Historic and Architectural Resources of Portsmouth, Rhode Island: A Preliminary Report
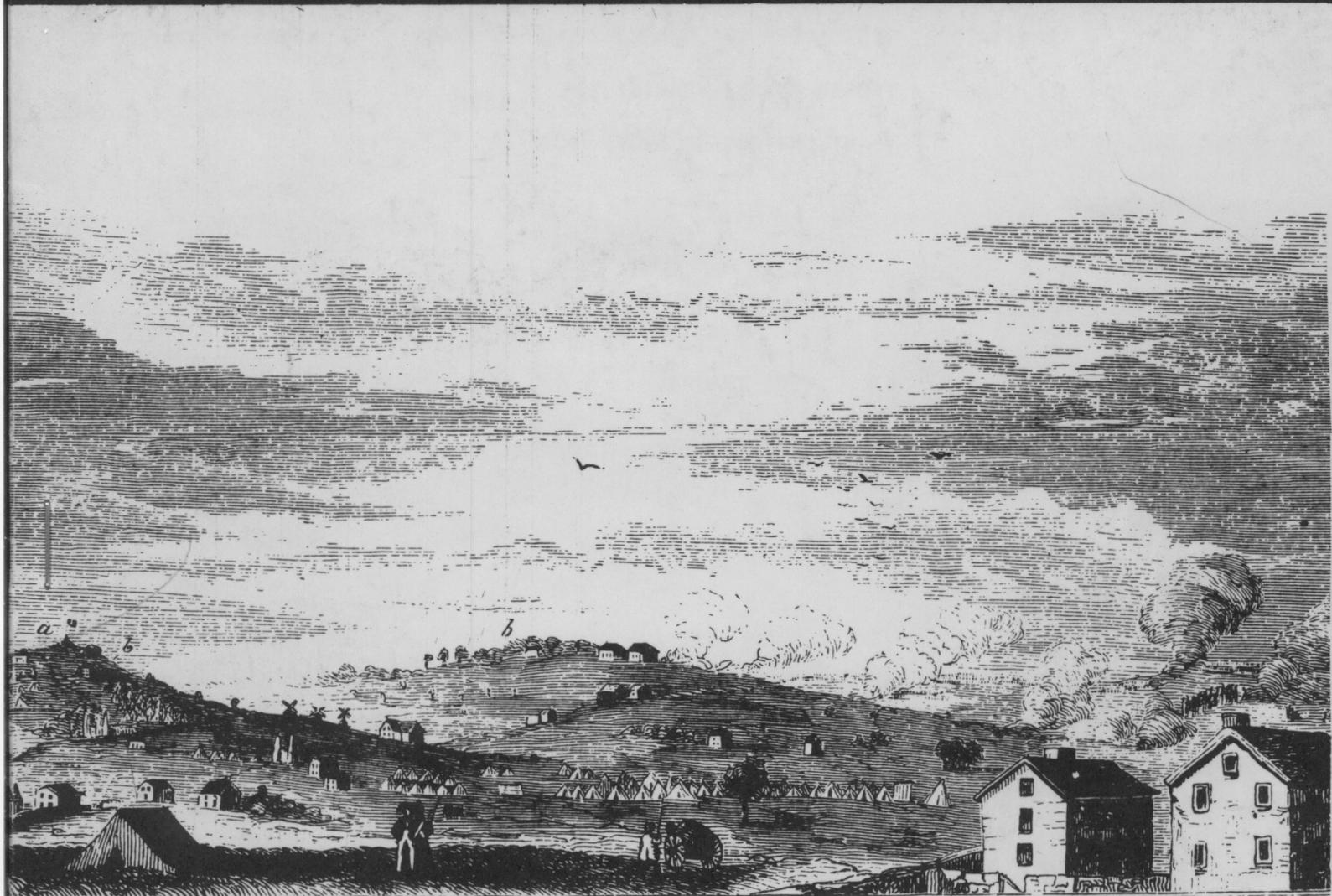
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

PRELIMINARY SURVEY REPORT

TOWN OF PORTSMOUTH

JANUARY 1979

This document is a copy of the original survey published in 1979.
It has not been corrected or updated.

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

For up-to-date information, please contact:
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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.

RHODE ISLAND HISTORICAL PRESERVATION COMMISSION
150 BENEFIT STREET, PROVIDENCE, RHODE ISLAND   02903

Entry post and gate along East Main Road; Southeast Rural Estate Historic District. (Map #6)

PREFACE

The Rhode Island Historical Preservation Commission, established by the General Assembly in 1968, is charged with the responsibility of safeguarding Rhode Island's cultural heritage. In order to provide an overview of the physical record of this heritage, the Commission has initiated a "broadbrush" or preliminary planning survey of the rural and suburban towns of the state. The purpose of this initial inventory is to identify and record properties of historic and architectural significance in each town. Presently, archeological resources are treated through a separate survey effort being conducted by the Commission. The preliminary surveys provide a catalogue of nonrenewable cultural resources which is needed for a variety of planning purposes at the local, state and national levels. They identify sites, districts and structures eligible for nomination to the National Register of Historic Places and they become the basis for establishing historical preservation priorities based on problems and potentials discovered as part of the survey process.

The preliminary survey is accomplished by driving all public rights-of-way in a given town and noting on large-scale United States Geological Survey maps (or other maps that may be more appropriate) each building or site of particular architectural, visual, cultural or historic significance. The map notations include use, condition and architectural style or period if known. Each property is photographed and recorded on a standard data sheet which includes a physical description and historical information. The significance of each property is determined in a preliminary fashion and properties are designated as being in one of three categories: properties already in or approved for nomination to the National Register of Historic Places; properties recommended at the staff level for nomination to the Register; and other significant properties, some of which, with further study and review, may be determined to be eligible for the Register. Properties of less significance are not included. Archeological sites are covered in separate, but coordinated, preliminary surveys and are mentioned only incidentally in these studies.

Previous studies are reviewed and town histories, reports and other readily available information are researched to ensure that all appropriate historic sites and structures are included in the study. Local planners and historians are consulted wherever possible.

Upon completion of the survey, maps are developed and a brief report written. The result is a preliminary document--useful in the interim before a full-scale, intensive, cultural-resource survey of the community has been completed. The Rhode Island Historical Preservation Commission intends to conduct such surveys as soon as funds and staffing are available.

INTRODUCTION

The following study covers the historical and architectural re-
sources of the town of Portsmouth. It provides the basic information
needed so that cultural resources can begin to be properly considered
in making future planning decisions at all levels. The report in-
cludes a brief account of Portsmouth's developmental history together
with a preliminary inventory of properties of historical and archi-
tectural importance in the town. The inventory numbers are keyed to
a small-scale locational map at the end of the report. For more pre-
cise information on the location of properties, reference should be
made to the large, preliminary cultural-resource survey map prepared
by the state Historical Preservation Commission and drawn at a scale
of one inch to one thousand feet.

The Commission would like to thank all Portsmouth officials and
residents who assisted in the conduct of the preliminary survey and in
the publication of this report.

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PHYSICAL AND CULTURAL SETTING

OVERVIEW

Founded in 1638 by a group of prosperous and prominent religious dissenters from Boston led by John Clarke and William Coddington, Portsmouth is Rhode Island's second-oldest community. Although comprising seven separate islands in Narragansett Bay and the Sakonnet River, as well as a major portion of the Bay's principal landform--Aquidneck Island--Portsmouth's economic history has been agrarian rather than maritime because it lacks a good harbor. It remained a farming community well into the twentieth century. Supplementing agriculture were several summer colonies established on Portsmouth's shores during the late nineteenth and early twentieth centuries. Since World War II, farming has given way to residential subdivisions and light industry on the Aquidneck Island portion of the town. Despite these changes, with its fine insular setting and long history, Portsmouth is a town rich in both natural beauty and cultural significance.

LOCATION AND AREA

Portsmouth is situated in lower Narragansett Bay, about twenty miles southeast of Providence, five miles southwest of Fall River and four miles from downtown Newport. Most of the town's 23.3-square-mile area encompasses the northern end of Aquidneck, the island it shares with Middletown and Newport. Middletown makes up the southern boundary of Portsmouth, with water bodies--Narragansett Bay, Mount Hope Bay and the Broad Sakonnet River--forming the western, northern and eastern boundaries, respectively, of the Aquidneck portion of the town. Prudence, Patience and Hog Islands, all occupied, lie in Narragansett Bay, along with uninhabited Hope, Despair and Dyer Island; Gould Island is a small, unoccupied island in the Sakonnet River. The area of the town's inland waters is about 35.7 square miles, giving it a total area of 59 square miles. Including all the islands, Portsmouth has a shoreline of 49 miles, the longest of any Rhode Island town.

GEOLOGY AND LANDFORMS

The Narragansett Basin, covering most of eastern Rhode Island and composed of sedimentary rocks--conglomerate, sandstone, shale and some coal--was formed about 300 million years ago. Portsmouth coal was actively mined in the nineteenth century, and some areas, particularly at the end of Cory Lane and along the west side of Prudence Island, are rich in petrified plants which are important in the study of New England's geological history.

PATIENCE ISLAND

PROVIDENCE POINT

BEAR POINT

HOG ISLAND

BRISTOL

COMMON FENCE POINT

MOUNT HOPE BAY

NARRAGANSETT BAY

COGGESHALL COVE

SHEEP PEN COVE

GULL POINT

POTTER COVE

EAST PASSAGE

SOUTHWEST POINT

MOUNT HOPE BRIDGE

MOUNT HOPE BR.

TOWN POND

THE COVE

THE HUMMOCK

SPECTACLE ISLAND

PINE HILL

PINE HILL PT.

NAG POND

NORTH-EAST PT.

HUMMOCK PT.

ALMY PT.

HEN ISLAND

JENNY POND

MILL CR.

ARNOLD PT.

FOUNDERS BR.

BLUE BILL COVE

PRUDENCE ISLAND

SCHOOL-HOUSE SWAMP

SANDY PT.

NARRAGANSETT BAY

BUTTS HILL

LEHIGH HILL

GOULD ISLAND

HOPE ISLAND

CROWS SWAMP

WEST PASSAGE

SOUTH POINT

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LAWTON BROOK

LAWTON VALLEY RESERVOIR

ST. MARY'S POND

McCURRY POINT

THE GLEN

SAKONNET

SISSON POND

SANDY POINT

MIDDLETOWN

SLATE HILL

BLACK POINT

COTTON SWAMP

PORTSMOUTH, R.I.
PHYSICAL FEATURES

0   1/2   1
MILES

0   1/2
MILES

On Aquidneck Island, the main topographical feature is a central ridge broken by a series of hills--Butts Hill (180 feet), Lehigh Hill (170 feet), Almy Hill (160 feet), Turkey Hill (220 feet), Quaker Hill (280 feet) and Slate Hill (260 feet)--and by several small valleys. The highest elevations on the island are along East Main Road. From here the land slopes gently to the west, while most of the eastern side has a relatively steep gradient. The island is largely cleared of forest growth, and the open landscape, combined with the interior elevations, affords many beautiful views of the surrounding water, islands and mainland. There are about a dozen brooks, all very small, the longest being Barker, or Bloody Run Brook, about one-and-a-half miles long. Several man-made ponds and a reservoir are at the southern end of Portsmouth's portion of Aquidneck; in the northeast is The Cove, a large, irregular inlet, with several islands and a breachway or channel connecting it with the Sakonnet River.

TRANSPORTATION

Portsmouth's major transportation arteries are West Main Road (Route 114), which connects Aquidneck Island and the Mount Hope Bridge (#125)[2], and East Main Road (Route 138) connecting Aquidneck and the Sakonnet River highway bridge (#129). Another link to the mainland, the Sakonnet River railroad bridge (#130), carries New England Rail Corporation freight trains along the north and west sides of Aquidneck Island. Route 24, a modern, four-lane highway, runs across the center of the island and proves an easy connection between the West Main Road and Sakonnet River highway bridge. None of the town's lesser islands have bridge connections to the mainland; only Prudence and Hog islands have ferry service--coming from Bristol.

THE SEVENTEENTH AND EIGHTEENTH CENTURIES

EUROPEAN SETTLEMENT

Indians inhabited the Narragansett Bay region for thousands of years before its discovery by European explorers, and the native American way of life, as determined from some archeological research and casual gathering of artifacts, was traditionally an exploitive economy based on the resources of land and sea. However, a complete account of Indian life and specific settlements and sites on Aquidneck and the lesser islands must await a more thorough archeological investigation.

The first European to make contact with Native Americans in Narragansett Bay was Giovanni da Verrazano, in 1524. He remained for

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[2]The numbers in parentheses refer to the Inventory (Section III) and to the location map which are at the end of the report.

only a few days, but, by 1614, Dutch traders were conducting an active business with the native population in the bay. Before the coming of the English, there was a lengthy war between the Narragansetts and the Wampanoags--the Wampanoags, along with several other tribes, were subdued, and the Narragansetts, the largest of the Algonquin family which inhabited New England, had dominion over the island of Narragansett Bay when the first English settlers arrived. The Wampanoags, decimated by the epidemic of 1616-1617, occupied nearby Tiverton (Pocasset) and Bristol (Pokanoket). When Roger Williams arrived in 1636, Canonicus and Miantonomi were sachems of the Narragansetts, and, during a period of peace, there was extensive trading and the cession of land by the Indians.

In 1638, John Clarke, a physician, and William Coddington, a "man of wealth and position," were exiled from the Massachusetts Colony because of their sympathy with the Antinomian movement and its leader, Anne Hutchinson. On their way south to establish a new settlement, they passed through Providence, where Roger Williams convinced them that they should settle in Rhode Island. Through Williams' intercession, Clarke, Coddington and several other exiles from Massachusetts secured an extensive land grant, including Aquidneck Island, from Canonicus and Miantonomi. Their settlement, initially called Pocasset, was at the northern end of Aquidneck (near the Town Pond), which at that time was a sheltered harbor of sufficient size for small vessels and had an outlet to Mount Hope Bay. (The pond later silted up and today is only a remnant of its former self--a small water body surrounded by a marsh, behind the Ramada Inn on Route 24.) In addition to providing a safe refuge from the authoritarian Massachusetts government, Aquidneck and the other islands of Narragansett Bay (already largely cleared of trees) afforded rich soil, fit for crops and animals, and safety from predatory animals.

Twenty three men signed a compact incorporating themselves as a "body Politic" for a secular government, ensuring its citizens civil and religious liberty. Soon after, Anne Hutchinson and some of her followers arrived and a struggle for power ensued. In 1639, William Coddington and his followers left and started Newport at the opposite end of the island. Until 1743, Newport's jurisdiction included what is now Middletown. The seventeenth-century political history of Rhode Island is complex, but Portsmouth and the other towns eventually formed a general assembly and representative government.

SETTLEMENT PATTERNS

Portsmouth followed the customary New England settlement pattern. The first, relatively small (three-acre) house lots were laid-out at the spring near Founder's Brook (#8) and the Town Pond, with larger allotments of plowing land away from the town center. A meetinghouse, "ordered" in 1638, was never built. Land allotments were gradually enlarged and distributed as needed, the last one being in 1713, when
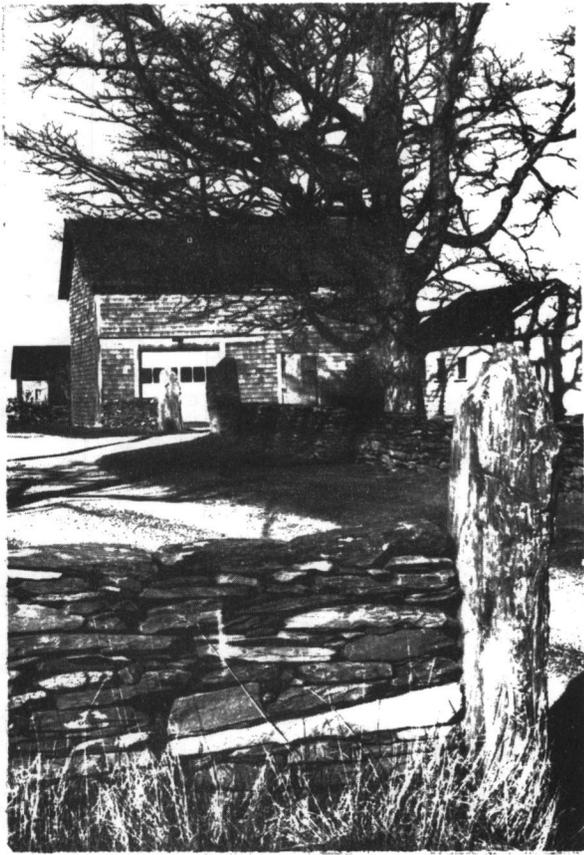
Lakeside Farm;(c. 1690, c. 1790)
559 Union Street. (Map #145)

Watson House (1760, 1835);
98 Locust Avenue. (Map #103)
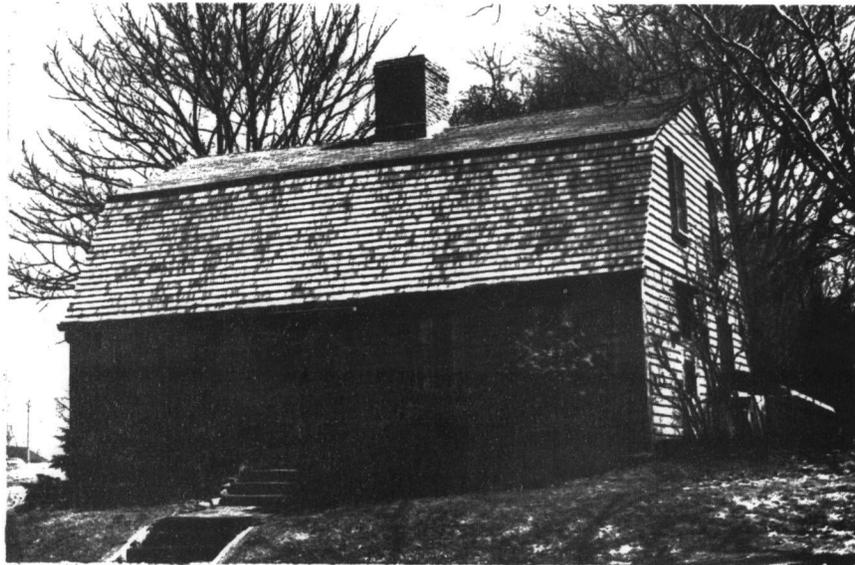
Eighteenth Century House; 749 Bristol Ferry Road.
(Map #18)

the entire town was resurveyed. Most of the people--of an almost entirely agricultural population--lived in the area defined by present East and West Main roads, Sprague Street and Mount Hope Bay; while a small number of farmers were developing farms in the outlying areas. A fence was built across a narrow neck of land, which served as a common pasture for cattle in the area which became known as Common Fence Point.

AGRICULTURE

Newport developed into one of the important Colonial cities and its growth as an urban center and seaport was a boon to Portsmouth's agricultural economy. In addition to providing a ready market for farm produce, farm products were sold along the entire East Coast. Animals were an important part of the early Aquidneck economy. Cattle, brought by the first settlers in 1638, increased rapidly and by mid-century were being shipped to Boston and the Barbados; large flocks of sheep were common, as were horses. The grass on Hog Island was granted to Portsmouth freemen in 1638 and pigs roamed freely on Hog, Patience and Prudence islands in the early years.

Farmers were required to fence their planting grounds and orchards. And stone walls, rail fences and hedges used as enclosures became a part of the evolving cultural landscape. Early stone walls still clearly mark the yards and the gardens and orchards of old farms which were brought to a "high state of cultivation" by Indians and Blacks working the fields in the early eighteenth century.

Lakeside Farm (#145), on Union Street, with its eighteenth-century farmhouse and several wood-shingled outbuildings--and farmland divided by fine stone walls--is a good representative early farm and has been approved for the National Register. The 100-acre Mott Farm (#166), on West Main Road, is a "living document" of major historical and archeological value because the land was developed and the land and house occupied by one family since at least 1639 (the house was removed from the site in 1974).

EARLY MILLS

The need for houses and fences required sawn lumber, and in 1642 land was given to James Sands for a sawmill on Mill River (later Barker Brook). The milling of corn for local domestic use became an important adjunct to farming, and several water mills and windmills were built. Early water-powered gristmills were established in Lawton Valley and at the Glen, and, about 1668, a windmill was erected in Briggs Hill, or Windmill Hill. Others were later constructed on several hills throughout the town.

Friends Meeting House (c.1700); East Main Rd. (Map #55)

Union Meeting House (1865-1866); East Main Rd. (Map #40)

St. Anthony's Church (early 20th century); East Main
Road.   (Map #70)

EARLY FERRIES

In 1640, the town voted to establish a ferry, which operated at the narrows of the Sakonnet River between Portsmouth and Tiverton. Eventually it became known as Howland's Ferry after the family which operated it through most of the eighteenth century. The Bristol Ferry, established in 1680 between Portsmouth and Bristol, was one of the most important in Rhode Island, affording direct communications between Aquidneck and Providence, and a tavern and a wharf at a public landing were established in the seventeenth century.

EARLY RELIGION

Religion was an important aspect of Portsmouth life from the very beginning; religious meetings were held as early as 1641. In 1657, the first Friends, or Quakers, seeking refuge from persecution in Massachusetts and Connecticut, settled on Aquidneck. The first Monthly Meeting, including Newport and Portsmouth, was probably held in 1658; in 1661, a general Friends Meeting was appointed in Newport. Meetings in Portsmouth were held at the homes of members. When George Fox, founder of the Society of Friends, visited the island in 1672, he attended one or more meetings in Portsmouth. In about 1700 a meetinghouse (#55)--a plain, wooden structure--was erected at Quaker Hill. Before the Revolution, a large and wealthy congregation supported the society, but many left for other places during the war and never returned. During the war, the meetinghouse was used as a barracks by the British and American troops.

EARLY EDUCATION

The Portsmouth Quakers also showed an early interest in education. In 1703 a Quaker schoolmaster was appointed and began teaching. A Yearly Meeting School was established at the meetinghouse in 1784, but closed four years later due to lack of financial support. Moses Brown, treasurer of the school fund, invested the school's money and made his own donations, and the school reopened in Providence in 1819 as the Moses Brown School. A Quaker schoolhouse was built on a lot near the meetinghouse in 1804, but it too was unsuccessful and was sold in 1823.

Public education also developed at an early date. By 1720, there was a schoolhouse at each end of town, and soon after two more were constructed. One of the first built, the Southernmost Schoolhouse (#40), still stands today, after several moves, next to the Portsmouth Historical Society.

NEWTOWN

In the early eighteenth century, largely because of the silting up of the Town Pond, a new village site was sought, and in 1728, Newtown, as it was called, was surveyed and platted. Located along the Sakonnet

River, it was considered an ideal site, with land sloping gently from the crest of Butts Hill to a natural harbor with deep water. The streets had an easy grade, and there was an "unsurpassed view" to the east and north. Streets were laid out about 1740, and the original settlement near Founder's Brook was abandoned. For a long time there were few houses except for those along East Main Road, but gradually the village began to grow, particularly with the coming of the electric streetcar and the automobile and became the town's most important community, a role which it still maintains today.

REVOLUTIONARY WAR EVENTS

Before the Revolution, Aquidneck enjoyed a prosperous agricultural economy, based largely on Newport's seaport importance; but during the war, from 1776 to 1779, the larger Narragansett Bay islands were occupied by British and Hessian troops, whose fortifications on Aquidneck Island included batteries at Bristol Ferry and at Howland Ferry, and the economy of the region was severely upset.

Portsmouth was the scene of two important events during the Revolution. On July 9, 1777, American Colonel William Barton with forty men left Warwick in five whaleboats, landed on the Portsmouth shore and captured General Richard Prescott, commander of the British forces in Rhode Island, at his headquarters at the Overing House (#5) in southern Portsmouth. General Prescott was later exchanged for the American Major General Charles Lee. In the summer of 1778, a combined American-French effort to dislodge the British from Aquidneck was planned. Major generals John Sullivan and Nathanael Greene and their Continental troops crossed from Tiverton by ferry on August 10th and established themselves at the northern end of the island, with the major base of operations at Butts Hill (#1A). A severe storm damaged the French fleet--their planned assistance to the Americans was lost. On August 29th, British and Hessian soldiers advanced on the Americans, along both main roads. After an initial skirmish at Union Street, the Americans withdrew and took up defensive positions. For the rest of the day they withstood repeated enemy assaults. By mid-afternoon, when the battle was over, the enemy had lost many men, while American casualties were fewer. On August 31st, the Americans withdrew to Tiverton across Howland's Ferry. In October, 1779, the British evacuated the island. The battle is significant as the largest battle of the Revolution in New England, and, according to Lafayette, the action of the Americans was "the best fought action of the war." It is an important part of our Black heritage because Black soldiers, part of the First Rhode Island--The Black Regiment--successfully repulsed several furious Hessian charges. The Battle of Rhode Island Historic District (#1A, 1B) is entered in the National Register.

POST-REVOLUTIONARY ESTATES

After the Revolutionary War, Portsmouth remained primarily an agricultural town as the economic focus of the state shifted from war-

disrupted Newport to Providence and northern Rhode Island. Before the war, around 1760, Metcalf Bowler, an active, wealthy and enterprising merchant of Newport, bought seventy acres of farm land and established a country seat in Portsmouth, with a "very fine house" and elegant gardens. Bowler, who was active in Rhode Island political life, an active supporter of the Revolution and a signer of the Rhode Island Renunciation of Allegiance, moved to Providence after the war. It was later discovered that, under the pseudonym, Rusticus, he had corresponded with Sir Henry Clinton and put himself under the protection of the King's troops rather than see his estate destroyed.

In 1784, Gervais Elam, another Newport merchant, built the house and country estate known as Vaucluse, near Bowler's place. His nephew, Samuel Elam, an English merchant from Leeds, England, inherited Vaucluse, which he remodeled in 1803-1805, spending $80,000 on the house and formal gardens alone. There were rare trees and shrubs, six miles of winding walks, a Roman temple, and seventeen acres of formal garden. The large manor house and property later became the property of Charles DeWolf of Bristol and of the Hazard family. Thomas R. Hazard, known as "Shepherd Tom," a prominent South County industrialist, philanthropist and social reformer, retired from manufacturing in 1840 and settled at Vaucluse. Hazard lived here and continued his work as a leader in enlightened movements, particularly in reforming the management of the poor and insane in Rhode Island, until his death. Famous throughout the nineteenth century, Vaucluse gradually deteriorated in the twentieth. Both Vaucluse and Metcalf Bowler's summer house were destroyed, but parts of both--the doorway of Vaucluse and the paneling from the parlor of the Bowler House--survive in the New York Metropolitan Museum of Art.

THE STONE BRIDGE

Attempts at communication which began in the seventeenth century were expanded in the eighteenth century. A ferry, operating by 1738, ran from the end of Glen Road to Fogland Point in Tiverton; another ran from near Lawton Valley to the southern end of Prudence Island. However, the most significant accomplishment was the construction of a toll bridge (#117) across the Sakonnet River at Howland's Ferry by the Rhode Island Bridge Company in 1795. The bridge washed away in 1796 and in 1798 and was closed until 1808. It was rebuilt after destruction by the Great September Gale of 1815 and got its present name. After the draw was washed away in 1869, it was sold to Tiverton and Portsmouth, who turned it over to the state. The structure was rebuilt and reopened in 1871 as a free bridge. After a series of mishaps caused by storms and ships it closed for a final time in its turbulent 163-year existence in 1957, replaced by a new Sakonnet River bridge (#169). This once-famous engineering feat--the Old Stone Bridge--exists only as two rip-rapped jetties, one in Portsmouth, one in Tiverton, maintained as a fishing pier.
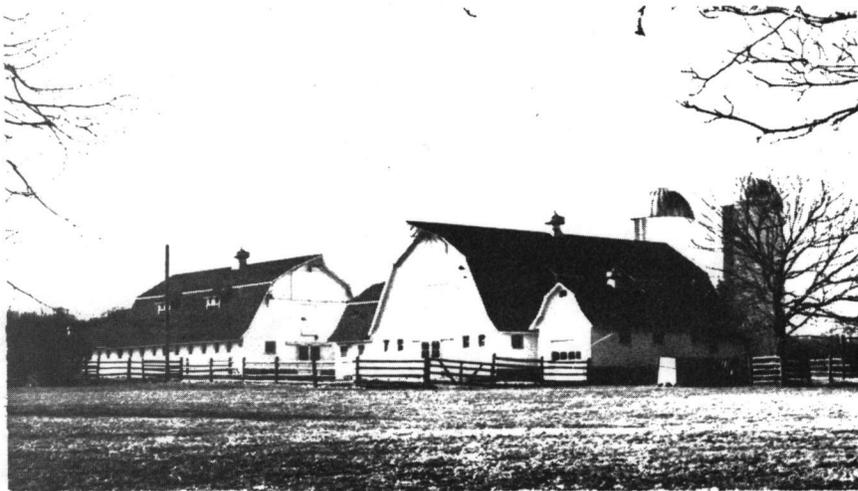
Dairy Barns (early 20th-century); 333 Wapping Road;
Southeast Portsmouth Rural Estate Historic District.
(Map #6R)
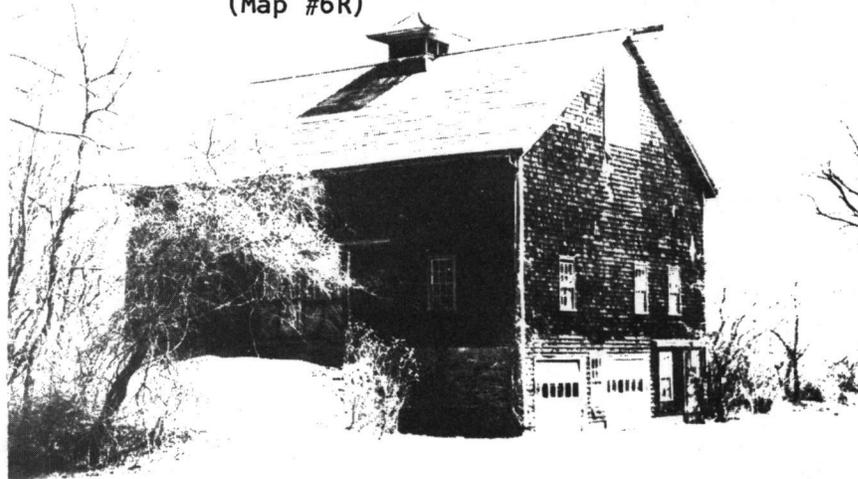
Barn (late 18th century); 2951 East Main Road.
(Map #74)

Albro Farm (early 19th-century); Mitchell Lane.   (Map #115)

THE NINETEENTH CENTURY

AGRICULTURE AND INDUSTRY

Portsmouth's farms recovered slowly from the effects of the war. By the early nineteenth century, dairying and grain raising were important, but sheep raising, an important seventeenth- and eighteenth-century activity, was on the decline.

By the late nineteenth century, there were about twenty windmills in Rhode Island, mostly grinding grain for the neighborhood farmers. The largest number were in Portsmouth and said to be excellent representatives of their type, but the only survivor in town today is Boyd's Windmill (#113), which was stripped of its arms in the 1938 hurricane. The windmill at Prescott Farm, just across the border in Middletown, formerly stood in Portsmouth, first at Quaker Hill, then at Lehigh Hill.

While most of Rhode Island was experiencing an industrial revolution, which began in Pawtucket in 1790 and spread to most other Rhode Island towns in the nineteenth century, Portsmouth's mills never got beyond a rather primitive stage due to a lack of suitable streams and water power. Two mills in Lawton Valley operated in the early part of the nineteenth century—one manufactured Negro cloth; the other was a carding and fulling mill. Both were gone by 1878. At the Glen, a small stream powered a carding and fulling mill (#6G) which later wove cloth until about 1858; after then, only a gristmill operated there. By 1888 there were no manufacturers except that of fish oil and fertilizer, industries which developed rapidly after 1860 and which were relatively short lived. Five oil and fertilizer companies operated at one time, several at Common Fence Point at the northeast end of Aquidneck, and two on Prudence Island. The fish oil and fertilizer industry included acres of waterfront property and buildings and the company owned its own fishing vessels and apparatus. Operations continued into the twentieth century on Aquidneck, but today there is little trace of the fish oil and fertilizer industry.

COAL MINING

Although Portsmouth's mills were small-scale ventures, the town was involved in an industry in a way unique in Rhode Island in the nineteenth and twentieth centuries—coal mining. In 1809, after the discovery of valuable coal deposits near Bristol Ferry, the Rhode Island Coal Company and the Aquidneck Coal Company were incorporated and started mining coal (#173). The coal was relatively easy to mine, but, unfortunately, was of poor quality, with a high ash content, and, largely for this reason, the history of the coal mining venture is characterized by repeated closings and openings under several different chartered companies.

The Taunton Copper Company in 1866 built a smelting works near the coal mines, treating copper from the United States and abroad. It was

St. Mary's Church (1847-1849); East
Main Road. (Map #38)

Sakonnet River Railroad Bridge
(1898). (Map #130)

a thriving enterprise, complete with eight blast furnaces, twenty-two kilns, large wooden engine houses, tenements, a store, a school house, a powder magazine, workshops and barns, an office and a depot on the Old Colony and Newport Railroad. In 1883, the last ore was received and the mines abandoned. The last mining venture started in 1909. New shafts were sunk and a modern power plant built, but the mines were closed in 1913 for the last time. The area, at the end of Willow Lane, is now the site of the Kaiser Aluminum and Copper Company's huge copper and aluminum wire fabricating plant.

In 1976, during a severe energy crisis, exploratory coal drilling took place in northwestern Portsmouth; the history of coal mining in Portsmouth may not yet have come to an end.

GROWTH OF RELIGION

The Quakers persisted as Portsmouth's sole religious group through-out the seventeenth and eighteenth centuries, but the nineteenth century saw the establishment of a number of religious societies in town. In 1810 a religious society started, incorporated in 1821 as "The Rhode Island Union Society," and in 1824 built a meetinghouse at the corner of Union Street and East Main Road. Later, the structure was moved off the lot and in 1865-1866 a new church (#40) was erected on the site by "The Christian Church in the Town of Portsmouth." This simple, frame building is now entered in the National Register of Historic Places and maintained as a museum of Portsmouth history by the Portsmouth Histor-ical Society, owners since 1940.

St. Paul's Episcopal Church (#4L), an altered Gothic structure de-signed by architect Russell Warren, was opened for worship in Portsmouth village in 1833. St. Mary's Episcopal Parish in South Portsmouth, had its first church services in 1843. In 1849, after a donation of land by Sarah Gibbs, a fine, field-stone, English style, country parish church (#38) was completed. It and its lovely landscaped churchyard and fine cemetery surrounding the church present a scene of exquisite charm and serenity. The Portsmouth United Methodist Church (#63), a frame, Greek Revival structure, was erected in the village in 1838. A Catholic chapel, St. Clement's, built near the coal mines in 1882, is now gone. St. Anthony's, a Roman Catholic Parish, was founded in the village in 1901, and, soon after, a fine, field-stone, Mission style structure (#70) was erected.

THE RAILROAD

A new phase of surface-transportation improvements was initiated in 1864 when the Old Colony and Newport Railroad opened a line between Fall River and Newport. The single track crossed the Sakonnet River over a stone causeway and drawbridge similar to the one at the Stone Bridge. In 1898, the railroad bridge was replaced by the present can-tilevered iron span (#130) originally activated by a steam engine, which swings open to allow passage for vessels. The railroad, which carried passengers until about 1937, ran west to Bristol Ferry and then
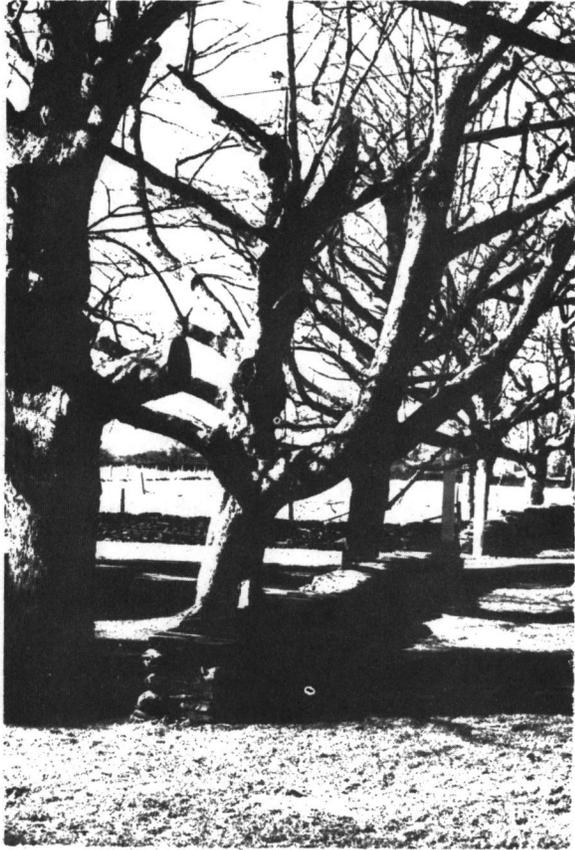
Union Street Roadside. (Map #141)   Cory Lane Roadside. (Map #26)
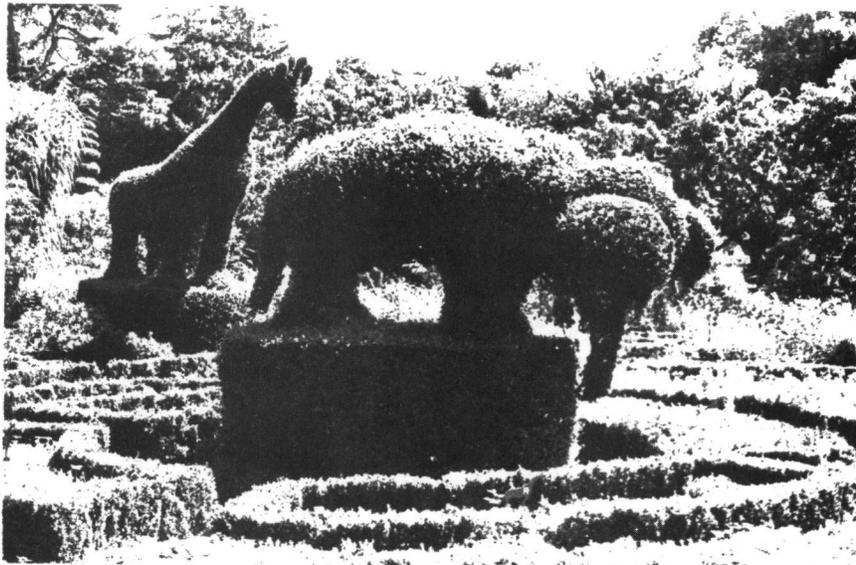
Green Animals, (1919) Brayton Estate; Cory Lane.
(Map #27) (photo by Jim Gibbs.)

south along and very close to the shoreline. The old ferry boat at Bristol Ferry went to decay, but the Providence and Fall River steamboat continued to make stops at the landing for some time afterward.

STREETCARS AND ISLAND PARK

In June, 1898, an electric trolley of the Newport-Fall River Street Railway, later the Old Colony Street Railway, started operating between Fall River and Newport, crossing the old Stone Bridge and running along East Main Road. Soon after it began operating, an amusement park and summer colony started at Island Park (#98), near the Stone Bridge. The park, which in its heyday had glider swings, a merry-go-round, and "The Bullet"--the second largest roller coaster in New England--attracted thousands of funseekers in the 1920s. The amusement park was wiped out in the 1938 hurricane and never rebuilt, but a dense collection of small, simple, summer cottages still stand, mostly north of Park Avenue. There are also clusters of summer houses at the Hummocks, below the new Sakonnet River highway bridge, and at Common Fence Point at the northeastern end of the island.

In 1904, an electric railroad of the Newport and Providence Railway Company was completed between Newport and Bristol Ferry and carried passengers along the west side of the island. A steamer made connections with the Bristol and Providence Railroad in Bristol.

In 1925, the Fall River-Newport trolley line was replaced by bus service; the Bristol Ferry-Newport electric railway ran until 1929, when the Mount Hope Bridge was built.

SUMMER RESORTS: COMMUNITIES

The railroad, streetcars, improved transportation facilities, increasing affluence and the development of nearby Newport as a prestigious summer colony resulted in the establishment of several other summer colonies and large summer estates on the Aquidneck portion of Portsmouth, as well as on Hog, Patience and Prudence islands in the late nineteenth and early twentieth centuries. Most summer cottages were built near the water or had views of the bay and river.

The ferry landing (#21) at Bristol Ferry was the nucleus for a small cummunity and summer colony in the late nineteenth century. It included cottages for guests and summer residents, a railroad station, telegraph office and a hotel--the latter a large, frame, three-story structure with broad piazzas. Atop the hill, near Boyd Lane, a small summer colony (#2) came into existence around the turn of the century when several wood-shingle and Queen Anne houses were built.

SUMMER RESORTS: ESTATES

In the southeast, along and near the Sakonnet River, several large estates were established. Henry A. C. Taylor purchased large

Barstow House (1863): Greenvale Farm, Southeast
Rural Estate Historic District. (Map #65)

A. S. Phillips House (c. 1900); 616 Bristol Ferry
Road. (Map #2G)

Amos D. Smith House or Hall Manor (1864); Cory Lane.
(Map #28)

tracts of land containing many eighteenth- and nineteenth-century houses and erected several structures, including a large early twentieth-century farm complex known as Glen Farm (#6F), today's Shamrock Stables. His son, Moses, built Glen Manor House (#6B) (and its gatehouse on Glen Road) in 1923 along the lines of the Petit Trianon. It later became Elmhurst, a Catholic girls preparatory school. The Vanderbilts--Cornelius, Albert G., and William H.--owned Oakland, a 150-acre parcel, along East Main Road, centered on a large house and complex of out-buildings. Reginald C. Vanderbilt's Sandy Point Farm (#60), built in 1902, also had a villa and complex of Shingle Style and Colonial Revival outbuildings. Nearby Eastover (#6P) was built at the same time. In 1938, a large summer house at Vaucluse (#6Q) replaced the original mansion, and across Wapping Road a fine early twentieth-century gambrel-roofed barn complex (#6R) was erected to house the valuable Vaucluse Farm dairy herd. Another fine summer estate was established at Greenvale Farm (#6S) by a Mr. Barstow, "a gentleman of considerable means," in 1863.

These fine individual summer houses and outbuilding complexes were built in a relatively small area set in an outstanding rural landscape; the overall effect is unexcelled in Rhode Island. Much of East Main Road, Glen Road and Sandy Point Road are lined with dry-laid stone walls and mature trees, and in some places, particularly along the walls of the former Vanderbilt Estate, are fine entry gates and posts which are a characteristic of Portsmouth's landed estates. The Southeast Rural Estate Historic District (#6), which is recommended for the National Register, is an important part of the development of Portsmouth and Aquidneck Island. For more than two centuries, it was regarded as a rural paradise, its elegant homes and gardens a manifestation of an opulence and style of living that had its counterpart in Newport's mansions and ocean estates.

Two noteworthy summer estates developed at the west end of Cory Lane. In 1872, Thomas Brayton, owner of the Old Colony Railroad, purchased a summer house (built between 1859-1867) along the railroad, and later, with his superintendent, Joseph Carriero, conceived and laid out a garden behind his house. The house, formal gardens and extensive topiary, now known as "Green Animals," features sculptured plants in geometric and animal forms. The Alice Brayton Estate (#27), owned by the Preservation Society of Newport County since 1972, is recommended for the National Register. On the north side of Cory Lane, Amos D. Smith built a country place (#28) in 1864, designed by the prominent mid-nineteenth-century architect Richard Upjohn. Later, it was purchased by George G. Hall and in 1918 became the property of the Order of St. Benedictine, which established a priory here. Hall Manor is recommended for the National Register. In 1926 a private school for boys was started. Later, more buildings were added to the Portsmouth Abbey School, including the fine modern Portsmouth Abbey and Church of Saint Gregory, designed by Pietro Belluschi and built in 1960.

Another noteworthy nineteenth-century house is Oak Glen (#147) on Union Street; it is nominated to the National Register. Here lived Samuel

Mount Hope Bridge (1927-1929); Route 114.

Sakonnet River Highway Bridge (1956); Route 24 and 138. (Map #129). Sakonnet River Railroad Bridge (1898); (Map #130)

Howe--the first director of the Massachusetts Asylum (now Perkins School
for the Blind), a pioneer in the use of raised print books for the near-
sighted, an outstanding teacher, and a participant in the abolitionist
movement--and his wife, Julia Ward Howe, poet and playwright, who is best
known for "The Battle Hymn of the Republic." The Howes entertained lit-
erary and intellectual guests, including Henry W. Longfellow, Oscar
Wilde and Ralph Waldo Emerson, and, between 1870 and 1910, Oak Glen was
a center for convivial intellectuals with close ties to the Four Hundred.

THE TWENTIETH CENTURY

MOUNT HOPE BRIDGE

The completion of the Mount Hope Bridge (#128) in October, 1929,
ended the ferry between Bristol Ferry and Bristol but continued a service
which has existed for almost three centuries. In addition to providing
an easy connection between Aquidneck Island and the mainland, the bridge,
which is entered in the National Register, was important in the evolution
of the technology and aesthetics of bridge building.

POST-WORLD WAR II DEVELOPMENT

World War II and the development of a large naval base on Aquidneck
Island brought an influx of people and industry into the area. Ports-
mouth experienced one of the state's largest growth rates in the decades
from 1940 to 1970, when its population increased by 79, 25, and 52 per
cent--respectively. In 1940, there were 3683 residents; today, more
than 14,000 persons make their home in Portsmouth. The heaviest con-
centration of population is at the north end of Aquidneck Island, includ-
ing a large trailer park at the base of Butts Hill; but other post-
World War II housing developments are scattered throughout this portion
of town. Within the present decade, the Sakonnet River slopes and shore
have been subject to rather intensive building. Housing developments,
with houses built in Colonial Revival styles, such as Lawrence Farms and
Sea Meadow, have enveloped several significant old houses. The outstand-
ing character of Sandy Point Farm and the southeast rural district is be-
ing eroded by modern housing development. To date, however, very little
post-war development has occurred on the smaller islands of the town.

Although the Weyerhauser Timber Company built a large complex of
storage sheds and a small sawmill on a 100-acre site near Arnold Point
in 1925, most of the town's industry is post-war. The Raytheon Company,
a manufacturer of sonar devices and very closely tied to the navy's un-
derwater system center in Middletown, built a plant here in 1959 and is
now one of Rhode Island's largest employers. Pearson Yachts established
a plant in the early 1960s, Kaiser Aluminum and Chemical Corporation
located here in 1966 and Transcom Electronics Inc. came in 1967. These
industries, plus the U.S. Naval Reservation at Melville, today dominate
the western side of Aquidneck Portsmouth. Recently, a new industrial
park was established in the north-central part of Portsmouth, in the

Southernmost School (1716-1725); East Main Road.
(Map #40)

Camp Meeting Grove (early-20th-century); Hedley
Street. (Map #91)

Coal Mine Worker's Houses; off Willow Lane.
(Map #174)

heart of the Battle of Rhode Island Historic District.

Within the last decade, also, there has been a proliferation of commercial establishments, virtually all highway oriented, mostly along the East Main Road. These commercial developments have been especially damaging to Portsmouth (Newtown) village, which has suffered a loss of its historical-architectural integrity. A few farms survive in the central part of town south of Hedley Street and in the southeast corner.

The central belt contains some traditional working farms and old farmhouses and associated outbuildings, with a large tract of open land crisscrossed by stone walls. Two fine rural roads, Middle Road and Union Street, are lined with trees and stone walls. The southeast area is characterized by large rural estates, mostly Late Victorian and early twentieth-century features, with fine large houses and elaborate outbuilding complexes and specializing in horses and cattle. The fine landscape here is enhanced by views of the Sakonnet River and the opposite shore. Nurseries, growing plants for ornamental purposes, are common in the southern part of Aquidneck Portsmouth.

These areas are among the best preserved, but are vulnerable to inroads from housing developments and communications and transportation corridors.

PRUDENCE AND THE OTHER ISLANDS

THE SMALLER ISLANDS

Much of the above history refers to the Aquidneck Island portion of Portsmouth. The outlying islands, smaller in size and scattered about, have their own history and geography, which in many respects parallels that of Aquidneck Portsmouth. Several of the smaller islands--Hope, Despair, Gould, and Dyer--are generally small and are uninhabited. Hope Island, the westernmost island of Portsmouth, is low, narrow and rocky. Formerly a naval ammunition store, it is now a state-owned wildlife refuge; Gould Island is a wildlife refuge maintained by the Rhode Island Audubon Society. Scrub-covered Patience Island has only four summer houses; but Hog Island has a relatively large summer population.

PRUDENCE ISLAND

Prudence Island, mostly covered with a scrubby vegetation, is made up of two elevated ends connected by a low isthmus. The northern part contains Pine Hill (72 feet), Potter Cove and several picturesque salt marshes and coves. The southern section, rising to a maximum elevation of 180 feet along the east side, contains summer colonies along the east and west sides, but otherwise is mostly uninhabited and includes a 600-acre wildlife preserve. Since World War II, the southern end was a U.S. Navy ammunition depot until it was recently declared surplus.
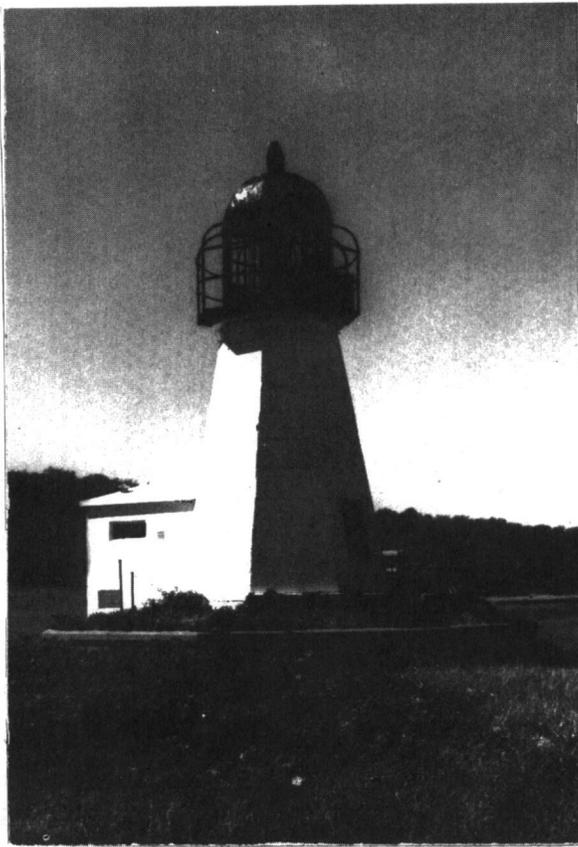
Sandy Point, Prudence Island
Lighthouse (1823, 1852). (Map #125)
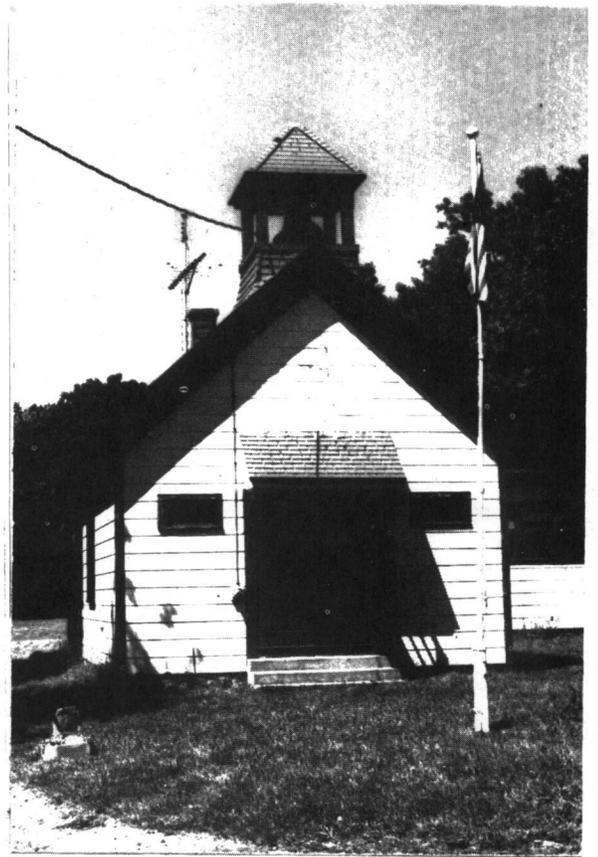
Prudence School (1896, 1954);
Broadway; Prudence Island. (Map #126)

Summer House (c. 1900); Boulevard; Prudence Park
Historic District, Prudence Island. (Map #127)

In 1634, John Oldham, a trader, made friends with the chief sachems of the Narragansetts; among his gifts from them was the island of Chibachuwesa. However, Oldham did not settle on the island, and after his death in 1636 it reverted to the Narragansetts, who re-granted it to Roger Williams and Governor John Winthrop of Boston in 1637. Renamed Prudence Island, it became part of Portsmouth in 1647. Roger Williams also purchased Patience Island between 1637 and 1640, and in 1664 it became part of the Town of Portsmouth.

Prudence, like the other bay islands, had a prosperous agricultural economy before the Revolution, but during the war was the scene of several engagements between the British and Americans. In 1776 and 1777, the residents and livestock left the island; and most of the island's homes and a windmill were burned by the British. The British also landed and burned two homes on Patience Island in 1776, and in the same year a British schooner went aground between Prudence and Patience and was blown up.

After the Revolutionary War, Prudence Island slowly returned to an agricultural existence. Largely devoted to grazing, with some grain raising, it never recovered its eighteenth-century agricultural prosperity and there were less than two dozen families inhabiting the island. The smaller islands were largely devoted to grazing.

At the end of the nineteenth century, Prudence, like other parts of the Rhode Island bay and shore, attracted summer residents. Around 1876, two cottages were built along the west side of the island and by the end of the century, Prudence Park (#127), which was served by a steamboat from Providence, contained more than three dozen "handsome cottages." In 1896, a school (#126), the fourth on Prudence, was built in the center of the island. In 1904, the present ferry to Bristol was started by Halsey Chase, who ran a hotel on the island. A wharf built on the east side in 1909 by the Herreshoffs helped engender a summer settlement, and, later, a wharf was built at Sandy Point. In 1921, the Prudence Island Navigation Company was chartered and regular trips to the island begun and helped precipitate a prosperous era in the island's history; eventually, a string of "colonies," or settlements, sprang up along the east shore of Prudence. Today, Prudence II makes passenger and freight trips to Prudence on a regular basis and stops, in the summer, at Hog Island. The islands receive a relatively large influx of summer people, but only Prudence supports a year-round population--about 50 people.

The early ferries, and Prudence II, were aided in navigating the bay's waters by several lighthouses. The Sandy Point Lighthouse (#125), established on Prudence in 1852, is recommended for the National Register. In 1901, the Hog Island Shoals Lighthouse (#94) was built at a strategic point near the entrance to Mount Hope Bay.

-14-

Seth Anthony House (c. 1740); Cory Lane. (Map #25.)

Anthony House (c. 1830); 338 Bristol Ferry Road. (Map #15.)

The Cedars, Gardner House (c. 1870); 2788 East Main Road. (Map #68.)

SUMMARY

Because of its early settlement and insular position, Portsmouth affords a wide range of important cultural resources. Farms and rural landscapes in the southern part of the town reflect a long-standing agricultural tradition, while the large summer houses and estates bespeak an era of prosperity and gracious living. In the north central part of Aquidneck Portsmouth is an important Revolutionary War battle site; the Overing House, near Middletown, is a reminder of a daring incident in the War for Independence. At the north end of Aquidneck are the remains of a bridge established almost two centuries ago and two more recent and notable highway bridges and a railroad bridge. Two of Rhode Island's lighthouses stand in Narragansett Bay within the town limits and scattered about Portsmouth are numerous fine and historically and architecturally significant residences, built in a variety of styles over the centuries, as well as schools, churches, cemeteries, gardens and summer colonies. Also dispersed throughout the town are buildings, including industrial and commercial establishments, which are an important part of Portsmouth's historical continuity, reflecting changing perceptions, economic trends and ideals.

The structures and sites catalogued in this report are among Portsmouth's most important cultural resources, but their significance is more than singular. Collectively, they represent a vital part of Portsmouth's material history.

The preliminary survey conducted by the Rhode Island Historical Preservation Commission includes six districts--one entered in, and four recommended for, the National Register--199 structures--10 entered in, and 44 recommended for, the Register--and 10 sites--of which two are recommended for the Register.

The following list and accompanying map identify buildings, structures, sites and districts considered to be of cultural significance to the town, state or nation and worthy of preservation. Future planning decisions affecting these properties should take their cultural importance into consideration.

II. THE NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is a record maintained by the Heritage Conservation and Recreation Service, United States Department of the Interior, of structures, sites, areas and objects significant in American history, architecture, archeology and culture. It is the official inventory of the nation's cultural and historical resources which are worthy of preservation. National Historic Landmarks, the nation's most historically important buildings and sites, are included in the National Register of Historic Places as well as other properties of national, state and local significance which have been nominated by the states and approved by the Heritage Conservation and Recreation Service.

Several Portsmouth structures are already listed in, or approved for, the National Register of Historic Places. Placement in the Register affords them a limited form of protection from potentially damaging federal programs through a review process. They are also eligible for certain tax benefits and federally funded matching grants-in-aid for restoration. (The Union Meeting House, for example, received a $1500 matching grant in 1975.) As a result of this survey a number of additional structures, sites and districts have been recommended for nomination to the National Register of Historic Places.

The following is a list of districts, structures and sites entered in or approved for the National Register (a more complete description appears in the inventory which follows):

The Battle of Rhode Island Historic District (1)[3]

Brayton Estate (27)

Union Meeting House (40)

Friends Meeting House (55)

Mount Hope Bridge (128)

Lakeside (Lawton-Almy-Hall) Farm (145)

Oak Glen (Julia Ward Howe House) (147)

The following is a list of districts, structures and sites which deserve consideration for entry in the National Register:

Glen Road Historic District (3)

Portsmouth-Newtown Historic District (4)

Prescott Farm Historic District (5)

Southeast Portsmouth Rural Estate Historic District (6)

Amos D. Smith House (Hall Manor) (28A)

St. Mary's Episcopal Church (38)

Sandy Point (Prudence Island) Lighthouse (125)

Sakonnet River Railroad Bridge (130)

This list of possible National Register properties should not be considered final and absolute. As new research is conducted, as the town changes physically and as perspectives on the community's history and what cultural properties are worth saving evolve, other potential candidates for the Register may be identified.

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[3]The numbers in parenthesis refer to the Inventory (Section III) and to the location map at the end of this report.

III. PRELIMINARY INVENTORY OF CULTURAL RESOURCES

This list is an annotated key to the preliminary survey map of Portsmouth. The numbers refer to the map at the back of this report (e.g., 1--The Battle of Rhode Island Historic District).[4]

Material in the inventory is presented by historic districts and areas, which are listed first, and by individual properties, which are listed by streets in alphabetical and numerical order.

·   Properties on or approved for the National Register are indicated with two asterisks and properties recommended for consideration to the National Register are identified by one asterisk. All other properties listed here are significant; upon further investigation and review some of these may be deemed eligible for nomination to the National Register and may be nominated.

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[4]A more detailed map, at a scale of 1" to 1000', which locates places and outlines districts more precisely, is on file at the Rhode Island Historical Preservation Commission and in the Portsmouth Town Hall; copies have also gone to the State Department of Transportation, the Statewide Planning Program and the Department of Community Affairs.

Dates and names which appear in parenthesis at the end of notations refer to their identification on nineteenth-century maps. In each case, the earliest map on which the structure or site appears has been used. Dating of structures, or their historical-architectural period, is occasionally determined on the basis of plaques, written material, maps and knowledgeable residents, but more often is based on style and construction. Unless otherwise noted, all structures are of wood-frame construction. Following is a list of the historical-period designations used in this report and the time span during which the style was most popular:

Colonial: From the time of settlement to 1800

Federal: 1775-1835

Greek Revival: 1825-1860

Early Victorian: 1840-1865

Late Victorian: 1865-1900

Early 20th century: 1900-1940

Mid-20th century: 1940-1975

Late 20th century: 1975 to the present.

DISTRICTS

**1.   The Battle of Rhode Island Historic District: The scene of the
        Battle of Rhode Island includes two areas in the north-central
        part of town which mark the site of the only major Revolutionary
        War engagement in Rhode Island.[3] On August 29, 1778, British
        troops, supported by three Hessian regiments, came from Newport
        along the East and West Main roads and marched against the Ameri-
        can troops at the north end of Aquidneck Island under the command
        of General John Sullivan. The first fighting occurred on Union
        Street and in nearby fields, but the Americans withdrew to the
        north, took up defensive positions at Butts Hill and Lehigh Hill
        and the major battle took place in a broad valley between Lehigh
        Hill to the north and Almy Hill and Turkey Hill to the south.
        Two assaults upon Lehigh Hill by the British and Hessians were
        repulsed by the Americans. A Colonial Black Regiment drove back
        three more Hessian attacks. When the battle ended, by mid-
        afternoon, the enemy had lost many men while General Sullivan's
        forces suffered fewer casualties. The historic district includes
        Butts Hill and the Main Battlefield. They are separated by an
        area which was not important in the battle and which is not in-
        cluded in the National Register district.

        A.   Fort Butts and Butts Hill: A 31-acre tract, on relatively
              high ground (elevation 200 feet), it was not directly in-
              volved in the fighting, but served the Colonials as a supply
              and communications center as well as a possible point of
              retreat. The earthen fort, oval in form, is in relatively
              good condition today. (1831-Butts Hill.)

        B.   The Main Battlefield: This is a 365-acre tract covering
              the major arena of action. Within this part of the historic
              district are: Turkey Hill, which was the key point for the
              British left flank; Barker Brook, called Bloody Brook after
              the battle; Almy Hill, the anchor of the British left flank;
              and Lehigh Hill, which anchored the American right flank.
              The district today also includes several dozen houses and
              outbuildings, most post-Revolutionary; a monument and flag
              pole (erected in 1976) commemorating the role played by the
              Black Regiment in the battle; and Hessian Hole, along Bloody
              Brook, the burial place of 60 Hessian soldiers killed in the
              battle.

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[3]There are several individual structures of historical and architectural
significance but since they are not associated with the Battle of
Rhode Island they are listed in the inventory by street.

2.   Bristol Ferry Road Historic District: Immediately south of the
Mount Hope Bridge, along Bristol Ferry Road, is a small concen-
tration of late 19th- and early 20th-century summer houses. Most
of the residences are large and reflect several prevailing archi-
tectural styles. The most notable are five Shingle Style houses
(#502, 530, 540, 600 and 616), along the west side of the road;
two large Queen Anne structures (#567 and 589), along the east
side; and the Mitchell House, at 646 Bristol Ferry Road, a 2½-
story Early Victorian residence, with an octagonal cupola--it is
the earliest house in the district. The residences, particularly
those along the west side, are well landscaped and, set atop a
hill, enjoy a broad view of Narragansett Bay to the west.

A.   House (502 Bristol Ferry Road): A 2½-story Late Victoriau,
Shingle Style, gambrel-roofed structure, with two stone
chimneys, two sets of shed-roof dormers in front, a small
wing at the left side and a garage at the right side.

B.   House (530 Bristol Ferry Road): A 1½-story Late Victorian,
Shingle Style, cross-gable structure with a large, attached,
1½-story shingled shed.

C.   House (540 Bristol Ferry Road): A 2½-story Late Victorian,
Shingle Style, gambrel-roofed structure, with a brick center
chimney and shed-roof dormers at the front and rear.

D.   Sarah J. Eddy House (567 Bristol Ferry Road): A 2½-story
Late Victorian, Queen Anne style structure, with a complex
plan and a 3-story octagonal tower at the left front. Sarah
Eddy was a well-known Rhode Island artist and active in
humane society work. (1907-Sarah J. Eddy.)

E.   House (589 Bristol Ferry Road): A 2½-story Late Victorian,
Queen Anne style structure, with a complex plan, a large
brick chimney and a 3-story octagonal tower at the left
front. (1895-C. C. Mitchell.)

F.   House (600 Bristol Ferry Road): A 1½-story, Late Victorian,
Shingle Style, gambrel-roofed structure, with a small brick
chimney. (1907-C. P. Miller & wife.)

G.   A. S. Phillips House (616 Bristol Ferry Road): A 2½-story
Late Victorian, Shingle Style, gambrel-roofed structure,
with two large cobblestone chimneys and a garage at the rear.
(1907-A. S. Phillips.)

H.   Thomas L. Mitchell House (1842-1843; 646 Bristol Ferry Road):
A 2½-story Early Victorian structure, with a central enclosed
entry in an original 5-bay facade and a central octagonal
cupola. In the last half of the 19th century, Thomas Mitchell
owned most of the land now included in the district. (1850-
Chas. Cornell; 1860-Thos. L. Mitchell.)

*3.   **Glen Road Historic District**: Glen Road, off East Main Road in the southeast part of Portsmouth, is a scenic side road, lined for the most part with dry-laid stone walls and mature shade trees. South of the road is an outstanding farmscape. Along this old highway leading to the Sakonnet River are about one-and-a-half dozen houses. All are relatively modest structures and many are note-worthy architecturally. Most are along the north side of the road and range in age from the late 18th to mid-20th century. Basic and simple Greek Revival and Early Victorian styles pre-dominate. There have been few modern intrusions, and the districts, with its well-preserved houses and well landscaped grounds, is representative of 19th-century Portsmouth.

A.   House (82 Glen Road): A 2½-story, early Greek Revival structure, with two interior brick chimneys, central entry in a 5-bay facade in an open front porch and a wood-shingle garage at the rear. (1850-Thos. Gould.)

B.   Jacob Almy House (85 Glen Road): A 1½-story Greek Revival structure, with a small, brick, center chimney, central entry in a 5-bay facade and a 1-story ell at the rear. There is a barn with cupola behind the house. (1870-J. Almy.)

C.   House (102 Glen Road): A 1½-story, late Greek Revival-Early Victorian structure, with a small, brick chimney; central entry in a 3-bay facade, gabled dormers, an addition at the right side and a small garage at the rear. (1860-G. Manchester.)

D.   House (103 Glen Road): A 2½-story, late 19th-century struc-ture, with a small, brick chimney; central entry in a 5-bay facade in an open porch; an addition at the rear; and a small barn behind the house. (1870-?)

E.   House (126 Glen Road): A 2½-story Federal structure, with a large, brick chimney; a fine off-center entry in an asymme-trical 4-bay facade; an addition at the right side; and a garage behind the house. (1850-John Coggeshall Esq.)

F.   House (182 Glen Road): A 2½-story Colonial structure, with a large, brick, center chimney and a central entry in an asymmetrical 4-bay facade. (1850-John Coggeshall Esq.)

G.   Field House (244 Glen Road): A 2½-story Federal structure, with an exterior, brick chimney and a central pedimented entry in a 5-bay facade. William Field, who was born in the house in 1817, was a carpenter and helped build the first house on Bellevue Avenue, Newport. (1850-Mrs. Field.)

H.   Field House (297 Glen Road): A 1½-story, Early Victorian
     structure, with a small, brick chimney, a fine central
     entry in a 5-bay facade and an addition at the rear. It
     once stood on the estate of Henry A. C. Taylor. (1870-
     R. Field.)

I.   F. Slocum House (1869; 298 Glen Road): A 1½-story late
     Greek Revival-Early Victorian structure, with a large, brick,
     center chimney; an off-center entry in an asymmetrical 4-bay
     facade; an octagonal cupola; and an addition at the rear and
     left side. There is an interesting octagonal structure,
     with a small cupola, built in 1975, at the right side, and
     a large carriage shed behind the house. (1870-W. Gifford.)

J.   House (310 Glen Road): A 1½-story Late Victorian structure,
     with a small, brick, center chimney and entry at the right
     side of the gable end. There is a large wood-shingle barn
     behind the house. (1885-Shown on map; 1895-E. P. Brown.)

*4.   Portsmouth-Newton Historic District: The Portsmouth-Newton
      Historic District, along the East Main Road, is made up of a church,
      church buildings, a cemetery, a library and nine houses, mostly
      early-to-middle 19th-century structures. Portsmouth Village,
      originally called Newtown, was a planned village, laid out about
      1740 south of the original settlement, along the shore of the
      Sakonnet River. It was hoped that the site, on a gently sloping
      hill, leading down to a natural harbor with deep water, would
      stimulate a thriving water commerce and industry and challenge
      Newport's maritime supremacy. Houses were built along the East
      Main Road and several short side streets leading to the water,
      and the place thereafter became Portsmouth's principal settlement
      and local center. By the late 18th century, it had several stores,
      a livery stable, a wood shop, a blacksmith shop, two churches, a
      market and a music hall. The settlement, now known as Portsmouth,
      continues its function as the town center, with many commercial
      establishments, several churches, a library and other services.
      Modern 20th-century commercial development, especially since
      World War II, has been unsympathetic to historical Newtown, so that
      only two small parts of the village near the old town center have
      enough integrity to merit their eligibility for the National
      Register. The Episcopal Church, parish house, parsonage, a library
      and several residences occupy a small area south of Church Lane;
      four houses in a row lie south of Turnpike Avenue.

South of Turnpike Avenue

A.   Chase House (2492 East Main Road): A large, 2½-story struc-
     ture, possibly Federal, with Greek Revival details, two in-
     terior brick chimneys, a central entry in a 5-bay facade and

a wing at the left side. A fine wood-shingle barn, c. 1880, south of the house, reflects the box dormer of the main house. (1850-Borden Chase.)

B. Dr. B. Greene House (c. 1880; 2508 East Main Road): a 2½-story, Late Victorian, Stick Style, cross-gable structure, with two, interior, brick chimneys and a central entry in a 3-bay facade in an open porch. A fine carriage barn is at the rear. (1885-Dr. B. Greene.)

C. Thomas House (c. 1810; 520 East Main Road): A 2½-story mid-Georgian, gambrel-roof structure, with two, large, paired, interior chimneys and a pedimented central entry in a 5-bay facade. It was formerly known as Chestnut Cottage. (1850-G. Thomas.)

D. House (2538 East Main Road): A 2½-story Federal house, with two medium interior brick chimneys, a pedimented central entry in a 5-bay facade and a recent addition (now used as an antique shop) at the right side. (1855-Shown on map; 1870-O. D. G. Est.)

North of Turnpike Avenue

E. E. F. Dyer House (c. 1870; 2641 East Main Road): A 1½-story, Early Victorian, bracketed, cross-gable, L-plan house, with a small, brick chimney and an entry at the right side. (1870-E. F. Dyer.)

F. DeBlois-Storrs House (2651 East Main Road): A 1½-story, bracketed, cross-gable, Early Victorian house, with entry at the left side, front, in an open porch. (1870-E. T. DeBlois.)

G. Portsmouth Free Library (1898, 1975): A 1-story, frame, Late Victorian, hip-roof structure, with patterned shingles and a recent, flat-topped, 1-story addition in the front. (1907-Library.)

H. C. Manchester House (c. 1870; 2657 East Main Road): A 1½-story, Early Victorian, bracketed, cross-gable, L-plan structure, with a small, brick chimney and entry at the left side. It is similar to the E. F. Dyer House at #2641. (1870-C. Manchester.)

I. H. F. Green House (2678 East Main Road): A 2½-story Federal house, with a large, brick, center chimney, central entry in a 5-bay facade in an open porch and a 2-story addition at the rear. (1850-Shown on map; 1860-H. Greene.)

J. <u>Episcopal Parsonage</u> (1840; 2679 East Main Road): A 1½-story, Greek Revival structure, end-to-road, with a central entry in the gable end. (1870-Parsonage.)

K. <u>House</u> (2694 East Main Road): A 1½-story, early 20th-century structure, end-to-road, with a brick chimney, entry at the left side of the gable end in an open, hip-roof porch and an addition at the rear. (1907-D. A. Macomber.)

L. <u>St. Paul's Episcopal Church</u> (1833): A 1½-story, Early Victorian, Gothic structure, end-to-road, with an open belfry in front and a central, enclosed entry in the gable end. It was designed by architect Russell Warren. (1850-Church.)

M. <u>Episcopal Parish Hall</u> (1886; 2679 East Main Road): A 1-story, hip-roof, Late Victorian structure, with eyelid dormers and some Late Victorian details. (1895-Ch. Hall.)

*5. <u>Prescott Farm Historic District</u>: Along West Main Road, partly in Portsmouth and partly in Middletown, is Prescott Farm. The property, now owned by the Newport Preservation Society, consists of a reconstructed Colonial farm, including a house, guardhouse, store and windmill in Middletown, and the Overing House on the Portsmouth side. The Overing House, c. 1710, a 2½-story frame Colonial structure (extensively renovated), was the headquarters of General Richard Prescott, commander of British forces in Rhode Island during the Revolution. On the night of July 9, 1777, an American force of forty men, led by Colonel William Barton, captured General Prescott here. It was one of the boldest and most hazardous enterprises of the American Revolution. General Prescott was later exchanged for the American Major General Charles Lee. The windmill, originally built in Warren in 1812, was moved to Quaker Hill, in Portsmouth. In 1922, it was moved to Lehigh Hill, where it stood until moved to Middletown in 1972. The Prescott Farm is now a museum and open to the public. (1777-Mr. Overing.)

*6. <u>Southeast Portsmouth Rural Estate Historic District</u>: This large district along the Sakonnet River, approximately bounded by Glen Road to the north and East Main Road and Wapping Road to the west, is an area of open·fields, stone walls and at least one half dozen late 19th- early 20th-century rural estates. Farming began here at an early date; there are still four farmsteads surviving from the 18th century, and the remains of an 18th-century gristmill are at the Glen. But, the outstanding characteristic of the district are the large country estates, with special attention paid to plants and animals, a tradition which began about 1760 when Metcalf Bowler established a country seat near Wapping Road. In 1784, Garvais Elam built a country estate called "Vaucluse." spending $80,000 on the house and formal gardens, which covered

seventeen acres. Rare trees and shrubs were imported, and fine stone walls and six miles of winding walks were laid out. Thomas R. Hazard--"Shepherd Tom"--retired to Vaucluse in 1840 and lived here for many years. These early and important mansions, later abandoned and deteriorated, were destroyed in the early 20th century, but other summer estates, including Greenvale Farm, Eastover, The Glen, Oakland and Sandy Point Farm were established in this area. Around 1885, Henry A. C. Taylor bought some 700 acres of land and established a "manorial farm," bringing the land to a high state of cultivation. The farm was stocked with "the purest breed cattle that money could buy," and fine race horses. The 150-acre Vanderbilt tract reportedly was the finest dairy farm on the island in the late 19th century.

Today, within the district, are eighteen significant historical-architectural structures, including, in addition to the 18th-century houses, large country estates and the former gristmill at the Glen, and several fine houses exemplifying Greek Revival, Early Victorian, Late Victorian and early 20th-century architectureal styles. In 1972, the Town of Portsmouth acquired part of Elmhurst and the Glen. An elementary school was established and part of the area, including the Glen, is now used for public recreation.

Many of the roads in the district, notably East Main Road, Sandy Point Avenue and Wapping Road are lined with exceptionally fine dry-laid stone walls with entry posts with iron or wooden gates. The total impact of all these features--open land, large mansions and fine houses, stone walls, tree-lined avenues--is more characteriestic of a large feudal estate rather than Rhode Island or New England.

A.   East Main Road Streetscape-Site of Oakland: From approximately St. Mary's Episcopal Church in the south to Glen Road in the north, East Main Road is lined with fine dry stone walls and mature trees. Opposite Sandy Point Avenue are the stone entry posts and wooden gates of Oakland, former estate of Cornelius, Albert G. and William H. Vanderbilt. The approximately 150-acre tract, which was mostly along the west side of East Main Road, consisted of a large Late Victorian villa, a powerhouse, a greenhouse, several garages, a polo field and a large driving ring--an enclosed building built by Albert G. Vanderbilt when he was the leader in the horse-show world. Oakland was once suggested as a summer house for President Wilson. In the late 1940s, the buildings were destroyed and little trace remains of them today. (1895-Cornelius Vanderbilt.)

B. Glen Manor House-Elmhurst-Convent of the Sacred Heart (1923):
A large, 2-story, French Chateau Style structure, with stuc-
coed walls and tall brick chimneys, at the end of Glen Road.
It was once part of the Henry A. C. Taylor estate. Architect
John Russell Pope designed the Manor House along the lines
of Petit Trianon for Henry Taylor's son, Moses, in 1923.
Moses Taylor's widow married G. J. Guthrie Nicholson in 1938;
later, their son sold the chateau and forty-three acres to
Elmhurst, a Catholic girls preparatory school, which came to
Portsmouth in 1960 after 89 years in Providence. Soon after,
new buildings, including a chapel, convent, dining hall and
classrooms were erected. In 1972, the private school closed
and the Town of Portsmouth established an elementary school
next to Glen Manor. At the end of Glen Road is a Gatehouse,
a 1½-story stuccoed structure with a tall, brick chimney,
built in the same style as the manor house. (1885-Land of
H. A. C. Taylor.)

C. House and Farm Complex: A 2-story, Early Victorian, hip-
roof house and a complex of early 20th-century outbuildings--
including a fine, 1926 field-stone barn and a silo--occupy a
site off Glen Road on a hill above the Sakonnet River. It
was once part of the extensive landholdings of Henry A. C.
Taylor. (1870-J. B. Newton.)

D. House: A 1½-story, Greek Revival structure, end-to-road;
with a small, brick, center chimney; entry at the left side
of the front; and a wing at the rear. The house, off Glen
Road, was on the Taylor Estate. (1850-Saml. Clark.)

E. House: A 1½-story, 18th-century, gambrel-roof structure,
off Glen Road, with a large stuccoed chimney, weather entry
at the front and a 2-story wing at the rear. It was once
part of the Taylor Estate. (1850-Saml. Clark.)

F. Glen Farm, Shamrock Stables (1907 , 1910): An excellent
early 20th-century outbuilding complex, with stone and wood-
shingled, gambrel-roofed barns and stables, built by Henry
A. C. Taylor. (1907-"Glen Farm," Henry A. C. Taylor.)

G. The Glen: A small stream, flowing through a steep valley
into the nearby Sakonnet River, powered a gristmill in the
late 18th century at the valley. Formerly "Cundalls Mill,"
it was run as late as 1811 by Joseph Cundall, who manufac-
tured woolen goods. It operated as a carding and a fulling
mill until about 1858, after which time only the gristmill
operated. In the late 19th century, the valley, referred
to as Glen-Anna, was described as a "very romantic spot and
much frequented by visitors." Today, a 1-story, hip-roof,
field-stone structure, a stone dam across the stream and a
raceway survive. It was part of Henry Taylor's estate.
(1777-Gristmill.)

H. House: A 2½-story, 18th-century, Gambrel-roof structure off
    Glen Road, with a large, brick center chimney and a 1-story
    wing at the rear. It was once on the Taylor Estate.

I. House: A 2½-story early 20th-century structure, with an
    exterior, brick chimney, central entry, with a closed, semi-
    elliptical fan in a 5-bay facade and a small porch at the
    west side. Formerly on the Taylor Estate.

J. Leonard Brown House: A 2½-story Early Victorian, Bracketed
    structure, with two tall, small, interior, brick chimneys
    and a central entry in a 3-bay facade in an open porch and
    a wing at the left side. A long stone wall and tree-lined
    drive leads from East Main Road to the house. It was once
    part of the Taylor estate. Leonard Brown, born in 1815,
    learned the wheelwright trade, bought a blacksmith shop
    and made a "lucrative business" combining the two trades.
    (1870-L. Brown.)

K. House (110 Sandy Point Avenue): A 1½-story early 20th-century
    Colonial Revival, gambrel-roofed house, with a small, brick,
    chimney, central entry in a porch, three shed dormers across
    the front and a wing at the rear. It was once part of the
    Alfred G. Vanderbilt Estate.

L. Slocum House: A 1½-story, 18th-century structure on Sandy
    Point Avenue, with a large, brick, center chimney, central
    entry in a 3-bay facade, two gable dormers in front and a
    very recent wing at the right side. It was once a part of
    the Alfred G. Vanderbilt Estate. (1850-Shown on map; 1860-
    S. Slocum.)

M. House: A 1½-story, Early Victorian structure, end to Sandy
    Point Avenue, with two interior brick chimneys, a central
    entry in a 5-bay facade and a wing at the rear. There is a
    wood-shingle outbuilding behind the house. It originally
    stood on the site of the present State Police barracks and
    it was once part of the Reginald C. Vanderbilt Estate.
    (1870-E. S. Sisson?; 1895-J. A. Sisson Est.)

N. House (1926); A 2½-story, neo-Colonial duplex house on
    Sandy Point Avenue with a medium, brick chimney and pedimented
    central entry in a 5-bay facade.

O. Sandy Point Farm: An outstanding collection of Late Victor-
    ian and early 20th-century shingle and Colonial Revival farm
    outbuildings off Sandy Point Avenue. In the early 20th
    century it was owned by Reginal C. Vanderbilt. (1895-
    P. H. Powell.)

P. Eastover: A 2½-story, Late Victorian or early 20th-century
Shingle Style complex, set far back from Wapping Road, with
a wood-shingle carriage barn and a small wood-shingle gate-
house. (1907-"Eastover"; Sarah K. Birckhead.)

Q. Vaucluse Farm (1938 ; 340 Wapping Road): A large 2½-story,
Georgian Revival mansion, with several large brick chimneys,
a courtyard and flanking wings and a complex plan. A 2-story,
full-width portico across the east side provides a view
of the Sakonnet River. ·(1831-Vaucluse Farm.)

R. Barns: A complex of several large, gambrel-roof, early
20th-century dairy barns along Wapping Road, part of the
Vaucluse Estate. There is an early 20th-century house at
333 Wapping Road associated with the barn complex. It was
formerly the D. Murphy Estate.

S. Greenvale Farm: A tract of about fifty acres, off Wapping
Road, along the Sakonnet River, at the southern end of the
district.

S1: The Slocum House (c. 1800): A 2½-story, Federal,
wood-shingle structure, with a pair of interior chimneys,
a central hallway plan and doorway with transom lights.
(1850-S. S. Peckham?; 1860-Greenvale; T. B. Sherman.)

S2: The Barstow House (1863): A 2½-story structure with
chalet and Stick Style detailing and a complex plan, built
by J. S. Barstow, "a gentleman of considerable means," who
purchased the farm in 1863 and built a new Victorian summer
mansion designed by Sturgis, a Boston architect. There is
a wood-shingle carriage house nearby. The grounds retain
their 19th-century charm, with braod lawns and wrought-
iron settees set among carefully tended shrubs. (1870-
J. S. Barstow.)

STRUCTURES AND SITES

BOYD LANE

7. House (600 Boyd Lane): A 2½-story, hip-roofed, early 20th-century
structure, with a medium, brick chimney, shed-roof dormer, hip-
roof porch and entry at the left side. (1921-W. P. Chase.)

8. Founder's Brook: A bronze tablet set into a "puddingstone"
boulder near Founder's Brook marks the site of the initial settle-
ment of Portsmouth in 1638 and bears the words of the original
Portsmouth Compact of government and the names of the twenty-
three signers. In the vicinity of the spring were the first

houses of Portsmouth. Later, the town center was moved to Newtown and gradually the original settlement was abandoned. Today, there is no trace of it.

9.   Chase House (310 Boyd Lane): A 1½-story, Greek Revival structure, with two small brick interior chimneys and a central entry in a 5-bay facade. (1850-Abner Chace.)

BRAMAN LANE

10.   Albro House (226 Braman Lane): A 2½-story, Federal structure, with a large, brick, center chimney and a central entry in a 5-bay facade. There are two wood-shingle outbuildings. (1850-P. Albro.)

BRISTOL FERRY ROAD

11.   House (1894; 10 Bristol Ferry Road): A 1½-story, Late Victorian structure, end-to-road, with a small, brick chimney and entry in a porch across the front. (1870-B. Ashley.)

12.   House (23 Bristol Ferry Road): A 1½-story, Early Victorian structure, with two interior brick chimneys and a central entry in a 5-bay facade. This house was possibly moved here in the early 20th century. (1907-J. H. Davol.)

13.   Brownell-Ashley House (c. 1750, 24 Bristol Ferry Road): A 2½-story structure with a large, brick, center chimney and an enclosed entry in a 5-bay facade. There is a lean-to ("salt box") addition at the rear. (1860-O. Brownell.)

14.   Fish House: A 2½-story, Late Victorian, cross-gable structure, with a small, brick, center chimney. There are several outbuildings, some used by Van Hof Nurseries. (1888-I. L. Fish.)

15.   Anthony House (338 Bristol Ferry Road): A 1½-story, end-gable, Greek Revival structure, with a brick center chimney and entry in the gable end. (1831-Anthony.)

16.   Gifford-Hicks House (373 Bristol Ferry Road): A large, complex plan, Early Victorian structure, with four interior brick chimneys. The rambling house and several wood-shingle outbuildings are surrounded on three sides by open fields. (1850-Geo. H. Gifford.)

17.   Gifford House (c. 1750; 531 Bristol Ferry Road): A 2½-story structure, with a small, brick, center chimney and a pedimented central entry in a 5-bay facade. It was once known as the Gifford Inn. (1850-E. Gifford.)

(For houses between 502 and 646 Bristol Ferry Road, see Bristol Ferry Historic District, pg. 21.)

18. <u>House</u> (749 Bristol Ferry Road): A 1½-story, gambrel-roof, early 18th-century structure, with a large, brick, center chimney and a central entry in a 5-bay facade. (1850-Joseph Dennis.)

19. <u>H. Hicks House</u> (760 Bristol Ferry Road): A 2½-story, cross gable, Late Victorian structure, with a variety of corners, angles and detailing. There is a barn behind the house. (1895-H. Hicks.)

20. <u>House</u> (794 Bristol Ferry Road): A 1½-story, end gable, Early Victorian structure, with a small brick chimney and good detailing, including bargeboards and a bracketed Greek Revival doorway and windows. (1855-Vars.)

21. <u>Mount Hope Marina House, Site of Ferry Landing</u>: A 2-story, hip-roof, mid-19th-century structure (now a restaurant), with a square cupola and two small brick chimneys, marks the site of an old ferry landing. A boat service, conveying passengers across the narrows between Portsmouth and Bristol was established as early as 1658. For many years the ferry was known by the names of the owners--Tripp's Ferry and Borden's Ferry--until just before the Revolution, when the name "Bristol Ferry" was applied to the ferries on both sides. During the Revolutionary War, a battery was located near the ferry landing. At first, boats were propelled by oars and sails to transport passengers and freight. In 1824, the Rhode Island Steam and Team Boat Company was chartered to operate here and one or more boats were propelled by horses or by steam power. About 1850, a large hotel, with accommodations for up to fifty people, was built, and, for the next three quarters of a century or so, Bristol Ferry was a thriving place, with the hotel, a wharf, a store, summer cottages, a railroad station on the Old Colony line between Fall River and Newport, a telegraph office and a post office. By 1888, the Providence and Fall River steam boat also made stops at Bristol Ferry. In 1929, the Mount Hope Bridge was opened to traffic. Ferry Service was discontinued, the hotel eventually destroyed, services discontinued, and Bristol Ferry became a quiet, residential community. (1777-Bristol Ferry.)

BROWNELL LANE

22. <u>House</u> (69 Brownell Lane): A 1½-story, simple, Greek Revival structure, end-to-road, with two interior stuccoed chimneys and entry at the right side of the front. It is the oldest house on the street, one of the first houses built by the coal mine owners and may have been the mine owner's house or a superintendent's cottage. The present owner's grandfather worked in the coal mines. (1850-Reuben Greene.)

CHASE ROAD

23. A. Peckham House (8 Chase Road): A 2½-story, Late Victorian,
     mansard-roof, bracketed structure, with two, interior, brick
     chimneys; small gable dormers; entry at left side front, in a
     3-bay facade, in an open porch; and a 2-story flat roof addition
     at the left side, rear. (1885-A. Peckham.)

CORY LANE

24. William Brownell House (163 Cory Lane): A 1½-story, mid-19th-
     century structure, with a small brick chimney, central Greek
     Revival entry in a 3-bay facade in an open porch across the front
     and an addition at the left rear. There is a wood-shingle
     barn to the west, near the road. It is now owned by Portsmouth
     Abbey. (1860-W. Brownell.)

25. Seth Anthony House (c. 1740): A 2½-story Colonial structure,
     originally a large, brick, center-chimney house, with an addition
     with a stuccoed brick chimney at the west side. There is an
     enclosed entry in front and an addition at the left side rear.
     The house, at the end of a long lane behind Portsmouth Abbey
     School, was in the middle of the Battle of Rhode Island in 1778
     and was plundered by Hessian soldiers. (1850-Shown on map;
     1860-S. R. Anthony.)

26. Cory Lane Roadscape: At the western end of the lane is a lovely
     section of road, lined with stone walls and trees, beginning at
     the entrance to the Abbey School and extending past the Brayton
     Estate to the railroad tracks.

**27. Brayton Estate (1859-1867) and Green Animals Topiary Garden (1919):
     At the end of Cory Land is a 7-acre, Early Victorian estate, in-
     cluding a summer house, various outbuildings, herb, fruit, vege-
     table and formal gardens and topiary.

        A. Thomas and Alice Brayton House: A 2½-story, Early Victorian,
            Colonial Revival, hip-roof structure, with paired end chim-
            neys, gabled dormers, an open porch around the house, a wing
            at the rear and a central entry in a 3-bay facade in the
            west end. The Brayton House was built by Amasa Manton of
            Providence as a summer house between 1859 and 1867. In 1872
            it was purchased by Thomas C. Brayton. Later, it went to
            his two children, Edward and Alice Brayton. Alice became
            sole owner in 1940 and made it a permanent residence. In
            1972, when she died, it became the property of the Preserva-
            tion Society of Newport County. The house is important
            as an early, relatively undecorated, summer house. (1860-
            A. Manton.)

B.   Green Animals Topiary Garden: A landscaped garden behind
     the Brayton House completed in 1919; it was conceived
     by Thomas Brayton and his superintendent, Joseph Carreiro.
     It consists of unique and beautifully maintained formal gar-
     dens and an extensive topiary garden with eighty-five pieces,
     including geometric figures, ornamental designs and animals
     and birds trimmed from California privet, golden boxwood
     and American Boxwood. Alice Brayton gave the gardens their
     name.

C.   Superintendent's Cottage: A 1½-story, Early Victorian
     structure, end-to-road, with a small brick chimney, entry
     at the left side of the gable end and an addition at the
     rear.

28. Portsmouth Abbey: A 400-acre campus and complex of buildings
     are the home of the Portsmouth Abbey, a private Catholic boarding
     school for boys. In 1918, Hall Manor became the home of the
     first Benedictine foundation of a purely American character to
     be established in the United States. A private school for boys
     was started in 1926 by Reverend John Hugh Diman, with a class of
     eight. Rapid growth has taken place since 1960; many new build-
     ings were added, including several designed by Pietro Belluschi,
     dean of the School of Architecture at the Massachusetts Institute
     of Technology; and there are now about 250 students. The finest
     building on the campus, and recommended for the National Register,
     is:

*A. Amos D. Smith House, or Hall Manor (1864): A 2½-story,
     mansard-roofed structure, with several interior, brick
     chimneys; gabled dormers; an arched, open porch; and fine
     detailing. The house was built by Amos D. Smith and later
     purchased by George G. Hall. "Mr. Hall's country place"
     was considered one of the most picturesque locations along
     Narragansett Bay. In 1918, it was purchased by the Order
     of St. Benedictine and is now part of the Portsmouth Abbey
     School. (1870-A. D. Smith.)

DEXTER STREET

29. House (25 Dexter Street): A 1½-story, gambrel-roofed, mid-19th-
     century structure, end-to-road, with a small, stuccoed, brick
     chimney, off-center entry in a 4-bay facade, gabled dormers and
     a shed-roof wing at the rear. (1870-A. Sisson.)

30. House (285 Dexter Street): A 1½-story Greek Revival house, with
     a small, brick, center chimney; recent stone exterior chimney; hip
     roof; enclosed porch across the front; and a wing at the left side.
     There is a barn at the rear. It is in the Battle of Rhode Island
     National Register District. (1855-Shown on map; 1870-J. E.
     Macomber.)

31. Coggeshall-Peckham House (58 East Main Road): A 1½-story, Greek Revival structure, end-to-road, with a small, brick, center chimney; shed roof dormer at the left side; entry at the left side of the front; and a 2-story, bracketed, low-pitch gable roof at the rear. There is a wood-shingle barn and shed on the property. (1860-I. Coggeshall.)

32. House (76 East Main Road): A 2½-story, hip-roof, early 20th-century, neo-Colonial structure, with a brick, center chimney; enclosed entry portico in a 5-bay facade; and a small wing at the left side. (1921-G. H. Draper.)

33. House (79 East Main Road): A 2½-story, Late Victorian, bracketed structure, end-to-road, with a stuccoed brick chimney, entry at the left side of front in an open porch, a 2-story bay at each side and a mansard-roof rear wing with a brick chimney. (1885-Jos. L. Durfee.)

34. Charles Plummer House (93 East Main Road): A 1½-story, early 20th-century, Gothic cross-gable structure, with two interior brick chimneys, central entry with double doors and a hip-roof addition at the right rear. (1921-Chas. Plummer.)

35. House (114 East Main Road): A 1½-story, Greek Revival structure, end-to-road, with a small, brick, center chimney; entry at the left side of the front; a small addition at the rear; and a shed nearby. (1855-?; 1870-P. Coggeshall.)

36. Giles Lawton House (152 East Main Road): A 2½-story, Federal structure, with a medium, brick, center chimney and a simple, Greek Revival entry in a 5-bay facade. (1850-G. Lawton.)

37. Anthony House (253 East Main Road): A 2-story, gable-on-hip, Federal structure, with two pairs of interior brick chimneys and a central entry in a 5-bay facade. (1850-Jonathan Anthony.)

*38. St. Mary's Church (1847-1849) and Cemetery: A stone, Early Victorian, Gothic structure, designed by Richard Upjohn, with a projecting bell tower, stone chimney and stained-glass window. The property includes a 12-acre, well landscaped cemetery, with fine, dry-laid stone walls and contains a sarcophagus for Sarah Gibbs designed by Richard Morris Hunt. There are several other buildings on the church lot. An Episcopal mission was established here in 1832 and the land donated to St. Mary's parish in 1844 by Sarah Gibbs. (1850-Epis. Church.)

39. Rhode Island State Police Barracks (1935): A 1½-story, brick, Georgian Revival structure, with two, large, exterior, brick chimneys; a central entry in a 5-bay facade; hip-roof dormers; and flanking dependencies. It was one of several permanent barracks erected in Rhode Island in the 1930s and occupies part of the former estate of Cornelius Vanderbilt.

**40. Union Meeting House (1865-1866): A 3-story, simple, Gothic structure, end-to-road, with a central, double-door entry flanked by a pair of narrow windows at the 1st-floor level and paired 9-over-9 double-hung windows at the 2nd- and 3rd-story levels. There is a small, brick chimney at the rear and vertical windows with "eyebrow" frames. This church is the second religious structure to occupy this site. The first was built in 1824; between 1834 and 1861 it was divided in half and was moved off the lot. When the congregation formally dissolved around 1940, the present house was given to the Portsmouth Historical Society (1870-Christian Ch.)

Nearby, on the same lot, is the Southernmost School (1716-1725), a small, 1-story structure. In about 1800, it was moved from its original location on Union Street to the corner of Union Street and West Main Road and its stone chimney replaced by a brick chimney. In 1952, it was given to the Portsmouth Historical Society, moved to this site and restored in 1969-1970.

In front of the meetinghouse, at the corner of Union Street and East Main Road, is a granite marker indicating the site of one of the first skirmishes between British and American forces in the Battle of Rhode Island on August 29, 1778.

41. Fish-Almy House (c. 1798; 934 East Main Road): A 2½-story, end-gable structure, with two, interior, brick chimneys; an off-center entry at each flanking side, with asymmetrical, 4-bay facades; and a shed-roof addition at the rear. There is a wood-shingle barn behind the house. It was probably built by Benjamin Fish, and was in the Almy family from 1837 to 1935. (1850-L. Almy.)

42. The Old Almy House (c. 1750; 1016 East Main Road): A 2½-story structure, with two, interior, brick chimneys; a central entry in an open porch across the front; and a wing at the rear. It is now a "country store." (1855-?; 1870-A. Coggeshall.)

43. Thomas Field House (1028 East Main Road): A 2½-story, end-gable, Greek Revival-Early Victorian, bracketed structure, with a small, brick chimney and Greek Revival entry at the left side of the gable end. Thomas Field, born in 1818, built a blacksmith shop at the head of Glen Road and worked at the trade more than fifty years. (1855-?; 1860-T. M. Fields.)

44. **Sisson House** (1236 East Main Road): A 1½-story, 18th-century structure, with a large, brick, center chimney; two, large, gable dormers; and a small wing at the right side. (1850-Mary Shirfield.)

45. **Asa Borden House** (1311 East Main Road): A 2½-story, Federal structure, with two, interior, stuccoed, brick chimneys; a Greek Revival central entry in a 5-bay facade; and a wing at the rear. (1850-Asa Borden.)

46. **Sisson-Borden House** (1396 East Main Road): A 1½-story, Greek Revival structure, with a large, exterior, brick chimney; central entry in a 3-bay facade; a shed-roof dormer across the front; and a small wing at the left rear. (1850-R. Sisson.)

47. **Sherman House** (1559 East Main Road): A 2½-story, Federal structure, with two, interior, brick chimneys; a central entry in a 5-bay facade; and a wing at the rear. A wood-shingle barn and shed are on the property. (1850-Levi Sherman.)

48. **Sherman House** (1667 East Main Road): A 2½-story, Greek Revival structure, with a small, brick, chimney; entry at the right side of the gable end; and a 2-story flat-roof addition at the rear. (1860-R. Sherman)

49. **Almy-Cory House, St. Barnabas Roman Catholic Church Rectory** (1697 East Main Road): A 2½-story, Colonial structure, with a large, brick, center chimney and an enclosed portico in a 5-bay facade. There are two structures behind and the church to the north. (1850-Peleg Almy.)

50. **Founder's Memorial Baptist Church and Parish House**: A 1½-story, cross-gable, Early Victorian structure, with complex plan, two brick chimneys and two entrances; it serves as a parish house for the church, which occupies a converted barn at the rear. (1855-?; 1860-B. C. Sherman.)

51. **P. H. Sherman House** (2096 East Main Road): A 2½-story, cross-gambrel, Late Victorian, shingle structure, with a small, brick chimney; octagonal tower at the right front behind an enclosed porch; and a central entry in an open porch. There is a barn at the rear, converted to a real-estate office. It forms a good pair with #2108. (1895-P. H. Sherman.)

52. **George Sherman House** (2108 East Main Road): A 2½-story, cross-gambrel, Late Victorian, shingle structure, with a small, brick chimney; entry in an enclosed porch across the front; and a garage at the rear. It forms a good pair with #2096. (1895-G. S. Sherman.)

53. House: A 1½-story, cross-gable, Early Victorian structure, with two, interior, brick chimneys; a simple pedimented portico central entry in a 3-bay facade; and entry in a veranda across the left side. (1850-Isaac Hathaway?)

54. Portsmouth Town Hall (1895): A 2-story, hip-roof structure, with two, interior, brick chimneys; central, double-door entry flanked by pavilions; a wing at the west side; and modillion and dentil courses at the cornice. There is a granite monument in front. (1895-Town Hall.)

**55. Friends Meeting House (c. 1700): A 2-story, hip-roof structure, with a large enclosed entry portico and a lean-to addition at the south side. There is a ½-acre cemetery behind. During the Revolutionary War it was used as a barracks and as a magazine by American and Hessian soldiers. A Quaker school was founded here in 1784 and lasted four years. It reopened in Providence in 1819 and was known as Moses Brown School. (1850-Friends Meeting House.)

56. Friends Parsonage (2232 East Main Road): A 1½-story, cross-gable, Late Victorian structure, with two small brick chimneys and entry at the right side of the front in an open porch. (1895-Friends Meeting House.)

57. Green-Hathaway-Anthony House (2256 East Main Road): A 2½-story, Federal-Greek Revival structure, with a large, brick, center chimney; central enclosed portico in a 5-bay facade; and several outbuildings--including a wood-shingle barn. (1850-Wm. Greene.)

(For houses between 2492 and 2679 East Main Road, see Newtown-Portsmouth Historic District, pp. 23-25.)

58. Borden-Macomber House (2533 East Main Road): A 2½-story, Early Victorian, bracketed structure, with a central cupola, three large, brick, interior chimneys; a portico, off-center entry in a 3-bay facade; and a 1-story wing. The house is on a lot with large trees and a view of the Sakonnet River. (1850-Judge Lawton Est.?; 1860-I. Borden.)

59. The Loft (2701 East Main Road): A 2½-story, simple, Early Victorian structure, end-to-road, with two interior brick chimneys and a weather entry in gable end. It was used as a Masonic Hall until about 1960. (1870-Masc. Hall.)

60. House (2704 East Main Road): A 1½-story, Late Victorian, mansard-roof, bracketed structure, with a brick chimney, pedimented dormers, hood entry at the right front in a 3-bay facade and a wing at the rear. (1895-W. A. Davol.)

61. House (2707 East Main Road): A 2½-story, Federal structure, with a stuccoed, brick, center chimney; central entry, with transom lights, in a 5-bay facade; and a wing at the rear. (1870-P. G. Chace.)

62. Bernie's Dry Goods (2719 East Main Road): A 2½-story, Early Victorian, bracketed structure, end-to-road, with two interior brick chimneys at the rear, central store-front entry and an enclosed 2nd-story porch across the front. (1870-G. B. Anthony, Market.)

63. Portsmouth United Mechodist Church (1838, 1960s; 2732 East Main Road): A 1-story, Greek Revival structure, with Late Victorian alterations, end-to-road, with a large projecting pavilion with a central double door entry added in the late 1960s and a simple, square belfry in front (1850-Church.)

64. Pierce-Manchester House, Newtown Village (2743 East Main Road): A 1½-story, Greek Revival-Early Victorian, mansard-roof structure, with a central portico entry in a 5-bay facade and pedimented dormers. Originally a residence, it now houses a commercial establishment. (1850-O. Pierce.)

65. Dyer House (2752 East Main Road): A 2½-story, Federal structure, with a small, tall, brick, central chimney; central entry in a 5-bay facade; and a wing at the right side. (1870-D. Fish.)

66. David Fish House (2774 East Main Road): A 1½-story, simple, Early Victorian structure, end-to-road, with a small, brick chimney; central recessed entry with double doors flanked by storm windows; and a wing at the rear. It originally was a store. There is a garage at the rear. (1860-D. Fish.)

67. Heritage of Portsmouth (2777 East Main Road): A 1½-story, Greek Revival-Early Victorian, bracketed structure, end-to-road, with a small, brick, center chimney; entry at the right side of the front in an open porch with heart-shaped scroll work; and a wing at the rear. Originally a residence, it is now used for commercial purposes. (1870-N. Tallman.)

68. Gardner House, The Cedars (2788 East Main Road): A 2½-story, Early Victorian, mansard-roof, double-bracketed residence, with a small, brick, chimney; entry at the left side of the front in an open porch across the front and right side; bay windows at each side; and a wing at the rear. There is another residence behind the house. (1870-S. Gardner.)

69. Pierce House (2803 East Main Road): A 2½-story, 18th-century, gambrel-roof structure, with a large, stuccoed, brick, center

chimney; central entry in a 5-bay facade; gabled dormers; and a wing at the left side. There is another house at the rear. (1855-Shown on map; 1870-Mrs. E. A. Pierce.)

70. St. Anthony's Church: A 1-story, early 20th-century, Mission Style, field-stone structure, end-to-road, with a 2-story, square, corner tower with a round-head door and belfry. The first pastor came here in 1908, when the parish also included Tiverton and Little Compton. (1907-St. Anthony R. C. Church.)

71. Dennis House (c. 1760; 2851 East Main Road): A 2½-story, gambrel-roof structure, with a small, brick chimney; central enclosed entry in a 5-bay facade; a 2-story, hip roof wing at the left side and a small addition at the rear. The house served as General Lafayette's headquarters prior to the Battle of Rhode Island in 1778. (1850-J. Dennis.)

72. Andrew Chase House, Carol Zinno's (c. 1750; 2870 East Main Road): A 2½-story structure, with two, medium, interior, brick chimneys; a pedimented central entry in a 5-bay facade; a wing at the rear; and a gambrel-roof barn at the left side. Formerly a residence, it is now a commercial establishment. (1870-Mrs. H. Chase.)

73. House (2930 East Main Road): A 2½-story, Federal structure, with small and medium,brick, interior chimneys and a central entry with a semicircular fanlight in a 5-bay facade in an open porch across the front. There is a wood-shingle barn at the rear. (1870-J. C. Tallman.)

74. John L. Borden House (2951 East Main Road): A 2½-story, Late Victorian, mansard-roof, bracketed house, with two interior brick chimneys; pedimented dormers; a central entry, with double doors, in a 3-bay facade in an open porch across the front; and a 2-story bay window at the right side. There is a fine wood-shingle barn, with a cupola and a stone ramp; a wood-shingle water tower; and several other small wood-shingle outbuildings. (1885-Wm. Borden.)

75. House (2952 East Main Road): A 1½-story, Early Victorian, brack-eted structure, end-to-road, with a small, brick, center chimney; entry at the right of the gable end in an open porch; and a wing at the rear. There is a garage at the rear. (1870-W. R. Thomas?)

76. Joseph Thomas Farm: A 1½-story, Early Victorian, cross-gable structure, with double brackets at the cornices, two small, in-terior, brick chimneys and an entry at the right front in an open porch across the front. The house is on a slight rise, set back from the road, on a large lot, with fine, large, wood-shingle barn and a wood-shingle water tower. (1860-J. Thomas.)

77. Cory Farm (3124 East Main Road): A 1½-story, Greek Revival, end-gable structure with a medium, brick, center chimney; a rear, exterior, brick chimney; entry at left side of front; and a bracketed addition at the right side. There are two find out-buildings. (1860-A. B. Cory.)

78. House (3146 East Main Road): A 1½-story, gambrel-roof, Colonial structure, with a large, brick chimney; central entry in a 3-bay facade; a small shed-roof dormer in front; a wing at the right side; and a lean-to addition at the rear. (1850-A. Brownell.)

79. Fuller House (3211 East Main Road): A 1½-story, Late Victorian, cross-gable structure, with entry at the right side in an open porch and a 1-story bay window at the left side. (1895-R. T. Fuller.)

80. Cory House (3216 East Main Road): A 2½-story, Early Victorian structure, with a medium, brick, center chimney; entry in an enclosed front porch; a 2-story wing at the left side and at the rear; and good detailing. There is a garage behind the house. (1850-J. Cory.)

81. Cook House (3254 East Main Road): A 2½-story, Early Victorian, mansard-roof structure, with a central entry in a 3-bay facade and a 2-story hip-roof section at the right rear. (1860-Cook.)

82. Trolley Houses: A group of three, 2½-story, end-gable, early 20th-century houses at #3299-3311 East Main Road with a 2-story bay in front, entry at the left side of the front in a hip-roof, simple portico and shed dormers; they housed trolley workers. A 1½-story, end-gable house at #3319 was the trolley superintendent's house.

83. House (3318 East Main Road): A 2½-story, Greek Revival structure, with two, interior, brick chimneys; a central entry in a 5-bay facade; a small addition at the rear; and a wood-shingle barn behind the house. (1855-?; 1870-J. Cory.)

84. Rochambeau Restaurant (3352 East Main Road): A 2½-story, gable-on-hip structure, with three, interior, brick chimneys and several dining-room additions. There is a fine carriage house at the rear in poor condition. The restaurant was originally a residence. (1907-F. W. Webb.)

FAIRVIEW LANE

85. Sherman House (168 Fairview Lane): A 2½-story Colonial structure, with a medium, brick, center chimney and an enclosed central entry in a 3-bay facade. (1850-John Sherman.)

FREEBORN STREET

86.   House (87 Freeborn Street): A 2½-story, late Greek Revival struc-
ture, with a small, stuccoed, brick chimney; central entry with
double doors in a flat-roofed veranda across the front; and a
garage near the road. There is a fine, dry-laid stone wall in
front. (1870-Dr. Green.)

87.   Streetscape: The street, between the Route 24 bridge and the
West Main Road, is a lovely, stone-lined street reflective of
the old rural character of Portsmouth.

88.   Anthony House (252 Freeborn Street): A 2½-story, early 19th-
century structure, with a small center chimney and a central
entry, with side lights, in a 5-bay facade. It is part of a
small farm. It is in the Battle of Rhode Island National Regis-
ter District. (1855-P. Chase.)

89.   Anthony Dyer House (c. 1862; 265 Freeborn Street): A 2½-story
structure, with two, small, interior, stuccoed, brick chimneys
and a central entry in a 3-bay facade in an open, front porch.
It is in the Battle of Rhode Island National Register District.
(1870-R. Anthony.)

HARGRAVES DRIVE

90.   Lawrence Farmhouse (c. 1730; 131 Hargraves Drive): A 1½-story,
gambrel-roof structure, end-to-road, with a large, brick, center
chimney; shed-roof dormers; entry at the right side of an asym-
metrical, 4-bay facade; and a 1-story wing with attached garage
at the right side. It is in the middle of a mid-20th-century
housing development. (1860-J. Tallman.)

HEDLEY STREET

91.   Camp Meeting Grove (early 20th century): A complex of small and
large wood-frame structures sued for camp meetings and other so-
cial and religious functions. The meeting started here as early
as 1891. (1907-Portsmouth Camp Meeting Ass'n.)

92.   Hedley House (234 Hedley Street): A 2½-story, late 18th-century
structure, with a large brick chimney and entry in the gable end
in a hip-roof open porch. It is set back from the road on Maple-
wood Farm. (1850-P. Hedley.)

93.   Hedley House (255 Hedley Street): A 2½-story, Federal structure,
with two, interior, brick chimneys; a pedimented central portico
in a 5-bay facade; and a large wing at the right side. There is
an outbuilding. (1850-H. Hedley.)

HOG ISLAND

94.	Hog Island Shoals Lighthouse (1901): A steel, cylinder-type light-
house on the shoals southeast of Hog Island, built by the Toomey
Brothers of Guilford, Connecticut, who also built the Plum Beach
Light.

95.	Hog Island Summer Community: On Hog Island is a fine early 20th-
century summer house and a number of small summer cottages, most
established in the early 20th century when a regular ferry ser-
vice was established between Bristol and Prudence Island.

IMMOKOLEE DRIVE

96.	House: A 2½-story, mid-19th-century structure, with a large,
brick, interior chimney; an exterior, brick chimney; and a cen-
tral pedimented entry in a 7-bay facade. The structure, origin-
ally a barn for a building at 2533 East Main Road, is in a mid-
20th-century residential development.

INDIAN AVENUE

97.	House: A 2½-story, 18th-century structure, at the end of Indian
Avenue, near a mid-20th-century residential development, whose
entrance has stone entry posts and a lane lined with large beech
trees. (1850-J. Rogers.)

98.	Island Park: Along Park Avenue, in the northeast corner of town,
a summer resort and amusement park was established around the
turn of the 20th century. An electric trolley service from Fall
River to Newport began in June 1898. In the same year, the first
merry-go-round was built, and, in 1901, when a shooting gallery
started, the name Island Park first appeared. During its heyday,
in the 1920s, the park boasted glider swings; rental row boats;
the merry-go-round; a dance hall, featuring "big bands" at the
Island Park Ballroom; amusements; concession stands; tea rooms;
and gasoline stations. The park had the second largest roller
coaster in New England--"The Bullet." Thousands of visitors fre-
quented the park. The 1938 hurricane wiped out the entire complex
except the merry-go-round, which was sold in 1939. In 1956, a
roller rink, the last surviving building of the amusement park,
burned to the ground. The trolley also germinated a summer col-
ony, with many people from the Fall River area. The houses, or
cottages, were small, simple, nondescript shanties, many built on
stilts. In 1914, there were more than eighty houses at Island
Park. Today, Island Park is a high-density, mostly year-round
residential community of simple, frame, 1½-story cottages packed
into a small area north of Park Avenue, which contains a number
of commercial establishments. North of Island Park, across a

hurricane-escape bridge, is The Hummocks, a summer resort started about 1900 by people from the Taunton area. They were physically separated from Island Park until the bridge was built in 1961. Common Fence Point, at the extreme northeast corner of town, is similar to Island Park, its summer houses established without any attention or concern for planning and aesthetics. (1907-Island Park.)

JEPSON LANE

99.   House (157 Jepson Lane): A 1½-story, Greek Revival structure, with a small, brick chimney; central portico entry in a 3-bay facade; and a 1-story wing at the left side. (1831-Lawton?; 1860-A. C. Coggeshall.)

100.   Coggeshall House (279 Jepson Lane): A 2½-story, early Greek Revival structure, with a small, brick chimney; central entry in a 3-bay facade; and a wing at the rear. (1850-A. C. Coggeshall.)

101.   Coggeshall House (328 Jepson Lane): A 1½-story, Greek Revival structure, with a small, brick, exterior chimney; central detailed entry in a 3-bay facade; and a wing at the right rear. (1870-Jos. Coggeshall.)

LAWRENCE DRIVE

102.   House (160 Lawrence Drive): A 2½-story structure, with two, interior, stone chimneys; a recessed entry, with side lights; in an asymmetrical 4-bay facade; and a small monitor dormer. There is a stone barn to the east. (1907-Lucy Anthony.)

LOCUST AVENUE

103.   Watson House (1760, 1835; 98 Locust Avenue): A 2½-story, Colonial structure, with a large, brick, center chimney; entry, with transom lights, near the center of an asymmetrical 5-bay facade; and a wing at the rear. It is in the middle of a mid-20th-century housing development. (1850-J. W. Watson.)

McCORRIE LANE

104.   W. B. Fales House: A 2½-story, Early Victorian structure, with two, small, brick, interior chimneys and a wing at the rear. (1860-W. B. Fales.)

MIDDLE ROAD

105.   Quaker Hill School (1915): A 1½-story, frame, wood-shingled structure, with a large square central tower with a portico entry and two open porches at each side. (1921-School.)

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106. Henry F. Anthony School (1936): A 1-story, brick, early 20th-century, Colonial Revival structure, now vacant, with a central projecting pavilion, flanked by two projecting entry pavilions with columns, and a small belfry at the center.

107. House (133 Middle Road): A 1½-story, mid-19th-century structure, with a large, stuccoed, center chimney; a central enclosed entry in a 5-bay facade; and an addition at the rear. Near the house are several farm buildings, including a large barn. (1870-W. M. Manchester.)

108. Manchester Hathaway House (c. 1830; 417 Middle Road): A 2½-story structure, with a central entry, with transom lights, in a 5-bay facade and a 2-story wing with a small, brick chimney at the right side. (1850-Edward Manchester.)

109. House (697 Middle Road): A 2½-story, Federal structure, with a large, brick, center chimney and a central, pedimented entry in a 5-bay facade. (1850-Thos. Harkness.)

110. Benjamin White House (769 Middle Road): A 2½-story, Late Victorian, L-plan structure, with two interior brick chimneys, a portico entry at the right side of the gable end and a 1-story bay at the left side. There are two outbuildings. (1885-Benj. B. White.)

111. Quonset View Farm (895 Middle Road): A 2½-story, Federal house--with a small, brick chimney and a central entry with transom lights in a 5-bay facade--is set back from the road and is part of an active farm. There is a wood-shingle barn at the rear. (1850-Wm. Manchester.)

112. House (991 Middle Road): A 2½-story, Federal structure, with a large, brick, center chimney and a central pedimented doorway in a 5-bay facade. It is set back from the road on an active farm. (1850-Mrs. Jenkins Estate.)

MILL LANE.

113. Boyd's Windmill: At the rear of the property at 288 Mill Lane is an octagonal, wood-shingled, smock windmill, built in 1810 by re-tired sea captain John Peterson. Its arms were destroyed in the 1938 hurricane, but it continued working until 1946 under diesel power. The thirty-foot high mill is supported by dry-laid stone piers. (1850-Windmill.)

MITCHELL LANE

114. Albro House (1 Mitchell Lane): A 2½-story Early Victorian struc-ture, with two, interior, brick chimneys; entry in an enclosed porch across the front; and a 2-story wing with a brick chimney

at the right rear. There is a garage at the rear. (1855-Shown on map; 1860-P. Albro.)

115. <u>Albro Farm</u>: A 2½-story, Federal structure, with a large brick center chimney; central entry, with transom lights, in a 5-bay facade; and a flat-roof, 2-story addition at the rear. There are several wood-shingle sheds and barns nearby. The buildings are in the center of a large tract of farmland. (1850-F. Albro.)

PARK AVENUE

116. <u>Elm Farm, Anthony Homestead</u> (48 Park Avenue): A 2½-story, 18th-century structure, with a large, brick, center chimney and central entry in a 5-bay facade and a 1½-story wing at the left side. Elm Farm was once the residence of Henry C. Anthony, a seed grower and vegetable raiser, who sold to markets in the United States and Canada. (1855-Mann.)

117. <u>Stone Bridge, Site of Howland's Ferry</u>: Today, only stone abutments, laid in 1907, mark the site of what was the most important bridge in Portsmouth for more than 135 years. Near this site, at a narrow part of the Sakonnet River, a ferry was established in 1640. Howland's Ferry--also known as Pocasset Ferry, Sanford's Ferry and Wanton's Ferry--was the first in Rhode Island. Ferry service continued until about 1794, when the Rhode Island Legislature authorized the Rhode Island Bridge Company to build a bridge at Howland's Ferry. It was opened as a toll bridge in 1795 and operated discontinuously thereafter. The strong current of the river and several storms, including the Great September Gale of 1815, destroyed it a number of times, but it was always rebuilt in an improved manner. In 1871, the tolls were abolished after the bridge was purchased by the towns of Tiverton and Portsmouth and then given to the State of Rhode Island. The last major bridge construction was completed in 1907, when the present large granite blocks were laid. The bridge survived, with interruptions due to damage by a ship collision and the hurricanes of 1938 and 1954, until May 6, 1957, when it was officially closed when a new highway bridge was completed over the Sakonnet River between Tiverton and Portsmouth a short distance north of the Stone Bridge. Near the west end of the bridge is the site of a Revolutionary War battery. (1777-Howland's Ferry; 1831-Stone Bridge.)

POWER STREET

118. <u>Faulkner House</u> (66 Power Street): A 1½-story, Greek Revival-Early Victorian structure, with a small, brick, center chimney; a central entry, with side lights; a bay at the right front; and a 1-story wing at the right side. There is a wood-shingle barn at the rear. (1870-J. Falkner.)

119.   House (c. 1771; 83 Power Street): A 2½-story structure, end-to-
        road, with two, interior, brick chimneys and a shed-roof addition
        at the left side. (1870-D. Monroe.)

PROSPECT LAND

120.   Prospect Farm: A 2½-story, early 19th-century structure, with a
        small, brick chimney; shed-roof addition at the west side; and a
        2-story wing at the north end. There is a wood-shingle outbuild-
        ing. The house, and a recent cow barn, are at the end of a long
        lane. (1850-J. D. Dennis?)

PRUDENCE ISLAND

121.   Garland Mansion (1950-1906): The Garland Estate, or Garland Farm,
        is a 728-840-acre parcel of land near Potter Cove at the northern
        end of the island which was sold as a unit from 1735 until the
        recent past. In 1807, it was purchased by Nicholas Brown and
        Thomas P. Ives, of Brown and Ives, and was in the Ives family
        from 1841 to 1904. James A. Garland, a multi-millionaire, discov-
        ered the site when his yacht sought refuge from a storm. He pur-
        chased the land and invested $240,000 in his mansion, a 2-story,
        36-room structure, 200 feet long and 30-50 feet wide, built en-
        tirely of selected field stone. However, he died as the finish-
        ing touches to the house were being made, and it remained un-
        occupied for a long time. In 1959 it was purchased by Dr. Matthew
        Rossi. (In 1978 much of the land was purchased by the state of
        Rhode Island for use as a park.) (1921-Oliver H. Paine Est.)

122.   Homestead House (1822; Daniel Street): A 2-story, wood-shingle,
        hip-roof structure, with a stuccoed, brick chimney near the center
        and a central entry with a 4-light transom in a 5-bay facade; it
        is one of the few surviving early houses on the island. (1855-
        D. Chase.)

123.   Union Church (1927; Pier Road): A 1-story, wood-shingle struc-
        ture, with a square tower, with a belfry, and a portico entry
        with double doors in the front (gable end). The church, sited on
        a grassy lot on a hill above Homestead Landing, has a commanding
        view to the east.

124.   Prudence Inn (Narragansett Road): A 2-story structure, with two,
        brick, interior chimneys; a recessed central entry; and two
        separate single-door entrances at the left side. It is near Sandy
        Point; its grassy front lawn slopes gently to the water's edge.
        The original Prudence Inn was built by Lewis Herreshoff on the
        highest part of the island in 1894. This structure originally
        built as a summer house in the early part of the twentieth century,
        underwent considerable extensions about 1940 when it was converted
        to use as a boarding house and hotel.

*125. Sandy Point, Prudence Island, Lighthouse (1823, 1852): A pyramid-
al, cut-granite, octagonal structure, with battered walls painted
white; an iron-frame dome and cowl and wrought-iron balustrade;
and outside gallery, with a lantern thirty feet above mean sea
level. The tower rests on a protecting pier of stone with a cir-
cular, eight-foot diameter base. The lighthouse was originally
built in 1823 and stood on the breakwater on Goat Island in New-
port until moved on a one-acre reservation on Sandy Point about
1852. It was rebuilt, repaired and renovated in 1855-1856. The
unmanned lighthouse, located off Landing Lane at the west side of
the East Passage of Narragansett Bay, was electrified in 1939 and
has a 1400-candlepower automated electric light. (1855-Light
House.)

126. Prudence School (1896, 1954; Broadway): A 1-story, frame struc-
ture, end-to-road, with a belfry at the ridge, a double door-entry
in the front and a 1-story addition at the right side built in
1954. The school, built on land donated by the Prudence Land Com-
pany, is the fourth on the island (the first was built in 1763)
and is one of the smallest 1-room schools in America, with class
sizes averaging about four or five pupils.

127. Prudence Park: A summer colony of about two dozen houses at the
west end of Broadway, along the west shore of Prudence Island.
In 1874, the Sweet Farm, a 380-acre tract, was purchased by the
Prudence Land Company, and a small community began about 1876
when W. E. Barrett and G. W. Williams built "imposing cottages"
near each other. Streets were laid out and named for streets on
Providence's west side. About 1889, after extensive land pur-
chases, mor cottages were added, as well as a casino, complete
with a bowl: \g alley, pool, billiard tables and a dance hall. An
Episcopal Church--Church of the Holy Ghost--was added in 1902 (it
is now a private residence.) A large, stone wharf accommadated
steamboats on the Providence-Newport run, and Prudence Park en-
joyed a reputation as a pleasant place for at least thirty years.
Overshadowed by the extensive development on the east side and its
servicing by a ferry from Bristol (the west side ferry stopped
making calls at Prudence Park many decades ago), Prudence Park
has lapsed into a state of somnolence and today is a quiet and
charming spot in an otherwise busy world.

127A. Our Lady of Prudence Roman Catholic Chapel (1925; off Narragansett
Avenue): A simple, 1-story frame structure, with double-doors in
a weather entry in the gable end. Although there were a few Roman
Catholic families on the island from as early as 1865, the first
Mass was not held here until 1909, when several families arrived
as summer homes began to be built. The present chapel was con-
structed in 1925.

127B. <u>Joseph Maytum House</u> (c. 1920; Narragansett Avenue): A residence built by Joseph Maytum, a former captain of the Prudence Island ferry. The structure, with a long sloping roof, atop a slight rise near the water in the northern part of Homestead settlement, is a conspicuous landmark. A small cove near here was designated "Maytum's Cove."

127C. <u>Sunset Farm-Old Allin Farm</u> (c. 1750-1760; off Pier Road): The house is one of the few surviving 18th-century structures on the island. It was built by a member of the Allin family, which was the most prosperous family on Prudence Island between 1700 and 1776 and owned more homes than any other family in the island's history. The farm has recently been converted to a vineyard and winery.

ROUTE 114

**128. <u>Mount Hope Bridge</u> (1929): A 6130-foot long suspension bridge, with landscaped approaches, connecting Bristol and Portsmouth, between Narragansett Bay and Mount Hope Bay, with a main span of 1200 feet between piers. There are two massive cables, each eleven inches in diameter, with 2020 miles of wire. The towers are 285 feet above the water and the roadway 135 feet above high water. Dr. David B. Steinman, designer, designed over 400 bridges of all types on five continents. The use of long side spans, cable bents at the ends of the side spans afforded novel economies of design. It was the seventh largest suspension bridge in the world when opened to traffic on October 24, 1929, and was awarded the 1929 Artistic Bridge Award of the American Institute of Steel Construction. The Mount Hope Bridge holds an important place in the evolution of the technology and esthetics of bridge building. Originally owned by the Mount Hope Bridge Company, it later became the property of the state and is now managed by the Rhode Island Turnpike and Bridge Authority.

ROUTE 138

129. <u>Sakonnet River Bridge</u> (1956): A steel truss, arch-type bridge more than a half mile long over the Sakonnet River between Portsmouth and Tiverton. Opened to traffic on September 25, 1956, it replaced the Stone Bridge to the south, which had served the public from 1795 to 1957.

SAKONNET RIVER

*130.   Sakonnet River Railroad Bridge (1898): A modified Baltimore
        through-truss span and a cantilevered assembly, about 220 feet
        long, composed of two identical trusses, spans the Sakonnet River
        between Portsmouth and Tiverton. The circular track on which the
        bridge pivots is mounted on a central pier, in mid-river. An en-
        gine house mounted atop the central span formerly housed a boiler
        and a steam engine which supplied power; later it was electri-
        fied. Semaphore signals are located at each end of the bridge.
        A large steel tower carries overhead power cables ninety-five
        feet above the river. The first railroad bridge over the Sakon-
        net River was built in 1864 by the Old Colony and Newport Rail-
        road. It was damaged in 1898 and replaced by the present bridge.
        Passenger service to Aquidneck Island was provided until 1937.
        In the 20th century, the line was owned by the New York, New
        Haven and Hartford Railroad. Today, Conrail runs a few freight
        runs each week. (1870-Old Colony and Newport Railroad.)

SEA MEADOW DRIVE

131.   Holman Homestead (215 Sea Meadow Drive): A 1½-story, gambrel-
        roof, Colonial structure, with a large, brick, center chimney;
        entry at the right of center in an asymmetrical facade; and a
        flat-roof addition at the southeast side. Thomas Holman was a
        superintendent in the coal mines and acquired this farm in 1860.
        It is in the midst of a recent residential development, with
        predominantly wood-shingle houses built in the Colonial style.
        Sea Meadow is sited along a slope above the Sakonnet River, with
        a good view to the east. (1850-Ruth Totter.)

SELINA LANE

132.   House (60 Selina Lane): A 2½-story, Federal structure, with two,
        interior, brick chimneys and a central entry, with side lights,
        in a 5-bay facade. It is at the end of a road, with a mid 20th-
        century housing development in front and fields to the rear.
        Alfred S. Chase, who lived here in the late 19th century and bet-
        ter known as Captain Chase, sailed the seas for forty-five years,
        over thirty years as master of a vessel. (1850-Clark Chase.)

133.   Sherman House: A 1½-story, gambrel-roof, Federal structure,
        with a large, brick, center chimney and a large addition at the
        east side. The former residence of town clerk Richard Sherman,
        it is at the end of Sherwood Drive. (1850-Richard Sherman, Town
        Clerk.)

SPRAGUE STREET

134.   Tripp-Wilkey House: A 1½-story, end-gable, Federal structure,
        with a brick, center chimney; a large field-stone chimney at the
        street (north) end; a simple central entry in a 3-bay facade; and
        a flat-roof addition at the rear. There are two outbuildings in
        a long, narrow lot.

TURNPIKE AVENUE

135.   House (42 Turnpike Avenue): A 2½-story, Early Victorian struc-
        ture, end-to-road, with a small, brick, interior chimney; entry
        at the right side of the gable end, in a veranda across the front;
        and a flat-roof, 2-story wing at the left rear. (1855-?; 1870-
        J. Macomber.)

136.   House (46 Turnpike Avenue): A 1½-story, Greek Revival structure,
        with a small, brick chimney and a plain, central entry in a 5-bay
        facade. (1870-G. F. Tallman.)

137.   Benjamin Tallman House (79 Turnpike Avenue): A 1½-story, cross-
        gable, Late Victorian, bracketed structure, with a small, brick,
        chimney; entry at the left side of the front, in an open porch;
        bay window at the right side; and a small addition, with a
        porch, at the right rear. There is a garage behind. It forms a
        good pair with #83, which was owned by William Tallman, Benjamin's
        brother. Benjamin was a part owner and master of a fishing
        steamer, and his brother was a mate. (1895-B. Tallman.)

138.   House (80 Turnpike Avenue): A 2½-story, Colonial structure,
        with Greek Revival detailing, including a doorway at the left
        front. There is a large brick chimney and an addition at the
        rear. (1870-H. Brownell.)

139.   W. T. Tallman House (83 Turnpike Avenue): A 1½-story, cross-
        gable, Late Victorian, bracketed structure, with two, interior,
        brick chimneys and entry at the left side of the front in an
        open porch. It forms a good pair with #79, which was owned by
        Benjamin Tallman, William's brother. (1895-W. T. Tallman.)

140.   Fort Hill Farm: A 1½-story, Early Victorian structure, with a
        small, brick, center chimney; two entries; and a gambrel-roof
        wing at a right angle at the rear. There are several outbuild-
        ings, including a shed and larger c. 1942 barn. It is near
        Portsmouth High School and Butts Hill. (1860-Hicks?; 1870-
        C. H. Dyer.)

UNION STREET

141.   Streetscape: Union Street, one of Portsmouth's earliest streets,
        is a winding country road connecting the east and west main
        roads. Lined with fine, dry-stone walls and mature trees, and
        with several fine houses and farms, it is outstanding for its
        historical associations and picturesque rural landscape.

142.   Entry Posts to Oakland: At the east end of Union Street, across
        from Middle Road, are two stone entry posts, a section of stone-
        block wall and wooden gates marking one of the entrances to Oak-
        land, the former estate of Cornelius and Alfred G. Vanderbilt
        (see Southeast Rural Historic District, #6A). (1895-Cornelius
        Vanderbilt.)

143.   William J. Brown House (1890s; 184 Union Street): A 1½-story,
        end-gable, Late Victorian, bracketed structure, with a small,
        brick, chimney; entry at the right side front in an open porch;
        a bay window at the left side and an addition at the right rear.

144.   G. Potter House (294 Union Street): A 2½-story, end-gable,
        Federal structure, with two, interior, stuccoed, brick chimneys;
        a central entry, with side lights, in a 5-bay facade; and a
        1-story wing with a brick chimney at the rear. (1850-G..Potter.)

**145. Lakeside, Lawton-Almy-Hall, Farm (c. 1690-1700, 1790-1800; 559
        Union Street): A 2½-story structure, with a large, brick, center
        chimney. A central entry in a 5-bay facade, in front, was added
        to a c. 1690-1700, 2½-story, gambrel-roof structure at the rear.
        There are several wood-shingle 18th-century outbuildings and
        other 19th- and 20th-century structures on the 40-acre farm,
        which is surrounded and divided by dry-stone walls. The Lawton-
        Almy burying ground is on the property. The farm was in the
        Lawton and Almy families until 1938. (1850-Edward Almy.)

146.   Edward Almy House (c. 1878; 664 Union Street): A 2½-story, cross-
        gable, Late Victorian structure, with three, interior, brick
        chimneys; a 1-story bay window at the right side; and entry in
        an open porch at the left side. (1885-Edward Almy.)

**147. Oak Glen, Julia Ward Howe House (1858, 1870s; 745 Union Street):
        A 2½-story, gambrel-roof, Early Victorian structure, with a cen-
        tral pedimented portico in a 3-bay facade and several brick chim-
        neys. The original farmhouse here was demolished and a small
        1850s cottage moved to the site. In 1850, Dr. Samuel Howe bought
        the property and the cottage became the rear ell of an 1870s
        house built by Dr. Howe and his wife, Julia Ward Howe. There
        once were flower and kitchen gardens and berry bushes. A
        burying ground, containing members of the Lawton and Sisson fam-
        ilies, is on the property, and the ruins of a 2-story gristmill

(later converted to a barn and carriage shed). The house, a fine example of the small, unpretentious, mid-Victorian country house, is associated with the Howe family who were at the center of many of New England's reform and intellectual movements of the second half of the 19th century. (1870-Dr. G. Howe.)

148. Lawton-Thurston House (1877): A 2½-story structure, with two interior, brick chimneys; central entry in a 3-bay facade; and a 2-story wing with central entry and a small brick chimney at the right side. There are several wood-shingle barns. (1870-P. Lawton.)

WAPPING ROAD

149. Lawton-Chase House (646 Wapping Road): A 2-story, hip-roof, Federal structure, with two brick interior chimneys; a central entry, with transom lights, in a 3-bay facade in a flat roof veranda; a 1-story bay at the right side; and an addition at the rear. (1850-B. Lawton.)

150. Allen-Chase House (681 Wapping Road): A 2½-story, end-gable, Federal structure, with two interior, brick chimneys; central entry in a 5-bay facade; and two outbuildings. (1831-Allen.)

151. Innisfree Farm, Wilbur Farm (883 Wapping Road): A 2-story, hip-roof, Federal, bracketed structure, with two interior, brick chimneys; central entry, with side lights, in a 3-bay facade; a 1-story wing at the right rear; and a 2-story wing at the left rear. The house, and several outbuildings, are on a private drive, surrounded by a nursery. (1870-Van Wilber.)

WATER STREET

152. William R. Dennis House (101 Water Street): A 1-story, Greek Revival structure, with an exterior brick chimney, a wing at the rear and central entry in a 5-bay facade. (1855-Shown on map; 1860-H. Fish?; 1885-W. R. Dennis.)

153. House (110 Water Street): A 2½-story, 5-bay Federal structure, with two, brick chimneys; a central entry, with side lights; and a simple portico. (1855-Shown on map: 1870-J. Sayer.)

154. House (142 Water Street): A 1½-story, Greek Revival structure, with a small, brick, center chimney; a small, brick, exterior chimney; a central entry in a 5-bay facade; and gable and gambrel ells at the left side providing a "telescope" effect. (1870-W. E. Browne.)

155. House (471 Water Street): A 1½-story, cross-gable, Early Victorian, bracketed structure, with a brick chimney, entrance at the front and right sides in an open porch, modillion course at the cornices and a large section at the right rear. (1850-John Sisson.)

156. House (490 Water Street): A 2½-story, 5-bay Federal structure, with a large, brick, center chimney and a central entry with transom lights. There is a greenhouse and several wood-shingle outbuildings on the property. (1850-John Tallman.)

WEST MAIN ROAD

157. Willow Brook Manor, Anthony House (55 West Main Road): A 2½-story, Early Victorian structure, with two, tall, interior, brick chimneys; entry in an open porch across the front; three dormers in front; and a 2-story flat-roof addition at the right side. Formerly a nursing home it is now a school for pre-school children. (1850-D. Anthony.)

158. House (64 West Main Road): A 1½-story, cross-gable, Greek Revival-Early Victorian structure, with a rear, brick chimney; entry in a small veranda at the left front; and an addition at the left rear. (1850-Geo. Bennett.)

159. House (223 West Main Road): A 2½-story, Federal structure, with a small, brick, center chimney. There is a central entry with a closed, semi-elliptical fan and side lights in what was originally a 5-bay facade, now flanked by 1-story bay windows. There is a garage and enclosed breezeway at the left side. (1850-John Tollman.)

160. House (269 West Main Road): A 1½-story, cross-gable, mid-19th-century structure, with a brick chimney, a pedimented portico entry at the left front, a large bay at the left side and a connected garage at the right front. A windmill behind the house was moved to the Prescott Farm about 1972. (1870-J. Sherman.)

161. Hambly-Boyd House (515 West Main Road): A 2½-story, Early Victorian, bracketed structure, with two, interior, brick chimneys; a central entry in a 3-bay facade; a 2-story bay at the left side; and an addition at the left rear. It is in the Battle of Rhode Island National Register District. (1850-Benj. Hamblin.)

162. Barker-Mott-Thurston House (c. 1858; 553 West Main Road): A 1½-story, Greek Revival structure, with two, interior, brick chimneys; a central entry, with side lights, in a 3-bay facade in an open porch across the front and right side; a bay window at the left side; and an addition at the rear. On the property is a

fine wood-shingle barn and Barker Brook, once known as "Bloody Run Brook." It is in the Battle of Rhode Island National Register District. (1860-A. H. Barker.)

163. Barker Farm (c. 1858; 717 West Main Road): A 1½-story, end-gable, Greek Revival structure, with a small, brick chimney; entry at the left side of the front; gable dormers; and a small addition at the rear. There are three outbuildings. It is in the Battle of Rhode Island National Register District. (1870-C. Barker.)

164. House and Farm Complex: A 2½-story, end-gable, Late Victorian, L-plan, wood-shingle structure; a wood-shingle barn with a cupola is south of Cory Lane, and a large early 20th-century, gambrel-roof dairy barn, with silos, is north of the lane. (1850-Saml. Cory--an earlier house?; 1895-Mrs. Job Soule.)

165. Hedley House(918 West Main Road): A 1½-story, 3-bay, Federal structure, with a small, brick, center chimney and a central entry, with side lights. It is near the site of an early town house. (1850-P. Headly.)

166. Site of Jacob Mott House: An original 100-acre King's Grant was the site of the Jacob Mott House, which was built before 1640. The Society of Friends held meetings here in the late 17th century. About 1973, the house was dismantled and moved elsewhere, but the farm remains intact, and the house site is an important historical-archeology site. (1850-Jacob Mott.)

167. Sunset Cabins (172 West Main Road): A group of about eight small cabins behind a small early 20th-century house which dates back to the pre-World War II highway era.

168. Boyd House (1596 West Main Road): A 2½-story, Federal, "Saltbox" structure, with a large, brick stuccoed, center chimney; central entry in a 5-bay facade; a small addition at the right side; and a wing at the rear. It was once the farmhouse for Boyd's Mill. (1850-Wm. Boyce.)

169. Chase Farm: A 1½-story, Federal-early Greek Revival structure, with one interior and one exterior brick chimney; central entry, with sidelights, in a 3-bay facade; and a wing and enclosed addition at the south side. It occupies the center of a large working farm. (1850-L. Chase.)

170. Chase-Huling House (c. 1800): A 2½-story structure, with a large, stuccoed, brick, center chimney; simple entry at the right front; a 1-story bay at the left side rear; and several outbuildings. (1850-Josiah Chase.)

171.   Valley Inn or Newport (2431 West Main Road): A 2½-story, gambrel-
         roof, Late Victorian structure, with several large brick chimneys,
         three gabled front dormers, an enclosed central portico in a 5-bay
         facade and additions at the left side and rear.

WILLOW LANE

172.   Portsmouth Station (c. 1916): A shingled, hip-roof structure,
         which replaced an earlier station on the Old Colony and Newport
         Railroad. The railroad carried passengers until 1937.

173.   Site of Portsmouth Coal Mines: In 1809, after the discovery of a
         valuable coal field in northwestern Portsmouth, the Rhode Island
         Coal Company was incorporated and began mining coal, an enterprise
         which was carried on sporadically by several companies during the
         next century. Rhode Island coal, used as early as the Revolution-
         ary War by British soldiers in Newport, was subject to more in-
         tense folding and pressure than regular anthracite. The meta-
         anthracite, with a high ash content, was a poor quality coal. In
         1866, the Taunton Copper Company began smelting copper here, and
         carried on until about 1883. The last revival of interest in min-
         ing was in 1909, but by 1913 there was great deterioration of
         equipment and many buildings associated with coal mining were de-
         stroyed. A small community grew up around the mines, including
         workers cottages and a small Catholic church. The church is gone,
         but several worker's houses remain. Rhode Island coal is also re-
         membered in a poem by William Cullen Bryant. Today, the Kaiser
         Aluminum and Copper Company, which fabricates copper and aluminum
         wire, occupies part of the site. The former coal mine is indi-
         cated by a large open area, covered with rock and coal, near the
         railroad tracks. In 1976, test drilling for coal was conducted
         in this part of town, and a published report said that Portsmouth
         coal was of better quality than much of the coal found at other
         test sites. (1831-Coal Mines.)

174.   Coal Mine Workers' Houses: Near the coal mines, at Portsmouth
         Station, is a small community made up of several dozen modest
         houses. Included are several on Brownell Lane, Willow Court and
         Elliott Lane which housed coal mine workers and their families.
         Most are small, nondescript, 1½-story frame structures set on
         relatively small lots.

PATIENCE
ISLAND

HOG ISLAND

BRISTOL

MOUNT HOPE
BAY

MOUNT
HOPE
BRIDGE

GOULD ISLAND

PASSAGE BAY

HOPE ISLAND

DYER
ISLAND

PRUDENCE
ISLAND

EAST NARRAGANSETT

RIVER

SAKONNET

MAIN ROAD

WEST MAIN ROAD

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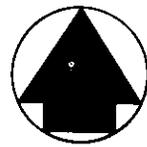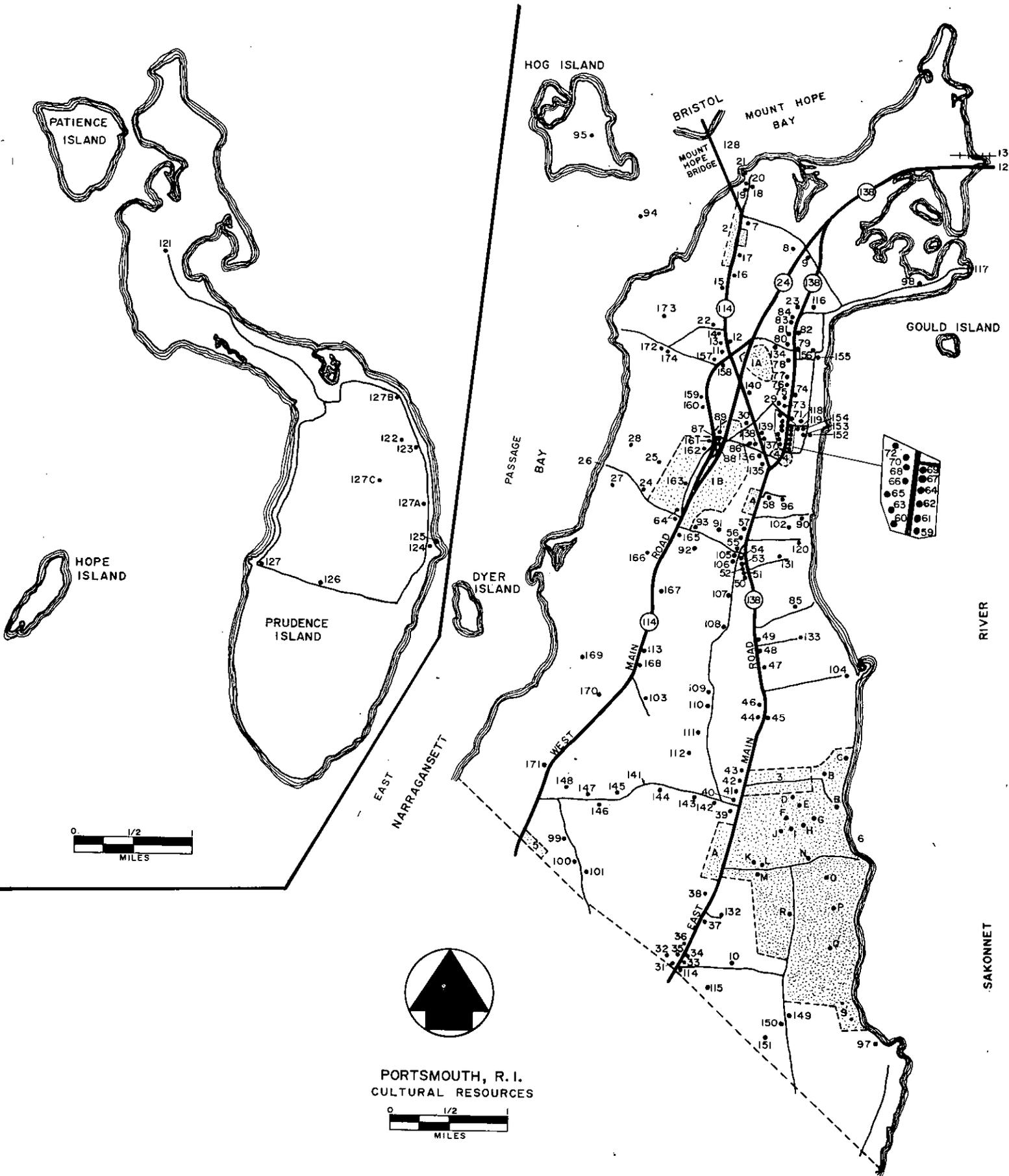
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CULTURAL RESOURCES

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