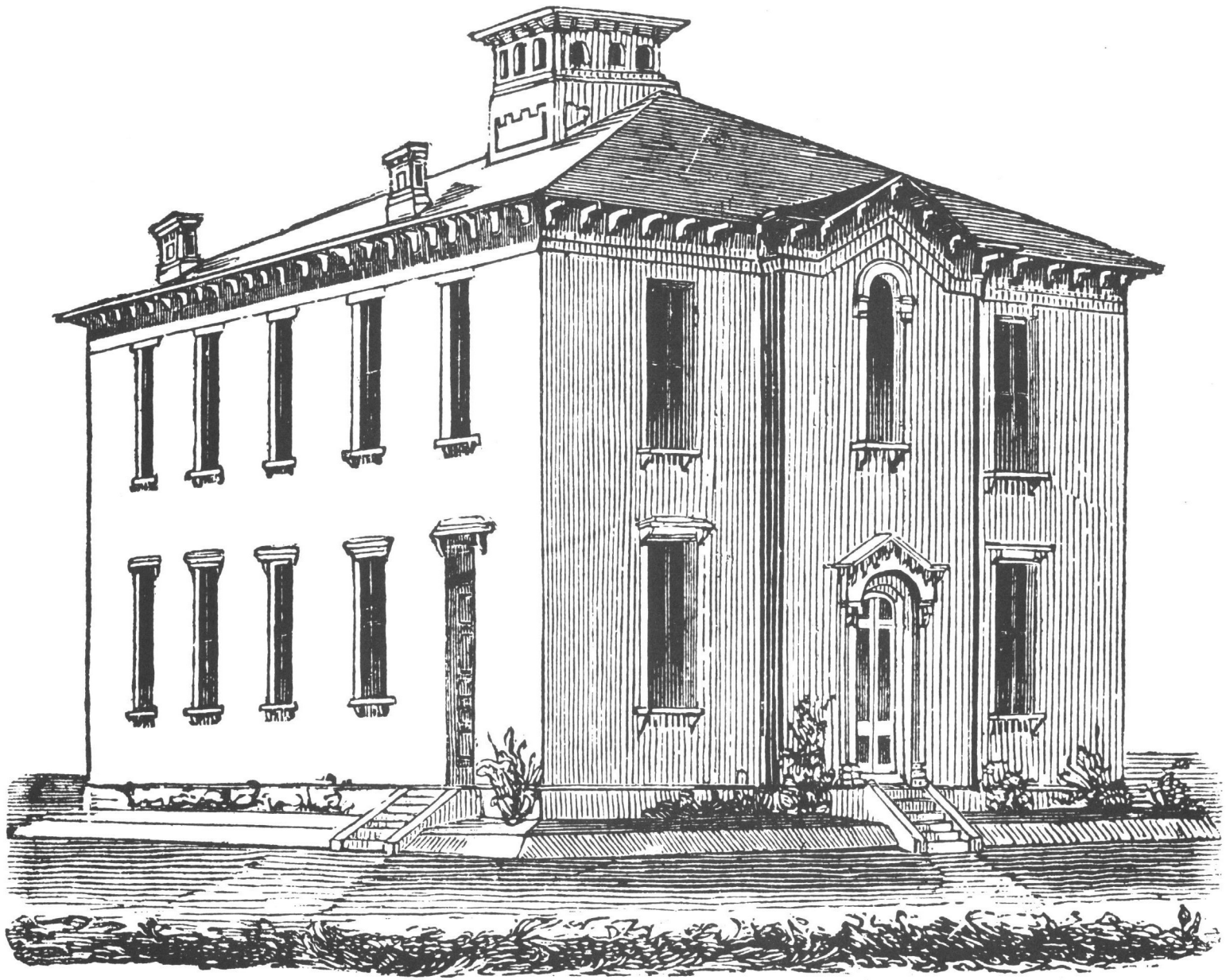
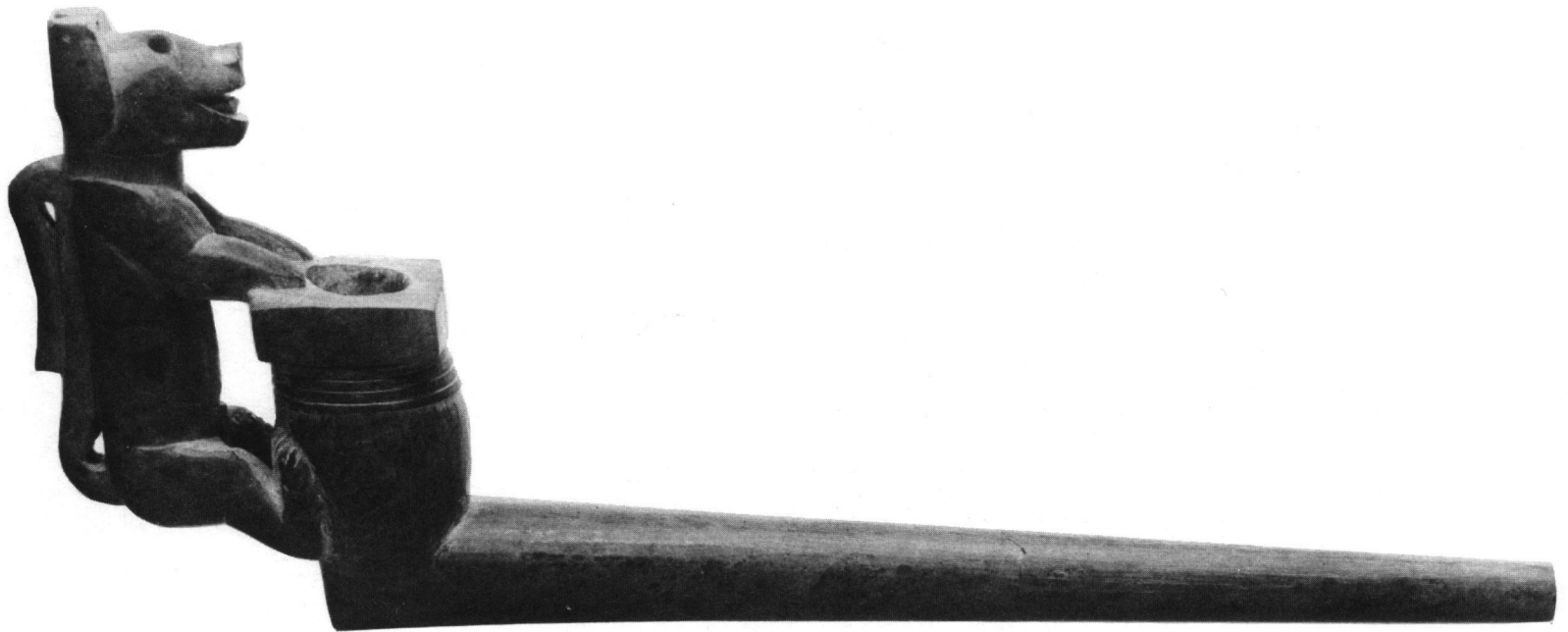


WARREN, RHODE ISLAND



Warren, Rhode Island
Statewide Preservation Report B-W-1



Rhode Island Historical Preservation Commission
April 1975



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

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

April 18, 1975

The Honorable Philip W. Noel, Governor
State of Rhode Island and Providence Plantations
State House
Providence, Rhode Island 02903

Dear Governor Noel:

It is with pleasure that I transmit herewith Warren, Rhode Island-Statewide Preservation Report B-W-1, the fourth publication in the planned Statewide Preservation Report series.

The product of intensive research, this report provides an analysis of the historical and architectural growth of Warren, with particular consideration given to current development problems. It recommends a preservation program for use as a factor in planning the future of this historic area.

Although the Commission has only begun the task of recording and conserving the rich cultural resources of Rhode Island, its ultimate goal is to complete reports on all thirty-nine cities and towns in the state. We hope that our work, represented in this publication, will forward the cause of historic preservation.

Very sincerely,

Georgette E. Downing

Mrs. George E. Downing
Chairman

This document is a copy of the original survey published in 1975. 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.

PREFACE

In 1968 the Rhode Island General Assembly established the Historical Preservation Commission, charging it, among other duties, with the task of developing a state preservation program following the guidelines of the National Historic Preservation Act of 1966 administered by the Office of Archaeology and Historic Preservation, National Park Service, United States Department of the Interior. Members of the Commission are appointed by the Governor or serve *ex-officio* as representatives of the General Assembly and several state agencies. The Director of the Department of Community Affairs is designated State Historic Preservation Officer for Rhode Island.

The Historical Preservation Commission is responsible for conducting a statewide survey of historical, architectural, and archaeological resources, and from the survey recommending buildings, sites, and areas of local, state, or national importance for inclusion on the National Register of Historic Places. Another major objective is the development of a state historic preservation plan which renders Rhode Island eligible for federal financial assistance in the acquisition and restoration of historic properties.

Additional duties of the Commission include compiling a State Register of Historic Places, assisting local preservation programs, regulating exploration of state archaeological sites, and administering a grant-in-aid program for acquisition and preservation.

The Commission initiated its statewide survey in June, 1969 to identify, analyze, assess, and record buildings, sites, areas, and objects of historic, architectural, or archaeological value. In line with current preservation procedures, not only an historic property itself but the total environment of its setting is considered, with particular study given to areas which, because of their indigenous character, variety of architectural styles, or long-established landscaping, achieve a unified neighborhood structure. Buildings of all periods and construction types which constitute the fabric of any neighborhood are evaluated in terms of siting, scale, planting, geographic features, and history.

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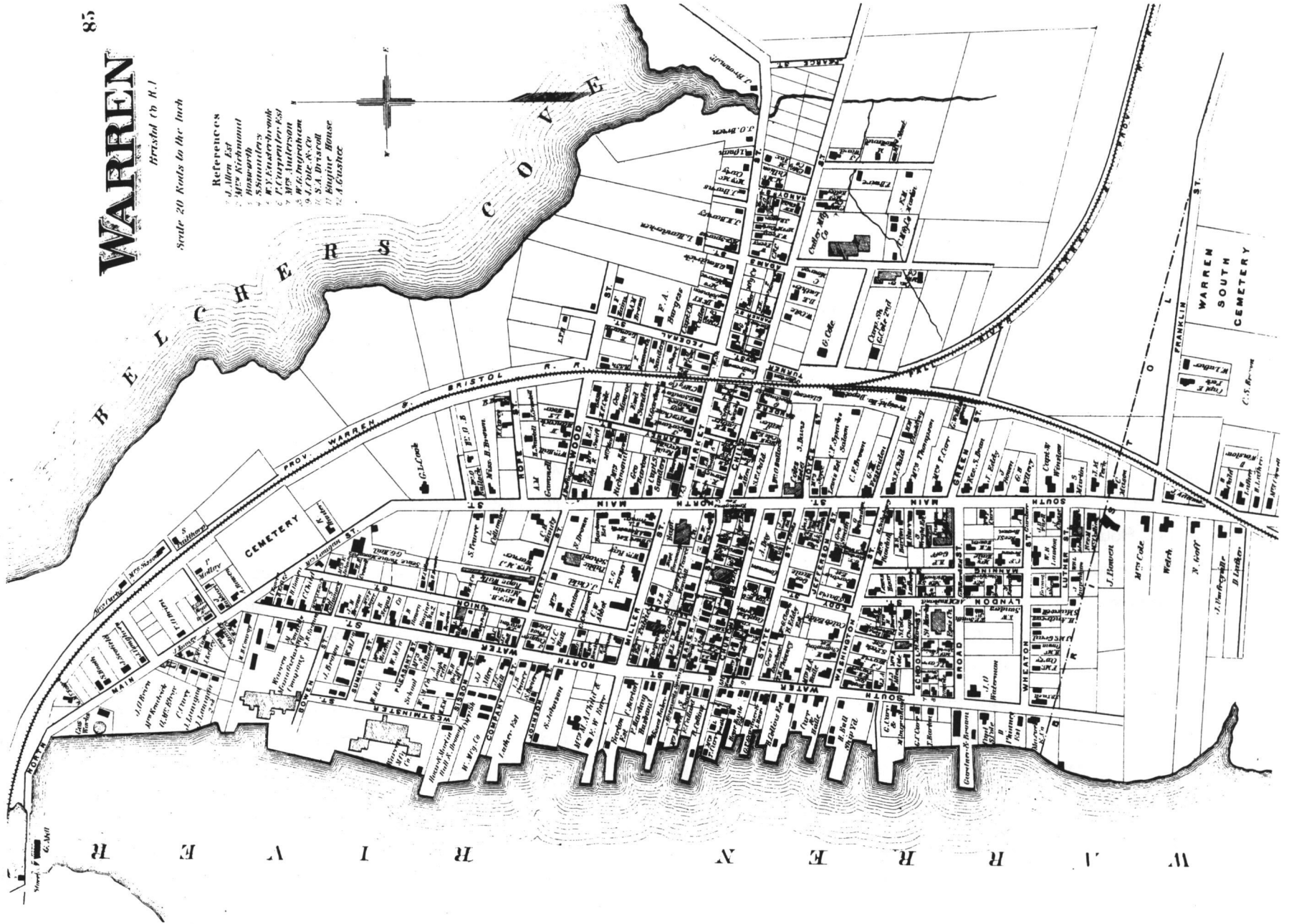
WARREN

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I. INTRODUCTION

The survey of Warren, Rhode Island, was begun by the Rhode Island Historical Preservation Commission following a request from the Warren Preservation Association, Inc. The project was initially funded with a 701 grant from the U.S. Department of Housing and Urban Development to the Rhode Island Statewide Comprehensive Transportation and Land Use Planning Program on a one-third state and two-thirds federal matching basis. Subsequent funding was provided on a 50% state, 50% federal basis by the Historical Preservation Commission through the survey planning and development program administered for the National Park Service.

To accomplish the goals of the statewide survey program three stages are necessary: field survey, preparation of maps, and preparation of a final report (this document) on each area surveyed. A standard survey form, the "Historic Building Data Sheet" is used throughout the state. This incorporates both architectural and historical information and a photograph of each building or site. Historical information is obtained through the use of local maps, state atlases, published and unpublished histories, and guidebooks or manuscripts which are readily available. Deed research is not undertaken by the Commission staff but is incorporated into the study as it becomes available from local sources. Data from the survey forms is ultimately transferred to maps and to the Statewide Planning Program's computer system so that information pertaining to historic preservation is readily available for planning purposes. A detailed explanation of methodology together with a copy of the "Historic Building Data Sheet" and a sample detail from the Warren survey map will be found in Appendix B.

Upon completion of the survey, and review by the Commission, one copy of all material is filed at the Commission's central office and others are placed in appropriate local repositories: city/town hall, historical society, or library. Each set of materials consists of the completed survey forms, maps, and final report.

The Warren survey was divided into two separate phases. The first phase, begun in the fall of 1969, was undertaken by members of the Warren Preservation Association, Inc. Preliminary mapping by architectural style and period of over 200 structures in the compact waterfront area was accomplished and included wood and brick

residences from the Colonial and Federal periods, mansions from the Federal, Greek Revival, and Victorian periods, stone mills from the whaling era, early brick textile factories, and three historic churches. All of these structures were identified on the 1870 map, "Warren, Bristol Co., R. I." by D. G. Beers (see map Plate A).

Based on the preliminary findings, the staff of the Rhode Island Historical Preservation Commission defined the Warren Waterfront Survey area as follows:

Beginning north at the bridge leading to Barrington south along Main Street, including North Cemetery, then continuing along Main to Wood Street, east along Wood to Federal Street, south to Market Street, then west to the line of the old Bristol/Warren Railroad, south along the arc of the tracks to Franklin, Water and Wheaton Streets which are diagonally traversed by the original town line between Warren and Bristol, then west along this line to the Warren River and north following the shoreline to the point of beginning.

Survey forms were prepared for significant buildings. Modern and commercial buildings of no architectural value were not surveyed since compiling of data necessary to identify an historic district was deemed the prime objective. The standard Rhode Island Statewide Survey map at the scale of 1" = 100' was then prepared for the survey area.

The second phase, undertaken in the fall of 1973 and early spring of 1974, completed the townwide survey of Warren. This phase included modern and commercial structures along Main Street within the Central Business District, the outlying districts identified as East Warren (settled in the early 1650's), Touisset Point, and South Warren (a part of Bristol until 1873). Approximately 200 additional significant buildings were surveyed and added to the previously prepared map with rural structures identified on a larger scale United States Geodetic Survey map.

This final report is based on the field survey, research material, and maps. It attempts to present a concise yet comprehensive history of Warren, followed by recommendations for preservation planning and, in the Appendices, references to pertinent preservation agencies, the survey procedure and grant-in-aid program of the Historical Preservation

Commission, and a complete inventory of structures, sites, and monuments in Warren worthy of inclusion in the state inventory. Emphasis is placed on the whole spectrum of the town's past as revealed in its present morphology — its topography, settlement pattern, buildings, mills, landmarks, etc. The impact of modern development including such factors as new roads and construction, zoning, industrial growth, traffic demands, demolition for parking, visual pollution, and conversion of residential structures to commercial use which individually or in combination can significantly and permanently alter the character of an historic area have been taken into account. The objectives of this report are threefold: to provide a planning tool for a community-wide preservation program; to serve as an academic and educational resource, useful in the study of state and local history; and to stimulate civic pride, making residents aware of the historical and architectural environment in which they live, and encouraging them to take a positive interest in the future of their community. To the end that the current process of demolition and decay will be checked in Warren, this effort is dedicated.

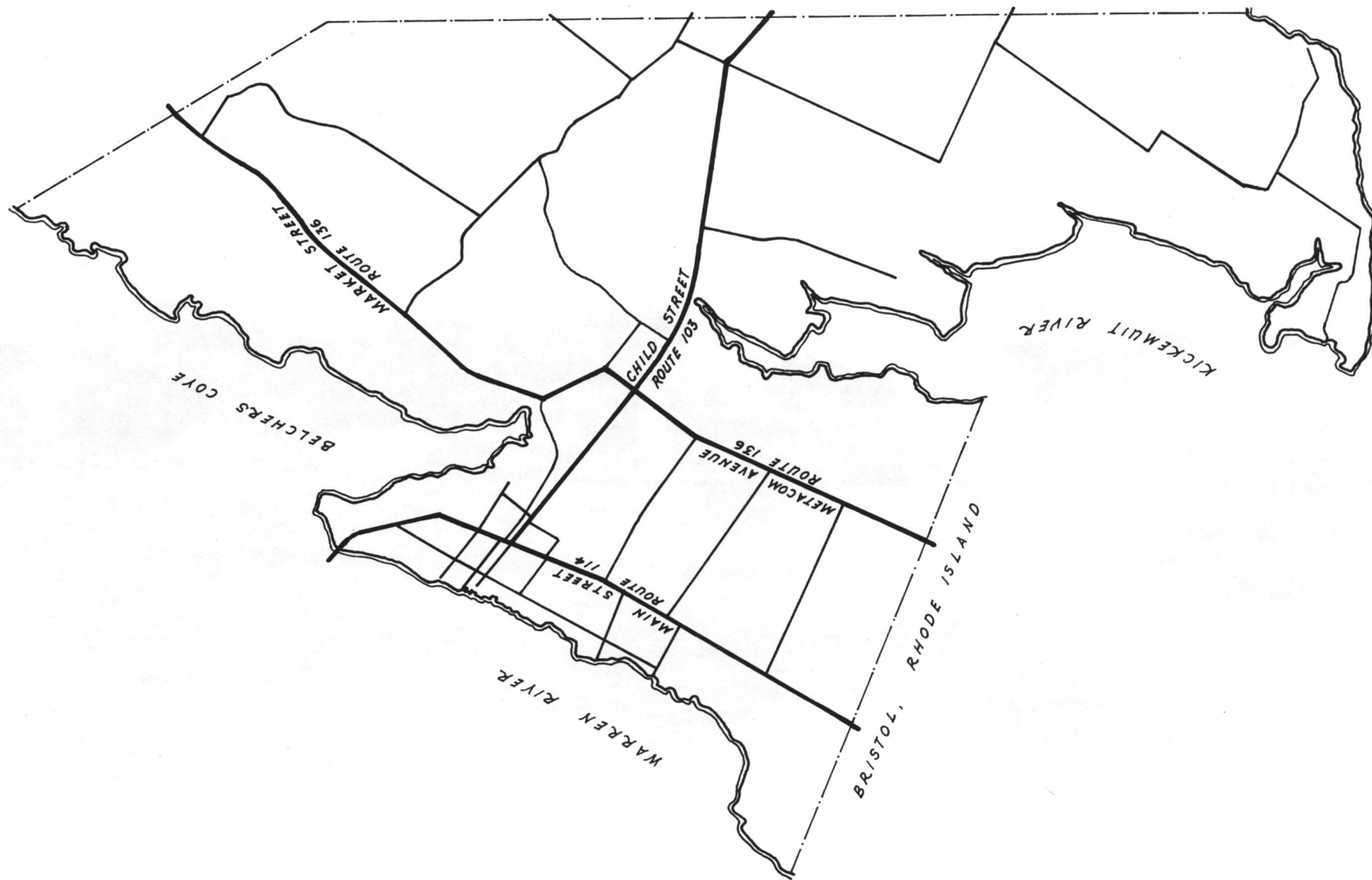
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The Commission would like to thank the following individuals who have contributed their time and advice to the Warren survey: Mr. Albert Klyberg, Director of the Rhode Island Historical Society; Mr. William E. L. Sutton, Principal Planner for the Rhode Island Department of Community Affairs; Mr. Charles H. Alfred, Warren Town Clerk; and Mr. Arthur E. Burke, Miss Madeleine Cady, Mr. and Mrs. Laurent Dionne, Mrs. William F. Jackson, Mrs. Edna MacGovern, Mr. and Mrs. William W. Manchester, Mr. William M. O'Rourke, Mrs. Hendry C. White and the late Mr. Hendry C. White.



Fig. 1: Water Front, postcard, c. 1900

SWANSEA, MASSACHUSETTS



Map Plate B: Warren today

II. PHYSICAL SETTING

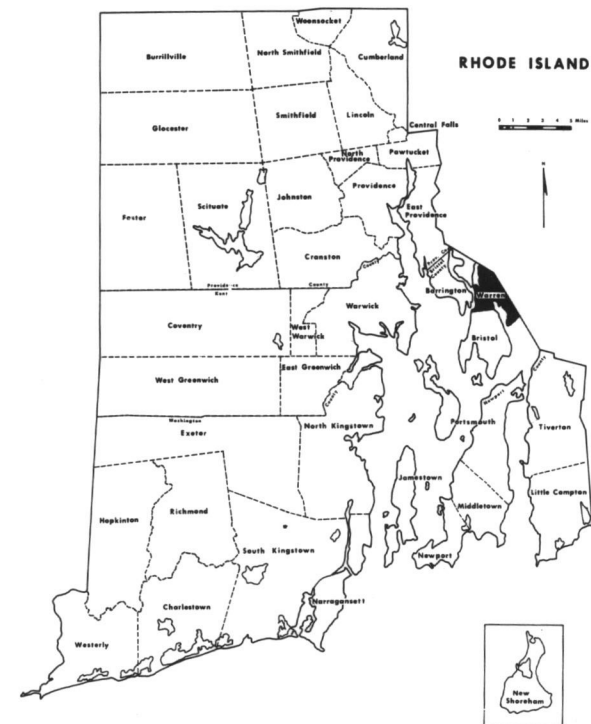
The town of Warren is located in Bristol County on the east side of Narragansett Bay. It is bounded on the north and east by Massachusetts, on the south by Mount Hope Bay and the town of Bristol, and on the west by the Warren River which opens southerly into Narragansett Bay. Warren is approximately twelve miles southeast from Providence and nineteen miles from Newport. Roughly triangular in shape, with approximately half of its boundaries on shoreline, the town contains an area of 6.4 square miles.

At present, two primary arteries, Route 114 (Main Street) and Route 136 (Market Street-Metacom Avenue), traverse Warren from north to south connecting Interstate Route 195 with the Mount Hope Bridge in Bristol. Route 103 (Child Street), beginning in East Providence, connects the East Bay area with Fall River and southeastern Massachusetts and traverses Warren from east to west (see map Plate B).

Warren contains within its boundaries four areas which constitute separate districts: the compact *Warren Waterfront* within the original "Warren Village"; the rural *Windmill Hill-Market Street area*; *Touisset Neck*; and the *South Warren-Main Street* corridor. These four areas are well defined by natural and man-made features.

Warren Waterfront

The waterfront section is bounded by the Barrington Bridge and Belchers Cove on the north, properties fronting on the east side of Main Street, Campbell Street on the south, and the Warren River to the west. Proximity to a deep river channel has determined intense development of this narrow strip of land from pre-colonial times. In 1855 the opening of the Providence-Warren-Bristol Railroad cut a north-south arc through the main part of the built-up town. This arc still defines the eastern edge of the old seaport village with its narrow east-west "ways" thrown off the main north-south axis of Main Street to Water Street and the river. This original street pattern, a modified gridiron imposed on a relatively flat terrain, and the concentration of houses and commercial structures reflecting the architectural economic and social growth of Warren, gives this section its unique character. Belchers Cove is an important undeveloped conservation recreation area.



Rhode Island

Windmill Hill-Market Street

This area contains farm land bounded on the north and east by the Massachusetts-Rhode Island border, on the south by Child Street, and on the west by Belchers Cove. The Kickemuit River flows from the Massachusetts border southwesterly through this sparsely settled section. The land rises gently from the Kickemuit on the east and Belchers Cove on the west to the top of Windmill Hill near the corner of School House and Birch Swamp Roads. Predominantly agricultural in use with some large dairy farms, this section of Warren is now designated for future industrial expansion and faces an uncertain future. Of possible archaeological interest are two unusual rock formations, "King's Rock" and "Margaret's Cave," near the Massachusetts border related to the aboriginal period.

Touisset Neck

Touisset Neck is bounded on the north by Child Street, the east by Cole's River, south by Touisset Point and Bristol Narrows, and west by the Kickemuit River. Surrounded on three sides by water, Touisset Neck still contains several large dairy farms and a tree nursery, with two heavily developed twentieth-century summer communities found at Touisset Point and Touisset Highlands.

Truck farming, popular from the last quarter of the nineteenth century, has largely disappeared with the abandonment of the Providence, Warren and Fall River Railroad. Beautiful stone walls lining the old roads attest to the rocky character of this neck. The Kickemuit River is classified SA and A throughout its entire length.¹ Along the Kickemuit are several important tidal marsh areas including Chase's Cove.

South Warren-Main Street

This area comprises the strip bordered on the north by Franklin Street (the original boundary between Bristol and Warren prior to 1873), on the east by the Kickemuit River, on the south by the Bristol town line, and the west by the Warren River. The land rises gently from the Warren and Kickemuit Rivers to a ridge extending from north to south along Mount Hope Neck. Excellent views of Narragansett Bay or the Kickemuit River are found from sites along either shoreline. This section of Warren has developed piece-meal as old farm lots running east-west off Main Street and Metacom Avenue have been sub-divided for residential or commercial uses. Metacom Avenue is developing into a congested, uncoordinated commercial strip. At the Warren-Bristol border the recent and continuing development of multi-family housing may change the social-economic-architectural character of South Warren.

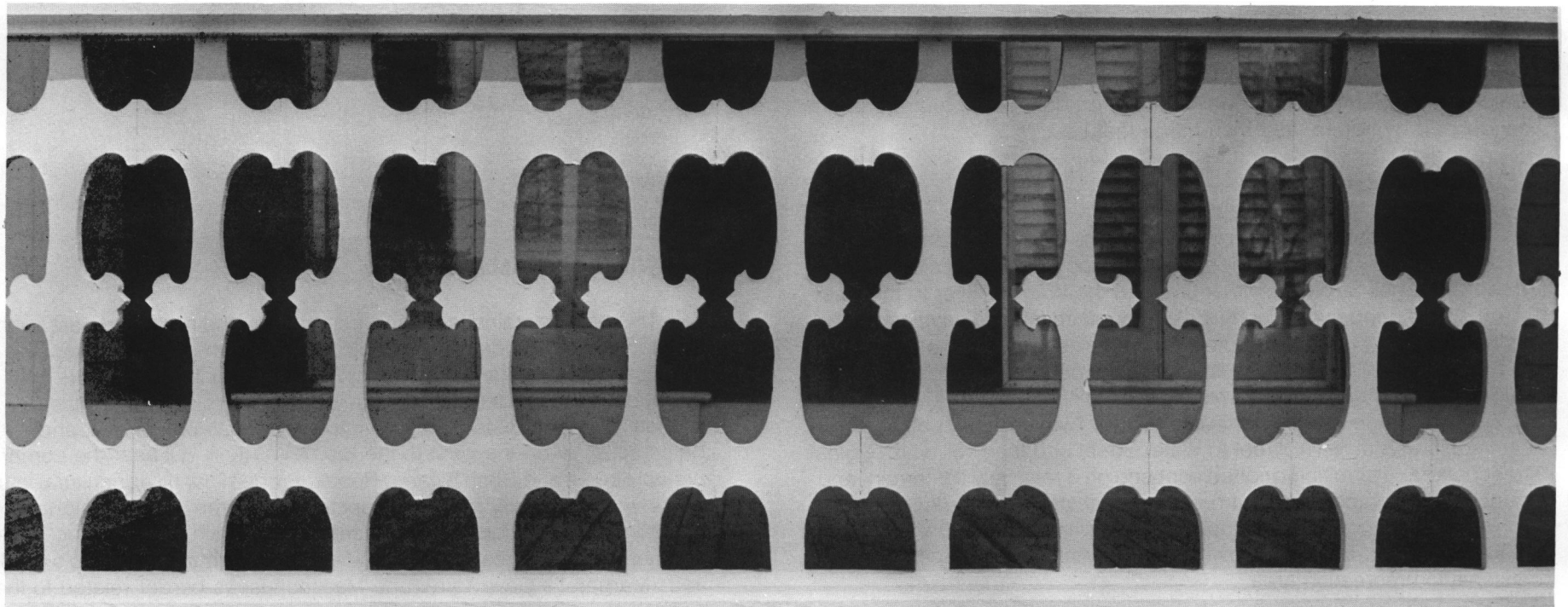


Fig. 2: Mason Farmhouse, Touisset, William Cole's pattern

III. HISTORICAL AND ARCHITECTURAL DEVELOPMENT

Settlement (1621-1746)

The geographical location of Warren has influenced its development from the beginning of colonial history. Warren lies at a strategic halfway point between modern Providence and Newport, has a deep river channel, and is easily accessible by both land and water. Here, the Wampanoag tribe had established a great camp site known as the Indian village of "Sowams." Just before the Pilgrims settled at Plymouth a great plague had reduced the Wampanoag warriors from 3,000 to a mere 300. In July, 1621 Governor Bradford of Plymouth sent Edward Winslow and Stephen Hopkins to visit the Sachem Massasoit, chief of the Wampanoags and ruler of "Pokanoket" including all the land from Plymouth west to Narragansett Bay. Massasoit sought the friendship of the English in an attempt to strengthen his position against the powerful Narragansett tribe living on the west side of Narragansett Bay.

Two years later news of the Sachem's illness and of a Dutch trading vessel stranded nearby brought Winslow and John Hampden again to Sowams. Winslow restored Massasoit's health and won the Sachem's enduring friendship for the English. By 1632, an English trading post had been established on the west bank of the Kickemuit, now part of East Warren. Today, Massasoit's spring is commemorated by a plaque at the foot of Baker Street.²

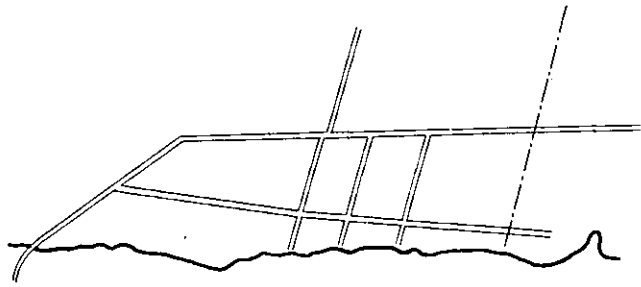
In 1653 Massasoit sold a large section of "Pokanoket" to "certain worthy gentlemen" for thirty-five pounds sterling including the "Sowams Lands" which were incorporated by the Court of Plymouth as the town of Swansea, Massachusetts in 1667 including the present towns of Warren and Barrington, Rhode Island and Somerset, Massachusetts. Exempt from the purchase were the uplands of "Mount Hope Neck" (the central part of present Warren and Bristol) that had been reserved for the Indians until they "should remove therefrom." Two years later in 1669, King Philip, Massasoit's son, sold to "Hugh Cole and others" five hundred acres in Swansea "on the west bank of Coles River." Hugh Cole was a town official, farmer, surveyor, and early land speculator. Records indicate that he and other town officials granted Dormit Smith "ten acres at Kecamuet" in 1670. Here the first houses and "ways" (roads) of present-day Warren clustered around the Cecamuet or Kecamuet River (ten spellings of this Indian place name meaning "at the great spring" are known).

After Massasoit's death in 1661, his oldest son Alexander (Wamsutta) became sachem. The death of Alexander on his way home from Plymouth about 1665, after his forcible arrest on a false rumor that he was plotting an uprising, broke the long friendship between the English and the Wampanoags. Philip (Metacomet), Alexander's younger brother and new chief, started the bloody war that ranged throughout New England until 1677. On June 20, 1675, King Philip's War broke out with the plunder of Sowams. Troops from Boston and Plymouth joined with the forces at Miles Garrison (Barneyville) and marched down Mount Hope Neck chasing Philip, who fled to Pocasset, now Tiverton. Just south of King's Rock (in present day Warren) they found newly burned homes and the "heads of eight Englishmen stuck up on poles." None of the settlers' houses survived King Philip's War.

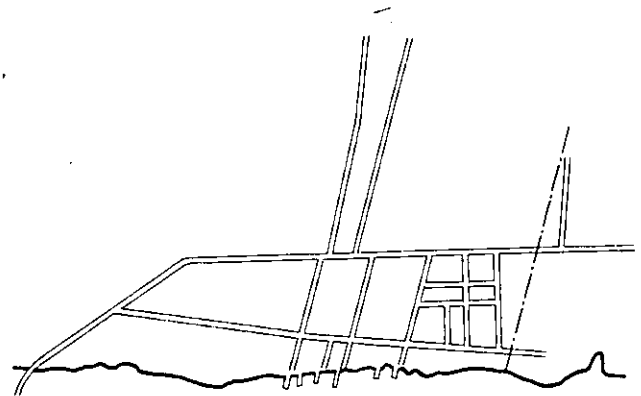
Following peace in 1677, the settlers returned to rebuild Sowams. The Sowams Purchase of 1653 was divided into farm and building lots. Development of the main part of Warren began in 1682 with the "Brooks' Pasture First Division" of lots extending from the old Bristol line (Franklin Street) north to present-day Wood and Liberty Streets. In 1725, "Brooks' Pasture Second Division" occurred dividing the north section of Warren. The old "Back Road" or "Bristol Highway," now Metacom Avenue, was the original Indian trail from Mount Hope. Market Street, marked by a grooved flat stone at King's Rock on the Warren-Swansea line, was the trail past the "National Grinding Mill" of the Wampanoags. Main Street was the trail from Poppasquash (Bristol) north to the present bridge to Barrington.

Warren became a town in 1746. After a dispute dating from 1664, Rhode Island gained Attleborough Gore, Little Compton, Tiverton, Bristol, part of Barrington, and Swansea from Massachusetts. By royal decree, "Swansea and Barrington, with a small part of Rehoboth" evolved into a new town called Warren honoring the Naval hero of Louisbourg, Sir Peter Warren (Barrington remained part of Warren until 1770). The first town meeting, a political form of organization still in existence today, was held on February 10, 1747. The first census of 1748 lists the total population of Warren at 380 with thirty Indians. By 1782 only three Indians remained.

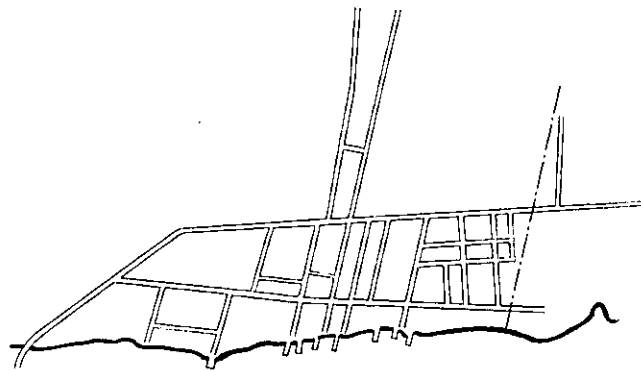
From this initial settlement period, only a handful of houses in outlying Warren have survived. Still standing on Poverty Corner Road in Northeast Warren near the Swansea line is the Benjamin Bosworth House begun in



1682-1750



1750-1790



1790-1825

1690 by John Cole, Hugh Cole's grandson. John Cole's father and uncle were captured by the Indians but returned by King Philip because of his friendship for Hugh Cole. Cole's own house stood at the head of Asylum Road near the Kickemuit River; his well is now a recognized town landmark. The Honorable Levi Haile House on the west side of Market Street south of King's Rock dates from the beginning of the eighteenth century. This central chimney farm house is distinguished by an irregular hip roof with sweeping salt-box addition. The Captain John Mason Homestead on Maple Road, Touisset Point, dates from c. 1720 and has undergone many renovations. The old Mason family cemetery on a knoll overlooking Cole's River lies just east of this house. At one time the Mason family owned all the land on the south part of Toweset Neck, another Indian place name meaning "at the cornfield."

Colonial (1700-1776)

The development of the Town of Warren is typical of Rhode Island seaport communities. Shipwrights, carpenters, coopers, and merchants from Swansea, attracted by the deep river, settled along the old Indian trail or "Highway" to Bristol. "Ways" were then cut out from this Main Street spine to the waterfront. No formal town plan laid out around a square or "common," as was typical in Massachusetts and Connecticut towns, existed in Warren.

The original pattern of narrow streets is still clearly discernible. Miller and Church Streets were "thrown out" before 1750 as "ways" to the river, where Sylvester Child opened a shipyard before 1764. Lyndon, Manning, Broad, Wheaton, and Queen (now School Street) were laid out by Governor Lyndon, John Wheaton, and Caleb Carr between 1756-1765. Baker Street from Water Street to the river was opened about 1767. South Water Street existed as "Carr's Street" before 1760. Caleb Carr operated the Ferry to Barrington at the end of Ferry Lane, leading west from Main Street to the river. Ferry Lane was renamed King Street. After the American Revolution, however, the name was changed again to Washington Street. State Street opened in 1791, Baker Street by 1796, and Liberty Street (originally Ropewalk Street) in 1803. By 1796 the old "Shore Road" from north to south end was officially incorporated as Water Street. All these streets exist today, creating a compact waterfront district (see map Plate C).

Map Plate C: Development of Warren

The earliest house discovered in the waterfront survey area is James Maxwell's Birthplace at 54 Church Street, built in 1743 by Elder Samuel Maxwell. With its great central chimney, steep gable, handmade brick, drip moldings, and southern orientation, it is typical of a vanishing colonial architectural type. Other pre-Revolutionary houses found in Warren include gambrel-roofed cottages such as the Luther House (c. 1750) at 95 Union Street, the Sherman Cottage (c. 1760) and Hoar-Cole House (c. 1760) at 7 and 12 School Street, the Nicolas Campbell house (c. 1750) at 23 Broad Street, and the 2½ story gambrels at 592 Main Street (c. 1760, altered c. 1820) and 15 Lyndon Street known as "Governor Lyndon's Refuge" (1751).

Revolutionary War Era (1776-1783)

By the beginning of the American Revolution, Warren was a prosperous maritime community with some agricultural development in the outlying areas. Cromwell and Caleb Child operated a shipyard at the foot of Miller Street, Jesse Baker and his four sons operated a cooperage, Caleb Carr kept a tavern in addition to operating the ferry to Barrington, and a man named Kelley ran a second ferry at the north end of Water Street. Caleb Carr and Caleb Eddy were also shipbuilders along with Samuel Miller and James Easterbrook Bowen. Warren sailors were engaged in coasting, the West India trade, the merchant service, and some whaling. Warren shipyards were noted for variety and excellence throughout the colonies.

For a community almost completely dependent upon maritime commerce, the opening of the American Revolution threatened ruin and during this period Warren suffered near-starvation and chaos. From a population of 1,005 (including slaves) in 1776, Warren was reduced to 789 inhabitants in 1778. Business was destroyed, twenty-three vessels (amounting to 1,090 tons) were lost, shipyards were empty, farms neglected, and the population destitute. Two hundred and seven "dwelling" houses and other buildings remained. The hardships endured by the inhabitants of this sturdy seaport, their participation in the defense of Rhode Island, the shipping and personal losses sustained during the disastrous British raid in May, 1778, and the later visits by the Marquis de Lafayette and General George Washington are detailed in Virginia Baker's *The History of Warren, Rhode Island, in the War of the Revolution, 1776-1783*.



Fig. 3: James Maxwell's Birthplace (1743), 59 Church Street



Fig. 4: Luther House (c. 1750), 95 Union Street



Fig. 5: James Maxwell Eddy House (c. 1780), 582 Main Street

The town's economic condition at this time is reflected in the rich architectural details found throughout the waterfront district where entrances, window trim, cornices, quoins, and interior woodwork bespeak local affluence. The quality can be attributed to the skill of native shipwrights and carpenters. Of note are the pediments found on the Charles Barton House (c. 1760) at 211 Water Street, the Davol House (c. 1751) at 41 State Street, and the elaborate twin doors of the Caleb Carr Tavern (begun before 1756 and remodeled c. 1790) at 317 Water Street with delicate Ionic capitals, fluted pilasters, semi-circular pierced fanlights, freize, and modillions. The Georgian entrance with angel figureheads and hearts in the Ionic capitals at the Reverend Sidney Dean House, 23 Greene Street (moved from the corner of Greene and Main Street), and the delicate fanlight of the Eddy House at 582 Main Street, also date from this flourishing period.

In Warren, William Turner Miller was appointed lieutenant-colonel of the first regiment raised in Newport and Bristol Counties to prepare for war after the Battle of Lexington. The bombardment of nearby Bristol in October, 1775 startled all the Bay towns and led to the establishment of a watch house at Burr's Hill. Daniel Cole and Samuel Miller were appointed to organize the watch. A "trained band" and a company of "alarm men" had been formed the previous year. On February 5, 1776, when it was voted to make a list of all persons in town unable to equip themselves with arms, only two were lacking and the town supplied "two good firearms with bayonets and cartrich boxes." The British occupation of Newport in December, 1776, caused many of that town's inhabitants to seek refuge on the mainland, including Governor Josias Lyndon who later died in Warren during a smallpox epidemic early in 1778.³

May 25, 1778 witnessed the disastrous British raid on Warren. Five hundred British and Hessian troops commanded by Lieutenant Colonel Campbell came up the Bay under cover of darkness and landed in Bristol about a half mile south of Peck's Rocks. Colonel Campbell split his party, the larger part going through Market Street to the Kickemuit to burn seventy flat-bottomed boats built at Cromwell Child's shipyard and hidden at the Kickemuit stone bridge in preparation for an American raid against the British. The smaller party hurried to guard Kelley's Ferry and Carr's Ferry in the main part of Warren. Colonel Campbell's men then burned the Baptist Meeting House and Parsonage on the corner of Main and Miller Streets, blew up the powder magazine across the street,

burned seven houses including Caleb Child's house, looted and vandalized homes, and partially destroyed the frigate *General Stark*. The British took about sixty prisoners including Parson Thompson, Sylvester Child, Major Martindale, Edward Church, and a number of young men, who were sent aboard the notorious prison ship *Jersey*. Upon leaving Warren, the British continued south to burn Bristol until Colonel William Barton, alarmed by a messenger, raced from Providence with a troop of mounted men to overtake the British at Bristol Ferry. A Warren native and local hero, Barton had led the daring capture of British General William Prescott in Middletown on July 5, 1777.

Following the battle of Rhode Island on July 13, 1778, the Marquis de Lafayette took charge of troops on the eastern shore of the Bay. From Bristol, he removed them to Warren, joining Varnum's brigade at Windmill Hill. During the severe winter of 1778-1779, Windmill Hill was abandoned and troops were quartered in the wharf buildings and private Warren houses. The French army under Count Rochambeau arrived in July, 1780. French troops were quartered on the old Windmill Hill site in October. No longer remaining is the historic "Burr's Tavern" (c. 1680). Originally located on the southwest corner of Main and Washington Streets, General Washington was entertained here during his visit of March 13, 1781. Lost, too, is its rival, "Cole's Hotel," begun in 1762 and destroyed by fire in 1893. On the northeast corner of Main and Joyce Streets, it was patronized by Lafayette who favored Ruby Cole's "jonny-cakes." Unmarked today are the sites of the Windmill Hill Camp on the west bank of the Kickemuit, the Watch House at Burr's Hill, and General William Barton's Birthplace on the north side of Barton Avenue in Touisset.

Several wharfs which date from the Revolutionary War period can still be seen along the Warren waterfront. "Child's Wharf" is at the foot of Miller Street, "Barton's Wharf" and "Baker's Wharf" between Miller and Baker Streets, "Caleb Carr's Wharf" at the foot of Washington Street, and "Caleb Eddy's Wharf" is located just to the south of Carr's ferry landing.

Federal-Early Republican Era (1780-1810)

Following the destruction incurred during the Revolution, Warren recovered rapidly and re-emerged as a prosperous maritime community. The merchant service, trade with the West Indies and Africa, freighting,



Fig. 6: Burr's Tavern (c. 1680), Main/Washington Street, demolished



Fig. 7: Cole's Hotel (1762, burned 1893), Main/Joyce Street



Fig. 8: Rudolphus B. Johnson House (c. 1790, c. 1823),
43 Miller Street

and the coastal packet trade all flourished. Shipbuilding remained for many years the major industry of Warren; allied industries including sail-making, coopering, iron-moulding, and blacksmithing thrived along Water Street.

From 1790-1810, Warren was second only to Providence as a shipbuilding center. The most famous Warren vessel, the *General Greene*, was built in 1799 by Cromwell and Caleb Child. The *General Greene*, 650 tons with thirty-two guns, a crew of 250 men, and distinguished by a full-length figurehead of General Nathanael Greene, was burned in 1814 in Washington, D. C. to prevent British capture during the War of 1812.

One of the most successful industries was Caleb Wheaton's ropewalk. Ropewalking in the late eighteenth century in Rhode Island was an export industry. The 1810 census reported thirteen ropewalks in the state — two located in Warren. Until the middle of the nineteenth century, the large Wheaton and Baker ropewalk existed the entire length of present-day Warren Avenue, beginning at Liberty Street (old Ropewalk Street) and running north to Main Street. The old building "long and low, with its window all arow like the parts of a bulk" produced "hawsers, shrouds, stays, and running rigging which was to be tested by the gales of Cape Horn and the white squalls of Mauritius." No trace today remains of this or the other ropewalk on the north side of Green Street owned in 1810 by William Barker and John Hill.

Slaving was resumed after the Revolution in spite of the 1787 act of the Rhode Island General Assembly forbidding Rhode Islanders to carry slaves into foreign ports and the 1794 action by Congress making it a federal crime to violate state laws against the slave trade and imposing strict penalties on slavers. Warren merchants, including leading citizens Ebenezer Cole, Caleb Eddy, Samuel and Sylvester Child, all owned slavers. From 1803-1807 approximately 600 slaves were carried primarily from Guinea to the Charleston market in Warren ships. By 1808 Congress had closed the slave trade.

The wealth generated by this maritime commerce is clearly manifested in several outstanding Federal-style mansions built by leading citizens and sea-captains. Of note are the pair of "wedding present" houses built by James Maxwell, who survived imprisonment on the

notorious British ship *Jersey* to become one of Warren's leading citizens, ship-owners, and merchants. Both the Rebecca Maxwell Phillips House (1803) at 24 State Street and the Eddy-Cutler House (c. 1800) at 30 State Street are hip-roof, three-story mansions with well-scaled windows, projecting porticoes, and excellent proportions. The Eddy-Cutler house is particularly noteworthy for its Palladian window, flat treatment of brick wall surfaces, and handsome monitor. In the mid-1800's the mansion passed to Captain Charles R. Cutler, a noted whaling captain, textile manufacturer, and Lieutenant Governor of Rhode Island in 1872.

A smaller Federal mansion with a beautiful door and portico is Charles Wheaton's Home (c. 1830) at 33 Liberty Street executed in wood. Cromwell Child's House (1803) at 382 Main Street is an excellent example of a two-story, hip-roof, Federal style brick town-house, now converted to commercial use with its original facade altered. The doorway of the Rudolphus B. Johnson House (c. 1790) at 43 Miller Street, which was almost certainly added later, displays an unusual wooden fan.

The Miller-Abbott House (1789, 1803) at 33 Miller Street, begun by General Nathan Miller of Revolutionary War fame, came into the possession of the noted military Abbott family in 1847. Commodore Joel Abbott was Admiral Perry's second-in-command on the historic trip to "open" Japan. His son, Charles W. Abbott, accompanied his father and later saw service in the Civil War, retiring in 1891 with the rank of Rear Admiral. Charles W. Abbott, Jr. served in the Spanish-American War in 1898 as a Lieutenant in the 12th Infantry and later was appointed Colonel of the 1st Rhode Island Volunteer Infantry. Similar to the Miller-Abbott House, with its central hall plan, gable roof, and elaborate interior woodwork, is the Bliss-Ruisden house (c. 1820) at 600-606 Main Street.⁴

The Masonic Temple (1798) on Baker Street served as Town Hall and home for The Warren Academy (from 1803) during this Early Republican era. Built as the second Masonic Temple in Rhode Island and still used for Masonic meetings, the structure contains beams salvaged by Sylvester Child from British frigates sunk in Newport Harbor. It is outstanding for the elaborate painted interior containing murals done by Max Muller and the excellent Federal-style detailing on the exterior. Details include corner quoins, a modified cornice from Asher Benjamin, and twin pedimented Ionic doors which repeat the cornice design. The Temple was enlarged sometime before 1887, remodeled in 1913, and today is missing its original cupola.



Fig. 9: Miller-Abbott House (1789, 1803), 33 Miller Street



Fig. 10: Bliss-Ruisden House (c. 1820), 600-606 Main Street

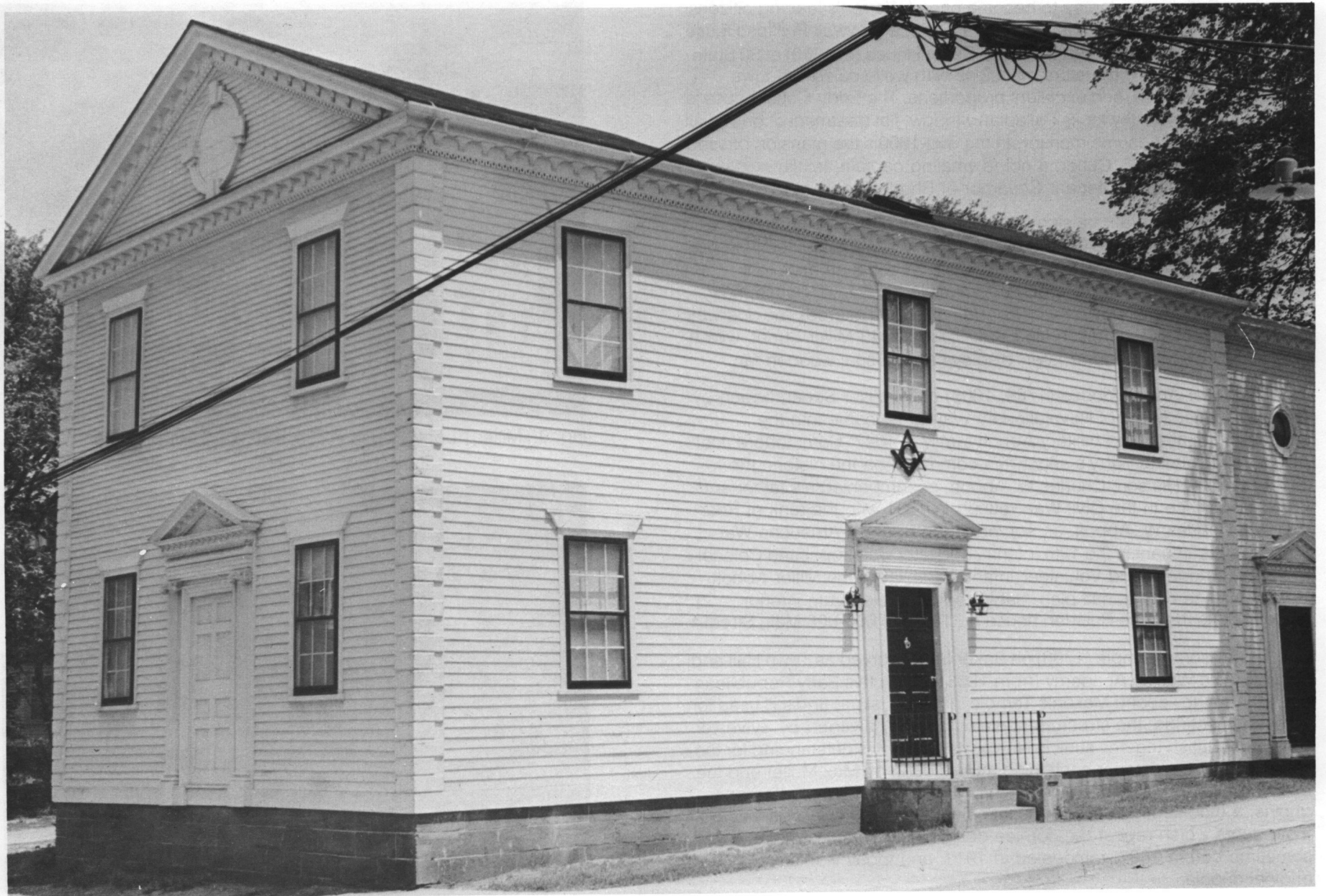


Fig. 11: Masonic Temple (1799), Baker Street

Early Industrial (1810-1870)

In spite of the general decline in maritime commerce throughout Rhode Island caused by the Jeffersonian Embargo of 1808 which halted all European trade, the War of 1812, and unstable conditions in the Caribbean and South America, Warren remained the second leading ship-building center in Rhode Island.

During the War of 1812, Caleb Carr built the 300 ton brig *Macdonough* for James DeWolf, Esq. of Bristol. Large and fast, the *Macdonough* later became a slaver and was wrecked off Matanzas. Commodore Oliver Hazard Perry also commissioned Caleb Carr to build the *Chippewa*, which was finished fifty-seven days after her keel was laid!

From 1790-1860, 30,000 tons were added to the Warren fleet. Construction peaked in 1793, declined in 1808, and remained depressed until whaling stimulated a revival in the 1830's. The following table reveals that Warren led Rhode Island in ship construction from 1840-1860, amounting to three times as much shipping as Providence and twice as much as Bristol.

Shipping constructed at Rhode Island Ports 1790-1859

(Tons By Admeasurement)

| Ports | 1790 | 1800 | 1810 | 1820 | 1830 | 1840 | 1850 | 1790 |
|------------|-------|-------|-------|-------|-------|-------|--------|--------|
| | to | to | to | to | to | to | to | to |
| | 1799 | 1809 | 1819 | 1829 | 1839 | 1849 | 1859 | 1859 |
| Bristol | 108 | 186 | 48 | 32 | 1,217 | 4,527 | 3,403 | 9,521 |
| Newport | 2,176 | 2,071 | 824 | 2,568 | 6,487 | 2,923 | 2,498 | 19,547 |
| Providence | 8,539 | 8,767 | 3,848 | 2,186 | 2,893 | 2,088 | 3,566 | 31,887 |
| Warren | 6,795 | 2,089 | 1,399 | 691 | 84 | 6,437 | 13,055 | 30,550 |

(From Peter J. Coleman's *The Transformation of Rhode Island 1790-1860*, p. 35.)

Whaling, begun in Warren before the Revolution, was revived in 1821. Joseph Smith, a prominent shipowner, fitted out the *Rosalie* for a trip to the Pacific. Although her first voyage of three years duration was judged a failure, on her second cruise 101 whales were taken by Captain Joseph Gardner and Charles F. Brown, first mate. This venture began a whaling boom which lasted for nearly forty years with many merchantmen converting to the whaling trade. By 1845, twenty-two whalers, the last of their class in Rhode Island, were sailing from Warren. Warren was the

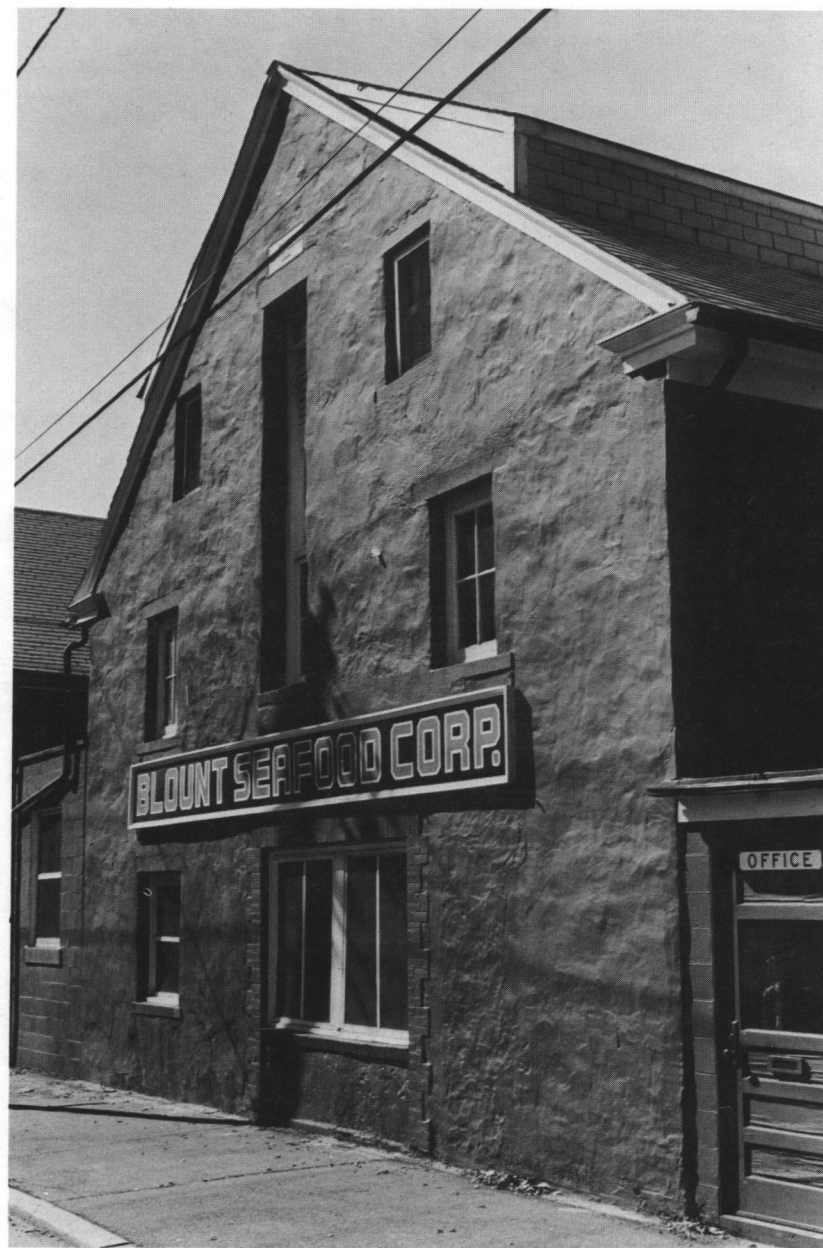


Fig. 12: Gardner & Brown Mill (1842), 383 Water Street

leading Narragansett Bay whaling center with over 7,000 tons of shipping employed in the trade. The 806 ton *Sea-Shell* of Warren was the largest whale ship in the world and the *Dolphin*, Capt. Charles R. Cutler, the fastest of the Warren "Clipper" whalers.

Whaling Activity of Rhode Island Ports, 1825-1859
(Clearances, 1825-1839: Whalers Registered, 1840-1859)
 (Annual Average)

| Ports | 1825 | 1830 | 1835 | 1840 | 1845 | 1850 | 1855 |
|--------------|------|------|------|------|------|------|------|
| | to | to | to | to | to | to | to |
| | 1829 | 1834 | 1839 | 1844 | 1849 | 1854 | 1859 |
| Providence | 0 | 1 | 1 | 5 | 7 | 2 | 1 |
| Newport | 1 | 2 | 4 | 11 | 7 | 5 | 4 |
| Bristol | 2 | 5 | 5 | 8 | 4 | 0 | 0 |
| Warren | 1 | 5 | 8 | 20 | 22 | 16 | 15 |
| Rhode Island | 4 | 13 | 18 | 44 | 40 | 23 | 20 |

(From Peter J. Coleman's *The Transformation of Rhode Island 1790-1860*, p. 64.)

The Census of 1850, the original manuscript of which is now in the Rhode Island Historical Society's library, shows Warren's population totalled 3,103. The town contained thirty-six farms, 380 dwelling houses, and thirty-two productive establishments. Twenty-three types of businesses enumerated in the Census were located in the Water Street area. Some of these waterfront buildings from this whaling era can be located on the oldest printed map of Warren — "Warren Village" — on the "Map of Bristol County, Rhode Island" done by Henry F. Walling in 1851 (see map Plate D). Still standing today are the stone mill at 405 Water Street known as "F. Marble's Blacksmith Shop" (c. 1840), which once boasted a giant statue of Vulcan on its facade; "Gladding's Sail-loft," a stone Greek Revival style mill built by Gardner & Brown in 1842 at 383 Water Street; and "J. J. Smith's Oil Works" (c. 1840) at 329 Water Street. Joseph Smith, prominent whaler, is listed in the 1850 Census as age 74, a merchant, and the wealthiest man in Warren.

Structures once housing businesses allied to whaling and now no longer standing include the Collins & Driscoll cooperage on Collins Wharf between State and Washington Streets, R. B. Johnson's cooperage located on his wharf on Johnson Street, the Sanders soap and candle factory on the west end of Company Street just south of H. H. Luther's

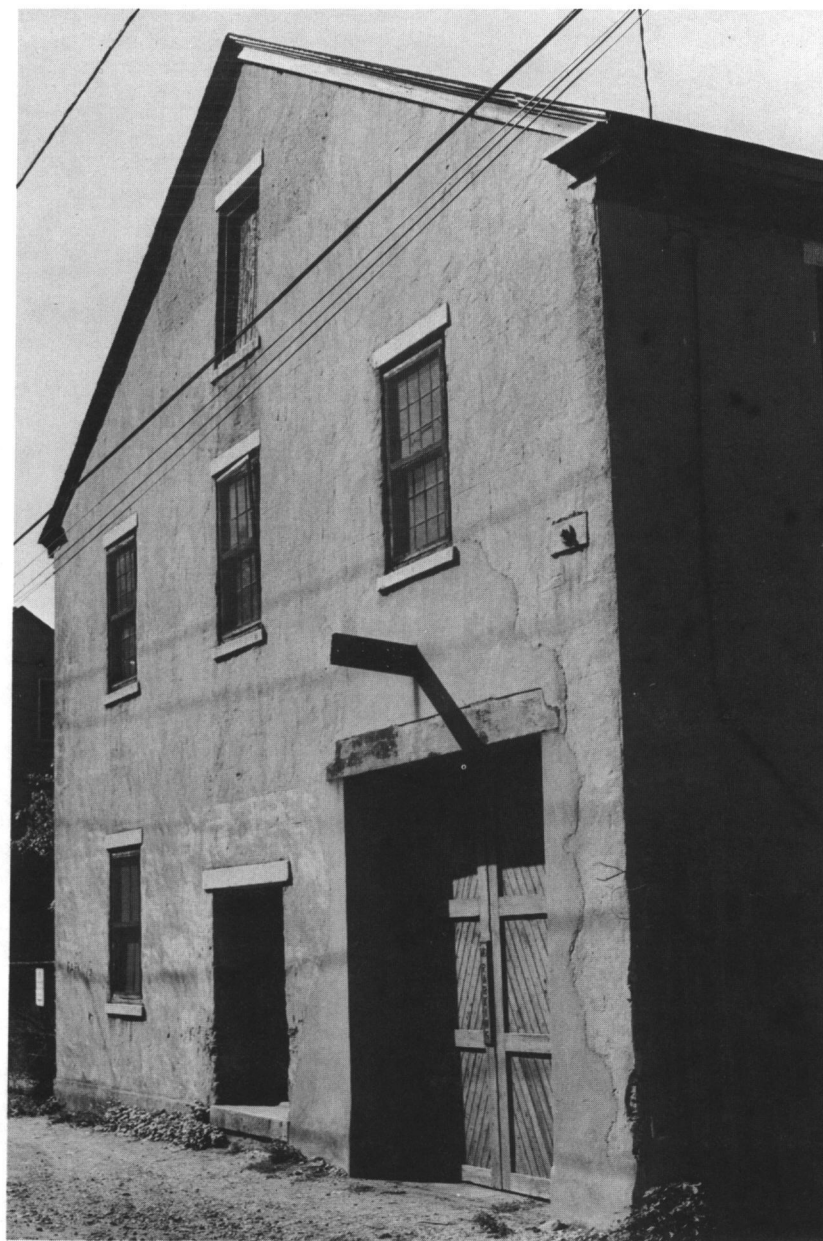


Fig. 13: J. J. Smith's oil works (c. 1840), 329 Water Street



Fig. 14: Bosworth-Maxwell House (c. 1840), 21 Federal Street

rivet factory, and the Chace and Davis shipyard between Bowen and Sisson Streets which built more than fifty ships and in 1850 employed seventy-five hands with an annual product totalling \$65,000.

Whaling made many Warren fortunes, and public and private buildings all reflected the new wealth and changing architectural tastes. Buildings in the Greek Revival manner followed by Early Victorian structures exhibiting Gothic and Italianate detailing are found throughout Warren. Dating from the opening of the nineteenth century, the classic temple form came to dominate American building until almost 1850. The work of Thomas Jefferson in Richmond and Benjamin Latrobe in Philadelphia and Washington set the stage for the introduction of the Greek Revival style. Publication of such books as Asher Benjamin's works, devoted from 1818 to classic details, and Minard Lefever's *Modern Builder's Guide* in 1833, furnished local carpenter-builders and laymen with patterns. These, coupled with the wide-spread sympathy for the Greek War for Independence of 1821 to 1827 led to the rapid spread of this popular new style.

In Warren, the Greek Revival churches and houses of this period are of outstanding quality. St. Mark's Church (1829) on Lyndon Street, designed by Russell Warren (1784-1860), earliest exponent of the Greek Revival style in Rhode Island, is noted for its Ionic portico and canted double doors. The original panelled parapet, similar to the Weybosset Street facade of the Providence Arcade, designed by Warren in 1828, and the square tower have unfortunately been removed and replaced by a simple pediment. Russell Warren may also have designed the Bosworth Mansion (c. 1840) at 21 Federal Street, and the exceptional John R. Wheaton House (1833) at 90 Union Street built by Charles Wheaton's son. Three patterns of wood balconies trim the rooflines above the delicate Ionic porch. Of note within the mansion are the marbleized wood mantels, stairway, woodwork, and interior shutters. Along Manning, Lyndon, Broad, and Wheaton Streets, just south of St. Mark's, are found many small-scale wooden houses set gable end to the street notable for their Greek Revival detailing which reflects this era. The J. R. Hoar House (1841) at 50 Washington Street is a small-scale temple. Also visible along North Water Street and Church Street are two-story, gable-roofed, Greek Revival houses with details dating from the 1840's.

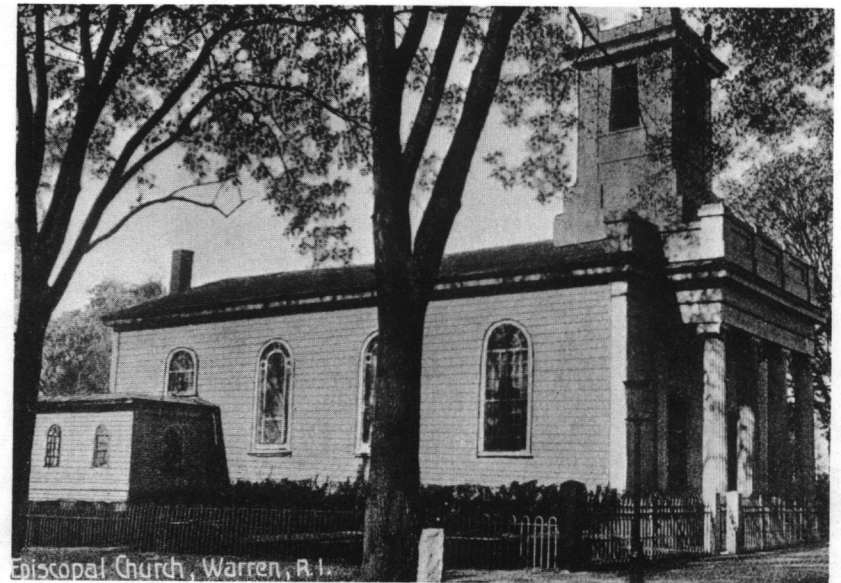


Fig. 15: St. Mark's Church (1828), Lyndon Street, postcard 1903

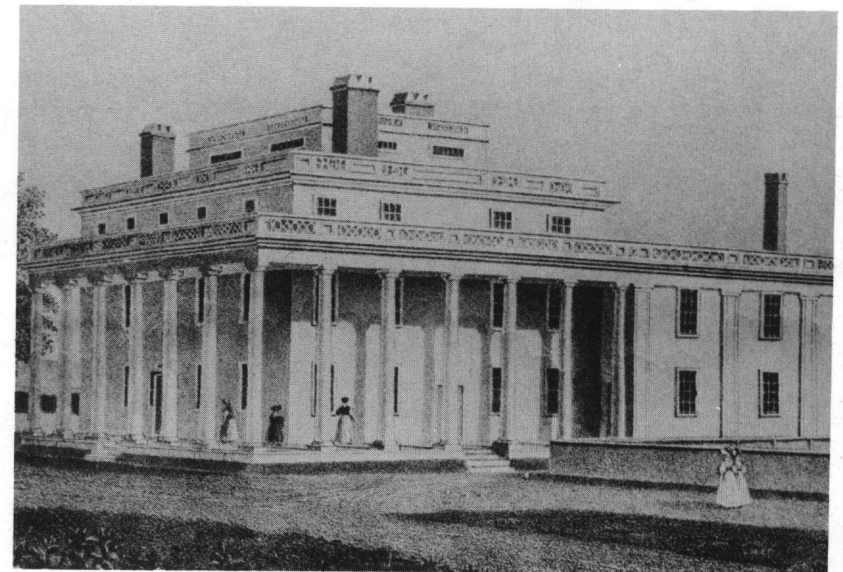


Fig. 16: Warren Ladies Seminary (1834, 1855, burned 1863), Main/Wood Street

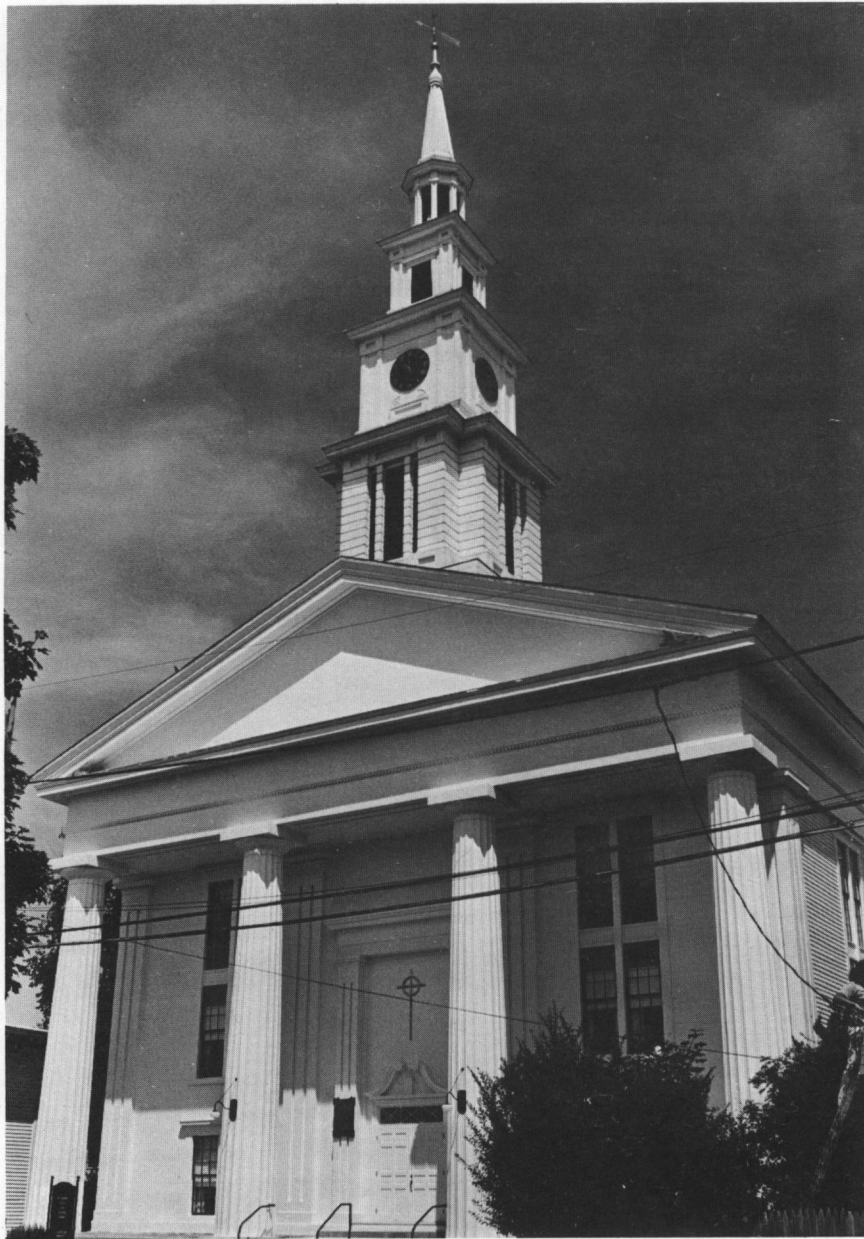


Fig. 17: First Methodist Church (1844), Church Street

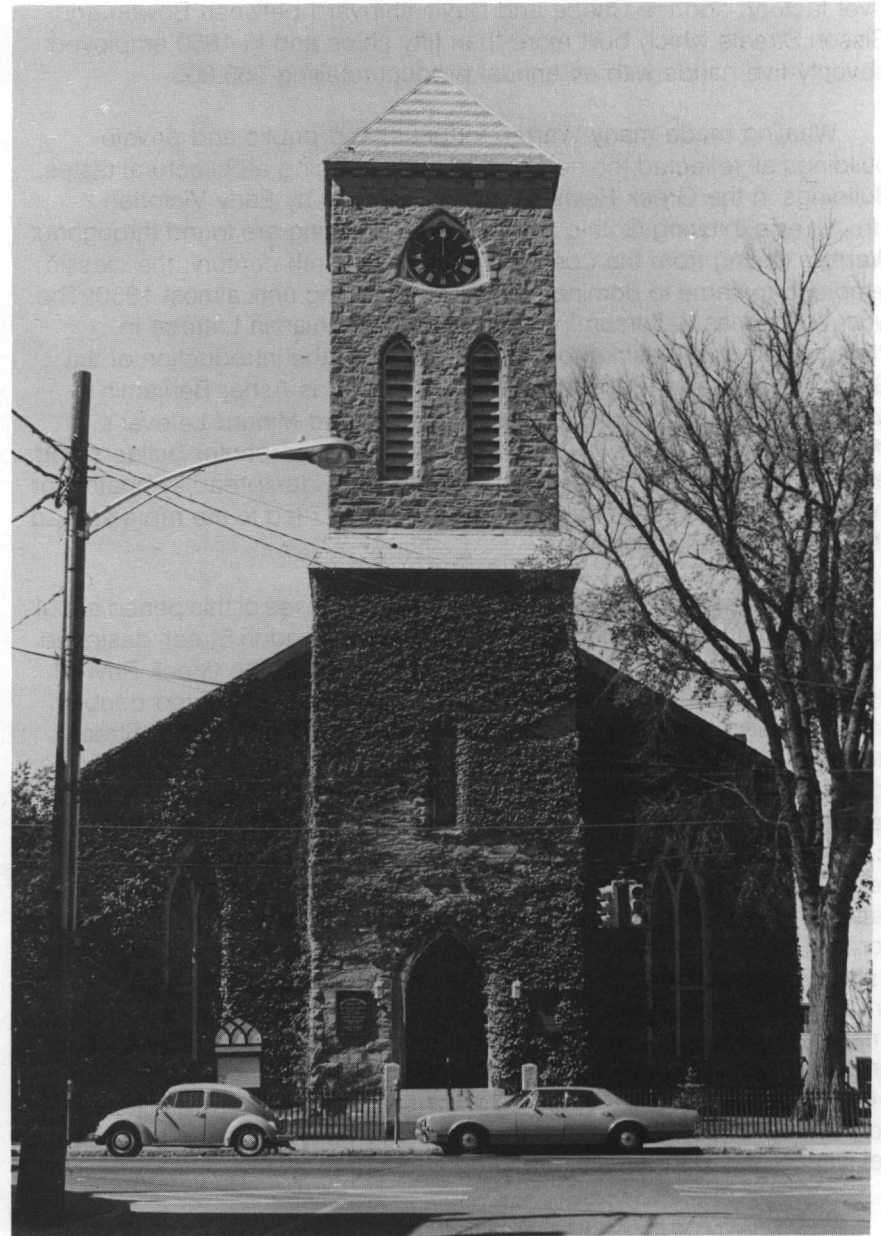


Fig. 18: Warren Baptist Church (1844), Main Street

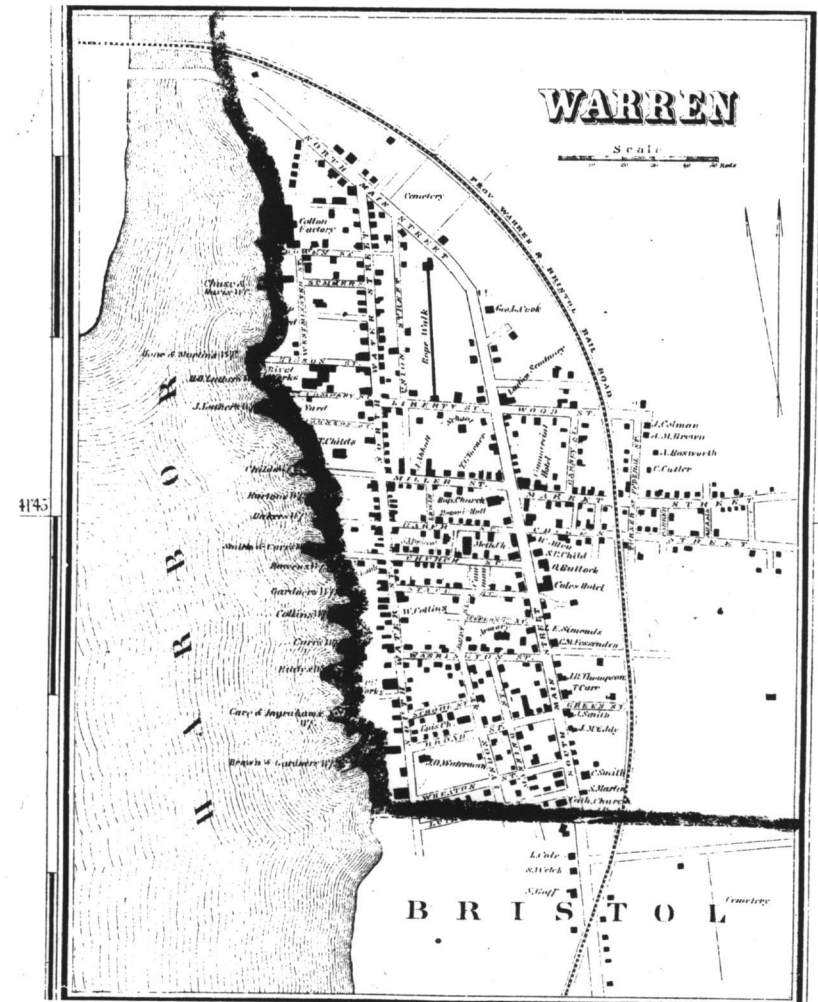
The First Methodist Church (1844) at 27 Church Street is a town, bay, and New England landmark. This building, designed by Perez Mason, Esq. of Fall River, combines a tetra-style Greek Revival portico with a three-level tower of Georgian type and a spire rising 130 feet from the ground with detailing which is almost entirely vernacular Greek Revival. The original interior arrangement of the sanctuary has been altered, the trompe-l'oeil painting removed, and front entrance remodelled. However, a recent decision has been made to renovate instead of removing the steeple.

The Warren Baptist Church (1844) on Main Street, also designed by Russell Warren, is of the same date as the First Methodist Church but reflects new tastes in architecture. Constructed on the site of the original Brown University, which began here in 1764 as Rhode Island College, this massive stone Gothic-style building commands Main Street and both the northern and western approaches to Warren. It is the third church to occupy this site. Essentially a colonial church in form, the simple treatment of its mass, with its surface pierced by a row of pointed Gothic windows, reflects the influence of medieval themes and the desire for rustic simplicity in American architecture popular by the mid-1800's. A Gothic parapet on the tower is now missing.

Another important, although neglected, Gothic-style building is the Warren Armory Hall (1842) built on Jefferson Street (sometimes called Armory Lane) shortly after the Dorr Rebellion. The Warren Artillery was organized in May, 1842, in support of Governor King and took part in both the Federal Hill and Chepachet campaigns. In 1862, during the Civil War, the company served with the Ninth Regiment from Rhode Island. For many years Armory Hall was the social center of Warren and the locus of dances, theatricals, and town meetings.

Not until 1847 was the first public high school built in Warren although a system of public schools had been initiated in 1828 with an annual appropriation of \$325. The Liberty Street School (1847) designed by Thomas A. Tefft, an important Providence architect, was the third public high school in Rhode Island, built four years after those in Providence and Newport. This handsome Early Victorian brick structure with Italianate details is still used for educational purposes; only the addition of modern metal windows alters the original exterior design.

Another noteworthy school was the Warren Ladies Seminary which stood on the northeast corner of Main and Wood Streets. Built in 1834, this large, three-story wood building had a wide piazza on three sides, forty-foot Doric columns, and was typical of Russell Warren's genius. Enlarged in 1855, this famous building was totally destroyed by fire in 1863.



Map Plate E: 1862, Walling, Map of Warren



Fig. 19: Entry — H. Child House (c. 1850), 1 Cherry Street

Throughout the 1850's, the vitality, whimsy, and originality of the Victorian period with its concern for the picturesque was reflected in the use of decorative detailing, the development of asymmetrical floor plans, and the eclectic combination of styles. Hope Street, opened in 1849, presents an unexpected array of small, wooden, Early Victorian homes. Numbers 12, 16, and 18 have steep gables with bold modillions. Number 27 has Gothic bargeboard combined with cut-out and sawn ornaments on both porch and corners.

The Dow-Starr House (c. 1850) at 366 Main Street is a superb example of an Italianate villa executed in cut stone and trimmed with Gothic bargeboards on the steep front gable. Another large stone villa is the Smith-Winslow House (c. 1850) at 624 Main Street, begun by Charles Smith and later occupied by Captain William Winslow, sea-captain and originator of Rocky Point amusement park. This stone residence, which combines Italianate massing, high proportions, a hip-roof with monitor, English Baroque pattern book window surrounds, and an Egyptianate portico and porches, is an impressive example of mid-Victorian villa architecture.

A very popular transitional building style developed in Warren during the mid-1850's which combined a Federal style, hip-roof building with the later addition of Victorian bay windows, elaborate porches with cut-out sawn and turned balustrades, and fine cornice brackets. Several examples are found in the waterfront section, among them the Lewis Hoar House (begun before 1850) at 4 Lyndon Street and its twin the N. Drown House at 347 Main Street. The H. Child House (c. 1850) at 1 Cherry Street has one of the finest two-story portico entrances in Warren. Here the carved brackets are carried around all sides of the irregular hip-roof structure. Lewis T. Hoar, listed in the 1844 Business Directory for Warren as one of the town's chief carpenters, possibly built all of these fine homes.

By the 1860's, Italianate villas were built by Warren's leading citizens. The George Cole House (c. 1860) on the corner of Cole and Turner Street was built by William Cole for his brother, the proprietor of the historic Cole's Hotel. Another example is the Methodist Parsonage built by Hoar & Martin in 1858 on Church Street. Its handsome curved brackets under all roof cornices matched those of the now demolished Captain Alfred Barton House (1863) which stood on the corner of Main and Miller Streets.



Fig. 20: Lewis Hoar House (bef. 1830, c. 1870), 4 Lyndon Street



Fig. 22: Smith-Winslow House (c. 1850), 624 Main Street



Fig. 21: Methodist Parsonage (1858), Church St.

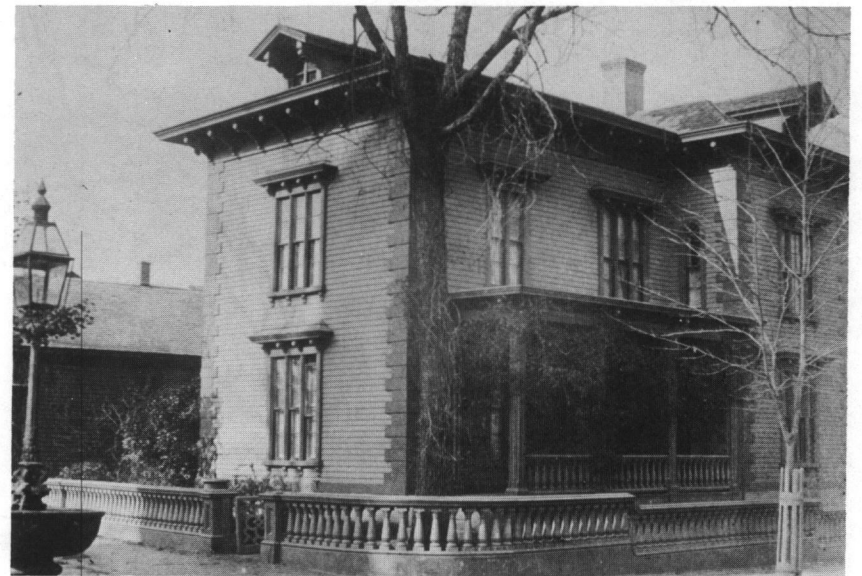
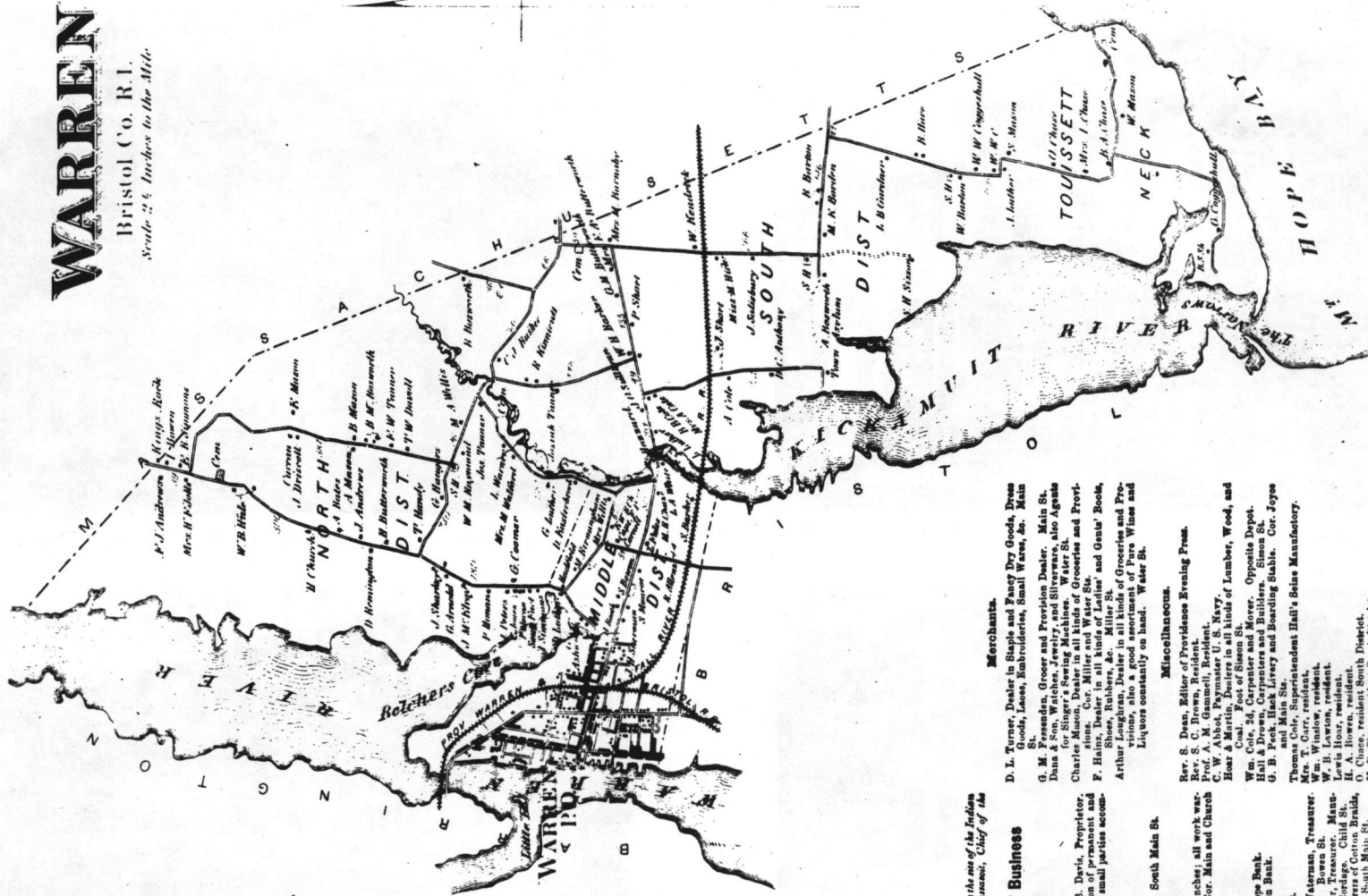


Fig. 23: Capt. Alfred Barton House (1863), Main/Miller; demolished

WARREN

Bristol Co. R.I.
Scale 2 1/2 Inches to the Mile



WARREN.—This Village occupies the site of the Indian town of *Socoma*, the residence of *Marami*, Chief of the *Wampanoag*.

Warren Subscribers' Business Directory.

Hotel.

Col's Hotel, established 1752. A. B. Davis, Proprietor. Now open for the accommodation of permanent and transient boarders. Large and small parties accommodated at short notice.

Physician.

Otis Bullock, Physician and Surgeon. South Main St.

Dentist.

Preston Jay, Dentistry in all its branches; all work warranted, and prices reasonable. Cor. Main and Church Sts.

Bankers.

G. T. Gardner, President, National Hope Bank.
H. W. Eddy, Cashier, National Warren Bank.

Manufacturers.

Warren Manufacturing Co.; J. O. Waterman, Treasurer. Cutter Manufacturing Co.; G. R. Cutler, Treasurer. Manufacturers of Cotton Yarns and Cordage. Child St. Inman Manufacturing Co., Manufacturers of Cotton, Brads, and Needles. J. V. Colver Manufacturing Co., Manufacturers of Furniture, also Undertaker. Child St. George Livery, Prop'r Warren Marble Works, Manufacturers of all kinds of Monuments, Sarcophagi, &c. Child St.

Merchants.

D. L. Turner, Dealer in Ship and Knapp Dry Goods, Dress Goods, Laces, Embroideries, Small Wares, &c. Main St.
G. M. Fessenden, Grocer and Provision Dealer. Main St.
Dana & Son, Watch, Jewelry and Silversmith, also Agents for the sale of the best of the following Goods.
Charles Mason, Dealer in all kinds of Groceries and Provisions. Cor. Miller and Water Sts.
F. Hain, Dealer in all kinds of Ladies' and Gents' Boots, Shoes, and Hats.
Arthur Longham, Dealer in all kinds of Groceries and Provisions, also a good assortment of Pure Wines and Liqueurs constantly on hand. Water St.

Miscellaneous.

Rev. S. Dean, Editor of Providence Evening Press.
Rev. S. C. Brown, Minister of the Gospel.
C. W. Abbott, Paymaster U. S. Navy.
Hoar & Martin, Dealers in all kinds of Lumber, Wood, and Coal.
Wm. C. Foot, of Boston St.
Hall & Brown, Carpenters and Builders. Simon St.
G. B. Peck, Hack Livery and Boarding Stable. Cor. Joyce and Main Sts.
Thomas Cor, Superintendent Hall's Sausage Manufactory.
Mrs. T. Carr, resident.
Wm. Winslow, resident.
W. B. Lovens, resident.
Lewis Hour, resident.
L. Chase, resident South District.
M. R. Chase, resident South District.
A. A. White, resident South District.
Wm. C. Giddings, resident South District.
H. Butterworth, resident South District.

Map Plate F: 1870 Beers Map of Warren, Bristol Co., R.I.

By the middle of the nineteenth century, textile manufacturing had been introduced into Warren. Freight and coastal trade had shifted to larger, more convenient ports, and by the start of the Civil War whaling had become virtually non-existent due to the advent of cheap kerosene and the scarcity of whales. The introduction of steam power, pioneered by Samuel Slater in Providence in 1827, accelerated industrialization. Any locality with easy access to coal supplies, particularly a waterfront town, became a potential mill site. In 1847, the Warren Manufacturing Company constructed its first small stone mill on the north end of Water Street to make sheetings and shirtings. Two brick mills were added in 1860 and 1873, forming practically one continuous building. They were the precursors of the textile industry which would dominate Warren's economy well into the twentieth century (see map Plate E). In 1851, two other factors helped to change the economic base of the Warren community from maritime commerce to textile manufacturing: the introduction of gas with the organization of the Warren Gas-Light Company, and in the same year the opening of the Providence, Warren and Bristol Railroad, celebrated in Warren on July 4. By 1865, service to Fall River was established and a new era of cheap transportation began which strongly affected the growth of Warren for the next three decades (see map Plate F).

During this period of early industrialism, Northeast Warren and Touisset Neck remained prosperous farming areas which utilized the new railroad to ship dairy products and farm produce to Providence and Fall River markets. Relatively large farms averaging fifty to one hundred acres remained in the hands of a few families. The Honorable Levi Haile, Judge of the Rhode Island Supreme Court, owned 110 acres on North Market Street; Samuel Butterworth, one hundred acres near Butterworth Corners; and Obadiah Chase, one hundred acres on Touisset Road. The Mason family continued to own most of Touisset Neck. Two outstanding Early Victorian-Mansard farmhouses in this section, both built by members of the Mason family, reflect this rural wealth. At 84 Touisset Road the S. Mason House (c. 1850) exhibits a beautifully balanced facade combining double and single dormers with an elaborate bracketed double entrance. On the north side of Maple Road, farther south, the H. Mason House (c. 1860) has two elaborate porches noted for lacy cut-out patterned panels between square posts with open curved cornice brackets. Dormers with segmental caps, an unusual type for Warren, are set into the roof which has dentil cornices on the upper and lower levels.



Fig. 24: S. Mason House (c. 1850), 84 Touisset Road



Fig. 25: H. Mason House (c. 1860), Maple Road

Late Victorian Era (1865-1910)

Following the Civil War the textile industry flourished in Rhode Island. Warren, once glorious in her ship-building and whaling days, gradually became a mill town. In 1875 Warren was the fourth most densely developed town in Rhode Island with 678.8 persons to each square mile (Providence, Pawtucket, and Woonsocket led in density). The Warren Manufacturing Company complex was one of the largest in Rhode Island.⁵ "Warren goods" included sheetings, shirtings, and jaconets and were known throughout the country for good quality.

Social conditions, however, did not reflect a great improvement as the average daily wage for women under the age of 15 in Warren was 33 $\frac{1}{3}$ cents, the lowest in Rhode Island; the average daily wage for men under the age of 15 was 37 $\frac{1}{2}$ cents per day; and one hundred ninety-eight children under the age of 15 were employed as operators in the cotton mills.

Mills and mill housing comprised the focus of building in this textile era. Just before the Civil War, Captain Charles R. Cutler opened the firm of Childs and Cutler in a small wooden building on Child Street to produce cotton rope for the southern market. By 1869 this firm was incorporated into the Cutler Manufacturing Company and built the large north mill with corbelled brick cornices and reduced tower that we see today. The "new mill" to the south was built in 1881.

Other industries included the Inman Manufacturing Company, incorporated in 1866 for the manufacture of cotton braid, which occupied the "Old Handkerchief Factory" still standing on the corner of Main and Broad Streets, and the "Parker Mill," constructed in 1879 on Metacom Avenue. Seymour Brothers conducted a busy coal, wood, and grain business on Water Street between Church and Washington Streets, and the "Old Dye House," still standing at 325 Water Street, was built around 1870 and later used for the Warren oyster business.

Starting about 1880, Boston merchants brought southern oysters up the Warren River to be opened. Warren men then began to grow and market oysters themselves. "Stubbs Wharf" between Broad and Washington Streets was the nucleus of the present-day shell-fish industry. Two former oyster shacks, constructed around 1880, are still standing

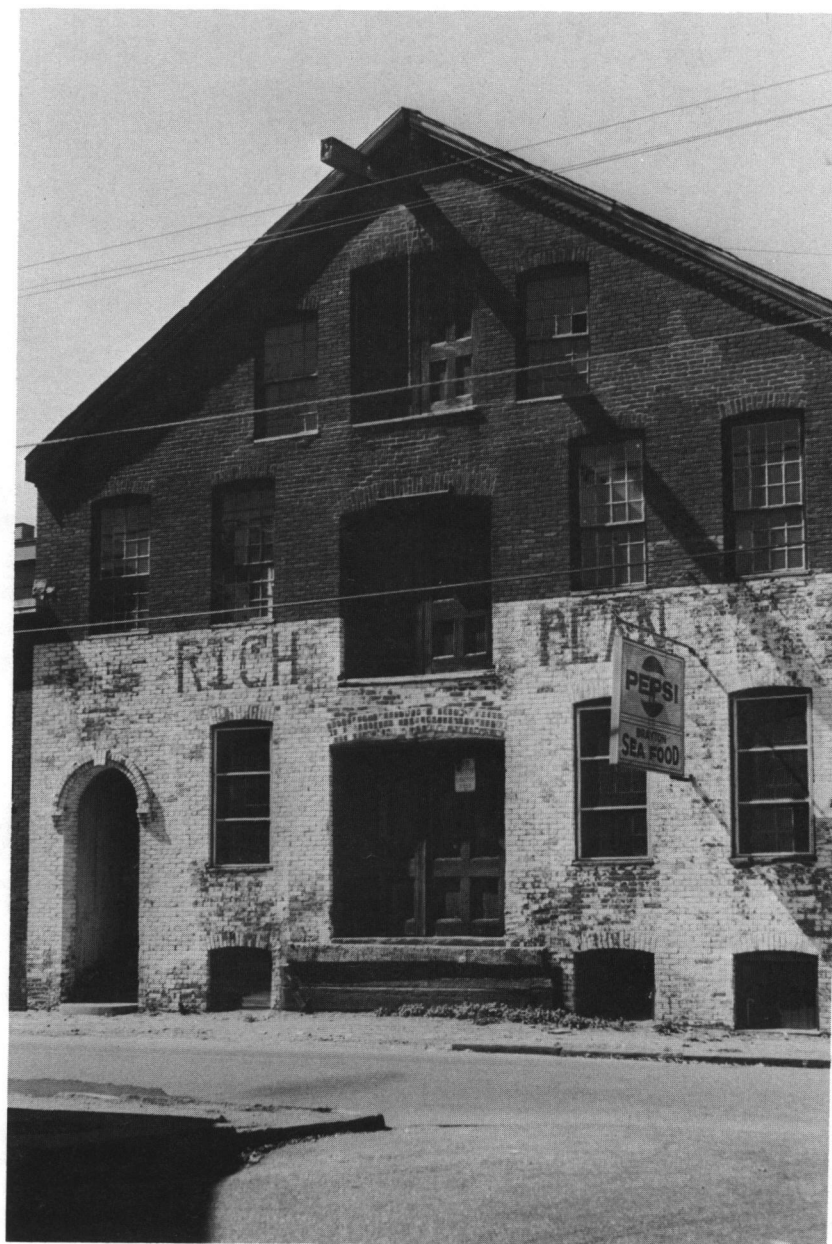
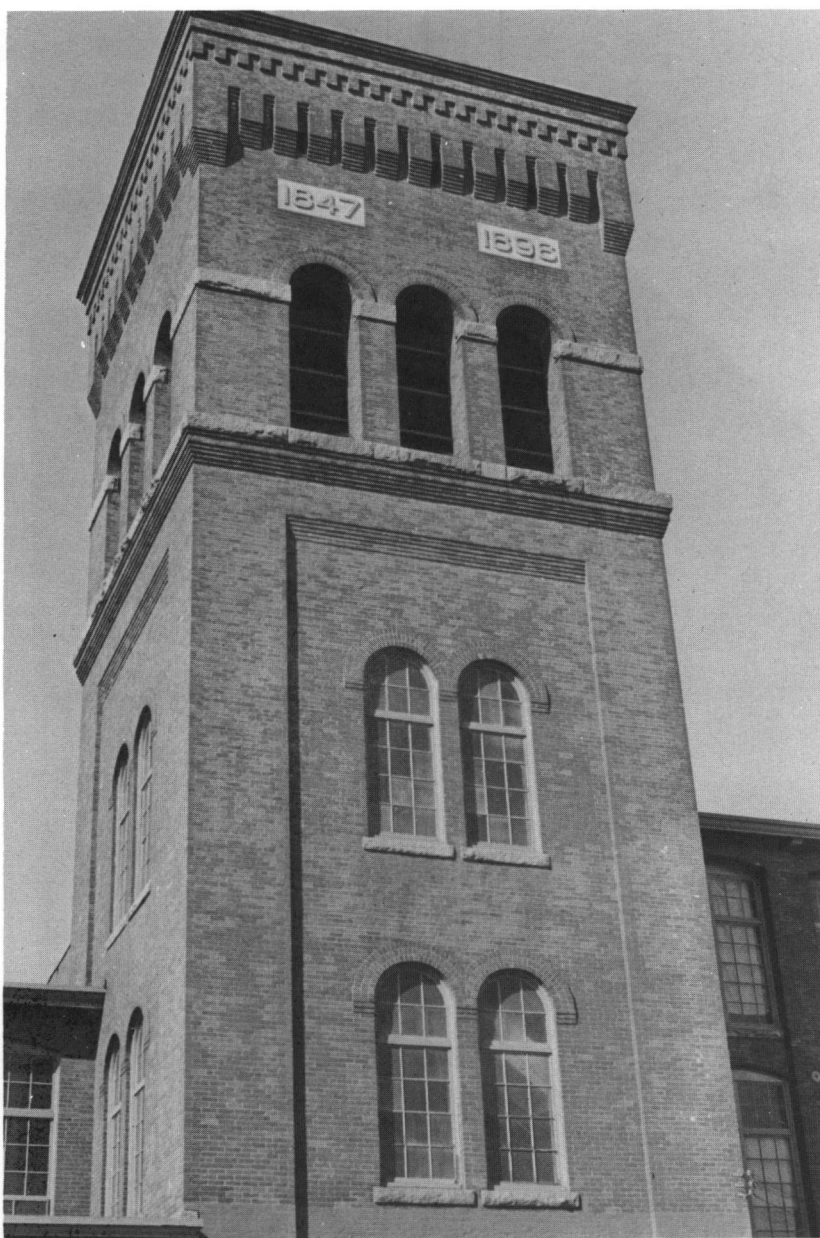


Fig. 26: Old Dye House (c. 1870), 325 Water Street



today: the Tallman Yacht Company's building on Caleb Carr's old wharf on Washington Street and the Wharf Tavern at the foot of Miller Street on Barton's Wharf.

On North Water Street a spectacular fire in 1895 destroyed all three of the Warren Manufacturing Company's buildings built in 1847, 1860, and 1872. These five-story buildings, containing a total of 58,000 spindles, totally dominated the north end of Warren. Only the handsome Italianate stair tower survived. It rises today from the middle of the new mill complex which was rebuilt in 1896 and enlarged in 1902 and 1907.

Mill houses built by the Warren Manufacturing Company for its workers can be seen today all along North Main, Westminster, Sisson, Company, Brown, Park, and Nobert Streets. Essentially the same rectangular shape, these "mill houses" are of interest for their variations accomplished through the use of single or double gable roofs; mixed wall covers including clapboards, staggered butt shingles, and "fish-scale" shingles; and ornamental porches. An 1878 plat in Warren Town Hall shows ten of these duplex workers' homes built on the site of the old Wheaton ropewalk, now Warren Avenue. Very little open land remained for development in the waterfront section (see map Plate G).

By 1850, immigrants accounted for one-half of Rhode Island's population increase and by the Civil War made up one-fifth of the total population. From 1865 to 1875 the foreign population in Rhode Island increased by 80.41% to equal 27.73% or over one-fourth of the population by 1875. This influx of Irish, French Canadian, and European workers swelled the labor pool and changed both the social and political fabric of the Rhode Island cities and towns.

In Warren, the population which had peaked at 3,103 in 1850 steadily declined until 1870. From 1870 to 1875 nearly 1,000 persons were added to the town's population. Irish-born families constituted 50% and French Canadian families 25% of this influx seeking employment in the mills and the nearby Barrington brick-yards.

The community's Roman Catholic churches established in this period are still strong social and political factors in Warren. St. Mary's Church was constructed as early as 1851 to unite the Irish Catholics of Bristol and Warren. The original plain wooden structure burned in 1881. A new, larger

Fig. 27: Tower-Warren Mfg. Co. (1872), North Water Street

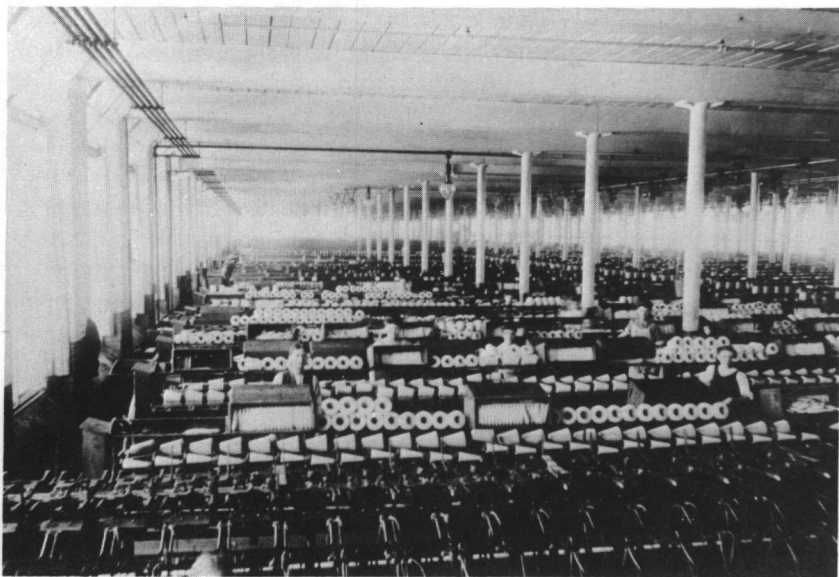


Fig. 28: Interior Warren Manufacturing Co., c. 1900



Fig. 30: Mill House (c. 1850), Company Street



Fig. 29: Mill Houses (c. 1860), Sisson Street



Fig. 31: Mill House (c. 1878), Warren Avenue



Fig. 32: George Hail Free Library (1887-1888), Main Street



Fig. 33: Joyce Street School (1903), Joyce Street

Late-Victorian Stick Style Edifice was erected in 1883 on the corner of Main and Luther Street and St. Mary's Institute was constructed in 1894 on the site of the "Old Ark." Both these structures have now been replaced by the modern St. Mary's of the Bay, designed in 1972 by architect William M. O'Rourke. In 1881, St. Jean Baptiste, a Late Victorian parish church with gothic detailing, was built on North Main Street in the heart of the French community. Nobert Street takes its name from the first pastor, the Reverend E. E. Nobert, who organized St. John's Parish in 1877. Fire partially destroyed St. Jean Baptiste in 1891 resulting in the remodelling of the original entrance. Plans are now underway to enlarge and modernize this historic church. Other strong community churches in Warren include St. Casimir's Church, incorporated in 1908 for Polish families. The Late-Victorian church edifice on Child Street was constructed in 1909, burned in May, 1913, and subsequently rebuilt. St. Alexander's Church (c. 1920) on North Main Street, a Late-Victorian eclectic style building with a campanile was constructed to serve the needs of the Italian Community.

Civic development in Warren slowed somewhat until a surge at the turn of the century generated by textile wealth produced a new town hall and Warren's first public library. On Main Street, two sharply contrasting public buildings illustrate the revivals of the Late Victorian period. Both the George Hail Free Library (1888-1889) and Warren Town Hall (1890-1894) were designed by William R. Walker & Son of Providence.

In 1871, an association for a free reading-room and library was formed, opening in Pashal Allen's store on the northeast corner of Main and Market Streets. By 1877 the corporate name became the Warren Public Library and raised funds and received enough bequests to build a new library in 1888. The widow of George Hail, a Warren native who made a fortune in the Eagle Screw Company (later the American Screw Company) of Providence, was the chief benefactress. The George Hail Free Library relates stylistically to the Romanesque Revival made popular throughout America by Boston architect Henry Hobson Richardson, and is very similar to the old Woonsocket Court House (1896) although smaller in scale.

North of the Library, the Warren Town Hall, built from 1890-1894, is a handsome example of Late Victorian eclectic architecture which combines an Italian Renaissance tower on a Federal hip-roofed structure

with Italianate compound windows, Colonial Revival detailing, and irregular placement of windows that exhibit the influence of "modern" architecture. The windows indicate the division of space within, floor levels, and the stair case, following the concept introduced in the late 1890's that "form must follow function." The tower, originally 125 feet high with an open colonnade, has been reduced in size with removal of the whole open section after damage incurred in the 1938 hurricane.

Two other turn-of-the-century Late Victorian buildings of note are the Industrial National Bank on the corner of Main and Market Streets, a fine Neo-Classic revival structure built in 1906, and the Joyce Street School, a Colonial Revival style building built in 1903.

By 1900, Warren had become essentially a solid manufacturing community not distinguished by great wealth or prosperous merchant families. Consequently, very few large "Queen Anne" cottages or Colonial Revival mansions popular in the domestic building of this Late Victorian era are found in the densely built up central part of Warren. The Colonial Revival period, which utilized details based on eighteenth-century Georgian types, is represented by the Dora Swift House (1902) built at 14 Washington Street, with a hip roof, formal central-hall plan, elaborate woodwork, and Adamesque details. Other Queen Anne and Colonial Revival houses are found on South Main Street and in Touisset where land was available.

Just east of Touisset Road on Calder Drive is the William Emery House built in 1907. This spacious Queen Anne, gambrel roof, stone and shingle "cottage" has distinctive interior wall murals. Four other gambrel-roof "cottages" built on Stonegate Road date from this era and typify the building form popular with Pawtucket, Attleboro, and Providence summer colonists. All have a sweeping panoramic view of Mount Hope Bay and Fall River.

Touisset Point development dates from 1901 with platting of the old Coggeshall Farm into lots 50 feet wide by 100 feet deep. For a decade construction of small one and two story wooden summer houses was sporadic until organization of the Touisset Point Tennis Club in 1919 sparked a building boom. "Minnie" Coggeshall's dance hall was moved and remodelled into the present Touisset Point Community Club hall. Today, this popular section is densely built up, lots are at a premium, and conversion of summer cottages to year-round use is common.



Fig. 34: Warren Town Hall (1890-1894, 1938), Main Street



Fig. 35: 1903 View of Main Street, postcard

Twentieth Century (1900-present)

The opening of the twentieth century in Warren witnessed the electrification of the Providence, Warren, and Bristol railroad which ran trains every hour. 1900 also saw the beginning of the suburban trolley line which ran right down Main Street. The September 21, 1938 hurricane disrupted passenger rail service, and buses replaced the old trolleys. The tracks to Fall River were eliminated and only a single daily freight line to Bristol remained in use. Today, rail service is abandoned and the future use of the railroad right-of-way for construction of a modern public East Bay transit system very much in the news. The feasibility, cost, and utilization of such a system from Bristol through Warren to Providence are under study by state, local, and railroad officials.

Throughout the first half of the twentieth century, the location of the railroad right-of-way cutting a north/south arc through Warren has structured the growth of the town. Land east of the tracks is predominately industrial and commercial in use; west of the tracks remains a densely built up residential, commercial, and industrial waterfront-oriented historic community.

By 1900, growth within the waterfront section completely stabilized. The Waterman Manufacturing Company continued to operate the great mill complex on North Water Street until 1920; in 1934 Berkshire Associates obtained the complex and also the old Parker Mill built in 1899 on Metacom Avenue. By the 1950's, with loss of the textile industry to southern states, the Warren Manufacturing Company's great mill complex became the home of American Tourister Company who now also occupy most of the old Cutler mill on Cutler Street. Demand for more space has recently led to construction of an unattractive huge cinder block addition by American Tourister located on prime waterfront land on North Water Street.

Demand for industrial land remains a constant pressure along the waterfront. Ship building, a major industry in Warren from Colonial days, is thriving today. The Anchorage, Inc. operates on the old wharf of John Throop Child at the foot of Miller Street. Tallman Yacht occupies the Oyster Shack constructed in the late 1880's on Stubb's Wharf, which was Caleb Carr's ferry landing in Revolutionary times. On the south end of Water Street the Blount Marine Corporation is today one of Warren's most

progressive industries constructing modern ferry boats, cruise ships, restaurant, hospital, and oil exploration vessels, and with a corresponding need for more land.

The decade following World War II saw economic depression and modernization of the Town of Warren. Commercial structures replaced many historic buildings of the eighteenth and nineteenth centuries. To cite a few, the Sequino Block replaced the magnificent Early Victorian mansion built by Dr. Otis Bullock on the east side of Main Street in the early 1860's; a modern store stands on the site of historic Burr's Tavern on the southwest corner of Main and Washington Streets; a contemporary medical building recently replaced the early eighteenth century home of Captain Wheaton Cole at 634 Main Street; and a "Dunkin Donuts" and large asphalt parking lot claimed the Turner Cottage built in 1753, the Barton Mansion, an Italianate villa built in 1863, and the Saugy Building, an excellent Academic Revival commercial structure constructed in 1913 on the northwest corner of Main and Miller Streets.

Demolition for parking claimed the important Waterman House, formerly on the southeast corner of Water and Broad Streets (built by James Maxwell in 1820), with its famous eagle door frame. The interior of this outstanding mansion was chosen for reproduction as one of the Thorne miniatures by the Art Institute of Chicago. Parking for industrial needs also claimed the Factor's House (c. 1860), an Early Victorian, cross-gable house with excellent bargeboard, which stood at 95 Water Street.

Disregard for the architectural and historical heritage of Warren has until lately been unchecked. Conversion of eighteenth century and early nineteenth century structures to business use is common. In addition, modernization of store fronts with loss of original details has created a visually chaotic streetscape along Main Street. Trees which once lined Main and Water Streets are today non-existent. Many of the fine sea-captains' homes on Water Street have been mutilated, sub-divided, and stripped by landlords unaware of either the historic or true economic value of their properties. Mill housing dating from the middle of the nineteenth century along Westminster Street and just south of Sisson Street has been allowed to deteriorate; the surrounding landscape became barren, and the residential environment needlessly compromised. No restoration of these properties, with recognition of their

architectural value and proximity to both the water and the town center, has to date been undertaken on any appreciable scale.

Very little twentieth century architecture exists in the older part of Warren except for the Old Stone Bank (1967), and St. Mary's of the Bay (1970). Outside the town center, residential development in East and South Warren has been limited to reproduction colonial homes and contemporary ranch houses that have little historical or architectural value in terms of this survey. A few contemporary houses are to be found on Touisset Point and Asylum Road. Construction of a modern school complex off Asylum Road is noteworthy. Development of Touisset Neck is limited by lack of town water, restrictive zoning, ledge rock, and large farm holdings.

In summary, the town of Warren presents three distinct faces: the Waterfront District, an architectural treasury which contains over 200 buildings reflecting the town's social, economic, and architectural development; Northeast and East Warren, including Touisset, a rural area with large farms and open space suitable for conservation and recreation plus a growing number of year-round residences which have replaced the summer colonies of the early twentieth century; and South Warren, a section rapidly changing from a rural highway linking Warren with Bristol to a center for upper and middle-income multi-family housing. Construction of condominiums here will greatly alter the social, economic, and political fabric of the future Warren community.

FOOTNOTES:

¹"Standards of Quality for Classifications of Waters of the State, 1973." Department of Health, Division of Water Supply and Pollution Control, State of Rhode Island:

SA — Suitable for all sea-water uses including shell fish harvest for direct human consumption (approved shell-fish areas), bathing and other water sports.

A — Suitable for water supply and all other water use; character uniformly excellent.

²Dutch traders called the Warren River the "Klips Kill." Relics of Dutch origin were found among the important Indian artifacts removed from Burr's Hill in South Warren in 1913, and are now in the Museum of the American Indian of the Heye Foundation in New York City and the George Hail Library in Warren. The movements of the Dutch around Narragansett Bay during the settlement period were of grave concern to the English, who were at war with Holland in 1653.

³A hospital for inoculation was set up on the north bank of the Kickemuit under the direction of Colonel Nathan Miller near the present pumping station.

⁴Both these homes have been documented in *Early Homes of Rhode Island* by Antoinette F. Downing (Illustrations XII-XIII).

⁵By 1886, the Warren Manufacturing Company included three five-story mills containing 1,400 looms and employing about 850 people. The complex included: the old mill, opened in 1847, 224 x 56 feet containing 10,000 spindles; mill No. 2, erected in 1860, 180 x 76 feet, plus an ell 64 x 49 feet, with 18,000 spindles; and mill No. 3, erected in 1872, 216 x 76 feet with an ell 90 x 66 feet and containing 30,000 spindles.

IV. CURRENT PROBLEMS AND OPPORTUNITIES

Present day Warren, with a population of approximately 10,500, combines manufacturing and industrial development with growth of suburban sprawl. Population in the town of Warren is expected to increase 36% by 1990 and travel, primarily due to this growth, by more than 50%. The Bristol County area is considered a transportation corridor between I-195 to the north and Mount Hope Bridge leading south to Aquidneck Island. The recent revival of a plan to construct an interstate throughway from the Massachusetts line south, first proposed as the East Shore Expressway in August, 1966, could obviously affect the growth of, and demand for land in Warren. Uncontrolled growth could create an East Bay megalopolis.

Land zoned for industrial use is available in North Warren off Market Street and for residential development in both East and South Warren. The original Warren Village is strategically situated as a regional commercial center; housing within its waterfront Historic District will increasingly attract young professional families moving outward from the urban core of Providence, many of them already seeking homes in a compact historic community with easy access to work, services, and the water.

Waterfront District

The waterfront area covered by this report is densely populated, highly developed, and in sections deteriorated. The breakdown of established residential uses is indicated by frequent conversion of eighteenth and nineteenth century houses to one and two-room tenements. Some unused mill space along Water Street should be studied for possible renovation as apartments, specialty shops, or as a motel-hotel in a water-recreation oriented community. Both the northern and southern ends of the waterfront are highly industrialized. No land is available for expansion except by more demolition. A constant problem is the resulting heavy trucking along North Main Street and in the quiet neighborhood of Manning and Broad Streets, where a textile plant has long been established in a residential neighborhood.

The original streets and sidewalk lines established in the eighteenth century, almost unchanged for more than 200 years, have developed a pattern which should be preserved if the character of the old town is to be

respected. Most views from Main Street to the water still exist; the integration of small wooden houses, great churches, and the river landscape still survives in Warren. Under no circumstances should demolition for public parking, street widening, or encroachment on open spaces (such as the "Town Common") be permitted west of Main Street within the densely developed historic district. This section must be protected.

Central Business District (CBD)

In the past four years the Central Business District (CBD) along Main Street has become stagnant. At present five empty stores exist along Main Street. The need for a centrally located in-town grocery store remains unsolved. Like many older commercial sections, the impact of a new million-dollar shopping center constructed on Metacom Avenue is now being felt in this central area which remains essentially a locally owned specialty shop complex. Revitalization of this busy, traffic clogged, visually chaotic commercial center is now under study. Interest within the community has resulted in the initiation of a program to be administered through the Department of Community Affairs as the Warren Bicentennial Planning Project.

Zoning

Zoning is still the most effective tool by which a town can control, protect, and direct its growth. A new, comprehensive zoning ordinance for Warren was adopted by the Town Council in March, 1971. Changes from industrial use west of Water Street to a new category, "waterfront," and from residential use to general business north of Liberty Street in the densely populated area encompassing Union Street and Warren Avenue west of Main Street have already affected the waterfront historic area. Protests by residents at the time of passage resulted in an amendment which restored land to residential use on the west side of Main Street and prevented the establishment of a huge general business zone covering one-quarter of the predominantly northern section of Warren. An amendment detailing the requirements of the multi-family section of the Zoning Ordinance has now passed. It permits planning and construction of condominiums on the Harlan Moses property and the historic "Villa Sera" estate recently demolished in South Warren. At present Warren has no Historic District Commission legislation such as exists in Providence,

Newport, Cranston, Warwick, South Kingstown, and other Rhode Island towns. Establishment of an official town body with authority to specify districts and individual buildings of historic value and to control exterior alteration of such historic structures or their demolition would be a major step in helping to check the process of decay in Warren.

A well-defined, community-wide effort will be needed in order to educate and convince local businessmen and residents in Warren of the real values of historic district zoning. Recent nomination of the "Warren Waterfront Historic District" to the National Register of Historic Places by the Rhode Island Historical Preservation Commission has generated new interest in the restoration and preservation of historic structures and in the recognition of sites in Warren which deserve the further protection of historic district zoning. To quote from the National Register nomination form:

Despite modern encroachments, the Warren Waterfront Historic District still presents a telling image of a typically densely-built modern seaport town, made all the more interesting by the late architectural and social influences of the mills. The District is an architectural treasure and a unique social and historic record worthy of commendation and of preservation from the depredations of present-day commerce, industry and slum landlordism.

Preservation Progress

Preservation efforts in Warren are growing, in both the public and private sectors. On Main Street the recent \$290,000 renovation of Town Hall (1890-1894) by the Town of Warren, illustrates how an historic building can be upgraded to serve the civic demands of a modern community. The First Methodist Church has engaged in a successful "Save the Steeple" campaign. The \$32,000 renovation of this landmark was completed in December, 1970. In 1974, this church received a grant from the Rhode Island Historical Preservation Commission to assist in painting both the church and the parsonage.

At present, no sustained program for restoration and rehabilitation of individual homes exists. However, Water Street has recently witnessed a small-scale renaissance with the establishment of a core of antique and crafts shops in long-empty stores. Young professional families are beginning to restore homes within the waterfront district. The availability

of increased levels of flood insurance under the National Flood Insurance Program, announced in January, 1974, should help to encourage new investment in rehabilitation projects in this area.

The revitalized Massasoit Historical Association has initiated a broad program that includes the marking of historic buildings and sites, a lecture series on the architectural and social heritage to be found in Warren, establishment of a consultant committee for free advice on technical and aesthetic aspects of restoration, duplication of an irreplaceable collection of late nineteenth century photographs of Warren, and the successful sponsorship of the first walking tour of the historic waterfront section held in June, 1974, which will be repeated as America celebrates its Bicentennial.

The Warren Bicentennial Planning Project, constituted in March, 1974, is responsible for coordinating proposals made by the Department of Community Affairs, the Department of Transportation, the Rhode Island Historical Preservation Commission, the Statewide Planning Program, and locally the Town Council, the Town Planning Board, the Massasoit Historical Society, and concerned merchants and citizens. The intent is to develop a master plan for the renewal, rehabilitation, preservation, and improvement of the Warren Central Business District and the "North End." Stated objectives include "the revitalization of the Central Business District, improvement of parking, traffic circulation and transportation as well as the preservation of historic structures within the project area." Problems of visual pollution and need for sign control, need for planting and for town parks, and historic district zoning are all to be considered in this planning project.

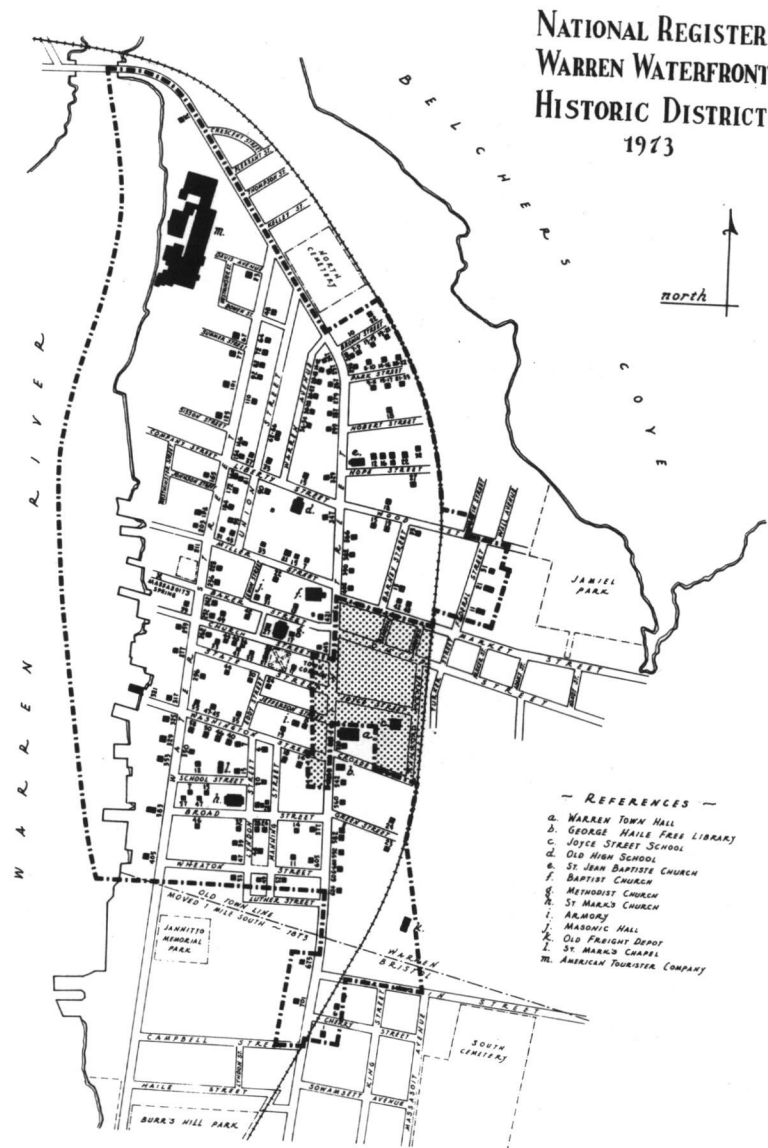
As a first step, the Warren '76 Commission has been formed to guide the project, and local funds of \$6,000 have been appropriated. Dedication of the Warren Civic Parking Plaza in November, 1974, is the first successful project undertaken by this energetic commission. In January, 1975, Vision, Inc., of Cambridge, Massachusetts, began a Townscape Conservation Plan for Warren with special emphasis on Main Street and the waterfront areas. The opportunity exists for the Warren Bicentennial Planning Project to become, upon completion, a landmark program in the field of preservation and to provide a model of federal-state-local cooperation, not only for the State of Rhode Island, but also for the nation.

V. PROPOSED HISTORIC DISTRICTS AND NATIONAL REGISTER NOMINATIONS

The National Register of Historic Places is a record maintained by the National Park Service, United States Department of the Interior, of structures, sites, areas, and objects significant in American history, architecture, archaeology, and culture. Authorized by the National Historic Preservation Act of 1966 as the official inventory of the cultural and historical resources of our nation, it includes historical areas in the National Park System, National Historic Landmarks, federal properties nominated by federal agencies, and properties of state and local significance nominated by the states and approved by the National Park Service. It is an authoritative guide for federal, state, and local governments, and private groups and individuals everywhere, identifying those properties thus worthy of preservation throughout the nation. The National Register is the legal instrument by which registered properties threatened by federally assisted undertakings are insured review. Listing on the National Register is, in addition, a primary prerequisite for matching grant-in-aid eligibility (see Appendix C).

The Warren Methodist Church (1844) was entered on the National Register in August, 1971 and the Methodist Parsonage (1858) added in 1973. A \$4,500.00 grant-in-aid was awarded to the buildings by the Rhode Island Historical Preservation Commission in 1974 for restoration work. In March, 1974, the "Warren Waterfront Historic District" with a selective inventory of 156 structures and sites of special historical and architectural significance was entered on the National Register as a result of the first phase of the Warren survey.

The "Warren Waterfront National Register Historic District" is described as follows (see map Plate H):



Map Plate H: 1974 Warren Waterfront, National Register District



Fig. 36: Industrial National Bank, postcard c. 1906, Main Street

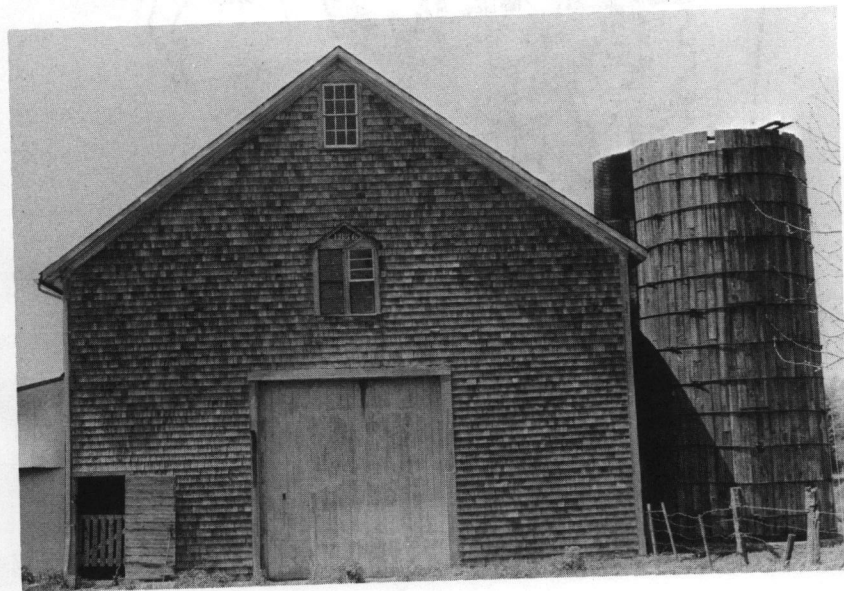


Fig. 37: Barn, Touisset Farm (1876), Touisset Road

There are, in addition, a number of significant individual structures and smaller complexes in Warren which should be protected and are considered worthy of National Register status. Additional districts recommended for nomination to the National Register as a result of the completed Warren survey include:

- Main Street Commercial District: containing all the commercial structures fronting on Main Street in the central business district (CBD) from the junction of Main and Market Street to the middle of the block bounded southerly by Broad Street (see shaded area on map Plate H). This district includes the Industrial National Bank (c. 1906), a fine Neo-Classic Revival structure; J. J. Newberry Company (c. 1930), a typical Art Deco early twentieth century commercial building; Goff's Hotel, now known as the "Tavares Building" (c. 1895), a significant Late Victorian hotel considerably altered; the Glenwood Building or "Lanoue's" (c. 1870), an excellent Early Victorian, post Civil War, brick and granite commercial building; Delecta's or "Mrs. Joyce's House" (c. 1870), an Early Victorian-Bracketed house raised one story to provide commercial first-floor space; Fessenden House (c. 1895), now the "Warren Manor," an excellent Late Victorian-Queen Anne Building, with district patterned brick, stucco and half-timber, and wood shingle exterior wall cover; and the Joyce Street School (1903), an outstanding Colonial-Revival educational structure.
- Barton Avenue-Touisset Road District: an unspoiled area dating from the earliest days of Warren and of agricultural importance in the nineteenth and early twentieth centuries, containing the Alfred Bosworth Farmhouse (c. 1840), a fine Greek Revival house overlooking the head of the Kickemuit River; the Augustus H. Fiske House (1921), an early twentieth century Tudor Revival manor designed by architects Allen & Collins-Harold Buckley Willis, of Boston; General Barton's Birthplace (c. 1720), a Colonial central chimney farmhouse where Revolutionary hero William Barton was born May 26, 1748; the Barton Historical Cemetery on the south side of Barton Avenue; the Nathan Leroy Gardner Estate (c. 1900) including the Late Victorian-Queen Anne house and the complex of stone and wood barns and silos built as a "model farm"; the George Sisson Farmhouse (c. 1720), reputed to be the oldest house on Touisset Point; the George Tinkham Farmhouse

(c. 1850), a delightful Early Victorian-Mansard house with symmetrical facade; the Robbins Cottage (c. 1907), a typical Late-Victorian Shingle Style "summer cottage"; and Touisset Farm (c. 1870), a large Early Victorian-Bracketed house with elaborate front hood concealed by a front porch added c. 1900 and barn (1876) on the west side of the road.

- The Serpentine Road-Kickemuit River District: containing all the rural property, marshlands, and riverbed extending southwesterly from the historic Cole-Bosworth Farm (1690-c. 1800) on the corner of Poverty Corner Road and School House Road to the southerly boundary of 216 Serpentine Road containing the Easterbrooks House (c. 1850). Within this district are four eighteenth century structures in an unspoiled landscape, the oldest cemetery in Warren, the site of Lafayette's campground at "Windmill Hill," and the site of a "Grist Mill" burned by the British in May, 1778.

Individual houses and sites of particular historical or architectural value which are considered worthy of National Register status and are not within a proposed district include:

Burr's Hill Park (before 1621, 1775), South Water Street, containing the major Wampanoag Indian burial ground excavated in 1913, and the site of the Watch House manned by Daniel Cole and Samuel Miller, from June of 1775, to protect Warren from maurading British vessels in Narragansett Bay.

Butterworth House (1728), Child Street and Long Lane, an early eighteenth century Colonial farmhouse with original woodwork and hardware still owned by the Butterworth family.

George Cole House (c. 1860), 18 Turner Street, a handsome Early Victorian-Italianate villa built by William Cole for his brother George, proprietor of Cole's Hotel, a popular Warren hotel for over two hundred years.

William Cole House (c. 1840), 97 Child Street, an unusual example of a traditional Greek Revival to Early Victorian house built by William Cole (1818-1898), noted Warren builder, and lived in by Cole family descendants today.

George Hatch House (c. 1855), 963 South Main Street, an excellent Early Victorian house typical of pre-Civil War era architecture built along Main Street.

L. B. Hatch House (c. 1860), 901 South Main Street, an Early-Victorian-Bracketed house noted for an excellent wrap-around front porch with trefoil pendants, cut-out brackets, and geometric balustrade.

Mason Farmhouse (c. 1870), on the north side of Maple Road, Touisset, an outstanding example of a 1½ story, mansard roof, post Civil War home with elaborate Victorian porches, segmental arched dormers, and unusual interior woodwork.

Louis R. Seymour House (c. 1870), 976 South Main Street, a fine Victorian cross-gable plan house with Gothic bargeboard and finials trimming the rooflines.

Captain Benjamin Usher House (c. 1780), 1080 South Main Street, a typical Colonial farmhouse with only minor alterations on the interior and a front porch added c. 1910.

Appendix D contains a complete inventory of structures and sites having architectural and historical significance for the town of Warren. Properties already entered on the National Register are marked by an asterisk (*); those within a proposed National Register Historic District or recommended for individual nomination are indicated by a double asterisk (**). In reviewing these lists of potential National Register nominations, it should be recognized that they represent those properties most essential to Warren's historic/architectural identity. Surrounding and supporting these properties are many lesser known properties which enhance the overall historic and social character of Warren and contribute to understanding its growth and development.

VI. SUMMARY AND RECOMMENDATIONS

From the first contact of the Pilgrims with Massasoit, Indian sachem of the "Sowams" lands, the growth of Warren can be traced clearly through successive stages:

- The first settlement in 1653 around the Kickemuit River.
- The development of "Little Town" following King Phillip's War of 1675.
- Incorporation of Warren in 1746 and growth into a thriving pre-Revolutionary seaport.
- The re-emergence of Warren after the Revolution as a maritime center generating great wealth and civic and architectural development.
- The introduction of textile manufacturing in 1847 coming to dominate the economic, social, and architectural growth of Warren well into the middle of the twentieth century.
- The turn of the century development of Touisset Point into a summer colony.
- The late twentieth century industrial and commercial growth severely altering the original harmony and balance of buildings on Main and Water Streets, and population growth which has resulted in demands for new land use of the remaining rural areas of Warren.

Today, the compact waterfront area of Warren is an outstanding example of the architectural, social, and historical development of a Rhode Island seaport. Modern progress has not yet destroyed the fabric or street pattern of the original Warren Village, although serious encroachments have occurred in the north end with the expansion of the mill complex and the south end with development of marine interests. Clearly, the need for a restoration and conservation program is of paramount importance if land values, the intimate scale, and the architectural/social heritage of the waterfront environment are to be protected. Further large scale commercial or industrial development, demolition of older residences for parking, or new housing in this section of Warren would irrevocably destroy the historic area. Planning should

capitalize on the still unrecognized assets that make this part of Warren unique.

Stimulating awareness in both residents and town officials of the value of this legacy has been a major problem. Unlike Newport, Wickford, and Providence's "College Hill," a coordinated effort to upgrade the waterfront district, to develop the real social advantages of living in a cohesive historic area close to major cities, to attract "restoration dollars," and to publicize Warren did not develop until 1974. The recent selection of Warren by the Department of Community Affairs for its Bicentennial Planning Project, the nomination of the Warren Waterfront Historic District to the National Register of Historic Places, and efforts by the Massasoit Historical Association to emphasize the architectural and social heritage of Warren through a lecture series and successful walking tours are first steps necessary toward improvement of the economic, social, and psychological climate of this fine and long neglected town.

The following recommendations are therefore offered to stimulate a coordinated program of action which may prevent further erosion of Warren and encourage continued efforts of preservation, restoration, and recognition.

1. To protect the heritage of Warren through the expansion of the National Register program by
 - a. publicizing the entry of the Warren Waterfront Historic District on the National Register of Historic Places in order to stimulate a program of restoration and conservation and assure protection from damaging projects involving the use of federal funds. Structures within the district are eligible to receive grant-in-aid funds administered by the Rhode Island Historical Preservation Commission (see Appendix C);
 - b. amending the Warren Waterfront Historic District to include the Central Business District (CBD) fronting on Main Street, extending from the intersection of Main and Market Street southerly to the middle of the block bounded southerly by Broad Street;
 - c. nominating additional districts and structures and sites, listed previously in Part V, to the National Register of Historic Sites and Places.

2. To establish a Warren Historic District Commission in accordance with the state enabling legislation passed in 1959 (Chapter 45-24-I, as amended) with authority to provide for historic area zoning. The Warren Historic District Commission would act as a design review board for all major alteration, demolition, and new construction within the designated historic districts. The need for historic area zoning, which is designed to protect architectural, social, and environmental values as well as investments within designated districts, should be explained and promoted through the Warren '76 Commission, the Bristol County Chamber of Commerce, the Massasoit Historical Association, and other local groups.
3. In view of the coming American Revolution Bicentennial, to upgrade the downtown area through a street beautification program with facades, signs, lighting, planting, street furniture, and pavement materials all considered including
 - a. promoting restoration of original commercial facades along Main and Water Streets and thereby improving the visual quality of the major Warren business area;
 - b. obtaining passage of an improved sign ordinance which would eliminate obtrusive, over-scale, or inappropriate commercial signs and graphics;
 - c. developing an attractive north entrance to Warren by creating a small park at the junction of Main and Water Streets.
4. To maintain the scale of historic "Warren Village" with its narrow streets and original street grid by careful review of the present one-way patterns and parking needs
 - a. preventing demolition for introduction of any major artery or secondary street widening in the historic district;
 - b. undertaking a professional study of parking needs. With the revival of the proposal to eliminate curb parking on Water Street, development of off-street parking adjacent to waterfront businesses and tourist attractions must be undertaken with great care to maintain the streetscape of the historic Warren Waterfront District. Landscape buffers should be provided and a variety of paving material such as stone, brick, or aggregate concrete used in addition to standard asphalt paving.
5. To encourage the reuse of historic structures when original uses are no longer appropriate by
 - a. exploring the future use of the Liberty Street School (1847) designed by Thomas Tefft, if abandoned, to be used as a neighborhood center, senior citizen center, or expanded town library;
 - b. restoring the Warren Armory (1842) for use as an historical museum or Warren "Hall of Fame";
 - c. exploring the potential for renovation and reuse of the Providence, Warren & Bristol Freight Depot (c. 1880) for a passenger center with development of the needed public transit rail system;
 - d. renovating the unused mill space in the "Old Dye House" (c. 1870) at 325 Water Street as a restaurant-apartment-shop multiple use complex with related waterfront facilities.
 - e. renovating the "Narragansett Fire Engine #3 Station (1846), 42 Baker Street, for a Museum of the Warren Volunteer Fire Department.
6. To initiate an expanded program of restoration and conservation of historic properties by
 - a. encouraging the rehabilitation and landscaping of the mill housing located in the Westminster, Company, and Sisson Street section of the north end;
 - b. seeking creative solutions such as real estate tax relief, the creation of a low interest loan fund for rehabilitation, or the purchase of a demonstration house by a non-profit group in cooperation with local officials and commercial interests in order to attract "restoration dollars." The Housing and Community Development Act of 1974 is a potential source of funding.
7. To develop an open space program by
 - a. creating the "Belchers Cove Recreation Area" as proposed in the *Warren, Rhode Island Comprehensive Community Plan of 1966*. At present this valuable waterfront defining the entire northeast boundary of the central part of Warren is under-utilized, visually chaotic, and neglected. Improvement of this area, including

removal of billboards and development of a scenic drive to serve as a bypass for downtown Warren connecting with an improved Market Street-Metacom Avenue interchange, could be of major benefit to the community;

- b. preserving traditional stone walls which are found along early roads such as Touisset Point Road and Long Lane.
8. To support the expanded programs of the Massasoit Historical Association and seek wider community participation by
- a. appropriately marking historic buildings and sites, including the Watch House Site (1775) at Burr's Hill Park, General Barton's Birthplace (c. 1730) in Touisset, and the Windmill Hill Encampment Site (1778), as part of the American Bicentennial celebration in addition to the on-going program of marking local homes and sites;
 - b. developing an education program within the Warren school system to teach the heritage found in Warren and to encourage future youth participation;
 - c. supporting the preparation of a "restoration manual" for distribution within the Warren community with practical advice concerning such problems as selection of appropriate exterior and interior paint colors, fencing and paving materials, window trim, door design, etc. for historic houses;
 - d. upgrading the community image of Warren by continued use of information media to keep citizens informed about preservation progress.
9. To support the multi-faceted program of the Warren '76 Commission within the area generally described as the Central Business District (CBD) and the Water Street/Waterfront Area.



Fig. 38: Warren '76 Commission Fireplug, 51 Miller Street

APPENDIX A: PERTINENT AGENCIES

Local

Bristol County Chamber of Commerce, Robert Avila, President, Cottage Street, Warren 02885.

George Hail Free Library, Main Street, Warren 02885.

Massasoit Historical Association, Inc., c/o Majorie White, President, 97 Child Street, Warren 02885.

Sowams Garden Club, c/o Beverly Smith, President, 14 Ridge Road, Bristol 02809.

Warren '76 Commission, c/o Robert Lynch, 43 Miller Street, Warren 02885.

Warren Planning Board, c/o Hubert Drainville, Chairman, 141 Fatima Drive, Warren 02885.

Warren Public Works Department, c/o William J. Tavares, Birch Swamp Road, Warren 02885.

Warren Rotary Club, c/o Malcolm Davidson, President, 20 Bullocks Avenue, Barrington.

Warren School Department, Wilfred Marchand, Superintendent, School House Road 02885.

Warren Town Council, Alexander E. Vitulo, President, 85 Union Street 02885.

State

Audubon Society of Rhode Island, 40 Bowen Street, Providence 02906.

League of Rhode Island Historical Societies, c/o Norman T. Bolles, 803 Taunton Avenue, East Providence 02914.

Rhode Island Bicentennial Commission, Old State House, 150 Benefit Street, Providence 02903.

Rhode Island Department of Community Affairs, 150 Washington Street, Providence 02903.

Rhode Island Department of Economic Development, One Weybosset Hill, Providence 02903.

Rhode Island Department of Natural Resources, 83 Park Street, Providence 02908.

Rhode Island Department of Transportation, State Office Building, Smith Street, Providence 02903.

Rhode Island Historical Preservation Commission, Old State House, 150 Benefit Street, Providence 02903.

Rhode Island Historical Society, John Brown House, 52 Power Street, Providence 02906.

Rhode Island Statewide Planning Program, 265 Melrose Street, Providence 02907.

National

Advisory Council on Historic Preservation, 1522 K St., N.W., Washington, D.C. 20005.

American Association for State and Local History, 1315 8th Ave. South, Nashville, Tennessee 37203.

American Institute of Architects, Committee on the Preservation of Historic Buildings, 1735 New York Ave., N.W., Washington, D.C. 20006.

American Revolution Bicentennial Commission, 736 Jackson Place, Washington, D.C. 20276

National Trust for Historic Preservation in the United States, 740-748 Jackson Place, N.W., Washington, D.C. 20006.

Society of Architectural Historians, 1700 Walnut St., Philadelphia, Pennsylvania 19103.

Society for the Preservation of New England Antiquities, 141 Cambridge Street, Boston 02114.

United States Department of Agriculture, Living Historic Farms Program (in cooperation with Smithsonian Institution), Washington, D.C.

United States Department of Housing and Urban Development, 451 7th Street, S.W., Washington, D.C. 20410.

United States Department of Interior, Bureau of Outdoor Recreation, 18th and C Streets, N.W., Washington, D.C. 20240.

United States Department of Interior, National Park Service, Office of Archaeology and Historic Preservation (Historic American Buildings Survey, Historic American Engineering Record, National Historic Landmarks Program, National Register of Historic Places, Division of Archaeology), 18th and C Streets, N.W., Washington, D.C. 20240.

United States Department of Transportation, 400 7th Street, S.W., Washington, D.C. 20590

The Victorian Society in America, The Athenaeum, East Washington Square, Philadelphia 19106.

APPENDIX B: GRANT-IN-AID PROGRAM

Since 1971 the Rhode Island Historical Preservation Commission has been able to award through the National Park Service fifty percent matching grants for the restoration or acquisition of properties listed on the National Register of Historic Places. To date 73 grants have been awarded to local historical societies, community organizations, the State of Rhode Island, and private individuals for projects throughout the state. These grants have generally ranged in size from \$1,000 to \$20,000 with the grantee providing an equal amount. Grantees also benefit from the free advice of restoration professionals serving as consultants with the Commission.

Allowable work under this program includes exterior and interior restoration, installation or updating of utility systems, architectural fees, research, and archaeology. New construction and modern landscaping are not allowable costs. This work must be properly supervised and be of good quality. The Preservation Commission has the responsibility of selecting all paint, mortar, and shingle colors. Due to the high standards of the National Park Service and the added cost of older building materials and methods, this program sometimes increases the total cost of the project. Applicants should therefore be interested in obtaining professional guidance for their restoration as well as financial assistance.

An easement designed to protect the property after project completion and ensure its continuing public benefit must be signed by the owner of the property. This agreement is for a minimum of twenty years and requires the owner to maintain the building and grounds, make no alterations without the prior approval of the Historical Preservation Commission, and allow the public to view the property at least twelve days a year. When the grant work is limited to the exterior, these restrictions only apply to the exterior.

Owners of historically significant properties which are not as yet listed on the National Register but who desire aid should contact the Commission about nomination so as to be eligible for this program in subsequent years. All qualifying applications are welcome but applicants should realize that funds are extremely limited and that historical societies and local non-profit organizations will be given priority over private individuals.

APPENDIX C: METHODOLOGY

A standard survey form, the "Historic Building Data Sheet", has been prepared by the Rhode Island Historical Preservation Commission for use throughout the state. This survey sheet allocates a section each to architectural and historical data. Architectural aspects include style, condition and remodeling, specific physical details, and environmental considerations, while the historical categories include relevant dates, identification of historic maps, sources of early photographs, bibliographical references, and specific events or individuals with which the structure might be associated. Deed research is currently being undertaken by volunteers and will be entered on the individual sheets as the data becomes available. The property itself is identified by map or street number, plat and lot numbers, and ownership, and a photograph of each has been attached to the appropriate survey sheet.

Architectural ratings have been assigned on a 0-4 continuum. The highest rating, 4, has been reserved for those structures deemed of outstanding importance; these buildings are the most important architectural monuments of Warren and are, in most instances, key visual landmarks — focal points defining the character of a specific area. 3's and 2's constitute the bulk of the historic fabric of the town; these form an indispensable setting, an overall visual context, essential to the best known structures and sites. The rating 1 designates buildings of little intrinsic architectural value; in some cases these buildings however were deemed good "background buildings" filling in among the more important properties. Finally, the rating 0 has been assigned only to those buildings which contribute in no manner to this historic fabric, and which may in fact detract from the same. An "A" has been added to the numerical value if a property is deemed important to the fabric of its neighborhood, so that loss would result in damage to the environment.

Similarly, historic value has been assigned as follows: 0 — no known value, 1 — local value, 2 — state value, 3 — national value. The "A" designation has also been used to denote a structure which contributes positively to its historic environment. In this survey, buildings that have been altered to a degree that their original appearance may no longer be determined from an exterior survey, were assigned somewhat lower ratings than were better preserved structures of the same period; an interior examination might prove that many of these structures are worthy

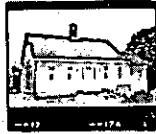
| HISTORIC BUILDING DATA SHEET RHODE ISLAND STATEWIDE SURVEY PHASE 1 | |  | COUNTY Bristol |
|---|---|---|----------------------------------|
| PLAT <u>22</u> LOT <u>34</u> | VILLAGE <u>Warren</u> | | CITY/TOWN Warren |
| OWNER <u>Doris E. Sinclair, Evelyn F. Sinclair</u> | KNOWN AS <u>"Handy - Sinclair Cottage"</u> | PHOTO NO. <u>B-W-40-17A</u> | ROAD <u>10 School House Road</u> |
| PRESENT USE <u>Residential</u> | LAND USE <u>Residential</u> | ORIGINAL USE _____ | |
| STYLE <u>Colonial</u> | CONDITION <u>Excellent</u> | ARCHITECT _____ | |
| REMODELING <u>Minor, kitchen ell remodeled on interior</u> | CONSTRUCTION DATE <u>c. 1818</u> | SOURCE OF DATE <u>Owner/style</u> | |
| DESCRIPTION: <u>STORIES 1 1/2 - dormer at rear (shed)</u> | HISTORY: MAPS _____ | 1855 - T. Handy | |
| ROOF <u>Gable with gable ell</u> | 1870 - T. Handy | OLD PHOTOS _____ | |
| CHIMNEYS <u>1, tall interior, old brick.</u> | FOUNDATION <u>1' - 4' stone</u> | SOURCE _____ | |
| WALL COVER <u>wood clapboard - front</u> | ENTRANCE <u>G.R. flat head, slight entablature paneled pilasters, 4 pane sidelights</u> | OTHER: _____ | |
| OTHER: <u>School House Road originally called Handy Road. Interior is 5-room floor plan slightly altered. Greek Revival fireplaces. 6 panel doors with thumbatches.</u> | WINDOWS <u>D.H. 2/2, compound 2/1 in shed dormer, modern casement</u> | Very steep staircase with narrow winders, Greek Revival newel post. | |
| OUTBUILDINGS <u>Large barn, 2 old sheds.</u> | REFERENCES/BIBLIOGRAPHY _____ | 1889 - Ezra O. Easterbrooks, | |
| SITE/LANDSCAPE <u>Original farmhouse for large Handy farm. Land to South now a shopping center. Set on rise of a hill.</u> | ARCHITECTURAL VALUE <u>3A</u> | DATE OF INSPECTION <u>1/7/74</u> | |
| SURVEYOR <u>ESW</u> | HISTORIC VALUE <u>1A</u> | | |
| | | | HAP NO. _____ |
| | | | PRIORITY _____ |

Fig. 39: Sample Survey Sheet

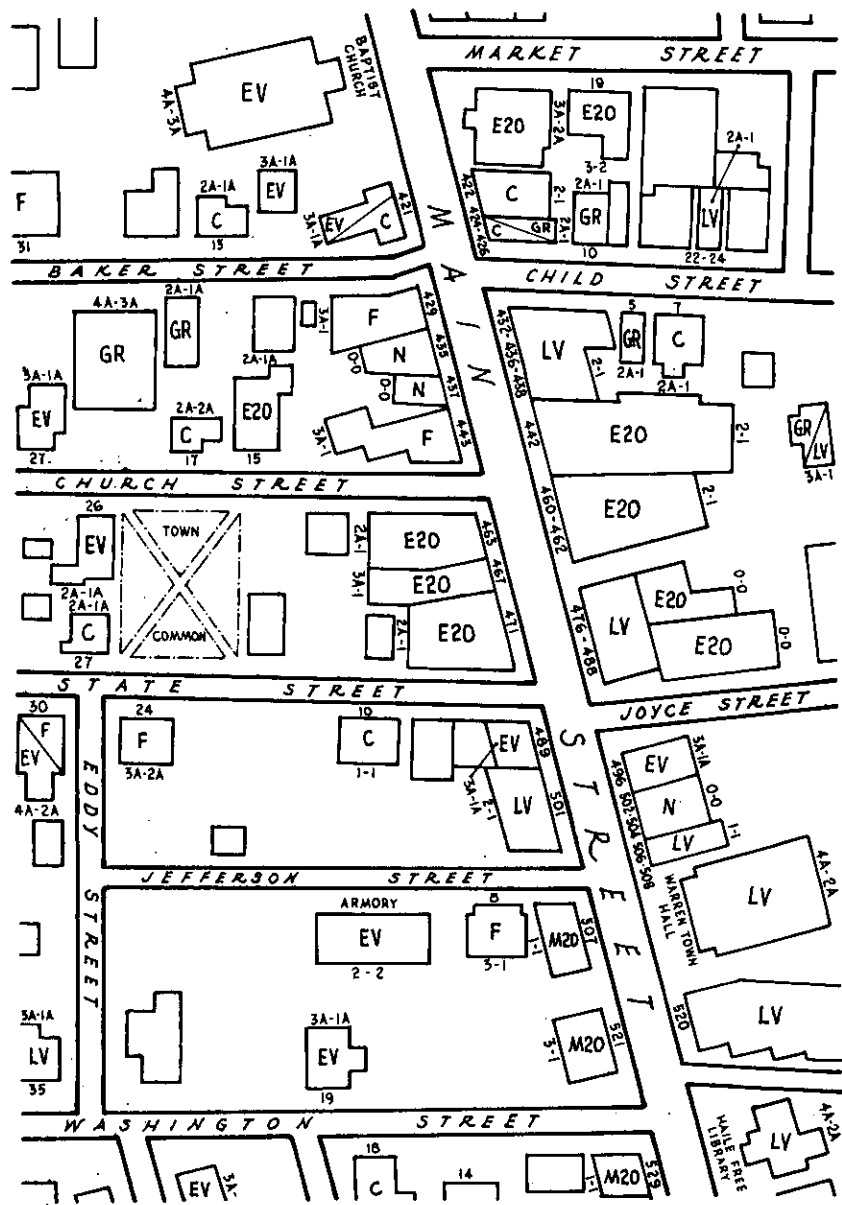


Fig. 40: Sample detail of Survey Map

of a higher architectural value. Likewise, a later discovery of an important historical fact might raise the historical rating.

Data from the survey sheets has been transferred to two maps, one for the compact area and the other for the outlying region. Buildings are identified by sheet or map number, and number and letter codes indicating architectural and historical evaluations. The in-town map (see Fig. 40) is drawn to a scale of 1"-100'. It depicts every structure within this district, regardless of date or historical importance, in order to portray the present context of the historic fabric of downtown Warren. The second map, locating historic structures in the outlying area, is based on the Statewide Planning Program state and Warren maps which are, in turn, based on U.S.G.S. maps enlarged to 1"-¼ mile, twice the original scale. It contains the same identification codes and historical and architectural information as is provided on the in-town map. While omitting coding of the relatively dispersed non-historic structures, it locates all sites and structures, historic and non-historic, so that current patterns of development in the area, as they affect the environment, can be discerned. Thus, information pertaining to historic preservation in the Town of Warren is readily available for all planning purposes.

Upon completion of the survey, duplicate copies of all materials are submitted to the Commission, where, after final approval, one copy remains in the Commission's office at the Old State House, 150 Benefit Street, Providence; and the others are placed in the appropriate local repositories: town hall, historical society, or library. Each set of materials consists of the individual survey forms, maps, and final report.

APPENDIX D: STATE INVENTORY LISTINGS FOR WARREN

*Within a National Register District.

**Within a proposed National Register District or individual nomination.

| Number | Street, Name, Date, Description |
|--------------------|---|
| | Asylum Road |
| Corner of Child | "Benjamin Cole" or "Old Burrill Cole House" (1747-1765): 2 story gambrel roof Colonial house built by Hugh Cole's grandson; front door originally on south side. |
| 2 | "Cole House" (c. 1750): 1 story gable roof Colonial house considerably altered, built near site of Hugh Cole's second house and well. |
| End of Asylum Road | "Warren Asylum" or "Winsome Farm" (c. 1780; 1840): The original 1½ gable roof Colonial farmhouse was built by Richard Barton on land obtained from Thomas Kinnecutt. In 1840 the Town of Warren constructed the main 2½ story gable roof Greek Revival section for the town asylum. An old stone barn or forge at the east end has been removed. |
| Site | "Hugh Cole's well" (1677): Site of Hugh Cole's second house built on east side of Kickemuit River after King Philip's War (1675-1677). |
| | Baker Street |
| 15 * | "W. Turner House" (c. 1800): 2½ story gable roof Georgian house typical of early nineteenth century Warren homes. Baker Street cut through from Main to Water in 1798. |
| 31 * | "Judge Randall's House" (c. 1810): 3 story Federal mansion with hip roof and monitor built by James Maxwell for his daughter Patty as one of the "wedding present houses." Judge Randall conducted a school next door and in 1813 started the "Telescope," Warren's third newspaper, behind the post office: Late Victorian and 20th century alterations. |
| * | "Masonic Temple" (1796): 2 story gable roof Late Georgian structure built by the Washington Association, Inc.; second oldest Masonic Lodge in Rhode Island. Noted for its exterior detailing including twin doors, quoins and elaborate Asher Benjamin type cornice. This was the Warren Town Hall and home of the Warren Academy in the early 1800's. |
| 42 * | "Narragansett Fire Station #3 Station" (1846): 2 story gable roof Early Victorian structure built for the "Narragansett Fire Engine No. 3" whose famous "Button" hand engine won many fire contests. |
| Monu- ment | "Massasoit's Spring" (before 1621): Bronze tablet placed here in 1936 to commemorate the campsite of Massasoit, Chief of the Wampanoag Tribe, who ruled Pokanoket including all land from Plymouth west to Narragansett Bay; Edward Winslow and Stephen Hopkins of Plimouth sent here to visit in July, 1621. |
| | Barney Street |
| 15 * | "James Gardner House" (c. 1836): 1½ story gable roof cottage with Greek Revival exterior detailing. |
| 33 * | "N. P. Cole House" (c. 1840): 1½ story gable roof Greek Revival house set end to street. |
| | Barton Avenue |
| 73 ** | "General Barton's Birthplace" (c. 1730): 2½ story gable roof Colonial house built probably by Benjamin Barton. William Barton born here May 26, 1748. In the American Revolution he led the daring capture of General Prescott, Commander of British forces in New England, on July, 1777. Later wounded in the defense of Warren and Bristol. Colonel Barton then appointed Adjutant General of the Militia in 1788. |
| | Broad Street |
| 14 * | "J. Cole House" (c. 1780): 2½ story gable roof Colonial house on one of Warren's earliest streets; Broad Street laid out between 1756-1765. |
| 23 * | "Nicholas Campbell House" (c. 1750): 1½ gambrel roof Colonial house built by Nicholas Campbell, a native of Malta, who was a participant in the Boston Tea Party, a Revolutionary soldier, and a benefactor of the Town of Warren's school system; interior modernized. |
| 24 * | "Stockford House" (1829): 1½ story gambrel roof Colonial cottage with excellent Greek Revival detailing; built by Mrs. Stockford as a copy of a house in Newport; called the "New Old Newport House." |

- 28 * "Old Classical Institute" (c. 1820): 2 story Federal house with hip roof and monitor known as the "Old Adams House"; in 1845 St. Mark's Parochial School was established here.
- 32 * "N. P. Smith Mansion" or "Dallaires" (c. 1860, c. 1880): 2 story hip roof with monitor transitional Early Victorian house elaborated by addition of Late Victorian tower and porches.
- 46 * "19th century house" (c. 1800): 2½ story gable roof Federal house moved to present site.
- 47 * "T. Carr House" (c. 1760): 2 story gable roof Colonial house with leanto saltbox owned in 1851 by Thomas Carr.
- 57 * "Vance House" (c. 1760): 2½ story gable roof Colonial "half house" now completely modernized.

Brown Street

- 7-9 * "Mill House" (c. 1888): 1½ story gable roof with shed dormer Late Victorian duplex built by Warren Manufacturing Company.
- 13-15 * "Mill House" (c. 1895): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Company.
- 19-21 * "Mill House" (c. 1895): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Company.
- 22 * "Williamine LaFrance House" (c. 1880): 2½ story hip roof with gable dormers Late Victorian structure noted for its decorative brick work; located in the French district of the North End.

Cherry Street

- 1 * "H. Child House" (c. 1850): 2-story hip roof Early Victorian house with excellent delicately detailed 2-story entrance porch.
- 6 * "W. Hall House" (c. 1880): 2-story shallow hip roof Late Victorian house with eclectic detailing.
- 15 "Buckingham House" (c. 1860): 2-story gable breaking gable Early Victorian house transitional from Greek Revival; original patterned board fence with square posts is still intact in front of house.

Child Street

- 31 "Residence" (c. 1830; c. 1880): 2½ story gable roof Greek Revival house enlarged in Late Victorian period noted for

excellent Doric portico and Queen Anne type corner tower; now compromised by commercial sprawl.

- 97 ** "William Cole House" (c. 1840): 1½ story gable roof Greek Revival house built by William Cole, builder of both the "George Cole House" (c. 1860) and the Rectory (1858); unusual details include canted corner posts and entrance pilasters, and heavy angled window and door lintels.
- 119 "C. Monroe House" (c. 1860): 2 story cross gable Early Victorian house with old "livery stable" at the rear; some remodeling of house in Late Victorian period.
- 160 "Pre-Revolutionary House" (c. 1765): 2½ story gable roof Colonial house moved to site probably from somewhere on Main Street; vacant lot owned by Cutler Manufacturing Company in 1870.
- 163 "Residence" (c. 1850): 2½ story gable roof house transitional from Greek Revival to Early Victorian.
- 228 "St. Casimir's Church" (1908-1909): 2 story with 3 story campanile gable roof Late Victorian church with Italianate detailing, designed by Walter Fontaine and built by Thomas Laughran; partially destroyed by fire in 1913 and rebuilt; Polish Catholic church nucleus formed in 1898.
- Child and Cutler "Cutler Mill," North Mill (1868): 3 story gable roof Early Victorian mill built by Charles R. Cutler for cotton textile manufactory; original stair tower reduced.
- "Cutler Mill," South Mill (1881): 3 story gable roof Late Victorian-Italianate mill built by Cutler Manufacturing Company for expanded textile production.
- 261 "Joseph Sherman House" (c. 1865): 2 story hip roof Late Victorian-Italianate mansion built by Joseph Sherman, a noted Warren nurseryman. Now compromised by commercial uses.
- 325 "Pre-Revolutionary House" (c. 1760): 2½ story gable Colonial-"half house" now used for apartments.
- 372 "Residence" or "Al's Variety" (c. 1810): 2 story gable roof Federal house altered by addition of a one story modern stone ell on the Southwest corner.
- 373 "Fales House" (c. 1775, c. 1800): 2 story Colonial gable roof central chimney house with brick end chimney and Federal door frame.

| Number | Street, Name, Date, Description |
|---------------------|---|
| 388 | "Residence" (c. 1880): 2½ story 3-way gable breaking hip roof Late Victorian house with Queen Anne tower; unusual cut out details in porch columns and window awnings with flat saw-tooth cornice trim. Now in multiple family use. |
| Corner of Long Lane | "Butterworth House" (1738): 2½ story gable roof Colonial farmhouse still owned in Butterworth family. Home of Hezekiah Butterworth, poet laureate of Warren; under restoration. |
| | Church Street |
| 17 * | "Easterbrook House" or "Traitor Holland House" (c. 1760): 1½ story gambrel roof Colonial cottage owned in 1776 by Nellie Easterbrook whose boarder John Holland, Warren schoolmaster, betrayed Warren to the British in May, 1778. Extensively modernized. |
| 27 * | "Methodist Church" (1844): 2 story gable roof Greek Revival temple designed by Perez Mason, Esq. of Fall River with three-level Georgian steeple added in 1845 rising 130' over portico. The second Methodist Church built in New England, this building is a noted Narragansett Bay landmark. The interior frescoes have been removed due to fire and the original front entrance altered. |
| 26 * | "Dr. G. Clark House" (c. 1870): 2½ story gable roof Early Victorian house on west side of historic Town Common. |
| — | "First Methodist Church Parsonage" (1858): 2 story, shallow hip roof, Early Victorian bracketed villa built by Hoar & Martin. Original specifications for building are in church records. |
| 36 * | "G. Thurber House" (c. 1780, c. 1840): 2 story gable roof Colonial house altered in Greek Revival period. Church Street was known as "lane running from Martin Luther's house to river" before 1794. |
| 40 * | "C. Harding House" (c. 1840): 2 story gable roof Greek Revival house with good Greek key design in entrance pilasters. |
| 44 * | "P. Brayton House" (c. 1840): 2 story gable roof Greek Revival house with wide corner pilasters. |
| 49 * | "D. K. Bowen House" (c. 1795): 2 story gable roof Colonial house typical of late eighteenth-century Warren homes. |
| 59 * | "James Maxwell's Birthplace" (1743): 2½ story steep gable roof Colonial house built by Elder Samuel Maxwell. Birthplace of James Maxwell in 1752 who became a leading shipowner and merchant and built the five "wedding present" houses still standing today. The house has fine handmade bricks set in Flemish bond, very narrow windows, and a massive central chimney. |
| | Church and State Streets |
| Site * | "Warren Town Common" (1800): In 1800 Town of Warren purchased lot now called the "Common" from Martin Luther for 500 pounds; ships water casks used to be arrayed around town pump and the Little Hero's Engine House stood on the northeast corner (1803). |
| Monu- ment * | "Soldiers and Sailors Monument" — A memorial dedicated to the veterans and firemen of Warren. |
| | Cole Street |
| 18 ** | "George Cole House" (c. 1860): 2 story low hip roof Early Victorian Italianate villa with bracketed cornice and entrance hood; built by William Cole for his brother George who ran the famous "Cole Hotel." |
| | Federal Street |
| 11 * | "Capt. C. R. Cutler House" (c. 1860): 2½ story gable roof Early Victorian house owned by Capt. Charles R. Cutler; modernized for apartment use. |
| 21 * | "Bosworth Mansion" or "Maxfields" (c. 1840): 2 story gable roof Greek Revival house possibly designed by architect Russell Warren for Judge Alfred Bosworth; known for years as "Maxfields" a popular local ice-cream parlor. |
| 31 * | "A. M. Brown House" (c. 1860): 2½ story gable roof Early Victorian house with Greek Revival detailing very similar to 24 Federal Street. |
| | Franklin Street |
| North * Side | "Freight Depot" (c. 1887): 1 story gable roof Late Victorian freight station owned by the Providence, Warren and Bristol Railroad Company in 1887, by 1892 owned by the Old Colony Railroad and by 1947 part of the N.Y., N.H. and H. |

R.R. Co.; service discontinued in 1970's, damaged by fire 1973.

Greene Street

- 5 * "William L. Collamore House" (1897): 2½ story crossed transsept gable Late Victorian-Queen Anne house built by one of Warren's leading textile manufacturers at the opening of the twentieth century.
- 23 * "Rev. Sidney Dean House" (c. 1760): 2½ story gable roof Colonial house with excellent detailing including a delicate pedimented entrance with pierced fanlight and "angel" figurehead in the Ionic capitals; probably built by Joseph Smith, President of Mt. Hope Bank and moved to this site from the corner of Main Street c. 1900.
- 24 * "Thomas C. Williams House" (c. 1780, c. 1880): 2½ story gable roof Colonial house enlarged by additions of Victorian entry and ell.

Hope Street

- 12 * "Brochu House" (c. 1880): 1½ story gable breaking gable Late Victorian house with Italianate details found in heart of Warren's French community.
- 16 * "Hubbard-Parker House" (c. 1876): 2 story gable breaking gable Late Victorian house with Italianate detailing.
- 18 * "Hubbard-Speakman" (c. 1876): 2 story gable roof Late Victorian house with Italianate and Gothic detailing.
- 22 * "James H. Maxwell House" (c. 1850): 2 story gable roof Greek Revival house set gable end to street.
- 27 * "Joseph Sawtelle House" (c. 1860): 1½ story gable roof Early Victorian-Gothic house with excellent sawn ornamentation in bargeboard and porch trim.
- 32 * "B. Bowen House" (c. 1860): 2 story gable breaking gable Early Victorian house with Greek Revival details.

Jefferson Street

- 8 * "Joanna Maxwell Simonds House" (c. 1820): 2½ story gable roof Federal house with full width front porch; moved to site from corner of Main Street. One of five "wedding present" houses.

- "Warren Armory" (1842): 1 story gable roof Early Victorian-Gothic structure with castellated towers built shortly after Dorr War for Warren Artillery; used for many years for dances, theatricals, and town meetings. Jefferson Street also known as "Armory Lane."

Joyce Street

- "Joyce Street School" (1903): 2 story hip roof Late Victorian School with handsome brick work. Excellent Colonial Revival details found in doorways, windows and entrance porches.
- "Ray Cot Fibre Co. Plant B" (c. 1900): 2 story flat roof Late Victorian-Italianate mill with angular sawn cornice brackets and pendants.

King Street

- 29 "Mrs. Horace Luther House" (c. 1880): 2 story hip roof Late Victorian house with porch details found throughout Warren.

Liberty Street

- 15 * "G. G. Hazard House" (c. 1800): 2 story hip roof Federal house with excellent hand-carved interior detailing, probably executed by a ship's carpenter.
- * "Liberty Street School" (1847): 2 story hip roof early Victorian school designed by Thomas Tefft as the third public high school in Rhode Island; the bell tower has been removed, the rear (south section) added, and the fenestration altered.
- 33 * "Charles Wheaton, Jr. House" (c. 1830): 2 story hip roof with monitor Federal home built by son of proprietor of the great "ropewalk" which extended north from Liberty Street to Main on the present Warren Avenue.
- 37 * "Captain James W. Barton House" (c. 1848): 2 story gable breaking gable Early Victorian home with Greek Revival detailing built by one of four Barton brothers, all of whom were sea captains; Captain James Barton founded the *Warren Gazette* when he retired from the sea in 1867.

Number Street, Name, Date, Description

Long Lane

- Corner ** "Alfred Bosworth House" (c. 1840): 1½ story gable roof of Greek Revival farmhouse with superb setting overlooking Barton Ave. Kickemuit River; old road ran through farm to town asylum until early 20th century.
- ** "Augustus H. Fiske House" (1921): 2-2½-3 story gable and hip roof early 20th century, Tudor Revival country manor designed by Allen & Collins-Harold Buckley Willis, of Boston.

Luther and Main Streets

- Site "Old Ark" (1680-1893): Site of an ancient house built by Robert Jolls. The old town line between Warren and Bristol reputedly ran through the "Ark"; Main Street originally was a turnpike and John Jolls (Robert's grandson) the keeper of "Jolls Gate." St. Mary's Institute built here in 1894.

Lyndon Street

- 4 * "Lewis Hoar House" (c. 1820, c. 1875): 2 story hip roof monitor Federal house with excellent Late Victorian detailing built by Lewis T. Hoar, one of Warren's leading housewrights.
- 7 * "Gotjen House" (1943): 2½ story gable roof mid-20th Century home with excellent Colonial Revival details.
- 15 * "Governor Lyndon House" (1751): 2½ story gambrel roof Colonial house which served as Governor Josias Lyndon's refuge during the British occupation of Newport; Governor Lyndon died in Warren during the smallpox epidemic of 1778.
- * "St. Mark's Church" (1829): 1 story hip roof Greek Revival temple designed by Russell Warren the year following his work on the Providence Arcade; distinguished by its beautiful Ionic portico and canted door frames. The original square tower and parapet have been replaced by a simple pediment.
- 20 * "Old Cooper Shop" (c. 1800, c. 1830): 2½ story gable roof Colonial structure which has been altered from a shop into a Greek Revival home.
- 28 * "J. J. Bickner House" (c. 1850): 2½ story gable roof Greek

Revival house with Victorian additions including unusual cut-out foliar and astrological designs on the Civil War era front porch.

- 39 * "N. W. Sanders House" (c. 1850): 1½ story gable breaking gable Early Victorian home.
- 47 * "W. H. Crawley House" (1881): 1½ story gable breaking gable Late Victorian house.
- 48 * "J. Sanders House" (c. 1840): 2½ story gable roof Greek Revival house which now has front pilasters removed.
- 53 * "S. Maxwell House" (c. 1850): 2 story gable roof Green Revival house probably built for himself by Samuel Maxwell listed as a "carpenter" in the 1844 Business Directory; excellent exterior detailing.

Main Street

- 31 * "Warren Gas Co." (c. 1915): 1 story flat roof early 20th century Neo-Classic Revival commercial structure with excellent brickwork and window design.
- 220 "St. Alexander's Church" (1949): 1½ story gable roof Early 20th century church with campanile; locomotive bell acquired from New Haven Railroad.
- 246-248 "Mill House" (c. 1888): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Co.
- 247-249 * "Mill House" (1888): Number 36 on Warren Manufacturing Co. plat, 1888.
- 256-258 "Mill House" (c. 1888): 1½ story double gable breaking gable roof Late Victorian duplex built by Warren Manufacturing Co.
- 257-259 * "Mill House" (1888): Number 37 on Warren Manufacturing Co. plat, 1888.
- 267-269 * "Mill House" (1888): Number 38 on Warren Manufacturing Co. plat, 1888.
- 279-281 * "Mill House" (1888): Number 39 on Warren Manufacturing Co. plat, 1888.
- 287-291 * "Mill House" (1888): Number 40 on Warren Manufacturing Co. plat, 1888.
- 299 * "W. L. Brown House" (c. 1750): 1½ story gable roof Colonial cottage.
- 328 * "St. Jean Baptiste Church" (1881, 1912): 1 story gable roof Late Victorian church with Gothic windows built for the

Warren French parish organized by Reverend E. E. Nobert of Somerset in 1877; partially destroyed by fire in 1891; the triple portico was added to the original simple facade in 1912.

- 329 * "C. H. Handy House" (c. 1865): 2½ story gable roof Early Victorian house with elaborate bay windows typical of post Civil War building.
- 347 * "N. Drown House" (c. 1820, c. 1880): 2 story hip roof with monitor Federal house with Late Victorian detailing and large ell; note similarity to Lewis Hoar House at 4 Lyndon Street.
- 366 * "Dow-Starr House" (c. 1860): 2 story gable breaking hip roof Early Victorian-Gothic mansion with Italianate detailing built on site of "Richmond House" which was moved to 15 Wood Street; may have been designed by Russell Warren; original front porch removed.
- 382 * "Cromwell-Child House" (before 1803): 2 story hip roof Federal house built by one of Warren's leading shipbuilders; sold in 1803 to Level Maxwell; in 1833 to Rev. John C. Welch, pastor of the Baptist Church; in 1853 to William S. Humphrey and in 1863 to Captain George Barton one of the famous four Barton brothers.
- 390 * "Polly Sanders House" (1802): 2½ story gable roof Federal house typical of 19th century homes that once lined Main Street; owned in 1870 by Capt. S. Sanders and until recently by Dr. Marcius H. Merchant.
- 402 * "Pashal Allen's Store" (1809): 2 story gable roof Federal store on "Allen's Corner"; described in 1809 as the "new brick store opposite the Baptist Meeting House"; this handmade brick building originally opened onto Main Street.
- Corner of Market ** "Industrial National Bank" (1906): 1-2 story truncated hip roof Early 20th century bank with handsome pedimented Corinthian portico; built on the site of the National Warren Bank a well-known Colonial building with broken scroll pediment door frame.
- * "Warren Baptist Church" (1844): 2 story gable roof Early Victorian-Gothic church designed by Russell Warren; the first Baptist Meeting House on this site was burned by the British in May, 1778; the second edifice constructed in 1784. The present bell in the tower was recast from the original 13th bell made by Paul Revere. The church is famous as the birthplace of Brown University which as the infant Rhode Island College held its first classes and commencement (September 7, 1769) on this site.
- 421 * "DeWolf House" or "Jesse Baker House" (1753, 1868, c. 1890): 2 story gambrel roof Colonial cottage with a large Early Victorian ell and other alterations dating from the Late Victorian era.
- 443 * "Dr. Preston Day House" (c. 1810, c. 1890, c. 1960): 2 story hip roof plus monitor Federal home with large gable roof ell; owned by Warren's first dentist and now altered by addition of an incompatible 20th century commercial storefront.
- 467 ** "J. J. Newberry Co." (c. 1930): 1 story flat roof with parapet Early 20th century store which has survived unaltered; original sign lettering, cast tin panelled interior ceiling, and exterior detailing are noteworthy.
- 476-488 ** "Goffs Hotel" or "Tavares Building" (c. 1895): 2 story hip roof with 3 story square tower and pyramidal turret Late Victorian-Queen Anne hotel built on the site of the famous Cole's Hotel which was burned in 1893; considerably altered for modern commercial use.
- 489 ** "Glenwood Building" or "Lanoue's" (c. 1872): 3 story shallow gable roof Early Victorian-Bracketed store owned in 1872 by Cyrus and Charles A. Peabody; noted for arched granite lintels and sills set into brick walls.
- 496 ** "Mrs. Joyce's House" or "Delekta's" (c. 1870): 3 story hip roof Early Victorian house raised one story to permit commercial use on first floor; Late Victorian storefront with angled entrance is noteworthy.
- * "Warren Town Hall" (1890-94): 2 story truncated hip roof with 5 level tower Late Victorian-Academic public building designed by William R. Walker & Son of Providence; tower originally 125' high; damage by 1938 hurricane caused removal of open arched section. Present building combines Italian Renaissance tower, Academic style roof, Colonial Revival windows and molded decorative panels with an irregular "modern" fenestration. Interior remodeled in 1970 by local architect William O'Rourke.

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- * "Pallas" and "Tantae" — two guns in front of Town Hall given to Warren Artillery in appreciation for service in Dorr War of 1842; guns originally cast in France in early part of 18th century were captured from the British at the surrender of General Burgoyne in 1777 and presented to Rhode Island for services rendered in the Revolution.
- 520 * "Fessenden House" or "Warren Manor" (c. 1850, c. 1880, c. 1920): 2½ story gable breaking mansard with 3 story tower Late Victorian-Queen Anne hotel remodeled c. 1880 by William R. Walker & Son for General Guy M. Fessenden whose original Early Victorian residence stood on this site; noted for herringbone and square brick patterns in tower. Converted in the 20th century to commercial and residential use.
- 521 ** "Old Stone Bank" (1967): 1 story flat roof mid-20th century bank designed by William O'Rourke; historic marker on corner relating history of Washington Street placed by Massasoit Historical Association, Inc.
- * "George Hail Free Library" (1888-1889): 2 story gable intersecting gable with 3 story hip roof tower Late Victorian-Romanesque Revival library designed by William R. Walker & Son; first association for free reading room and public library formed in 1871. Today used for library and museum with Indian relics and the "Little Hero," Warren's first fire engine purchased in 1802.
- 542 * "Hannah B. Thompson House" (c. 1760, c. 1860): 2½ story hip roof with 2 story gable ell Colonial house with Early Victorian additions; irregular facade and huge chimney indicate early construction date.
- 560 * "William Carr House" (c. 1840): 2 story hip roof with monitor Federal house with Greek Revival details and Victorian additions now converted to modern business use.
- 577 * "Mary E. Pierce House" (c. 1890): 2 story hip roof Late Victorian house with elaborate bracketed entrance hood.
- 582 * "James Maxwell Eddy House" (c. 1770): 2½ story gable roof Colonial house noted for its Georgian style door and elaborate roof cornice; documented in *The Monograph Series* No. 5, Volume XXI, "Some Old Houses of Warren," by J. Fenimore Russell, 1935.
- 592 * "Martin-Bowen House" (c. 1760, c. 1820): 2½ story gambrel roof Colonial house with gable roof ell with addition of a Greek Revival door and corner pilasters.
- 605 * "M. Ingraham House" (c. 1790): 2½ story gable roof Federal house typical of late 18th century homes which once lined Main Street. Note broken pediment with flame finial design.
- 606 * "Bliss-Ruisden House" (c. 1825): 2½ story gable roof Federal mansion built by John Birch and moved 55 feet from its original location; this house is noted for its fine interior woodwork documented in Antoinette F. Downing's *Early Homes of Rhode Island*. The Colonial Revival fence was moved here from Nayatt Point in Barrington.
- 624 * "Smith-Winslow House" or "Joseph W. Martin Memorial Home" (c. 1850): 2 story hip roof plus monitor Early Victorian mansion built by Charles Smith and later owned by William Winslow, captain of the schooner *Metamora* which traded with Georgetown, British Guinea, and originator of Rocky Point Park. The mansion combines Italianate massing, English Baroque window surrounds, and an Egyptian portico with Federal entrance design including a rope molding motif.
- "St. Mary's of the Bay" (1970): 1 story hip roof mid-20th century church designed by William O'Rourke; on site of Late Victorian-Stick Style St. Mary's built in 1883 and St. Mary's Institute built in 1894 and demolished in 1959.
- 673 * "Hezekiah Munro House" (1793): 2½ story gable roof Colonial house built on land that was originally part of Bristol; town line moved one mile south in 1873.
- 701 * "General Nathan Goff House" (c. 1770, c. 1860): 2½ story gable roof Colonial three bay "half-house" with large 2 story Early Victorian ell; home of General Nathan Goff of Civil War Fame.
- 758 "Captain Jas. Winslow House" (c. 1780): 2½ story gable roof Colonial house with Victorian side porch and delightful garden gazebo with ogee roof and lattice side panels.
- 772 "William B. Nichols House" (1865): 2 story hip intersecting hip roof Early Victorian-Italianate house with porch design which matches 18 Wood Street and 29 King Street, typical of post Civil War designs.

- 803 "John Howland House" (c. 1740): 1½ story gable roof cottage probably built by D. Cole; remodeled with addition of front shed dormers and rear shed roof wing. Six-sided cupola from "Old Handkerchief Factory" now in rear yard as a play house.
- 833 "Charles W. Greene House" (c. 1890): 2 story gable roof Late Victorian house with Colonial Revival 6-sided front porch added. Still owned by Greene family.
- 875 "Cole Farmhouse" (c. 1760, 1875): 1½ story gable roof Colonial farmhouse with large 2 story gable roof ell added in 1875; built by one of the Cole family and owned in 1851 by Thomas Cole. Land originally ran west to shore of Narragansett Bay.
- 901 "Mrs. L. B. Hatch House" (c. 1860): 1½ story gable roof Early Victorian-Bracketed house; an excellent example of post Civil War Domestic architecture.
- 933 "John Clarke House" (c. 1870): 2 story crossed gable Early Victorian house with typical X pattern panels in front porch design similar to #18 Wood Street.
- 962 "George Hatch House" (c. 1855): 2 story gable roof Early Victorian farmhouse with elaborate porch and trim similar to 976 South Main Street.
- 976 "Louis R. Seymour House" (c. 1870): 2 story crossed gable roof Early Victorian house with handsome Gothic bargeboard and spires at the gable peaks. Exterior detailing includes heart and satellite designs.
- 1000 "Samuel Bradford Cottage" (c. 1750): 1½ gable roof Colonial cottage with front porch added c. 1910 which obscures original facade; built on land that was part of Bristol until 1873.
- 1071 "The Flaggery" (1899-1900): 2½ story gable roof Late Victorian-Colonial Revival mansion built for Cady family by Adelard LaPane; named for fields of wild iris on shoreline near Jacob's Point.
- 1080 "Capt. Benj. Usher House" (c. 1780): 2 story gable roof Colonial farmhouse with Colonial Revival front porch added c. 1910.
- "Windholme" (1941): 1½ story gable roof Early 20th century-Colonial Revival house; on site of Old Gorham Farm House.

- "Bagywrinkle Cove" (c. 1940): 1½ story, gable roof Early 20th century-Colonial Revival house; part of 40 acre Harlan Moses estate proposed for multi-family use.

Manning Street

- 49 * "Samuel Cranston House" (1845): 1½ story gable breaking gable roof Early Victorian house with Greek Revival detailing; built by a Warren sailmaker.
- 52 * "W. H. Bowen House" (c. 1840): 2½ story gable roof Greek Revival house with small Victorian porch with sawn balusters added.

Maple Road

- 114 "Capt. John Mason Homestead" (c. 1720, c. 1870, c. 1910): 2½ story gable roof Colonial house with some Late Victorian porches and details and a full width Colonial Revival front porch on south side (c. 1910); heavy pegged narrow window frames that break out from cornice and original front door (south) are intact.
- "H. Mason House" (c. 1870): 1½ story mansard roof Late Victorian summer house with elaborate porches and segmental arched dormers.
- 119 "Residence" (c. 1850, c. 1880): 3½ story gable roof Early Victorian farmhouse with Queen Anne wrap-around porch added on first floor; stone foundation of barn stands just east of house.

Market Street

- 19 ** "Warren Exchange, Providence Telephone Co." (1907): 2 story flat roof Early 20th century commercial structure with Classical Revival detailing.
- 42 * "Mrs. Chace's House" (c. 1840): 2½ story gable roof Greek Revival house with modernized facade.
- 48 * "Bullock House" (c. 1760): 2½ story gambrel roof with shed dormer Colonial house owned by Dr. Bullock in 1870.
- RFD 116 "Honorable Levi Haile House" (c. 1710): 2 story hip roof with saltbox Colonial farmhouse with Greek Revival front entrance and small Late Victorian porch added on west side; Levi Haile was judge of the Rhode Island Supreme Court in 1851 and owned 100 acres of land.

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- 240 "F. L. Andrews House" (c. 1860): 2 story T shaped gable roof Early Victorian House set in quiet rural landscape on Warren/Swansea border.
- 241A "E. B. Simmons Farmhouse" (c. 1840): 1½ story gable roof Greek Revival farmhouse with Early Victorian side porch.
- 241 "Bowen Farmhouse" (c. 1780): 1½ story gable roof Colonial house set in rolling rural landscape: 78 acre dairy farm.
- Site "King's Rock" (Pre-Colonial): Site of Wampanoag Indians' national grinding mill; settlers' homes nearby were burned in King Philip's War, June, 1675.

- Miller Street**
- 7 * "Burt House" (c. 1840, c. 1865): 2½ story gable roof Greek Revival house with Early Victorian-Italianate alterations; varying patterns of brackets under eaves.
- 15 * "James Batchelder House" (c. 1850): 2½ story gable roof Early Victorian-Bracketed house with typical bracketed hood entrance.
- 21 * "Luther-Turner House" (c. 1790): 2½ story gable roof Federal house with Late Victorian hood entrance added; heavy modillions under kicked out cornice are of interest; front door probably originally on south, now on east.
- 22 * "Henry F. Champlin House" (1883): 2½ story gable roof Late Victorian-Queen Anne house with picturesque gables trimmed with foliated bargeboard, Stick-Style porch with geometric cutout balustrade.
- 33 * "Miller-Abbott House" (1789, 1802): 2½ story gable roof Federal house originally built by General Nathan Miller, Revolutionary War hero; in 1840's passed through Wheaton family to Abbott family. Commodore Joel Abbott with his son, Charles, accompanied Admiral Perry to Japan in 1853. Fine interior woodwork has been documented in Antoinette F. Downing's, *Early Homes of Rhode Island*.
- 43 * "Rudolphus B. Johnson House" (c. 1800, c. 1823, c. 1850): 2 story hip roof with low monitor, Federal house with both Greek Revival and Early Victorian details; owned until 1970's by Rudolphus Johnson, merchant, whaler and owner of the cooperage and wharf that stood on Johnson Street; moved to present location c. 1823.

- 51 * "W. T. Wheaton House" (c. 1790): 3½ story gable roof house raised one floor to permit use of a store; presently in commercial use. some fine interior detailing still exists.

Miller Street (at foot of Miller Street)
 Site "Site of Sylvester Child's boatyard."

- Nobert Street**
- 18 * "Residence" (c. 1790, c. 1830): 2 story gable roof Colonial house with Greek Revival and minor Victorian additions and detailing: moved to this site from Main Street.

- Park Street**
- 8A-10 * "Mill House" (c. 1888): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Co.
- 9-11 * "Mill House" (c. 1888): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Co.
- 14-16 * "Mill House" (c. 1888): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Co.
- 15-17 * "Mill House" (c. 1888): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Co.
- 20-22 * "Mill House" (c. 1888): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Co.
- 21-23 * "Mill House" (c. 1888): 1½ story gable breaking gable Late Victorian duplex built by Warren Manufacturing Co.

Poverty Corner Road
 Corner School-house Road
 "John Cole Farm" or "Bosworth Farm" (1690, c. 1800): 2½ story gable roof farmhouse begun in 1690 by John Cole, Hugh Cole's Son. John and his brother Hugh were taken captive by Indians and later sent home by King Philip out of friendship for Hugh. Major Benjamin Bosworth lived here during Civil War decade: clear view of Warren spires in distance.

- School Street**
- 7 * "Sherman House" (1784): 1½ story gambrel roof Colonial cottage on one of Warren's earliest streets. School Street laid out in the early 1750's.

- 12 * "S. Hoar House" (c. 1770, c. 1860): 1½ story gambrel roof Colonial cottage with saltbox ell; modernized c. 1860 by addition of a pair of Victorian bay windows on facade.
- 15 * "Moore-Cushing House" (c. 1740): 2½ story gable roof Colonial house moved here from Lyndon Street; very narrow clapboards and hand-blown window panes distinguish house.
- * "St. Mark's Chapel" (1858): 1 story gable roof Early Victorian hall with some Colonial details; moved here in 1862 from lot on South side of St. Mark's Church. Now St. Mark's Parish House.

School House Road

- 10 "Handy-Sinclair House" (c. 1818): 1½ story gable roof Colonial cottage with gable ell; and Greek Revival detailing; originally center of large Handy Farm. School House Road known as Handy Street.

Serpentine Road

- 216 ** "Easterbrooks House" (c. 1850): 1½ story gable roof Greek Revival farmhouse with raised shed dormers and Early Victorian porch added; set in large rural lot with excellent trees.
- 217 ** "G. Luther House" (c. 1780): 2½ story gable roof Colonial House with many original details removed; roof probably rebuilt and Colonial Revival front entry porch added.
- 219 ** "Walford Farm" (c. 1780): 2 story gable roof Colonial farmhouse originally only one story high; set in center of farm complex with saltbox barn and various sheds. Fine view from hill down to Kickemuit River.
- 221 ** "S. Child Cottage" (c. 1750): 1½ story gambrel with saltbox addition Colonial farmhouse; glassed in porch and shed dormer across south side obscure original appearance.

State Street

- 17 * "E. E. Martin House" (c. 1800): 2½ story gable roof Federal house with Victorian additions; excellent Adarnesque type entrance.
- 24 * "Rebecca Maxwell Phillips House" (1804): 3 story hip roof with monitor Federal mansion built by James Maxwell as a

wedding gift for his daughter, Rebecca; a rare Japanese cut-leaf beech tree in the garden was imported in the 1840's.

- 27 * "George Luther House" (c. 1800): 2½ story gable roof Colonial house with entrance on end facing Town Common.
- 30 * "Eddy-Cutler House" (c. 1800): 3 story hip roof with monitor Federal mansion built by James Maxwell as one of the "wedding present houses"; owned by Charles Cutler, sea-captain, mill owner and Lt. Governor of Rhode Island in 1872. Note excellent entrance with Palladian window over the portico.
- 35 * "Capt. Jason Coffin House" (c. 1825): 2½ story gable roof Federal house with excellent interior hall and staircase details.
- 41 * "John Davol House" (1752): 2½ story gable roof Colonial house also known as the "Herbert-Seymour House"; fine interior detail.
- 44 * "Dr. G. Clarke House" (c. 1870): 3 story gable roof Early Victorian-Italianate House with large brackets under all eaves.
- 53 * "C. Richmond House" (c. 1800): 2½ story gable roof Federal house probably built shortly after State Street was opened in 1791; exterior detailing removed.

Touisset Road

- 72 ** "Manchester Farm" (c. 1910): 2½ story crossed gable roof, Late Victorian-Queen Anne House; built as a model dairy farm by Dr. Nathan Leroy Gardner with complex of silos, gambrel roof stone and wood shingle barns still in use.
- RFD 75 ** "George Sisson Farmhouse" (c. 1710): 2 story gable roof Colonial farmhouse reputed to be the oldest house on Touisset Point; front porch obscures entrance design. Called "Great-Oak" Farm in 1895.
- 84 ** "Mason Farmhouse" (c. 1850): 1½ story mansard roof Early Victorian farmhouse with double and single gable dormers; noted for well balanced design of facade. Operated by George Tinkham as a large produce center in early 20th century.
- 86 ** "Robbins Cottage" (c. 1900): 2 story gable roof Late-Victorian-Shingle Style cottage with wrap-around front porch.

Number Street, Name, Date, Description

109 ** "Chace House" or "Touisset Farm" (c. 1870): 2½ story gable roof Early Victorian-Bracketed farmhouse with elaborate bracketed hood over front entrance now obscured by added front porch; barn across road has 1876 date in gable peak.

121 "W. E. Emery House" (1907): 1 story plus 2 story gable intersecting gable Late-Victorian-Shingle Style summer house with excellent interior wall murals painted by Providence artist Arthur Hazard; spectacular view of Fall River.

Turner Street

18 ** "George Cole House" (c. 1860): 2 story hip roof Early Victorian-Italianate villa built by William Cole for his brother George, proprietor of Cole's Hotel.

Union Street

62-66 * "Mill House, Warren Manufacturing Co." (1868): 2½ story gable roof double house built for mill operators employed in Warren Manufacturing Company's plant.

81 * "Thomas Cole House" (1850): 3 story gable roof Early-Victorian house built by Thomas Cole whose daughter Annie lived here with her husband Henry Cady, a well-known turn-of-the-century author and marine artist; note delightful Gothic entrance trim.

90 * "John R. Wheaton House" (1833): 2 story hip roof plus monitor Federal style mansion with elaborate Greek Revival detailing possibly designed by Russell Warren; note Ionic porch and Chippendale type balustrades.

95 * "Luther Cottage" (c. 1750): 1½ story gambrel roof Colonial cottage moved to this site after 1851; interior now modernized.

Vernon Street

22 "George L. Drown House" (c. 1870): 3 story gable roof Early Victorian-Bracketed house with handsome front hood supported by circle and scroll design brackets with pendrils.

42 "Major S. Johnson House" (c. 1825): 2½ story gable roof

Federal house later owned by Rufus Q. Arnold, enlarged by addition of rear ell.

Warren Avenue

12-14 * "Mill House" (1888): 1½ story gable roof Late Victorian duplex built by Warren Manufacturing Co.; Number 41 on Warren Manufacturing Co. plat, 1888.

18-20 * "Mill House" (1888): Number 42 on Warren Manufacturing Co. plat, 1888.

22-24 * "Mill House" (1888): Number 43 on Warren Manufacturing Co. plat, 1888.

28-30 * "Mill House" (1888): Number 44 on Warren Manufacturing Co. plat, 1888.

34-36 * "Mill House" (1888): Number 45 on Warren Manufacturing Co. plat, 1888.

Warren River between Warren and Barrington

Site Site of Kelly's Tide Mill.

Washington Street

14 * "Dora Swift House" (1902): 2½ story hip roof Late Victorian-Colonial Revival house; one of few houses of this style built in older section of Warren at the turn of the century.

18 * "Betsy Burr House" (c. 1789): 2½ story gable roof Colonial house owned by wife of Shubael Burr, keeper of Burr's Tavern at corner of Main and Washington Streets.

19 * "G. T. Gardner House" (c. 1840): 2½ story gable roof Early Victorian-Bracketed house very similar to 40 Washington Street; enlarged by addition of 20th century porch on east side.

35 * "Buckingham House" (c. 1900): 2½ story gable roof with projecting gable roof Late-Victorian-Shingle Style house still owned by Buckingham family; land belonged to Charles Cutler, house directly to north fronting on State Street.

40 * "F. Marble House" (c. 1840): 2½ story gable roof Early Victorian-Bracketed house built by owner of Marble's Hall on Water Street; note similarity to 19 Washington Street.

46 * "S. Peck's House" (c. 1770): 2½ gable roof Colonial house with added Victorian entrance hood, built on King Street - the name for Washington Street before the Revolution.

- 47 * "H. Champlin House" (c. 1810, c. 1860): 2 story hip roof with monitor Federal house with Greek Revival detailing and Victorian alterations; large ell on north side added after 1851 when owned by Champlin family.
- 50 * "J. R. Hoar House" (1841): 2 story gable roof Greek Revival house with Doric portico; an excellent example of a small-scale Greek Temple which is unusual in Warren.
- 55 * "Samuel Miller House" (c. 1750): 2½ story gambrel roof Colonial house with hip roof addition on east side; built on land bought by Samuel Miller from John Child in 1740 — house standing in 1756.
- 58 * "Baptist Society House" (c. 1750): 1½ story gable roof Colonial house which probably originally opened onto Water Street; Water Street in existence before 1773 as Carr's Street.

Water Street

Corner*
of
Main

- "Warren Manufacturing Co." or "American Tourister Co." (1896, 1907, c. 1970): 3 story flat gable roof Late Victorian mill rebuilt after major fire destroyed original stone and brick units begun in 1847; north ell built in 1907 and cinder block south ell mid-20th century construction.
- 23 * "G. Lawless House" (c. 1760, c. 1830): 2½ story gable roof Colonial house with vernacular Greek Revival entrance topped by a superb carved wooden freize.
- 48 * "J. S. Collamore House" (c. 1854): 2½ story gable roof Greek Revival house with Early Victorian additions.
- 64 * "Capt. J. C. Joyce House" (c. 1850): 2½ story gable roof Greek Revival house built by Warren whaling captain.
- 67 * "Mrs. E. Humphrey's House" (c. 1830): 2½ story gable roof Federal house typical of old Water Street homes.
- 72 * "Mrs. R. Drowne House" (c. 1780): 2½ story gable roof Colonial house with mid-20th century front porch obscuring original entrance; north end of Water Street existed as a "way" before 1770.
- 77 * "S. Mason House" (c. 1770): 2½ story gable roof house now enlarged by a flat roof apartment wing.
- 82 * "D. Foster House" (c. 1790): 2½ story gable roof Colonial house modernized in 1969 for apartments with loss of original windows.

- 92 * "J. E. Bowen House" (c. 1770): 2½ story gable roof Colonial house with modern front porch which obscures original facade.
- 101 * "Stillwell House" (c. 1800): 2½ story gable roof Federal house with 2 story Victorian porch on southwest corner of ell; surrounded on north and west by mill parking lot.
- 110 * "B. Drowne House" (c. 1840): 2½ story gable roof Greek Revival house which exhibits channeled corner pilasters and heavy modillions under roof jet.
- 125 * "Driscoll House" (c. 1820): 2½ story gable roof Federal house with excellent interior woodwork intact. Samuel A. and Jeremiah Driscoll were both well-known Warren whalers.
- 146 * "The Chocolate Shop" (c. 1890): 2 story gable roof with front parapet Late Victorian-Italianate shop noted for its unusual "false front" which includes scaled arched windows and elaborate bracketed cornice.
- 154 * "John C. Hall House" (c. 1830): 3 story gable roof Greek Revival house with Victorian side door opening onto Liberty Street.
- 160 * "D. B. Wheaton House" (c. 1760): 2½ story gable roof Colonial house with Victorian hood obscuring entrance; facade heavily modernized for commercial use.
- 165 * "G. R. Kinnicutt House" (c. 1820): 2½ story gable roof Federal house now modernized; note similarity in size and design to Driscoll House at 125 Water Street.
- 172 * "Hoar-Hall House" (c. 1770): 2½ story gable roof Colonial house owned by Mrs. Hoar in 1851 and by John C. Hall in 1870; note excellent Georgian style entrance.
- 184 * "H. Child House" (c. 1800): 2 story hip roof Federal brick house with Georgian pedimented doorway, probably built shortly after Water Street was formally named in 1796.
- 193 * "Merciers Hardware Store" (c. 1870): 3 story gable roof Early Victorian store with Greek Revival details.
- 203 * "Gilbert Church House" (c. 1880): 2½ story gable intersecting gable Late Victorian-Queen Anne house built on site of old John Throop Child house; Child's wharf and counting house stood here in 1851.
- 211 * "S. Barton House" (c. 1760): 2½ story gable roof Colonial house owned in 1862 by Charles Barton one of the four famous Barton brothers, all Warren sea-captains; noted for excellent Georgian entrance which now has a modern door.

| Number | Street, Name, Date, Description |
|----------|---|
| 228 * | "J. N. Tibbetts House" (c. 1840): 2½ story gable roof Greek Revival house with slight alteration of original facade. |
| 236 * | "N. Wheaton House" (c. 1775): 2½ story gable roof Colonial house; Wheaton's counting room stood across street where Wharf Tavern parking lot is now. |
| 242 * | "Capt. Haile Collins House" (c. 1773): 2½ story gable roof Colonial half-house probably built just after South Water Street was laid out from King to Miller Street in 1773; owned by sea-captain Haile Collins who wrecked the <i>New Columbia</i> on Prudence Island in the great gale of 1827. |
| 252 * | "Driscoll-Allen House" (c. 1800): 3 story hip roof plus monitor Federal house built by James Maxwell as one of the five "wedding present houses" still standing; facade altered by addition of modern windows, doors and loss of exterior detailing. |
| 259 * | "Hope Bank Building" (1858): 2½ story gable roof Early Victorian bank opened first as Hope Bank (chartered in 1822) and by 1870 used as the First National Bank; enlarged to south by 1895. |
| 262 * | "William Maxwell House" (c. 1800): 2 story hip roof with monitor Federal house probably enlarged by addition of 2 bays on north side. |
| 277 * | "Old Carriage Shop" (c. 1790): 2 story gable roof Colonial workshop with added "false front" used as a paint shop during the 1850's in the Gardner & Hoar building complex and later as a carriage shop. |
| 296 * | "Capt. William Collins House" (c. 1780): 2½ story gable roof Colonial house probably built shortly after South Water Street was laid out from King to Miller Street in 1773; "Collins' Wharf" stood directly west of house in middle of a busy waterfront complex including a lumberyard, engraver's shop, carpenter shop and cooperage in 1851. |
| 317 * | "Captain Caleb Carr's Tavern" (c. 1750, c. 1790): 2 story hip roof Colonial house enlarged in the Federal period, built on land purchased by Major Caleb Carr in 1740; his son Captain Caleb Carr (born 1743) kept a tavern here, operated the ferry to Barrington and became one of Warren's leading shipbuilders. |
| 321 * | "Carr's or Stubb's Wharf and Oyster House" (c. 1770, c. 1898): 2 story gable roof Late Victorian oyster house built by John Stubbs pioneer oysterman on Caleb Carr's wharf dating from the American Revolutionary period. |
| 325 * | "Old Dye House" (c. 1870): 3 story gable roof Early Victorian mill used as an early textile mill and dye house and in the 20th century for the processing of seafood; note the brick corbelled cornice. |
| 329 * | "J. J. Smith's Oil Works" (c. 1840): 2 story gable roof Greek Revival warehouse used for whale oil storage and later as part of Stubbs' Wharf oyster business complex. |
| 350 * | "John Emery House" (1876): 2 story gable roof Late Victorian-Tuscan house with large Late Victorian hip roof eave; note decorative corbelled brick cornice and panelled treatment of facade. |
| 353 * | "Greenwood-Carr House" (c. 1830, enlarged c. 1860): 2½ story gable roof Federal house enlarged by addition of a hexagonal Early Victorian bay on south side; owned by Charles R. Carr and later by William E. Greenwood in the 20th century; documented for fine exterior woodwork in J. Fenimore Russell's <i>Some Old Houses of Warren, R. I.</i> in the "Monograph Series" published in <i>Pencil Points</i> . |
| 383 * | "Gardner-Brown Mill" or "Gladdings Sail-Loft" (1848): 2 story gable roof plus clerestory Greek Revival mill constructed by Gardner & Brown for whaling industry, later used as a sail-loft and for the Narragansett Bay Oyster Co. in the twentieth century. |
| Marker * | "Granite Boundary Post" (c. 1770): 3½ foot Colonial granite marker set into west side of Water Street just south of old Gardner & Brown mill which marked boundary between Bristol and Warren which was moved south one mile in 1873. |
| 405 * | "Marble's Hall" (c. 1840): 2 story gable roof Greek Revival mill used as a blacksmith shop by the 1850's and noted for a large cutout of "Vulcan" on entrance, "Marble's Hall" used for social events occupied the second floor of this massive stone structure. |
| Site * | "Burr's Hill" (before 1621, Revolutionary, 20th century): Indian burial ground excavated in 1913 with discovery of Dutch, English and French relics; also site of Watch Tower during American Revolution. Today used as a major park for Town of Warren. |

Wharf *Off Water Street — west end of Miller Street*
 "J. T. Child's Wharf" (1851): owned by John Throop Child, captain of ship *Gratitude* engaged in coastal trade from 1840's to 1860's; his counting room and house stood on present site of 203 Water Street and Anchorage Boatyard.

Wharf *Off Water Street — between Miller and Baker Street*
 "Barton's Wharf" (1851): owned by Barton family who were prominent in history of Warren's maritime service; Seth Barton became a privateersman in 1812, Captains Alfred and Samuel were active in this period. Four brothers Charles, James, George and Henry were all sea-captains during the later mid-nineteenth century whaling era. Now site of Wharf Tavern.

Wharf *Off Water Street — west end of Baker Street*
 "Baker's Wharf" (1851): Site of Jessee Baker's Wharf. In 1809, Jesse Baker became captain of the *William Baker*, second full rigged ship built in Warren. The old Baker House built in 1762 by Jesse Baker, Sr. and destroyed by fire in 1906 stood just to east on site of Baker Street playground.

Wharf *Off Water Street — west end of Church Street*
 "J. Smith's Wharf" (1851): One of two wharfs owned by Joseph Smith, leading ship-owner, founder of whaling boom, and wealthy merchant.

Wharf *Off Water Street — between State and Washington Streets*
 "Collins Wharf" (1851): Captain Haile Collins was a prominent sea-captain after the War of 1812; by 1851 the firms of Collins & Driscoll occupied this site now used by the Harbor Const. Co., Inc.

Wharf *Off Water Street — west end of Washington Street*
 "C. Carr's Wharf" (1851): Old wharf operated as the ferry landing from Warren to Barrington by Caleb Carr before the Revolution. Later site of Joseph Stubb's pioneering oyster business in 1880's and today Tallman Boat Yard.

Wharf *Off Water Street — south of Washington Street*
 "C. Eddy's Wharf" (1851): Caleb Eddy was a prominent Warren sea-captain, ship-builder and slaver. Location of old Cromwell and Caleb Child's boatyard where the famous frigate *General Nathaniel Greene* was launched in 1799.

Wharf *Off Water Street — west end of Broad Street*
 "Gardner & Brown's Wharf" (1851): Built by Capt. Joseph

Gardner and Charles F. Brown, chief mate of the ship *Rosalie* owned by Joseph Smith who started the whaling boom in early 1820's.

Wheaton Street

11 * "N. Kent House" (c. 1830, c. 1850, c. 1920): Hip roof with monitor Federal house with Greek Revival and Early Victorian Detailing; 20th century two-story porch obscures original facade.

Wood Street

15 * "Richmond House" (c. 1780): 2½ story gable roof Colonial house with hip roof ell moved from original location on Main Street where "Dow-Starr House" stands by a member of the Richmond family; note excellent Georgian type pedimented entrance.

18 * "Brown-Hall House" (1858): 2½ story gable roof Early Victorian-Italianate house built just before the Civil War; note excellent front porch.

19 * "E. A. Swift House" (c. 1850): 2½ story gable roof Early Victorian house with unusual Gothic bargeboard trim on roof and doorway.

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- Bowen Scrapbooks, c/o Mrs. William Jackson
- Laurent Dionne Collection
- Massasoit Historical Association
- Rhode Island Historical Society



Fig. 41: Brass finger ring, Burr's Hill, Museum of The American Indian — Heye Foundation

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