 1857, inherited the property in 1887, farmed it for 10 years, then returned to Wakefield after selling it to Francis S. Kinney in 1897. Kinney was the founder of a successful New York tobacco firm and a member of the fashionable Narragansett Pier colony. Reportedly Kinney had a disagreement with the management of the Point Judith Country Club, established in 1896 on former Anthony land across Point Judith Road, and Kinney purchased this site for a private clubhouse for post polo game parties because of its proximity to the country club. In 1908, following Kinney's death, the property was purchased by Mrs. Irving Chase, another Narragansett Pier summer resident, who left it to her daughter Mrs. Thomas Ewing in 1935. Aside from being used by the Red Cross during World War I and by the U. S. Army, which manned it as a communications post for Fort Nathanael Green during World War II, the clubhouse has been little used. The farm has been occupied by a tenant farmer for most of the 20th century.

The property today represents the last sizable farmland acreage on Point Judith Neck that has survived from the days of the earliest settlement. The farmhouse and land represent the agricultural heritage of Narragansett, while the architect-designed clubhouse represents the transition of the area from an agricultural community to a fashionable summer resort.

- 556 JAMES SHERMAN HOUSE (c. 1862): A 2-story, L-shaped structure with wood-shingle and clapboard sides and a small, hip-roofed, off-center front porch with carpenterwork brackets. The house is a good example of mid-19th-century vernacular architecture. It and its nearby barn constitute a relatively unaltered 19th-century farm unit.
- 707 WESTLAKE'S GARAGE (1932): This garage is a good example of a typical early 20th-century auto service station. The 1-story rectangular building has a rectangular facade which continues above the round-arched roof as a slightly stepped parapet. The main facade is 3 bays wide, with an added bay on the south side. Along each side is a row of four large multi-paned windows, about 7 feet high, separated by cement block piers. In 1921, George Westlake remodeled a barn for a garage on this site. In 1932 he built the present structure.

## POINT JUDITH ROAD (continued)

- 755      **WILLIAM F. KENYON FARM** (c. 1851): The Kenyon Farm is centered on a farmhouse and garage set back a short distance from the road. The house, a 1-1/2-story, L-shaped structure, has a 5-bay facade containing a central, side-lighted entrance, 3 gabled dormers in front that break the cornice line, and an ell at the rear. Nearby is a former horse barn which was converted to a garage. The house lot is bounded by an extensive dry-laid stone wall. Since 1784, when Nathan Kenyon purchased three lots in the confiscated Sewall farm, the property has remained in the Kenyon family, who farmed it actively until 1928. Although a part of the house is one of the oldest extant farmhouses on Point Judith Neck, its original integrity has been altered by the application of aluminum siding on the exterior and by renovations to the interior.
- 796\*\*      **POINT JUDITH BAPTIST CHAPEL** (1878-80, 1889-90): This plain, modest structure is a fine example of 19th-century vernacular architecture. It is a 1-1/2-story, end-gable-roof, rectangular meeting house set parallel to the road in a small clearing fringed by woods. The building has clapboard walls, narrow corner boards, and overhanging eaves without ornamentation. The paired entrances in the south end are surmounted by small-scale shelf hoods supported by jigsaw brackets. An arched belfry (added in 1889-90) is set on the roof peak above the entrances.
- The chapel was built to serve the needs of a growing local population of farmers and fishermen. Residents of Point Judith Neck who had attended a Baptist church in Wakefield established a Sunday School in a schoolhouse on Point Judith Road in 1859. The group grew and created a chapel in 1879-80. The society organized as a church in 1889. It numbered 50 members, including almost all of the families then living in this part of the Neck. Never large or prosperous enough to support its own pastor, the Point Judith congregation relied on the pastor of the Wakefield church to conduct services. With increasing use of the automobile, the need for a separate church declined, and the 12 remaining congregants joined the Wakefield church in 1950. The chapel was subsequently sold and used as a private residence.
- 745      **ANNE M. PELKY HOUSE** (ca. 1910): A 2-1/2-story Dutch Colonial style dwelling turned end to the street, with a massive gambrel roof containing the second story and attic. This house has a long shed dormer characteristic of this style, and a pent roof across the front above the first story windows. On the south side is a 1-story glassed-in sun porch and open veranda. The asymmetrical facade contains an off-center entrance sheltered by a gabled portico. This is a representative example of a common early-20th-century suburban house type.
- 823      **C. W. HALL STORE AND POST OFFICE** (late 19th century): The main portion of this building is a 2-story, hip-roofed, rectangular mass with a 5-bay facade containing a central entrance. This basic form would seem to indicate an early 19th century construction date for the house, but no information has yet been found that would help to conclusively document this structure. A 1-story veranda on the front also extends across the front of a 2-1/2-story, gable-roof ell on the south side. A small, 1-1/2-story, gable-roof ell runs off the northwest corner of the main block. The building was used as a store through the late 19th and early 20th centuries, and also served for a brief time as the Point Judith Post Office

## POINT JUDITH ROAD (continued)

around the turn of the century.

**ST. MARY STAR OF THE SEA ROMAN CATHOLIC CHURCH (1940):** A large, rectangular, brick church containing elements derived from Italian Palladian and Georgian Revival designs. It comprises a tall end-gable-roof nave flanked by shorter, flat-roofed side aisles, each with an entrance framed by engaged columns and a broken-scroll pediment. The nave facade is treated as a temple front, with paired pilasters on each side of the main entrance supporting an entablature and a pediment containing garland-and-swag ornament. A bell tower rises above the western end of the north side, topped by an arched belfry with a gilded dome. A flat-roofed sacristy wing extends from the east end of the south side. Designed by Providence architect Samuel M. Morino, St. Mary was originally a mission church built for the growing seasonal community in the area; it now serves an increasing year-round population.

975 **LOWER POINT JUDITH SCHOOLHOUSE (19th century):** A 1-1/2-story, gable-roofed structure set parallel to the road, with an enclosed, gable-roofed central entrance porch and an external chimney at each end. It is located well back from the road on a lot bounded by stone walls. Now a private residence, this building once served as the local school. A schoolhouse was built on this site before 1852; it is difficult to determine whether this is the original building with later alterations, or a later replacement for the first schoolhouse.

\*\* **FORT NATHANAEL GREENE (1940):** Fort Nathanael Greene, at the southern end of Point Judith Neck, was established, in conjunction with Fort Benjamin Church in Little Compton, as the western component of the U. S. Army's harbor defense system for the protection of the entrances to Narragansett Bay. It was one of eighteen harbor areas in the United States selected for modern fortifications by the army's defense board in 1940. A new installation, Fort Greene was equipped with 16-inch rifled guns capable of firing 1-ton projectiles more than 25 miles. The batteries represented a significant advance in American techniques of coastal fortifications.

During its period of active service Fort Greene consisted of three separate parcels of land, the 145-acre East Reservation, the 91-acre West Reservation, and a 33-acre tract at the southeastern tip of Point Judith Neck known as the South Reservation (see Ocean Road entry), each with its own battery and specific defense function. Pre-existing landscape features determined the nature of the camouflage which disguised the new military buildings. The East and South reservation buildings resembled the summer cottages that existed in their vicinities, while the West Reservation, which occupies the site of the former Knowles and Kenyon farms, (most of whose buildings were demolished), resembled a farm complex, and the stone walls here were retained. In addition to these support buildings of standard frame construction, new reinforced-concrete structures were built for batteries, ammunition magazines, and fire-control towers. The 16-inch batteries at the East and West Reservation consisted of casemats with projecting round hoods, connected by a 400-foot-long corridor. The batteries, with their protective earth covering, formed 40-foot-high, 800-foot-long hills. Smaller earth-covered hills at the rear of the batteries contained plotting rooms for the batteries. Battery Hamilton, at

## POINT JUDITH ROAD (continued)

the East Reservation, also included secondary weapons: 37mm, later 40mm, anti-aircraft guns, and machine guns.

At the East Reservation, named Battery Hamilton for Brigadier General Alston Hamilton, who served in the Spanish-American War and World War I, none of the two groups of support buildings survive. The guns and equipment were removed after the end of the war and the casement and entrance to the battery are open. The eastern part of the reservation, 40 acres east of Ocean Road, was sold and has been privately developed; the rest of the reservation is now an active Army Reserve center, which is centered on a modern, 1-story brick building.

The 90-acre West Reservation, known as Battery 109, declared surplus in 1947, was acquired by the State of Rhode Island in 1954, and was opened to the public as Fishermen's Memorial Park in 1970. Three of the former support buildings here survive and continue in use today. They include a 1-1/2-story, rectangular, wood-shingled, gambrel-roofed, barn-like structure, formerly an ordnance repair shop, now used for storage; a 1-story, wood-shingled, former ordnance material and supply warehouse, now a workshop; and a 1-story, rectangular structure that once housed a motor repair shop, now was remodeled for use as the park headquarters. This building is connected to Battery 109, whose casement openings have been enclosed with concrete and frame walls. The former fire-control tower, a 4-story, cylindrical reinforced-concrete structure with slit windows, built to resemble a silo, and the former plotting room building also survive and are used for storage.

The 34-acre South Reservation, adjacent to the Point Judith Lighthouse, was equipped with a 2-gun, 6-inch battery mounted on barbette carriages and protected by naval turrets. Secondary armaments--smaller calibre machine guns--were installed later. Battery 211, its official designation, was established to provide protection against smaller, faster-moving targets. Barracks and several fire-control points were constructed here; the latter were concrete structures with wooden facades designed to resemble residential cottages. Today, one concrete pad and a small, earth-covered, concrete ammunition bunker still exist near the water's edge. Two of the original support buildings still stand at what was once Camp Cronin, acquired by the City of Providence in 1956.

The three reservations now exist as separate and distinct parcels of land. Practically nothing of World War II vintage survives at the East Reservation, and only a few artifacts of the great war survive at the South Reservation. The West Reservation has the most significant collection of World War II structures. Part of a larger Narragansett Bay defense system, they are significant and merit high preservation priority.

## ROBINSON STREET

- 41 HOUSE (ca. 1895-1900): A 2-1/2-story, hip-roofed, Shingle Style dwelling similar to 82 Kingstown Road. It has a Tuscan-columned veranda and a gable-roofed corner pavilion.

## ROBINSON STREET (continued)

- 75 HOUSE (1880s): A handsome, 2-1/2-story, gable-on-hip-roofed Queen Anne dwelling with a cove cornice and cut-shingle and sunburst design gable ornamentation.

## ROCKLAND STREET

- 46\* HOUSE (ca. 1885): The massing of this 2-1/2-story, shingled structure is made complex by a large, gable-roofed front pavilion, smaller pavilions on each side, several polygonal bays, and truncated corners. A veranda stretches across the front and wraps around the sides, its roof supported by turned posts. (CSHD)
- 56\* SAINT PHILOMENA'S/SAINT THOMAS MORE'S RECTORY (1908): This 2-1/2-story structure is covered by clapboards on the first floor and shingles above. The gable roof, which ends in a wide overhang in the back ell, spreads down on the front to cover 1-story extensions; an uncovered entry terrace lies between these extensions. A large back yard, extending south to Caswell Street, features a small, delicate wooden trelliswork gazebo. After the church built a new rectory in 1985, this building was sold and is now a private residence. (CSHD)
- 59\* SAINT PHILOMENA ROMAN CATHOLIC CHURCH/SAINT THOMAS MORE ROMAN CATHOLIC CHURCH (1908): A 1-1/2-story Shingle Style structure with a tall, square corner tower containing an open belfry and pyramidal roof, and some Romanesque-derived detail, designed by architects Murphy, Hindle and Wright. This Roman Catholic parish, originally established as a mission of Our Lady of Mercy in East Greenwich, then included in St. Francis parish of Wakefield when that parish was created in 1879, became a separate parish in 1917. The first church building here was erected in 1884; it was converted to other church use when the present edifice was erected in 1908, then taken down in 1977. In 1985, a large, L-shaped addition was made at the rear of the church. Originally named for Saint Philomena, the church was rededicated to Saint Thomas More in 1961. (CSHD)

## RODMAN STREET

- 20 J. H. RODMAN HOUSE (ca. 1890): A large, 2-1/2-story, wood-shingled, cross-gambrel-roofed, Colonial Revival Style house with a unique windmill-like corner tower,
- 84 HOUSE (early 20th century): A 2-1/2-story, wood-shingled, gambrel-roofed residence with a front gabled pediment, porches formed by the roof overhang, and two, large, rectangular brick chimneys.

## SHORELINE

SHORE WALK: The Narragansett Shore Walk is an unmarked path, extending along the Narragansett shoreline for a distance of approximately

## SHORELINE (continued)

five miles from Narragansett Pier to Point Judith. For the most part, the trail runs above the rocky shore, along the seaward edge of vegetation. Some of the upper area is still wild, but in some sections it is grassy, part of the large lawns that sweep from cottages to the edge of the "cliff." The path is generally well-defined by wear and compaction. In some places, where the higher ground is not accessible or is blocked by vegetation, the route is lower, close to the water, and walkers traverse large, smooth, rock masses and boulder-strewn beaches.

Although unmarked, and in some places ill-defined, the shore walk has been in existence for over a century, and has been documented in travel and guide books; some describe it as running from Narragansett Pier to Point Judith. Along the route were several natural attractions--Indian Rock, Gunning Rock, Black Point, and Point Judith; later the cottages erected along the shore provided scenic variety for the shore walker. At one time it was used by the Life-Saving Service to patrol the area.

## SOUTH FERRY

**SITE OF SOUTH FERRY/SITE OF FORT PHILIP KEARNEY/NARRAGANSETT BAY CAMPUS, UNIVERSITY OF RHODE ISLAND:** The University of Rhode Island's Bay campus, overlooking the West Passage at the east end of South Ferry Road, is comprised of an assortment of mid- to late 20th-century utilitarian buildings. Extending into the water are the stone remains of a pier, perhaps the only extant evidence of what was once a thriving 19th-century village. An earth-covered concrete structure and part of the atomic research building (built during World War II) are the only reminders of a military installation--Fort Kearney--located here. The place is one of Narragansett's most historically important sites.

South Ferry was originally important as the landing for a ferry operating to the west shore of Conanicut. John and Jeremiah Smith of Prudence Island purchased a tract of land here from the Winthrops in 1692 and divided the land. The boundary between the two properties later became the site of Ferry Road, laid out from South Ferry to the Pettaquamscutt River in 1716. A landing place was established in 1695-96 and a ferry house was erected. By 1758, John Franklin owned the whole of the ferry from South Kingstown, which included the landing place, ferry house and other buildings, and a small tract of land. He eventually owned about 100 acres.

During the 18th century the pier was used by local farmers, particularly Rowland Robinson, for imports and exports. Lying on the post route to the largest cities of the colonies--Philadelphia and New York to the west and Newport and Boston to the east--the ferry was important for about two centuries.

John Franklin ran the ferry and entertained travellers in his ferry house. During the Revolutionary War, a company was stationed in South Kingstown in 1776 to guard South Ferry, but later the British destroyed the wharves here. The French, who established hospitals at ferry landings because of their convenience, reportedly had a hospital here during the

## SOUTH FERRY (continued)

war. In 1787, Franklin sold the ferry. Peleg Gardner purchased it in 1797.

In addition to serving as a ferry landing and as a port for shipping local agricultural products, South Ferry was also a shipbuilding site. Captain John Aldrich Saunders constructed several vessels here. In 1820, he built his tenth ship, the 35-ton sloop *Narragansett*, for freighting to Newport and Providence. His fifteenth vessel, the *Sea Bird*, a hermaphrodite brig of more than 200 tons, was constructed here in 1825.

In 1819, Ezekial Gardner sold to Elisha R. Potter the 105-acre ferry farm, including buildings, ferry, ferry boat, and scow. James B. M. Potter, Elisha's son, inherited the estate in 1835. Benjamin Cottrell leased the ferry, which was called Cottrell's Ferry, for several years in the early 19th century. A steam-powered textile mill was in operation by 1850.

There probably was no sizeable settlement here until James Potter and Joseph Eaton built the mill, but soon after its construction, the village underwent a pronounced growth. The 1860s were prosperous here; the village attained its greatest size then. At least sixteen coasting schooners, which ranged in size from 75 to 300 tons called this village their home port. In addition to the mill, the village contained a grocery store and post office, a boarding house, several tenement houses, a school, a large structure for the ferry office and supplies, a power plant for the factory, a livery stable-carriage shed, and a large, rambling farmhouse. Textile manufacturing was not long successful here, however; by 1878 the factory was being used as a carpenter shop and sail loft. In the 1880s, the village declined in population and activity. An 1899 county history described South Ferry as "formerly a little village." Construction of a new dock at Saunderstown, a short distance to the north, by the Jamestown and Newport Ferry Company in 1894, drew all water traffic there. In 1895, identified on a map only as "Ferry," South Ferry contained seven structures near the water, and a church and three associated structures atop the hill.

In 1901, twenty-five acres at South Ferry were acquired for a military installation, which was named in 1904 for Major General Philip Kearney. Gun emplacements and ammunition bunkers were constructed and a small garrison established until World War I, when a barracks was built and the installation was used as a training ground for Rhode Island draftees and coast artillery units. Reverting to a caretaker status after the war, the fort was reactivated in 1941 and new barracks, a mess facility, a recreation building, administrative offices, and other structures were built. A coast artillery unit was established here, then replaced by a motor torpedo boat battery and quartermaster and engineer units. In 1942, an anti-boat boom was laid out across the bay from Fort Getty to Fort Kearney.

After World War II, the base was deactivated. From 1948 to 1949, it was used by the University of Rhode Island for veterans' housing, and in the 1950s became the site of the university's marine laboratory. The university also established Rhode Island's first atomic reactor here, on the base of one of the former gun emplacements. The School of Oceanography is located for the most part along the south side of the road. On the north side are several federal facilities occupying utilitarian buildings, including the EPA's Environmental Research Laboratory, the National Oceanic and Atmospheric Administration, and the Department of Commerce's National



## SOUTH FERRY (continued)

Marine Fisheries facility.

With the establishment of a military installation and a university campus, few of South Ferry's 19th-century buildings survived into the mid-20th century. The last survivor was destroyed in 1959 when a fire consumed the former inn, known as the Franklin Inn.

## SOUTH FERRY ROAD

- \* **NARRAGANSETT BAPTIST CHURCH**, commonly called the **SOUTH FERRY CHURCH (1851)**: This handsome structure, prominently sited on a hilltop about 1000 feet from Narragansett Bay, is one of the finest Early Victorian churches in Rhode Island. It is built on the standard rectangular meetinghouse plan, with a tall 1-story, end-gable-roofed nave fronted by a 3-story central foretower topped by a broach spire. The building's arched door and window openings are inspired by the Romanesque architecture of medieval Europe, but its cut-shingle, hexagon-pattern wall cover is a purely contemporary feature, and represents one of the earlier uses of this textural effect on an American building. The church, designed by the young Providence architect Thomas A. Tefft, was built for a Baptist society chartered in 1850, when South Ferry was the most important village in the Narragansett section of South Kingstown. This congregation soon dissolved, but was reorganized and continued to meet here until 1908, when most of the members moved to a chapel in nearby Saunderstown, site of the new ferry landing. The Saunderstown faction sold the old church to the Roman Catholic Diocese of Providence, which planned to move it, but a group of former church members and local residents banded together to stop the plan. This group purchased the structure and formed the Narragansett Church Society of South Ferry to preserve the building. The church remained unused, except for a brief service as a Y.M.C.A. during the First World War. By 1926 the church had deteriorated badly. Concerned citizens formed the Narragansett Church Memorial Society of South Ferry and funded restoration of the structure. The Hurricane of 1938 severely damaged the building, which was rebuilt in 1946. Thereafter the church was used for an annual service until 1975, when title passed to the University of Rhode Island. It is now used occasionally for special events.

South Ferry Church is architecturally significant as an example of Early Victorian ecclesiastical design and as a work by Thomas A. Tefft, one of the most innovative architects in mid-19th-century America and a pioneer in the introduction of the Romanesque style to this country. Historically, the church is one of the few remaining artifacts that recalls the heyday of South Ferry. With its prominent hilltop siting, South Ferry Church is an important visual element in the local landscape, and has served as a navigational aid to generations of Narragansett Bay mariners.

## SOUTH PIER ROAD

- 12 **THE FOUR GABLES (ca. 1898)**: A handsome 2-1/2-story, Shingle Style cottage with a massive cross-gambrel roof, indented corner porch, and a

## SOUTH PIER ROAD (continued)

- bay window with curved and shingled sides. Willard Kent, a Woonsocket architect, built the house for his own use.
- 24      **MISTY MANOR (1910s):** A 2-1/2-story, wood-shingled house, with Palladian windows in the gambrel end, which faces the road, and in the center of a shed dormer at the right side.
- 32      **HOUSE (ca. 1895-1905):** A 2-1/2-story, frame dwelling with a gambrel roof which flares out to form the roof of a Tuscan-columned veranda. It also has twin bay windows on the east side and twin gabled dormers.
- 41      **H. F. KENYON HOUSE (c. 1890):** A 2-1/2-story, cross-gabled, Bracketed house, with paired interior brick chimneys, and a piazza across the front.
- 50      **HOUSE (late 19th century):** A plain, 2-1/2-story, 5-bay, gable-roofed frame dwelling with a Tuscan-columned veranda across the front.

## STRATHMORE STREET

**SITE OF CANONCHET:** At the northern end of Strathmore Street stood Narragansett Pier's largest and most elaborate dwelling: Canonchet. Designed by William R. Walker of Providence for former Governor William Sprague, the extravagant residence was completed in 1873. In 1909 it was destroyed by a fire that left only the fieldstone walls of the stable standing. In addition to the site of the Sprague mansion, the area is significant in Native American history. A grassy plain near the south end of Pettaquamscutt Cove was probably the site of an Indian settlement between 2000 B.C.E. and 1500 C.E., and local tradition states that this spot was a favorite campsite of Canonchet, son of Miantonomi and grandnephew of Canonicus. Canonchet became chief sachem of the Narragansetts in the 1660s; he was executed during King Phillip's War (1675-76). His memory is commemorated by a statue near the post office, by sculptor Robert K. Carsten, by a nearby lake, by a wooden statue on Kingstown Road carved in 1971, and in the former Sprague property, now a town park.

## SUNSET BOULEVARD

**DURFEE HOUSE (1988):** Just off Point Judith Road is this new 2 1/2-story house, a modern copy of a nineteenth-century Gothic-style building. It has a 3-level corner tower extending above the corner of a wrap-around porch; a spindlework bargeboard; a varied roofline; and patterned shingles in the gable. The design was created by the original owner Wayne Durfee, who adapted a nineteenth-century design.

## TAYLOR AVENUE

- 7\*      **DR. BACHE McE. EMMETT HOUSE/HIGH TIDE (1888-89):** A 2-1/2-story, Shingle Style building with clapboards covering the first floor

## TAYLOR AVENUE (continued)

and shingles above. The flank gable roof contains a monitor dormer. A second-story, shallow oriel centered in the front facade sits atop a small entry hood, supported by fluted posts, which covers a Colonial Revival doorway. A sloping roof merges from the east end to protect an open veranda. (THD)

- 13\* W. H. TAYLOR HOUSE (ca. 1875): A 2-story, gable-roofed building sheathed in clapboards, with a pavilion projecting on the front (south). The roof of the western section slopes down to the first floor on the front. A 1-story screen porch with delicately arched braces and a simple rail balustrade is attached to the front of the pavilion and another to the front of the eastern section. The house is set back from the street. (THD)
- 17\* W. H. TAYLOR HOUSE (ca. 1875): A 2-story, clapboarded building which has an "L" plan and is covered by a low-pitched hip roof. Beneath the eaves run a bracketed cornice and entablature (with molding separating the plain architrave and frieze). The roof of the veranda on the east side is supported by simple brackets. The detailing is similar to 20 Mathewson Street (which was also probably built by W. H. Taylor). (THD)

## TOWERS HISTORIC DISTRICT (THD)

- \* The Towers Historic District is named for its most prominent feature, the massive stone remnant of McKim, Mead and White's Narragansett Casino. Situated in a block edging Narragansett Bay, the district also includes ten dwellings, a former Coast Guard Lifesaving Station, and a town park on the site of the 1885 Casino. Surrounded by large empty lawns and blocks of new construction, the district is an isolated fragment of the late nineteenth-century resort community. Its generally well-maintained buildings display styles paralleling contemporary national trends, adapted to the seaside environment with features such as the ubiquitous veranda.

A passion for seaside holidays swept the United States and other countries during the late nineteenth century propelling Narragansett Pier into national prominence as a major summer resort. Its fine beach attracted thousands of visitors, and the structures in the Towers Historic District are physical manifestations of the growth which resulted.

The Towers Historic District was entered on the National Register of Historic Places in 1981. For entries on the individual properties included in the district, see Exchange Street, Mathewson Street, Ocean Road, and Taylor Avenue.

## WATERWAY

SPINDRIFT (late 19th century): A 2-1/2-story shingled residence sited on a large lot along the West Passage with a wrap-around porch, many shed-roofed dormers, and an ell at the west side. The building is associated with and at the southern edge of North Kingstown's Saunderstown community.

## WEST BAY DRIVE

- 14 HOUSE (1980s): Designed in a style common to Spanish or Mediterranean houses, this house has white brick walls, a low-pitched red tile roof, round-arched windows, and a central courtyard entered through an iron gate.

## WESTMORELAND ROAD

FREEMAN HOUSE (ca. 1900): A 2-story, cross-gabled residence with novelty shingle siding and recessed verandas with shingled posts and spandrels that typify turn-of-the-century bungalow style houses. Originally sited on a large lot at 168 Point Judith Road, the house was moved in 1985 to make way for a commercial development.

## WILDFIELD FARM ROAD

- 25\* WILDFIELD FARM (1887): A large, 2-1/2-story Shingle Style-Queen Anne dwelling with complex massing, decorative half-timbering in the gables, Queen Anne windows, and stone chimneys. It was built for Mrs. Samuel Welch of Philadelphia. (ORHD)

## WINDERMERE ROAD





POINT JUDITH COUNTRY CLUB (1896 et seq.): An extensive tract south of Windermere Road and east of Point Judith Road, developed as a golf course, and containing a cluster of plain buildings near Windermere Road. In 1896, the Randolph family and about 25 other summer residents, mostly from Philadelphia, some from Providence, established the country club. The golf course was laid out south of Windermere Road, and subsequently was redesigned several times, in the 1920s and in 1936 by Donald Ross, the noted golf course landscape architect. The land north of Windermere Road was developed for polo playing. During its heyday in the early 20th century, there were three polo fields, a practice field, and several barns. Horses were transported by train, to and from the depot on Boon Street, using the wide expanse of Gibson Avenue as their path to and from the fields. Many well-known teams of the day, including British, Indian, and United States Cavalry teams, played here. Polo playing ended in the late 1930s, on the eve of World War II. Condominiums were built on part of the old polo fields in 1986.

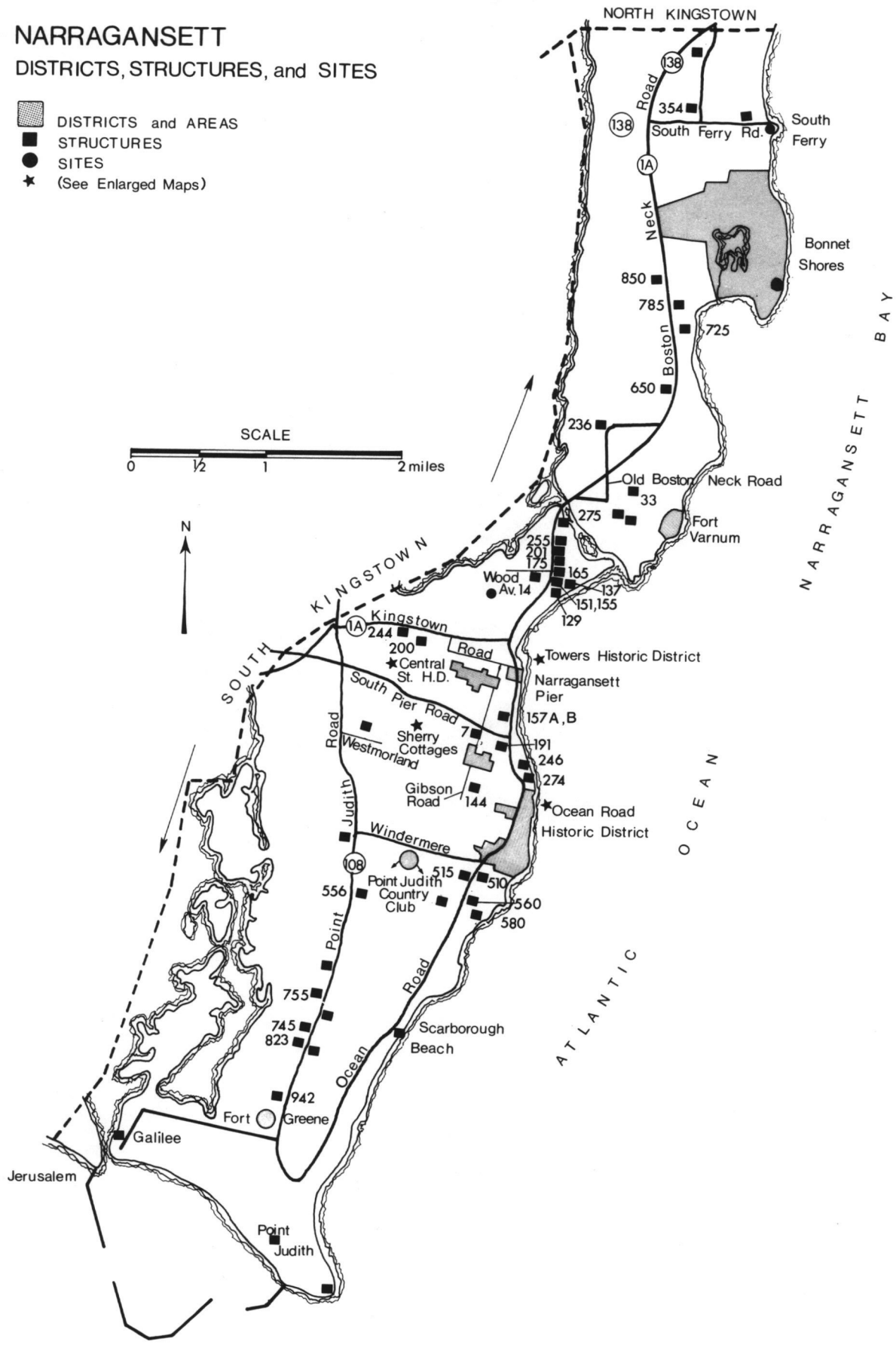
## WOOD AVENUE

- 14 BUNGALOW (ca. 1920): An interesting 1-1/2-story, wood-shingled bungalow style residence with Queen Anne windows, influenced by early 20th-century California architectural styles. The garage, although somewhat altered by the replacement of the original double-leaf doors, repeats the style of the house.

# NARRAGANSETT

## DISTRICTS, STRUCTURES, and SITES

-  DISTRICTS and AREAS
-  STRUCTURES
-  SITES
-  (See Enlarged Maps)

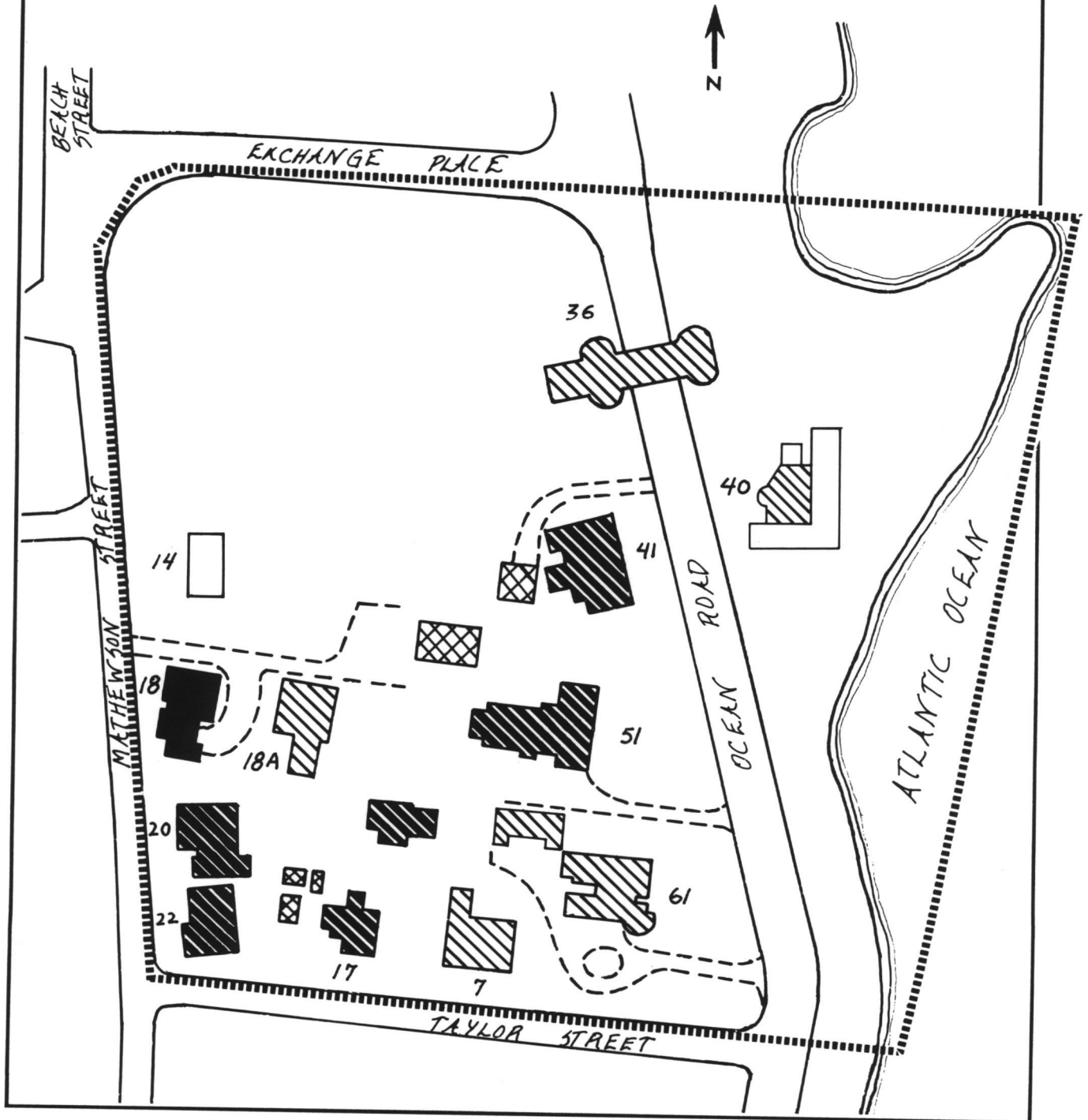


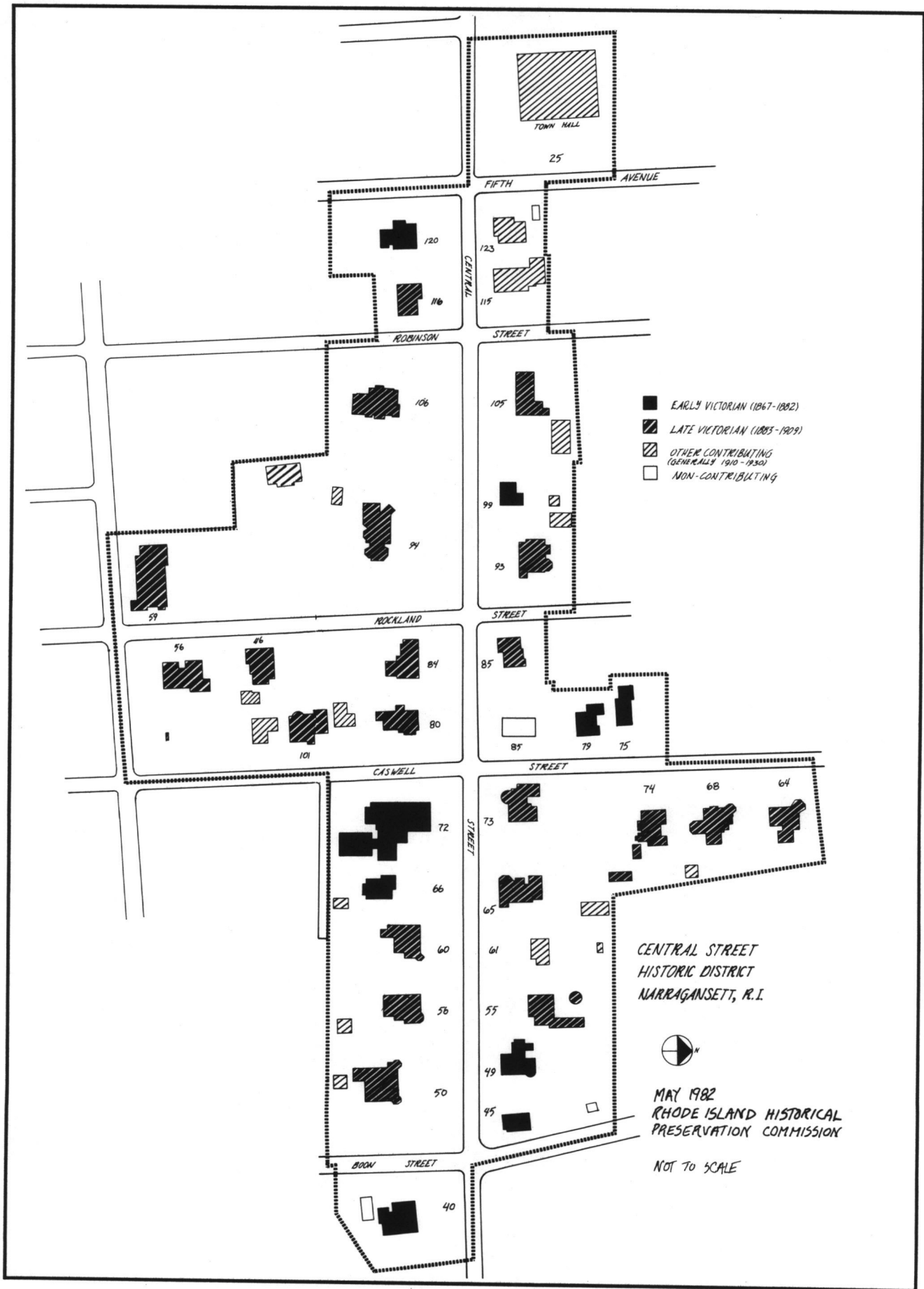
# Towers Historic District Narragansett, R.I.

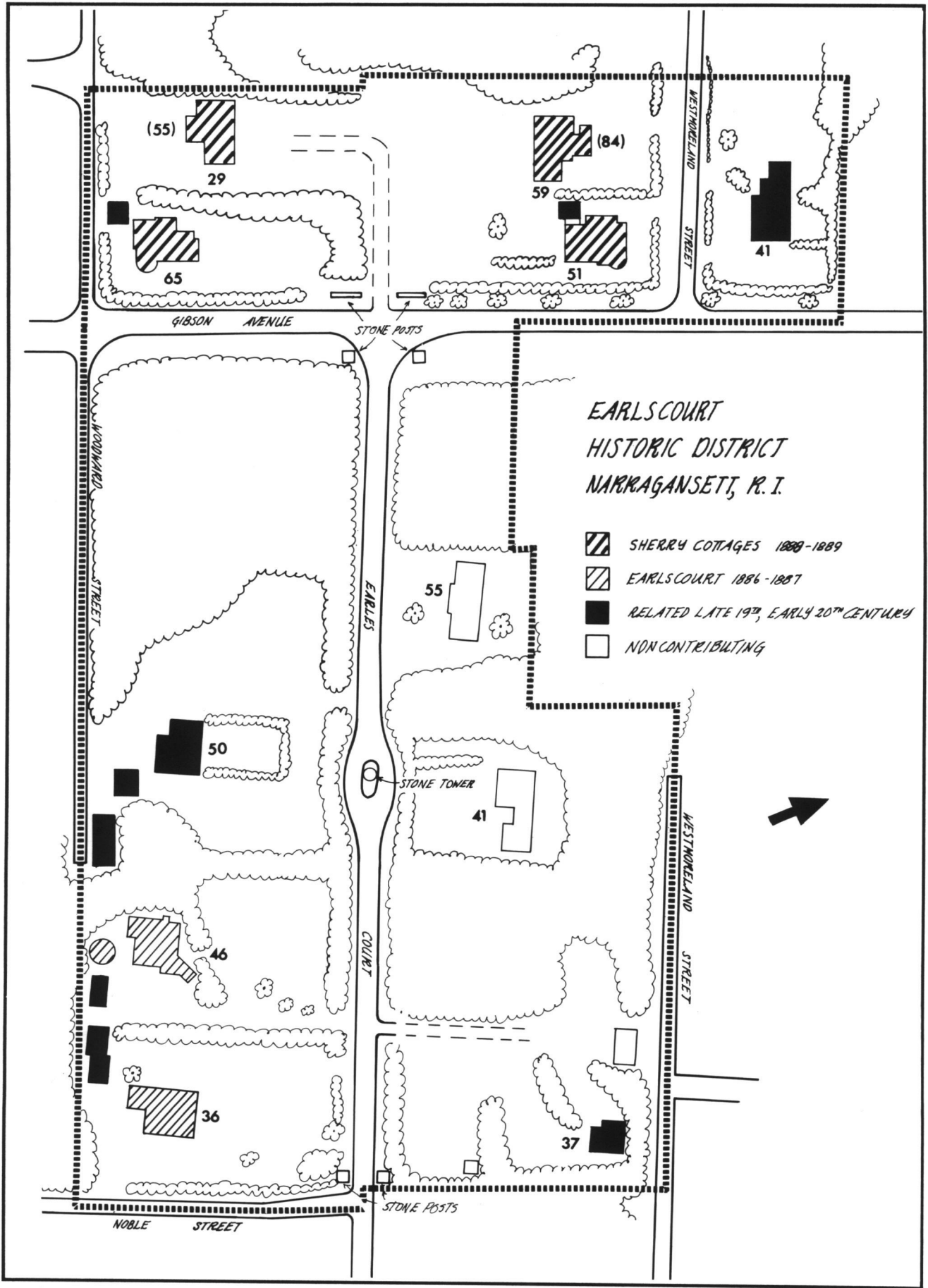
Sketch Plan - not to scale

MAY 1982  
RHODE ISLAND HISTORICAL  
PRESERVATION COMMISSION

- Federal
- ▨ Early Victorian (1860-1881)
- ▩ Late Victorian (1882-1910)
- ⊠ Early 20th Century (1910-1930)
- Non-Contributing





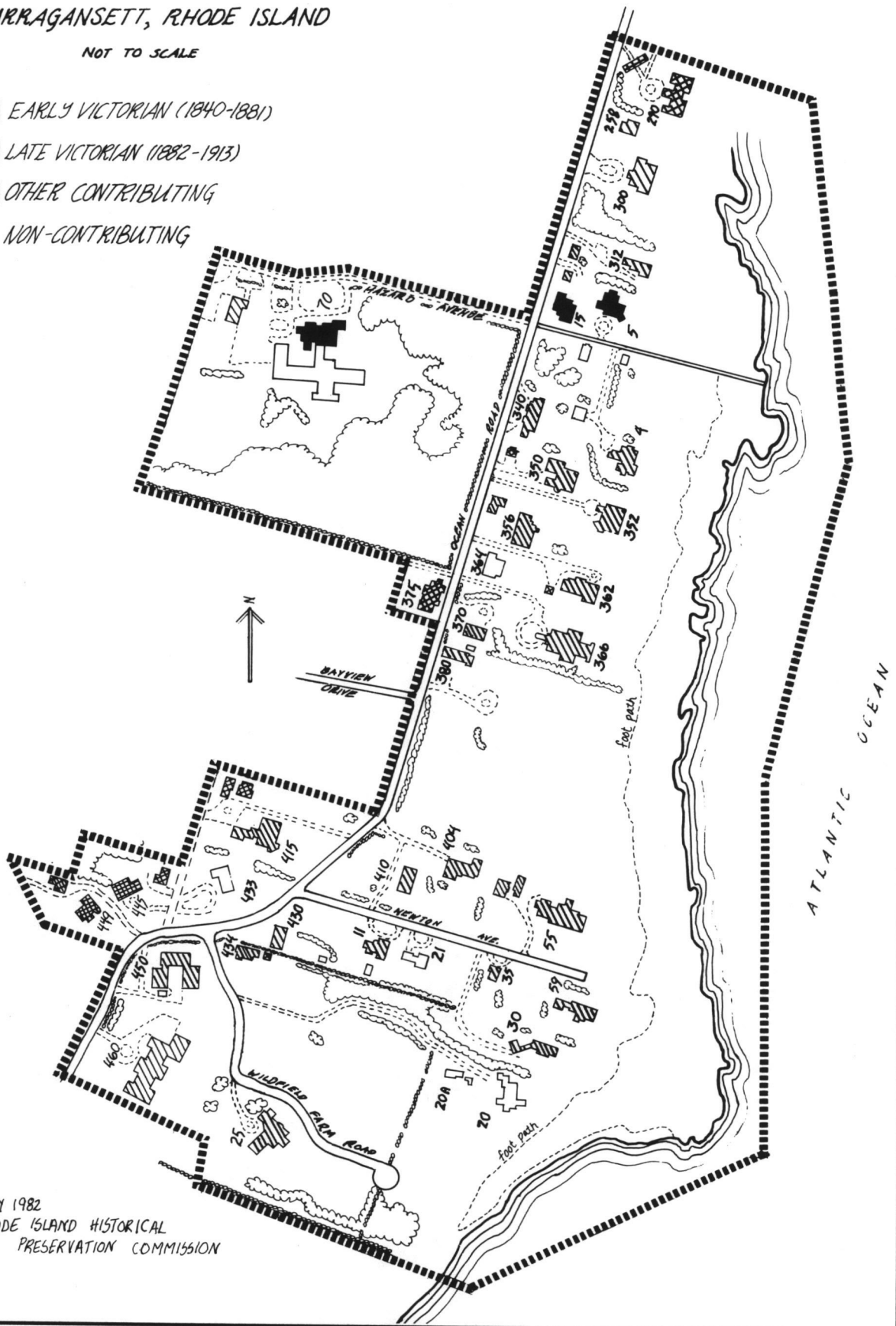




OCEAN ROAD HISTORIC DISTRICT  
NARRAGANSETT, RHODE ISLAND

NOT TO SCALE

- EARLY VICTORIAN (1840-1881)
- ▨ LATE VICTORIAN (1882-1913)
- ▩ OTHER CONTRIBUTING
- NON-CONTRIBUTING



MAY 1982  
RHODE ISLAND HISTORICAL  
PRESERVATION COMMISSION

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#### MAPS

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