

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received

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See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

Historic Resources of Lincoln, Rhode Island; Partial Inventory
historic Historic & Architectural Resources

and or common

2. Location

street & number Town boundaries of Lincoln, Rhode Island — not for publication

city, town Lincoln N.A. vicinity of Hon. Fernand J. St Germain
Congressional District #1

state Rhode Island code 44 county Providence code 007

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input checked="" type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational <input checked="" type="checkbox"/> private residence
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	N.A. in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial <input checked="" type="checkbox"/> transportati.
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Multiple; see individual inventory sheets

street & number

city, town — vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Lincoln Town Hall

street & number 100 Old River Road

city, town Lincoln state Rhode Island 02865

6. Representation in Existing Surveys

Statewide Historic Preservation (See Cont. Sheet #1)
title Report, P-L-1: Lincoln, R.I. has this property been determined eligible? yes no

date January, 1982 federal state county local

depository for survey records Rhode Island Historical Preservation Commission

city, town Providence state Rhode Island
(See Cont. Sheet #1)

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Historic American Engineering Record, Rhode Island Inventory, 1978:

Lime Rock Quarry and Kilns, p. 100 (Lime Rock Historic District)
Albion Mill, p. 100 (Albion Historic District)
Lonsdale Mill, p. 102 (Lonsdale Historic District)
Saylesville Mill, p. 103 (Saylesville Historic District)
Moffitt Mill, p. 103 (Great Road Historic District)
Blackstone Canal, p. 105
Albion Bridges, p. 106 (Albion Historic District)
Butterfly Mill, p. 108 (Great Road Historic District)

Historic American Building Survey

Eleazer Arnold House HABS RI-87 (Great Road Historic District)
Israel Arnold House HABS RI-91 (Great Road Historic District)
Saylesville Meeting House
Hearthside HABS RI-47 (Great Road Historic District)
Croade Tavern HABS RI-88 (Great Road Historic District)
Moffett Mill HABS RI-90 (Great Road Historic District)

Entered on National Register

Great Road Historic District, July 1, 1974
Lime Rock Historic District, May, 1974
Saylesville Meetinghouse, November, 1978
Blackstone Canal, January, 1975
Eleazer Arnold House (Great Road Historic District), November, 1968
Hearthside (Great Road Historic District), April, 1973
Israel Arnold House (Great Road Historic District), December, 1970

Nominated to the National Register; not yet entered

Albion Historic District
Lonsdale Historic District

Determined Eligible for National Register

Milk Can, Louisquisset Pike, May, 1978
Albion Historic District, April, 1982

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Elliott-Harris-Miner House, 1406 Old Louisquissek Pike-----	40
Jenckes House, 1730 Old Louisquisset Pike-----	43

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

Lincoln is a nineteen-square-mile, inland town in northern Rhode Island. Roughly triangular in shape, it is bounded by North Smithfield and Smithfield on the south, by Central Falls on the southeast, and by the Blackstone River on the east. Lincoln's land is for the most part thin and rocky, but there are some fertile meadows which have always supported a thinly dispersed but substantial farming population. The terrain is punctuated by several small hills and low swampy areas. Deposits of limestone in central Lincoln have been the most significant of the town's mineral resources--the processing of limestone has supported a small settlement at Lime Rock since the seventeenth century.

The town's water resources have been overridingly important in its history. The Blackstone River forms its eastern border--a relatively small river, the Blackstone flows between steep banks and drops precipitously over a series of falls. The Moshassuck River flows south through Lincoln, its head waters located near Lime Rock, roughly paralleling the Blackstone as it moves toward the southeast corner of the town. The power of the two rivers' falls was harnessed early in the town's history for small saw and grist mills. Later, in the 19th century, the rivers' power was used for textile mills, whose dams have created and reshaped a series of small ponds.

Lincoln is a linear town which developed along early roads, turnpikes and rivers; settlement and development concentrated at valued natural features such as waterfalls and lime deposits. Even today, Lincoln has no town center--it is a federation of villages, small settlements which lack firm borders and legal standing, but are nevertheless still important in the economic, social, and political life of Lincoln.

Lincoln was the scene of extensive industrialization in the nineteenth century, but it never became urbanized. Industrial activity was concentrated along the Blackstone River at the eastern border of the town. Many of the earliest elements of Lincoln's transport system linked these settlements to the urban center at Providence. The Blackstone Canal and the Providence-Worcester Railroad both connected the industrial villages to their sources and markets at the head of Narragansett Bay.

Manufacturing has historically taken place within a village context and, characteristically, each village contains most of these common elements: a factory or processing site, waterways, houses, stores, church, schools and kindred institutions. The villages, however, display a marked variation in form, reflecting their particular natural advantages, the corporate organizations which guided their development, and the background and character of their inhabitants. Manville, for example,

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is an almost urban environment, densely developed, tightly packed with multi-family houses; Saylesville has a nearly suburban aspect, arranged on a grid street pattern typified by single-family houses on small lots; Lime Rock, on the other hand, retains much of its rural character, a linear village ranged along two early roads, with farm fields interlaced between its houses.

Lincoln is still an industrial town, though its newer industry is now concentrated on the western side of the town outside village centers. No longer confined to the river side by their need for water power, new industries are for the most part located in an industrial park near Washington Highway (Route 116) which, with Route 295, provides Lincoln with access to the interstate highway system.

While much of the town's history has been tied to its manufacturing villages, agriculture has been an important component of its developmental history throughout the last three centuries. The factory villages are nodes of population and buildings along the Blackstone and Moshassuck Rivers, but these nodes have always been set in a rural matrix--it is the agricultural heritage which has been the framework, the underlying structure, within which the villages have grown. Farmlands have given Lincoln its identifying texture and quality--they are the fabric across which the mill villages are disposed. Manufacturing has always taken place within a rural context and industrialism has always been softened by the nearness of agrarian life.

Though several farmhouses and complexes survive in good condition, very little of Lincoln's land is still actively farmed. Many former farms now bear small stands of forest; some land remains open, though now unused, and preserves the historic relationship of villages and countryside. The largest tract of open space in the town is Lincoln Woods, acquired by the state in the early twentieth century as a park.

Starting in the 1920s and continuing at an accelerating pace, a third pattern of development--suburban development--was overlaid across Lincoln's landscape. Reflecting its increasing participation in the Providence metropolitan economy, the town became home to people who work elsewhere. Building for suburbanites has filled much land which was still open or farmed as recently as 1950, a process which has had an enormous social, economic, and visual impact on the town. Suburban development (like agriculture and manufacturing) has a characteristic form and has contributed new patterns to the look of Lincoln.

The town has examples of suburban tracts from each of the last five

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decades and, although there are variations, these developments have much in common. Unlike earlier villages, they are almost exclusively residential; without the commercial and institutional uses which one finds in the villages. And, again in contrast to the villages, suburban houses are largely single-family dwellings, separated from each other by lawns and set well back from the streets. Like their village counterparts, such developments may still be surrounded by the natural landscape, but, unlike the villages, their builders have often made efforts to incorporate elements of the natural landscape into the development itself--in lawns, trees, and gardens.

Above all else, such suburban areas reflect in their form this century's reliance on the automobile--in their garages and driveways, their wide streets, and their low density. A system of new highway now connects Lincoln to the rest of the region. I-95 passes to the east of the town and is made accessible by the east-west course of I-295, while north-south traffic is carried along R.I. 146, built to replace the nineteenth-century Louisquisset Pike. These close ties to the surrounding region are reflected in the recent construction of two educational facilities just off R.I. 146--Rhode Island Junior College and Davies Vocational-Technical School are both easily accessible to students throughout northern Rhode Island. Similarly, the new Lincoln Mall attracts shoppers on a region-wide basis.

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Name: Saylesville Historic District

Location: Portions of Smithfield Avenue, East Avenue, Brunswick Avenue, Orchard Avenue, Whittle Avenue, Branch Avenue, Woodland Street and Court, Walker Street, Industrial Circle, Chapel Street, Sayles Avenue, Walker Avenue, Slater Avenue and Memorial Avenue

Classification: District; Private; Occupied; Accessible--restricted; Commercial, Industrial; Private Residence

Owner: Multiple (see list on file at Rhode Island Historical Preservation Commission)

Condition: Excellent, Good, Fair; Altered, Unaltered; Original site

Description:

The Saylesville Historic District is a large factory village, set in the southeast corner of Lincoln, where the Moshassuck and Blackstone Rivers join. Two large ponds are located in the village: Scott Pond (fed by the Blackstone) and Saylesville Pond (fed by the Moshassuck). The Blackstone Canal flows out of Saylesville Pond and threads its way through the industrial area of Saylesville, which includes the largest concentration of historic factories in Lincoln. Most are large, red brick buildings constructed on a curving drive south of Walker Street; of special note are the Main Building (incorporating the oldest Sayles Mill), a large Victorian office building, and the dye house, constructed over several decades and now almost six hundred feet long. All three are arranged around a small mill pond. There are in addition several large brick warehouses and other utilitarian buildings.

Walker Street runs roughly east-west just north of the mill complex and is the location of most of the public buildings of the village: the fire station, post office and club house are set here; the community center, Fireman's Hall, is nearby on Chapel Street; the cooperative store operated by Sayleses once stood nearby on Smithfield Avenue. Only the village church, Sayles Memorial Chapel, is set apart from this cluster; it is located several blocks north on Chapel Street.

The houses of Saylesville are set on two north-south streets, Smithfield Avenue and Chapel Street, and their side roads, west and north of the mill complex. Most of the houses are simple late-nineteenth and early-twentieth-century structures. Of wood frame and brick, they are for the most part, one- and two-story structures; about one half are single-family houses, the rest are two-, three-, and four-family structures. Unlike the housing of other Lincoln mill villages, Saylesville's company-built houses are a heterogeneous lot--identical buildings are rarely set on adjacent lots and, in addition, they are interspersed among houses built by private contractors.

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INVENTORY OF CONTRIBUTING STRUCTURES

Contributing structures are defined as those which retain their integrity and which were built during the period of significance, 1854-1933. This near-century-long span includes the years during which the Sayles Company constructed the greatest number of its mills, mill houses, and community buildings. While the company continued to operate after the early 1930s, it was not in later years so great an economic and social presence in Lincoln as it had been in the previous decades.

Structures not built by the company are common in Saylesville where mill houses were interspersed among houses constructed by private contractors. As this heterogeneous mix is particularly characteristic of the Saylesville Historic District, non-company-built structures are defined as contributing if they retain integrity and date from the period of significance.

BRANCH AVENUE

- 4 Sayles Company Mill House (c. 1905): A small, 2-story, end-gable, 3-bay house; 1-story porch across facade.
- 8 Sayles Company Mill House (c. 1905): Same as 4 Branch Avenue, except that porch is now enclosed and 1-story ell added to side.
- 9 Sayles Company Mill House (c. 1890): A 2-story, L-shaped, cross-gabled house; 1-story enclosed porch across entrance facade.

BRUNSWICK AVENUE

- 5-7 Sayles Company Mill House (c. 1910): A 2-story, 4-bay, gabled house, brick on the first floor, shingles above. Two entrances are set in gabled extensions of the facade, with doors under porches with stickwork detail; single-story porches on each end of the house.
- 9 Sayles Company Mill House (c. 1910): A 2-story, flank-gable house; bay window over door.
- 10 Sayles Company Mill House (c. 1910): A 2½-story, 3-bay, hip-roofed house; 1-story porch over center entrance.

CHAPEL STREET

- Map #1 Saylesville Post Office (c. 1921): A 1-story, brick, postal office with Georgian Revival details, at the corner of Walker and Chapel

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Chapel Street (cont.)

Streets; this small building now serves as professional offices.

- Map #2 Saylesville Fire Station (c. 1931): A 1½-story, T-shaped, brick station.
- 20-22 Sayles Company Mill House (between 1882 and 1895): A double, 1½-story, 6-bay house; doors set under Italianate hoods at each end of facade.
- 28-30 Sayles Company Mill House (between 1882 and 1895): Same as 20-22 Chapel Street.
- 32 Sayles Company Mill House (between 1882 and 1895): A 1½-story, 3-bay, shingled house.
- 40 Firemens' Hall (between 1882 and 1895): A long, 2-story, gable-roof building on a high basement; once covered with clapboards and patterned shingles, it now has aluminum siding. The doors (paired at the north end) are set under small porches.
- 58-60 Sayles Company Mill House (between 1882 and 1895): A 1½-story, 6-bay, double house, center doors under Italianate hood.
- 63 House (between 1882 and 1895): A 2-story, end-gable, 3-bay house; 1-story, flat roofed addition, south side.
- 67 House (between 1882 and 1895): A 2-story, 3-bay, flank-gable house with center door.
- 70-72 Sayles Company Mill House (c. 1908): A double, 2-story, shingled house, gable-roofed with 2 large cross gables; center doors are set under gabled porch.
- 71-73 Sayles Company Mill House (c. 1900): A 2½-story, cross-gable, shingled house; paired doors at side of facade; 2-story bay windows on facade and north side.
- 80-82 Sayles Company Mill House (c. 1908): A double, 2-story house, with cross-gabled roof; center door under gabled porch.
- 88 Sayles Company Mill House (between 1882 and 1895): A 2-story, flank-gable, 5-bay house; 1-story porch across facade.

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Chapel Street (cont.)

- 90-92 Sayles Company Mill House (c. 1919): A 2-story, gabled, double house; brick on the first floor, shingles above. Doors are set at the ends of the facades, under gabled extensions of the facade.
- 94-96 Sayles Company Mill House (c. 1908): A 2-story, gabled, double house, brick on the first floor, shingles above; three large dormers. Doors are set at the ends of the facade, under gable-roofed porches.
- 119 House (c. 1906): A 2-story, end-gable, clapboard house with door under gabled porch and 1-story bay.
- 123 Sayles Company Mill House (c. 1900): A 2-story, end-gable, clapboard house, 2-bays wide with a bracketed porch.
- 129 Sayles Company Mill House (1920): A 2-story, hip-roof house; 3-bays wide with center door under small porch.
- 130 House (c. 1900): A 2-story, end-gable, clapboard house; the door is set under a bracketed porch.
- 132 Sayles Company Mill House (C. 1900): A 2-story, end-gable, 3-bay house with bracketed porch across front and south side.
- 136-138 House (c. 1910): A 2½-story, 2-family, end-gable house; the entrance porch has been removed.
- 142-144 House (c. 1910): A 2-story, hip-roofed, double house, 3-bays wide; the entrances are set under porches at the ends of the facade.
- 148 House (c. 1920): A 2-story, flank-gable house, 5-bays wide with center door and 1-story porch across facade.
- 150 Sayles Company Mill House (c. 1915): A 2-story, gambrel-roof house; wide shed dormer; first floor bay window and entrance porch.
- 153 House (c. 1920): A 2½-story, 3-bay, flank-gable house with center door and 1-story porch on the north side.
- 154 Sayles Company Mill House (c. 1919): A 2-story, 3-bay, clapboarded, hip-roofed house; center door under hip-roofed hood.

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Chapel Street (cont.)

- 158 House (c. 1900): A 2½-story, gambrel-roof house with a large gabled former; the center door is set under a hip-roof porch.
- 159 Sayles Company Mill House (c. 1900): A 2-story, 3-bay, flank-gable, shingled house; center door under recessed porch.
- 160 Sayles Company Mill (c. 1915): A 2½-story, clapboard, cross-gable house, with porch across facade.
- 161 Sayles Chapel Parish House (c. 1875): A 2½-story, 5-bay, center door, clapboarded house; 1-story addition on east side.
- Map #3 Sayles Memorial Chapel (1873): A Victorian Gothic stone church, designed by Clark Sayles; a corner tower was added in 1876; it has been removed. There is a modern addition on the north side.*
- 184 Sayles Company Mill House (between 1882 and 1895): A 2-story, end-gable, clapboard house with a 3-level mansard tower on south side.
- 196-198 Sayles Company Mill House (between 1882 and 1895): A 2-story, hip-roofed, 3-bay house; 1-story wing on south side.

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*See note on photos, Continuation Sheet #55

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INDUSTRIAL CIRCLE

- Map #5 Main Building (1854, 1880, 1894, 1902, 1933): A 1-, 2-, and 3-story brick mill, about 300 feet long, oriented roughly north-south along the east side of the mill pond. The 1854 southern section is the oldest factory at Saylesville: 1-story, with bracketed gable-roof, tall round arched windows, with end tower (whose cyma-curved roof has been removed). At the turn of the century, this mill housed the tenter department, the kier rooms, engine rooms, and storage facilities. The Blackstone Canal flows out of the mill pond under the building.
- Map #6 Boiler House (c. 1890): A brick industrial building, built on edge of Blackstone Canal.
- Map #7 Dye House (1882, 1889, 1899, 1905, 1907, 1913, 1914, 1915, 1917): A large industrial building, about 600 feet by 200 feet, built over several decades, 2-, 3-, and 4-stories. The building contained dye and kettle rooms, tenter room, yarn splitting room, calendar room, scouring and mangle rooms, and housed the Saylesville Division of the Glenlyon Dye Works, owned by the Sayles Company.
- Map #8 Store House and Packing Building (1860, 1912): A 2-story brick building with an attached 1-story wing.
- Map #9 Supply House (1898): A small 1-story, brick building.
- Map #10 Sayles Warehouse (1905): A long (400' X 100'), 4-story brick warehouse.
- Map #11 Boiler House (1891): A 2-story brick building set on the east side of the Blackstone Canal.
- Map #12 Carpenter and Repair Shop (c. 1900): A 1- and 2-story brick

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Industrial Circle (cont.)

building, set over the Blackstone Canal. The crates required for shipping Sayles goods were constructed here.

- Map #13 Mill Office (c. 1875): A 2½-story, brick, Italianate office building with cross-gable roof; the interior is handsomely furnished with oak staircase, marble fireplaces, and panelled offices.
- Map #14 Finishing and Bleaching Mills (c. 1900): A 1- and 3-story brick mill at the south end of the complex; originally 2 separate buildings, now joined by a modern addition.
- Map #15 White Goods Bleach House (1894, 1974): A long red brick mill; the east wall is built on the edge of the Blackstone Canal.

MEMORIAL AVENUE

- 11 House (between 1882 and 1895): A 2-story, gambrel-end, 3-bay house; the door is set under a gabled porch.
- 14 Sayles Company Mill House (c. 1920): A 2½-story, gambrel-roofed, shingled house, large gambrel dormer in front; entrance and bay window recessed under porch running across facade.
- 15 Sayles Company Mill House (between 1882 and 1895): A 2-story, end-gable house; 1-story porch across facade.
- 18 House (between 1870 and 1882): A 2-story, clapboarded, end-gable house with 1-story porch across facade.
- 19 Sayles Company Mill House (between 1882 and 1895): A 2-story, end-gable, clapboard house, 3-bays wide; entrance at side of facade.

ORCHARD AVENUE

- 10 Sayles Company Mill House (c. 1905): A 2½-story, end-gable, 2-bay house; bay window on second floor and turret-roofed porch at corner.

POND AVENUE

- 5-7 Sayles Company Mill House (between 1882 and 1895): A double, 1½-story, 6-bay, flank-gable, clapboarded house; doors are set at each end of facade, under bracketed hoods.
- 9 Sayles Company Mill House (between 1882 and 1895): A double, 1½-story, flank-gable house; 1-story enclosed porch across facade.

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Pond Avenue (cont.)

- 13-15 Sayles Company Mill House (between 1882 and 1895): A double, 1½-story, 6-bay house; center doors set under bracketed hood.

READ AVENUE

- 57-59 Garage (c. 1920): A long, 10-bay automobile garage with living quarters built in a second story atop the garage. Both 57-59 and 85-87 Read Avenue were constructed by the Sayles Company.
- 61-63 Sayles Company Mill House (c. 1919): A long, 2½-story, hip-roof, double house with center entrance.
- 65 House (1930): A 2-story, cross-gable, "English Cottage" built of rough-laid brick.
- 68 Sayles Company Mill House (c. 1920): A plain, shingled, gambrel-end house, its center door set under a small porch.
- 69 Sayles Company Mill House (c. 1920): A 2-story, 3-bay, Colonial Revival house, with Palladian window over center porch and corner quoins.
- 71-73 Sayles Company Mill House (c. 1925): A long, 2-story, double house, the entrances set at each end of the facade under 1-story porches.
- 75 Sayles Company Mill House (c. 1925): A 2-story, cross-gable, stuccoed house.
- 85-87 Garage (c. 1920): Like 57-59 Read Avenue, this is a multi-bay garage with living quarters above.

SAYLES AVENUE

- 4 House (c. 1920): A 2-story, shingled, gambrel-roofed house; the center door is set under a gabled porch.
- 5-7 Sayles Company Mill House (c. 1908): A large, 2-family, hip-roof house, 2½-stories, clapboard on the first floor, shingled above. Entrances under porches at corners of facade.
- 6-8 Sayles Company Mill House (c. 1908): A large, T-shaped, cross-gable, 2-family house; 2½-stories, clapboard on the first floor, shingled above; single-story porches over entrances in the angles of the T.

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Sayles Avenue (cont.)

- 9-11 House (c. 1917): A large, 2-story, shingled, cross-gambrel house; 1-story porch across facade.
- 14-16 Sayles Company Mill House (c. 1908): A 2½-story, double, hip-roofed house; clapboard on the first floor, shingles above. Entrances are set under 1-story porches at each corner of facade.
- 15 House (c. 1920): A 2½-story, 3-bay, flank-gable house.
- 17 House (c. 1925): A 2-story, cross-gabled, pseudo-Tudor house, with half-timbering in gables.
- 19 House (c. 1925): A 2-story, cross-gabled, pseudo-Tudor house, with half-timbering in gables.
- 20 Sayles Company Mill House (c. 1910): A 2-story, hip-roofed, shingled house, 3-bays wide with center door.
- 22 House (c. 1910): A 2-story, shingled, hip-roofed house.

SLATER AVENUE

- 1-3 House (between 1895 and 1911): A plain, 2-story, flank-gable house with 1-story porch across facade.
- 10 Sayles Company Mill House (between 1895 and 1910): A 1½-story, end-gable, clapboard house; porch across facade. 27

SMITHFIELD AVENUE

- 1043- House (c. 1915): A 2-story, 2-family, double house, clapboarded
1045 on the first floor, shingled on the second.
- 1049 House (c. 1920): A 1-story house with recessed front porch and large dormer.
- 1061 House (c. 1930): A 2-story, 3-bay, hip-roofed house, the center door set under columned porch.
- 1071 House (c. 1929): A 2-story, suburban "colonial" house.
- 1077 House (1930): A 2½-story, cross-gable house.

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Smithfield Avenue (cont.)

- 1107 House (c. 1930): A 2-story, hip-roofed house, with center door set under columned porch.
- 1113 House (c. 1920): A 2½-story, cross-gable house with 1-story porch across facade and "half-timbering" in gables.
- 1125 House (c. 1920): A 1½-story, hip-roofed house; entrance recessed under porch.
- 1137 House (c. 1910): A 2-story, hip-roofed house with corner tower and closed porch across facade.
- 1157 Sayles Company Mill House (c. 1870): Same as 1159-1161 Smithfield Avenue.
- 1159- Sayles Company Mill House (c. 1870): A plain, 1½-story, 6-bay, flank-gable mill house; the paired doors are set at the center of the facade under a small, gabled porch.
- 1161
- 1165 Sayles Company Mill House (c. 1870): Same as 1167-1169 Smithfield Avenue, except that door is set at center of facade and 1-story porch has been added across front.
- 1167- Sayles Company Mill House (c. 1870): A plain, 1½-story, 6-bay, flank-gable mill house; the doors are set at each end of the facade; row of small windows lights the attic.
- 1169
- 1171- Sayles Company Mill House (c. 1870): Same as 1167-1169 Smithfield Avenue.
- 1173
- 1175- Sayles Company Mill House (c. 1870): Same as 1167-1169 Smithfield Avenue, except for a 1-story porch added across facade.
- 1177
- 1179- Sayles Company Mill House (c. 1870): Same as 1167-1169 Smithfield Avenue.
- 1181

WALKER AVENUE

- 11 Sayles Company Mill House (c. 1910): A 2-story, end-gable, 3-bay house, with 1-story porch across facade.
- 12 House (between 1882 and 1895): A 2-story, clapboarded, flank-gable house with bracketed cornice and bay.

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Walker Avenue (cont.)

- 14 Sayles Company Mill House (between 1882 and 1895): A 2-story, end-gable, 3-bay house.
- 15-17 House (c. 1917): Large, shingled, 2-story, cross-gambrel house with 2-story porch across facade.
- 16 Sayles Company Mill House (c. 1920): A 2-story, gambrel-roofed, clapboard house, 4-bays wide, with center door under gabled porch and wide shed dormer.
- 19-21 House (c. 1917): Same as 15-17 Walker Avenue
- 23-25 House (c. 1917): Large, 2-story, gambrel-end house, 3-bays wide with center door under gabled porch.
- 27-29 House (c. 1920): A 2½-story, hip-roofed house, brick on the first floor, shingled on the second.
- 31 House (1920): A 2-story, shingled bungalow with large front dormer and recessed porch.

WALKER STREET

- Map #4 Sayles Company Club House (c. 1904): A 2-story, flank-gable, brick building; built as social center for Sayles Company's managers.
- 179 Sayles Company Mill House (c. 1875): A 1½-story, 3-bay, end-gable house, with bracketed hood over door.
- 183-185 Sayles Company Mill House (c. 1875): A double, 1½-story, flank-gable house; center doors set under bracketed hood.
- 191 Sayles Company Mill House (c. 1875): A 1½-story, 3-bay, end-gable house; 1-story porch across facade.
- 193-195 Sayles Company Mill House (c. 1875): A 1½-story, 5-bay, flank-gable house; 1-story porch over center door.

WHITTLE AVENUE

- 7 Whittle Barn (c. 1880): A T-shaped, 2-story, cross-gable building; originally a barn for the farmhouse at 8 Whittle Avenue, now used as a residence.

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Whittle Avenue (cont.)

- 8 Whittle House (c. 1860): A 2-story, flank-gable, 5-bay house with porch across facade and a 1-story ell. This is one of Saylesville's earlier houses, built by the Whittle family who owned a small farm on the west side of Smithfield Avenue.

WOODLAND COURT

- 1-3 Sayles Company Mill House (c.1920): A double, 2-story, 4-bay cross-gambrel, shingled house; 1-story porch over center doors.
- 2-4 Sayles Company Mill House (c. 1920): A double, 2-story, 4-bay, hip-roof house; 1-story enclosed porch over center doors. Now covered with aluminum siding. 100
- 5-7 Sayles Company Mill House (c. 1920): A double, 2-story, 4-bay, hip-roof house; 1-story porch over center doors. Now covered with aluminum siding.
- 6-8 Sayles Company Mill House (c. 1920): A double, 2½-story, 4-bay, flank-gable house; 1-story, enclosed porch over center doors. Now covered with aluminum siding.
- 9-11 Sayles Company Mill House (c. 1920): A double, 2-story, 4-bay, flank-gable house; 1-story hip-roof porch over center doors. Now covered with aluminum siding.
- 10-12 Sayles Company Mill House (c. 1920): A double, 2-story, 4-bay, hip-roof house; 1-story enclosed porch over center doors. Now covered with aluminum siding.
- 13-15-
17-19 Sayles Company Mill House (c. 1920): A 4-family, 2-story, 6-bay, hip-roof, shingled house, 1-story, hip-roof porches over center doors.
- 14-16 Sayles Company Mill House (c. 1920): A double, 2½-story, 4-bay, flank-gable house; 1-story porches over doors at each end of facade. Now covered with aluminum siding.
- 18-20 Sayles Company Mill House (c. 1920): A double, 2-story, 4-bay, cross-gambrel house; 1-story porch over center doors. Now covered with aluminum siding.
- 21-23 Sayles Company Mill House (c. 1920): A double, 2½-story, 4-bay, gambrel-roof house, shed dormer; 1-story gabled porches over doors at ends of facade.

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Woodland Court

- 22-24- Sayles Company Mill House (c. 1920): A 4-family, 2-story, 8-bay, hip-roof house; 1-story porches over doors. Now covered with aluminum siding.
- 26-28
- 30 Sayles Company Mill House (c. 1920): A double, 2-story, 4-bay, hip-roof house; 1-story porches over center door and on side. Now covered with aluminum siding.
- 34-36 Sayles Company Mill House (c. 1920): A double, 2-story, 4-bay, cross-gambrel, shingled house; 1-story porch over center doors.
- 38 Sayles Company Mill House (c. 1920): A 2½-story, end-gable house; 1-story, gable-roof porch over door. Now covered with aluminum siding.
- 42 Sayles Company Mill House (c. 1920): A 2-story, 4-bay, gambrel-roof house; 1-story gable roof porches over doors at ends of facades; shed dormer.
- 44 Sayles Company Mill House (c. 1920): A 2½-story, 2-bay, flank-gable, shingled house; 1-story, shed-roofed porch across facade.
- 46-48 Sayles Company Mill House (c. 1920): A double, 2½-story, 4-bay, flank-gable house; 1-story porch over center doors.

INVENTORY OF NON-CONTRIBUTING STRUCTURES

CHAPEL STREET

- 61 House (c. 1950): A plain, shingled, 1-story, flank-gable house.
- 95 House (c. 1955): Modern, split-level house.
- 100 House (c. 1955): Small ranch house.

EAST AVENUE

- 11-13 House (c. 1955): A 2-story, hip-roofed house, center door set under porch.

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East Avenue (cont.)

12 House (c. 1940): A 2½-story, gable-end, shingle house.

INDUSTRIAL CIRCLE

Map #16 Hunt Chemical Storage Building (1975): A concrete block storage building, constructed by a major chemical supplier, one of the largest occupants of the Sayles complex.

Map #17 Bermic Building (c. 1970): A modern, 1-story, concrete block building.

Map #18 Mill Building (c. 1970): A modern, 1-story, concrete block building.

READ AVENUE

77-79 House (c. 1967): A 2-story, flank-gable house with full-height porch across the facade.

81-83 House (c. 1967): Same as 77-79 Read Avenue, except for the porch which is here a small, 1-story gabled version.

SMITHFIELD AVENUE

1111 House (c. 1950): A 2-story, suburban, "colonial" house, 3-bays wide, with a recessed entry.

WOODLAND COURT

Map #19 Elderly Housing (c. 1980): Low, rambling, multi-unit housing project; wood frame with gable roofs.

Period: 1800-1899, 1900-present

Areas of Significance: Architecture, Industry, Religion

Specific Dates: 1854-1933

Significance:

The Saylesville Historic District is significant as the principal location of a nationally important textile firm, a leader in the technology of fabric finishing. Saylesville was the last of Lincoln's several textile villages--the village has its origins in the 1840s, decades later than most in Lincoln, and achieved national prominence in the early twentieth century.

In 1847, William F. Sayles purchased the small wooden mill building and water rights of the moribund Pimbley Print Works at the Saylesville site and set up the Moshassuck Bleachery to treat the cloth produced at

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other Rhode Island mills. By the mid-1850s William Sayles was bleaching about four tons of cloth daily and had hired his brother Frederick (he became a partner in 1864). Additions were made to the Pimbley buildings in the early 1850s, but in 1854 the entire bleachery burned. Within only a few months, the Sayles brothers had begun to replace the destroyed plant with a red brick mill building--now known as the Main Building and much added to over the next 50 years. Originally built to handle six tons of cloth daily, the Main Building was expanded within a year. Though first limited to bleaching sheetings and shirtings, the Sayleses had expanded their operations to lawns and dress goods before the Civil War. In the 1860s the Sayles plant employed about sixty people and finished an average of 100,000 yards every day.

Operating as W.F. and F.C. Sayles, the company expanded through the second half of the nineteenth century, with expansion of the mill plant continuing steadily until floor area of about 25 acres in the 40-acre site was available. In addition, the Sayles brothers operated major plants at Philipsdale, Rhode Island (the Glenlyon Print Works) and at Biltmore, North Carolina. In 1894, Frank Sayles, son of William, succeeded to his father's place in the partnership; in 1896 he purchased his uncle's interest. It was Frank Sayles who brought the Sayles' operation into the national leadership it held in the first decades of the twentieth century. By 1920 when Frank Sayles died and the firm was incorporated, the plant employed 3,000 workers, finished seven-and-a-half million yards of cotton goods each year, and was one of the largest cloth finishers in the United States.

Through the early twentieth century, the company achieved prominence as a cloth finisher, not only as a result of its scale of operations, but also because a research department was created to design new chemical processes for cloth treatment. Set up as a separate function from the manufacturing component, the Sayles research operation patented a number of brand-name processes which became well-known through labels and stickers supplied by Sayles to clothing manufacturers for attachment to the retail product. The Sayles Company was among the first in the U.S. to mercerize cotton thread (in 1895); fast color dyeing was provided after 1919. Its "Saylerized" permanent cotton finish was soil resistant and reduced lint. The Sayl-A-Set finish controlled shrinkage as did the Sayl-A-Shrunk finish. Their water repellent finish was known as Storm King.

The industrial complex built by the Sayles family over the course of the seven decades between 1854 and 1924 is by far the largest in Lincoln and surely one of the largest in Rhode Island. Though there has been some demolition in recent decades, it has been for the most part the smaller, less vital buildings on the fringe of the complex which have been lost.

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While only the core of the Main Building, a handsome Italianate structure, may be properly said to have architectural significance, the rest of the complex is noteworthy for its size, for the number of buildings which survive to document the presence here of a major textile finishing firm, and for the unusual number and accretive quality of the additions made on most of the buildings over their decades of operation. Especially notable in this respect is the dye house--built over thirty years and now nearly six hundred feet long, the structure documents in its physical form the numerous and technically complex processes involved in the finishing of cloth and the speed which textile chemistry (and the space required for new processes) developed in the late nineteenth and early twentieth centuries.

Like other mill operators in the Blackstone Valley, the Sayleses provided housing for their operatives and managers in the village which grew up north and east of their mills. In the early 1880s, mill housing was constructed along Smithfield Avenue, Chapel Street and Walker Avenue--plain, simple, wood-frame buildings similar to those constructed in villages forty years earlier. Unlike most other textile operations, the Sayles Company continued to build housing well into the twentieth century. Again, in contrast with other operators, the Sayles Company (under Frank Sayles) made a conscious effort to avoid the homogeneity characteristic of mill villages. The houses built throughout Saylesville between 1880 and 1933 are of various types (for the most part very simplified versions of current styles) and identical houses were only rarely constructed on adjacent sites. As a result Saylesville is not immediately recognizable as a mill village but instead has much of the aspect of a pleasant suburban neighborhood. Frank Sayles had traveled in Europe and had been impressed by the efforts of manufacturers (particularly at the Krupp Works in Germany) there to avoid what was perceived as the dullness, the utilitarian aspect, and the dinginess of industrial settlements.

The personal involvement of the Sayles family in their village extended to its institutional and social life as well--many of the functions ordinarily the province of town government or private institutions were carried on here by the company. The company store on Smithfield Avenue has unfortunately been demolished. The Memorial Chapel, built by the Sayles brothers as a memorial to their children still stands on Chapel Street--a simple, granite Gothic church. Several other structures document the Sayleses involvement in their village. The fire station is a later replacement for the one built (and equipped and manned) by company personnel. Fireman's Hall, a simple frame building on Chapel Street, has seen long service as the social center of the village--it was the busy site of community events and civic activities. The Saylesville Post Office (now housing private professional offices) was also constructed by

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the Sayles Company. The Sayles Club House at Walker Street and Smithfield Avenue, provided accommodations for managerial staff who lived far from Saylesville in Providence and Pawtucket. As a group, these buildings attest that the operation of its community was an important aspect of the company business.

Saylesville was the scene of one of the nation's most bitter textile strikes in 1934 when the United Textile Workers (in an attempt to unionize southern workers) called a nation-wide strike. The violence which characterized the strike in Rhode Island was concentrated at Saylesville in early September. On the seventh, windows of the mill were broken when striking and non-striking workers clashed in the mill yard. On successive nights, crowds gathered at the mills and, on September 11th, strikers fought with the local police and the National Guard called up by Governor Theodore F. Green. The workers retreated before tear gas and fire hoses and scattered through the mill complex and across nearby Moshassuck Cemetery. The strike was finally settled by a presidential mediation board.

The mills at Saylesville continued functioning long after most in Lincoln had ceased to operate. The Sayles Company survived the Depression of the 1930s by cutting production and employment and remained open until 1960, though sales of the mill houses had been taking place throughout the decades since the 1930s. The mill plant is now occupied by a variety of manufacturing concerns. As the seat of a nationally prominent cloth finishing company, for its handsome and unusually expansive mill complex, and for its unusual mill housing, the Saylesville Historic District merits entry on the National Register.

Acreage: c. 47 acres

UTM Reference:	A	19	300580	4640880
	B	19	300260	4639780
	C	19	299480	4639990
	D	19	299820	4641100

Verbal Boundary Description:

The boundaries of the Saylesville Historic District have been drawn to encompass the most significant concentration of the village's historic buildings as they were built from 1854 to 1933. Most of the structures are associated with the development of the area as a semi-rural manufacturing center; they include industrial, residential, religious and community buildings.

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The Saylesville Historic District does not have readily apparent visual "edges." The north end of the village blends into Lincoln's Great Road neighborhood and, on the southern boundary, there is no clearly discernible break between Saylesville and the Pawtucket neighborhood of Fairlawn.

Unlike other factory villages, the houses of Saylesville are not a homogeneous group; identical houses are rare and are even more rarely sited adjacent to one another--the result of Frank Sayles' conscious decision to avoid what he perceived as the "dullness" of factory villages. In addition, company-built houses are intermixed with contractor-built houses; for the most part, only land evidence records and the Sayles Company's tenants lists allow the observer to distinguish between mill houses and others.

As drawn, the boundaries include the greatest concentration of company-built housing, but they do not include all of the Sayles houses; others are scattered among the houses of adjacent neighborhoods. A boundary designed to include all of the company-built housing would have necessitated the inclusion of unusually significant numbers of non-contributing buildings; hence, the boundary given here is not based principally on visual character but on the historic origins of a relative concentration of houses, and the boundary line represents a decline in the density of contributing properties.

The boundary of the Saylesville Historic District begins at the SW corner of lot 101, plat 7, passes along its south line, proceeds north along its east line, passes west along the north lines of lot 102, plat 7 and lot 83, plat 1, across Read Avenue to the east line of lot 114, plat 1; then south along the east line, east along its south line, north along the east lines of lots 20, 21, 22, 23, 24, 25, 62, and 64, plat 2, then east along the south line of lot 89, plat 2, crossing Industrial Circle to the west line of lot 110, plat 2, passing south along its west line, then east along the south lines of lots 110, 83, and 78, plat 2, *north along the east lines of lots 80, 17, and 76, plat 2, crossing Industrial Circle to the boundary between Lincoln and the city of Central Falls, following the town line north to the NE corner of lot 86, plat 2, then west and north around the line of lot 86, plat 2, north and west along the bounds of lot 84, plat 2, crossing Walker Street to the SE corner of lot 177, plat 3, north along its east line and roughly north along the east lines of lots 177, 164, 92, 91, 169, and 168, plat 3, crossing Highland Avenue, to the SE corner of lot 81, plat 3, passing north along its east line, then east along the south lines of lots 77, 78, 79, 80, and 178, plat 3, north along the east lines of lots 178, 74, and 70, plat 3, then west along the north lines of lots 70, 69, 68, and 67, plat 3, turning north across Walker Avenue and passing north along the east line of lot 50, plat 3, west along the north lines of lots 50 and 49, plat 3, north along the east lines of lots 48, 43, 40, and 37, plat 3, crossing

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*line missing:

south along the west lines of lots 106 and 80, plat 2,

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Comstock Avenue to the SE corner of lot 302, plat 10, passing north along its east line and west along its north line, crossing Chapel Street to the NW corner of lot 126, plat 9; then west along the north line of lots 126, 127, 128, and 129, plat 9, then south along the east lines of lots 2, 6, 9, 11, 12, 13, 14, 15, 172, 173, 17, 18, 163, 19, 20, 21, 176, 22, 23, 24, and 25, plat 3, then west along the north curblineline of Walker Street to the SE corner of lot 36, plat 3, then north along the east lines of lots 36, 32, 31, and 30, plat 3; then passing south and west along the east and south lines of lots 29 and 28, plat 3, crossing Smithfield Avenue to a point on the west line of lot 133, plat 8, directly opposite the NW corner of lot 108, plat 8, passing through lot 133 to the NW corner of lot 108, plat 8, and west along its north line to the east line of lot 100, plat 8, then north along the east lines of lots 99, 98, and 97, plat 8, west along the north lines of lots 96, 95, 94, and 93, plat 8, south along the west lines of lots 93, 92, and 91, plat 8, crossing Woodland Street to the NW corner of lot 110, plat 7, then south, east, and north, along its west, south, and east lines, crossing Woodland Street again to the west lines of lot 100, plat 8, south along the west lines of lots 100, 101, 135, and 136, plat 8, east along the south line of lot 108, plat 8, crossing Smithfield Avenue to the west line of lot 28, plat 2, then south along the west lines of lots 28, 29, 30, 31, 32, 33, 34, 36, 38, 39, 40, 43, 44, 46, and 47, plat 2, continuing south along the west line of lots 99, 100, and 101, plat 7, to the SW corner of lot 101, plat 7, the point of beginning.

Level of Significance: State

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Name: Old Ashton Historic District

Location: Lower River Road and Blackstone Canal towpath

Classification: District; Private: Occupied; Accessible; Private Residence

Owner: Multiple (see owners list on file at Rhode Island Historical
Preservation Commission)

Condition: Excellent, Good; Altered; Original site

Description:

The Old Ashton Historic District encompasses five small buildings located at the northern dead-end of Lower River Road, which is a heterogeneous mixture of multi- and single-family houses dating from the 1880s and 1890s.

The district was the site of Lincoln's first textile mill. Built by a group of local investors between 1810 and 1815, the small two-story mill was set at the river's edge near the present Ashton Dam and has long since been destroyed. The mill owners built four small dwellings along Lower River Road to house their workers. All are clapboarded, one-and-a-half stories tall, of the center door, five-bay form which dominated vernacular building in the area for decades before and after their construction; 1014 and 1018 have gable roofs, 1016 and 1027 gambrel roofs.

In the 1820s the Blackstone Canal was built through the small community; paralleling the river, the canal trench cuts lengthwise through the historic district, separating the mill site from the workers' houses. By this decade ownership of the mill had passed to Wilbur Kelly who built a small house for himself just south of the mill on the towpath. The Kelly House is a small, three-bay, one-and-a-half-story, center chimney structure, now altered by the application of modern siding. The house is reached by a small footbridge over the canal.

Though located in a larger village, which grew up around it in the late nineteenth century, the historic district still has a certain isolation by virtue of its location at the end of a dead-end road. The only modern intrusion is a small concrete meter chamber north of 1027 Lower River Road.

INVENTORY OF CONTRIBUTING STRUCTURES

Contributing structures are defined as those constructed during Old Ashton's period of development as a small industrial village, from 1809 to the 1820s. The Kelly House has been re-sided with aluminum, but has been defined as contributing, since it could presumably be restored to its original appearance.

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BLACKSTONE CANAL TOWPATH

Kelly House (c. 1820): A small one-and-a-half-story, three-bay center chimney house; modern siding has obscured whatever detailing exists except for the sidelights of the center door. The house is set on the canal towpath, its back facing the Blackstone River, and is reached by a small footbridge with iron railings. The house was built for Wilbur Kelly, who had been a shipmaster for the Brown family of Providence before he acquired and operated the Smithfield Cotton and Woolen Company's mill.

LOWER RIVER ROAD

- 1014 Smithfield Company House (between 1810 and 1815): A one-and-a-half-story, five-bay, gable-roofed, center chimney house on the west side of Lower River Road. The house is clapboarded and sits on a low stone foundation. Built by the Smithfield Cotton and Woolen Manufacturing Company for its workers.
- 1016 Smithfield Company House (between 1810 and 1815): A one-and-a-half-story, five-bay, center chimney house on the west side of Lower River Road. The clapboarded house has a center door and a broad gambrel roof. Built by the Smithfield Company for its workers. A small vertical-board garage is set in the north yard.
- 1018 Smithfield Company House (between 1810 and 1815): Identical to 1014 Lower River Road except for a shed-roofed addition which runs the length of the back of the house.
- 1027 Smithfield Company House (between 1810 and 1815): Identical to 1016 Lower River Road, except that this house appears to have been built for two families--it has two interior chimneys, rather than a center chimney. The house sits on the east side of Lower River Road on a stone foundation which is full height in the back as the land slopes down to the canal bank.

INVENTORY OF NON-CONTRIBUTING STRUCTURES

LOWER RIVER ROAD

Meter Chamber (1978): A 6-foot-square concrete structure set into the canal bank, just north of 1027 Lower River Road. The meter chamber is virtually invisible in summer when low brush covers it.

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Period: 1800-1899
Areas of Significance: Architecture; Industry
Specific Date: 1809 to 1820s

Significance:

Old Ashton is the oldest and smallest of Lincoln's factory villages-- the construction of the town's first textile mill and operatives' houses here, presaging the later dominance of the textile industry and the factory village in Lincoln's development, makes Old Ashton especially significant.

In 1809, Simon Whipple, a large landowner in the Ashton area, sold thirteen acres near the Blackstone River to a group of local investors. Operating as the Smithfield Cotton and Woolen Manufactory, this group began building a small mill estate. Between 1810 and 1815, encouraged by the War of 1812 which virtually cut off the supply of imported British textiles, the Smithfield Company had constructed a small mill and several workers' houses. Their 2-story wood frame mill was probably located just under the Ashton Viaduct; it no longer survives. The four small houses built for their operatives still remain.

In the 1820s, the Blackstone Canal was built through the village; paralleling the Blackstone River, the canal was cut through the little community, separating the mill from the workers' houses. The mill, now left on the canal's towpath, was by this point the property of Wilbur Kelly, whose earlier career had been intimately tied to the fortunes of the Brown family of Providence. It was for them that he had captained the great ship Ann and Hope on her Chinese and European voyages, carrying the tea and other goods which helped to make the Browns' (and Kelly's) fortunes. Captain Kelly followed his employers into manufacturing when, in the third decade of the nineteenth century, profits from maritime trade showed signs of inexorable decline. Kelly probably lived in the small three-bay house located just south of the factory on the canal towpath.

Kelly seems to have made no additions to the mill estate, which by the 1830s still consisted only of the factory, his own house, and the four workers' houses. Kelly's tenure here was apparently short, since in the 1830s the mill was known as Olney's Factory and, in fact, passed through several changes of ownership until it was acquired in the 1840s by the Lonsdale Company and operated as a sheeting factory. After 1869, the mill was used as a storehouse, an adjunct of the Lonsdale Company's extensive operations at its new mill across the river in Cumberland.

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Little building occurred here once the original mill estate was constructed, save for a few sheds and storage buildings (no longer extant) and the nucleus of houses remained intact.

In the 1930s and 1940s the Ashton Viaduct carrying Washington Highway was built, passing over the village of Old Ashton. Construction activities seem to have obliterated the remnants of the mill here. Despite the fact that the mill no longer stands, Old Ashton is still an important component of Lincoln's historic fabric--the earliest of the town's textile mill villages, it is remarkably well-preserved and provides a useful contrast with later villages.

Acreage: c. 3 acres

Level of Significance: Local

UTM Reference:	A	19	298230	4645500
	B	19	298280	4645280
	C	19	298110	4645240
	D	19	298090	4645460

Verbal Boundary Description:

The boundary of the Old Ashton Historic District is drawn to encompass all of the five surviving structures from the district's period of significance as a small, rural, industrial settlement. The boundary includes the section of the Blackstone Canal (already listed on the National Register) which flows through the small community. It does not include (so far as is known) the site of the Smithfield Mill; documentary evidence suggests that the mill was located just north of the Kelly House on the canal towpath, but there is no readily apparent physical evidence of the site today. Absent the archeological testing which might locate the mill site with some precision, its supposed location has not been included in the district.

The boundary of the Old Ashton Historic District begins at the SW corner of lot 51, plat 29, and passes east along its south line and north along the east lines of lots 51 and 50, plat 29, to a point opposite lot 86, plat 29; crossing Lower River Road the boundary passes east along the south line of lot 86, plat 29, crosses the Blackstone Canal and lot 88, plat 29, on the same line; then turns north along the shore of the Blackstone River to the Washington Highway line, passes west along the southern highway line, crosses the Blackstone Canal, then passes south along the west wall of the canal to the NE corner of lot 152A, plat 29; then proceeds south along east lines of lots 152A and 48, plat 29; turns west at the NE corner of lot 49, plat 29, and turns south at the NW corner of lot 49, plat 29, running south to the SW corner of lot 51, plat 29, the point of beginning.

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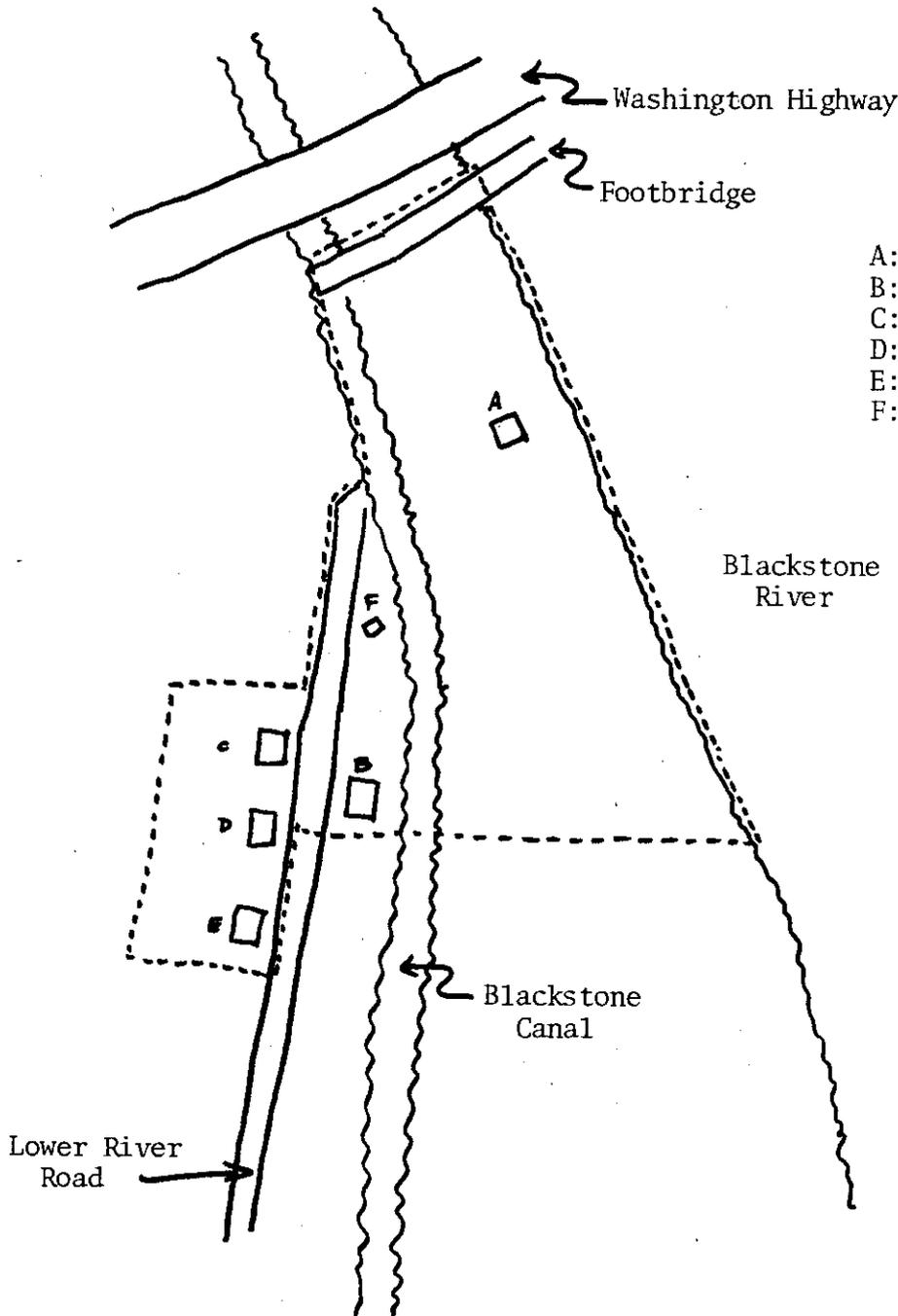
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OLD ASHTON HISTORIC DISTRICT, LINCOLN, RI



- A: Kelly House (C)
- B: 1027 Lower River Road (C)
- C: 1018 Lower River Road (C)
- D: 1016 Lower River Road (C)
- E: 1014 Lower River Road (C)
- F: Meter Chamber (NC)

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Name: Ballou House
Location: Albion Road (near pole 56), Lincoln
Classification: Building; Private; Occupied; Accessible--restricted;
Private Residence
Owner: Mr. & Mrs. David Smith (same address)
Condition: Good; Altered; Original Site

Description:

The Ballou House is a handsome center-chimney, Federal house, gable-roofed, two-and-a-half-stories, of heavy post-and-beam construction. The clapboarded house is four bays wide; its roughly centered door is set under a heavy molded cap and a transom.

The plan of the house follows the standard five-room pattern dictated by its large central chimney. Its three-run stair is tucked in the space between the door and the chimney and is ornamented with a ball finial on its newel post and acorn pendant on its angle post. The interior of the house is finished with wide floor boards and plain plastered ceilings and walls, except for the first-floor central rear room where there is a wainscot of horizontal boards, and the left front chamber of the first floor where raised panels have been inserted (c. 1978) below the original chair rail. The fireplaces remain intact, though in some rooms the hearth openings have been temporarily closed, and in the right front chamber on the first floor the deteriorating brick face has been replaced with modern brick. Many of the original doors and much of the early hardware remains throughout the house.

Two additions have been made to the Ballou House. On the east side, a one-story addition with a brick chimney is set at basement level; it was probably built in the mid-nineteenth century to serve some utilitarian function associated with the Ballou farm. In the 1970s, a second addition was made on the north side of the house, a small one-story, gambrel-roof kitchen wing.

Three outbuildings of note still remain on the property: a privy; a small shed; and an early barn of post-and-beam construction, later extended, apparently to accommodate a farm vehicle. The caved-in remains of a spring house can be seen just northwest of the house.

Period: 1700-1799
Areas of Significance: Architecture, Agriculture
Specific Date: 1782
Builder/Architect: Unknown

(See Continuation Sheet #28)

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Significance:

The Ballou House is significant both architecturally and historically: it is an intact and representative example of Lincoln's farm houses of the early national period. Built by a rural family of moderately substantial means, its form and modest detailing are well preserved and neither addition has compromised its form or character.

The house was built by Moses Ballou, a member of one of Lincoln's earliest European families. Maturin Ballou was one of the first settlers to receive a land grant in northern Lincoln in the seventeenth century, and his descendents lived in Lincoln for at least two centuries after. This house was, in fact, owned by Ballous throughout the nineteenth century. Of some import are the surviving outbuildings which, with the meadows and fields still surrounding the house, and the sheep and chickens still raised here, give it the ambience of agricultural life.

Acreage: c. 2 acres

UTM Reference: A 19 295060 4646600

Verbal Boundary Description:

The boundary of the Ballou House is the line of Lincoln Assessor's Plat 40, lot 4; the lot encompasses the house, its outbuildings, and their immediate surroundings.

Level of Significance: Local

(See Continuation Sheet #29)

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Name: Pullen Corner School

Location: At the corner of Angell Road and Whipple Road, Lincoln

Classification: Building; Private; Unoccupied; Accessible--restricted;
Other--storage

Owner: Mrs. Laura Angell
18 Lantern Road
Lincoln, RI

Condition: Good; Altered; Original site

Description:

The Pullen Corner School is a small, one-story, gable-roofed, one-room schoolhouse. The clapboard building is set on a granite block foundation and is but one bay wide and two bays long, its outlines marked by wide corner and sill boards. The single entrance is at the center of the southern gable end, the four-panel door set under a small molded cap and transom.

The interior has only a single partition separating the classroom from a narrow stair to the attic in the southeast corner. The upper walls and ceiling of the interior are finished in plain plaster; a wainscot of horizontal boards covers the lower walls. The classroom once had blackboards hung on all four walls above the horizontal boarding, but these have been removed. A narrow chimney on the north wall, built to accommodate a wood stove, has also been removed. The Pullen Corner School is now used for storage, but it is well maintained and cared for.

Two of the school's outbuildings remain set just at the edge of the woods; on the east side are a small woodshed and a privy. Both are gable-roofed and sheathed in heavy vertical boards (apparently never painted). Though not so closely maintained as the school itself, they are well preserved.

Period: 1800-1899

Areas of Significance: Architecture, Education

Specific Date: c. 1840

Builder/Architect: Unknown

Significance:

The Pullen Corner School is both architecturally and historically significant: it is one of Lincoln's earliest schoolhouses and is by far the best preserved, with only a few changes made over its long life. Operating as a school until the early twentieth century, the school reflects the growth and variety in form of public education in Lincoln.

(See Continuation Sheet #30)

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Unlike the larger schools located in the mill villages (and often at least partially supported by the mill owners), the Pullen Corner School served a rural community in western Lincoln, its students drawn from the scattered farms of that area.

Acreage: Less than one acre

UTM Reference: 19 295240 4640920

Verbal Boundary Description:

The boundary of the Pullen Corner School is the line of Lincoln Assessor's Plat 44, lot 27; the lot encompasses the school, its out-buildings, and their immediate surroundings.

Level of Significance: Local

(See Continuation Sheet #32)

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Name: Lonsdale Bakery
Location: 234 Chapel Street, Lincoln
Owner: Mr. Albert Shackleton (same address)

Not approved by Rhode Island Review Board.

(See Continuation Sheet #34)

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Name: Jenckes House
Location: 81 Jenckes Hill Road, Lincoln
Classification: Building; Private; Occupied; Accessible--restricted;
Private Residence
Owner: Mr. and Mrs. William Silver (same address)
Condition: Good; Altered; Original site

Description:

The Jenckes House is a small, gable-roof, 1-story structure, five-bays wide, with a center chimney, and clapboard wall cover. The central entry is framed by flat boards and 4-pane sidelights; the exterior door is made of board planks and hangs on iron strap hinges. The windows have flat surrounds, molded caps, and 4-over-4 sash. A screened porch covers the east end of the south-facing house. A new kitchen wing extends back from the northeast corner.

The floor plan of the Jenckes House resembles the standard five-room pattern: a small hall faces the center door; there is a large room at each side of the front of the house, a center room behind the chimney at the back of the house, a small corner room at the northwest corner; a similar room at the northeast corner was probably incorporated into the new kitchen wing. The stair to the attic space, however, is not tucked into the space in front of the center chimney as is usual, but rises in a single run behind the chimney; and there is but a single fireplace opening--a large cooking hearth in the southeast room. The interior of the Jenckes House is finished simply, with wide plank floors, plastered walls and ceilings, molded chair rails, and four-panel doors. Fine panelled blinds cover the windows and handsome panelled cupboards, fabricated from old materials, have been added to the small northwest room.

Three outbuildings are set in back of the house: a small shed-roof barn, a gable-roof garage with a shed-roof addition on its side, and a small shed. The first two are faced with vertical boards on the front, horizontal boards on the sides; the third is shingled. A well house sits in the front yard. The property is surrounded by stone walls and by rail fences.

Period: 1700-1799, 1800-1899, 1900-present
Areas of significance: Architecture
Specific Dates: c. 1760; c. 1810; 1950s
Builder/Architect: Unknown

(See Continuation Sheet # 35)

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Significance:

The Jenckes House is a fine colonial house set on one of Lincoln's oldest roads in a still-rural area of the town. Built by one of the numerous Jenckes (or Jenks) family in the mid-eighteenth century the house remained in the family until the early twentieth century. The primary significance of the Jenckes House is architectural; the progression of modifications and additions to the house (and their harmonious result) and the character and quality of the restoration make it a unique structure in Lincoln.

The Jenckes House was built in two parts. It originally faced east--three bays wide, with a gable roof, its chimney and cooking hearth at the west end. It seems likely that there were but two rooms on the first floor; the attic was reached by a sharply rising stair built against the east end of the house, that is, against the wall now located under the side porch. The unusual configuration of this early house has not been found in any other Lincoln house.

Early in the nineteenth century, the west side of the house was built--a single run stair was constructed adjacent to the chimney (the original stair has since been removed); a large, 2-bay-wide chamber was added to match the main room of the original house; two small rooms were built across the back of the house; and a door was placed in the center of the south wall, now the main facade. The result of the addition is that the Jenckes House now resembles, from the exterior, the common, one-and-a-half-story, flank-gable, five-bay house seen throughout this area. Even on the interior, the room arrangement resembles the five-room plan which one would expect in a structure of this age--the center chimney with only its single hearth and the single-run stair on the side of the chimney indicate the two-stage construction.

In the mid-20th century, two further additions were made to the house. A porch was added to the east end enclosing the original facade. A modern kitchen wing was added to the northeast corner of the house, apparently incorporating the small corner room of the first section of the house. In the mid-1950s, an extensive restoration of the house was started. Using old materials, the present owners have added window blinds, new flooring in some areas, chair rails, doors, and cupboards in the northwest chamber. While the result is not what would be described today as a "correct" restoration, the additions were accomplished with discrimination and an appreciation for the house.

Acreage: c. 1 acre

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UTM Reference: A 19 296040 4641880

Verbal Boundary Description:

The boundary of the Jenckes House is the line of Lincoln Assessor's Plat 25, lot 3; this boundary includes the house, its outbuildings, and its immediate surroundings.

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Name: Lime Kilns

Location: Kiln #1--off Old Louisquisset Pike, Lincoln
Kiln #2--off Sherman Road, Lincoln
Kiln #3--off Dexter Rock Road, Lincoln

Classification: Structures: Private and Public: Unoccupied; Accessible--
restricted; Other: not in use

Owners: Kiln #1--State of Rhode Island, Board of Regents
22 Hayes Street
Providence, RI

Kiln #2--Mr. Gerald Olean
Sherman Avenue
Lincoln, RI

Kiln #3--Mr. Robert Tucker
Dexter Rock Road
Lincoln, RI

Condition: Ruins; Altered; Original site

Description:

Kiln #1: Set on the west side of Old Louisquisset Pike, on the grounds of the Flanagan Campus of the Community College of Rhode Island, Kiln #1 is the largest yet located in Lincoln, almost twenty feet in diameter. The kiln is in ruins, but its basic cylindrical form can still be discerned. Built of unmortared rubble, its stone work is rough. Large trees now surround it and even grow from its center and smaller vegetation grows in its walls.

Kiln #2: This lime kiln is located on the south side of Sherman Road near its junction with Louisquisset Pike (Route 146). The best-preserved of the three kilns being nominated here, Kiln #2 is located just outside the boundaries of the Lime Rock Historic District. Built against an embankment, Kiln #2 seems to have been constructed in an oval shape, its builders using the embankment as a back wall. The bank has apparently slid into the center of the kilns and small trees now grow from it. The walls of the kiln, now about eight feet high, were once taller, and are constructed of heavy dry-laid rubble stone. Three semi-circular openings are still visible at its base.

Kiln #3: This is a ruined lime kiln located on the south side of Dexter Rock Road. Like the others, it is built of unmortared rubble; only a single section of the kiln wall remains. A small brook now flows through the kiln--in face, its course is directly through the single semi-circular opening still visible. Heavily grown over and filled with

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detritus carried by the stream, it is barely recognizable as a kiln.

Period: 1700-1799, 1800-1899
Areas of Significance: Industry
Specific Dates: c. 1750-1850 (?)
Builder/Architect: Unknown

Significance:

These three kilns are important remnants of one of the oldest quarrying and processing operations in the United States. Limestone has been mined in Lincoln since the 1660s when the vital mineral (necessary for the production of strong mortars and also used in plaster, tanning and bleaching) was located. Production was dominated by the Harris and Dexter families for almost 200 years and a substantial village, Lime Rock, grew up around the quarries on Great Road and Louisquisset Pike where David Harris, the great lime entrepreneur of the eighteenth century located his operations; Lime Rock Historic District was entered on the National Register in 1974. The village today is well preserved and contains one of Lincoln's surviving seventeenth-century stone-ender houses, an important collection of eighteenth- and nineteenth-century houses ranged along early roads, several institutional buildings, an old tavern, several quarries, the ruins of two limehouses, and several kilns.

These three kilns are essential complements to the Lime Rock Historic District. As the sites of the primary processing of lime, they help to tell the story of lime operations here in Lincoln. The kilns are circular or semi-circular cylinders of rubble stone and are of varying dimensions. Quarried limestone was placed in the kilns, set in alternating layers with wood or charcoal; the whole mass was then set alight and the fire regulated through several arched openings at the base which admitted air. Once fired, the kilns were tended for several days by two men, working twelve-hour shifts until the stone had been reduced to usable lime. The product was then shoveled out through the base openings, loaded into casks and carried to the village to await shipment along the turnpike.

It is reasonable to speculate that these kilns were located so far away from the quarries so that they would be near timber supplies. The kilns were voracious consumers of wood, and timber was an important component of the limestone economy. Woods around the village were quickly cleared in the eighteenth century and cutting rights at more distant locations were often sold to the quarry operators.

At present it is not possible to date these kilns with much accuracy. However, it is known that similar kilns in the Lime Rock Historic District

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were modernized with brick and sheet iron in the nineteenth century. None of these three kilns gives any evidence of ever having been similarly modified and, given the development of the lime industry here, it is reasonable to suppose that they were constructed in the second half of the eighteenth century or the first half of the nineteenth.

Acreage: less than one each

UTM Reference:	Kiln #1:	A	19	296000	4641280
	Kiln #2:	A	19	296320	4643740
	Kiln #3:	A	19	298740	4643380

Verbal Boundary Description:

The boundary of each kiln is an arc drawn around each kiln, having as its center the center of the kiln, ten feet as its radius, and its ends at the road right-of-way; as the kilns are roughly 10-15 feet in diameter, this boundary is intended to nominate only the land on which the kiln is constructed and its immediate edge. It is possible that the land surrounding the kilns may yield archeological evidence of the presence here of lime-burners but, at present, no sampling has been undertaken; nor is there enough information available to indicate the extent or nature of that archaeological evidence. For example, it is not known whether lime-burners returned to their village at the end of each shift or whether they were sheltered at the kiln site--and, if they remained at the site, whether their shelters were relatively permanent or temporary. Lacking a strong basis for suggesting a model to predict the presence near each kiln of archeological evidence, only the kilns themselves are here nominated.

Kiln #1: Plat 43, lot 17. Kiln #2: Plat 24, lot 13. Kiln #3: Plat 21, lot 3.

Level of Significance: State

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Name: Elliott-Harris-Miner House
Location: 1406 Old Louisquisset Pike, Lincoln
Classification: Building; Private; Occupied; Accessible--restricted;
Private residence
Owner: Mr. & Mrs. Nicholas Sollecito (same address)
Condition: Good; Altered; Original site

Description:

The Elliott-Harris-Miner House was constructed in two parts: a small south-facing, one-and-a-half-story center chimney house probably dating from the early years of the eighteenth century, and a larger, two-story bracketed cottage which faces east toward the Louisquisset Turnpike. The two sections are joined by a kitchen wing.

The earlier section of the house is set on a fieldstone foundation and its walls are covered with shingles applied over clapboards. The house has a flank-gable roof and is only three bays wide. Its narrow windows retain their 9-over-9, double-hung sash; the central entrance has a panelled door and a five-pane transom. The house has a two-room floor plan. A tight entrance hall is set between the door and the large brick chimney. Two plank doors with H-L and strap hinges face the entrance--one opens to a steep stair leading to the unfinished garret; the other to a small cupboard. The house has but two rooms, one on either side of the chimney; both are reached by plank doors opening off the front hall. In both rooms, cased posts mark the corners, wide planks cover the floors and rough plaster covers the walls. The ceiling in the west room is plastered; the east room ceiling is covered with painted panels, probably installed in the early twentieth century. The fireplace in the west room is surrounded by flat boards with a small molded edge; it has a narrow mantel shelf. A small cupboard with plank door is set to its left. The large cooking hearth is located in the east room--it retains its iron crane and oven, located adjacent to the fireplace. Like the fireplace in the west room it has plain flat surrounds; its narrow shelf is set on brackets and seems to be a later addition. Large cupboards are set behind the chimney and reached from the corner of each room by a plank door.

The later section of the Elliott-Harris-Miner House is a cross-gabled, clapboarded, bracketed cottage set on a brick foundation. It has paired brackets at its cornice and on the bay windows on the east and south facades. The entrance to the house is set on the side of the east facade under a bracketed porch. The windows on the first floor have 2-over-1, double-hung sash; those on the second floor are narrow and round-headed.

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A small greenhouse extends from the northeast corner. The interior of the house is arranged around a long, off-center hall leading from the entrance with its sharply curved stair with its turned newel post and balusters, to the back of the house. On the left side of the hall are a large bedroom, the parlor, and dining room; on the right side are a small bedroom and bathroom. On the second floor are four small rooms. The interior of this newer half of the Elliott-Harris-Miner House is finished modestly: wide molding surrounds the 4-panel doors and there is a single black marble fireplace in the parlor.

The newer and older sections of the house are joined by 1-story, gable-roofed kitchen wing, which retains a number of its original features: pressed-tin ceiling, an insulated wooden cold cupboard, and pantry cabinets. A barn was originally located west of the house; it was demolished recently, only a cellar hole remains and it is not included in this nomination. A small spring house is set to the north of the house.

Period: 1700-1799, 1800-1899
Areas of Significance: Architecture
Specific Dates: c. 1710(?); c. 1850
Builder/Architect: Unknown

Significance:

The primary significance of the Elliott-Harris-Miner House is architectural: the bracketed cottage is a fine example of its type, well preserved and cared for; however, it is the early wing (dating from the first decades of the eighteenth century) which is especially significant--it appears to be the earliest center-chimney house surviving in Lincoln.

While the earliest of Lincoln's builders constructed houses whose sources and models were the framed, late medieval dwellings of rural England, in the second century of the town builders came under the influence of more up-to-date currents in English architecture. Though the eighteenth century house was still built as a rectangular box, of heavy posts and beams fitted together with worked joints, there was a new interest in the regularity of the facade. Where windows and doors had once been placed for convenience and need, they were now arranged symmetrically. The five-room plan became almost universal. The chimney was no longer set at the end of the house, but at its center, with five rooms arranged around it. The main entrance was set in the center of the facade. The Elliott-Harris-Miner House is the earliest example in Lincoln of this shift in architectural ideals--it is a truncated version of the center chimney, five-room house; the space along the back of the

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house is so narrow as to contain only cupboard space, rather than the usual three rooms. Exceptionally well preserved, the Elliott-Harris-Miner House is an important survivor, an early representative of the basic pattern that was popular for decades from the early eighteenth century through the early nineteenth century.

The builder of the Elliott-Harris-Miner House is not known. In the early nineteenth century the house was owned by members of the Elliott family--William Elliott seems to have owned the house when the bracketed cottage was added to the early house. By the 1870s the house had passed to George Harris, member of a long-standing family in Lincoln, and in the later years of the century, the Miner family owned the house. The acreage surrounding the Elliott-Harris-Miner House appears to have been farmed throughout the nineteenth century; in fact, a barn cellar hole is located west of the house (but is not included in this nomination). By 1873, the original farm had been reduced in size to fourteen acres. Though little evidence of the farming history of the house remains, the Elliott-Harris-Miner House is still manifestly significant as a survivor from the earliest years of Lincoln's second century and an early representative of a major change in the notion of how a house should look and be laid out.

Acreage: c. 1 acre

UTM Reference: A 10 297840 4638960

Verbal Boundary Description:

The boundary of the Elliott-Harris-Miner House is the line of Lincoln Assessor's Plat 19, lot 70; the boundary includes the house, its springhouse, and their immediate surroundings, but does not include the cellar hole of a demolished barn located to the west of the house.

Level of Significance: Local

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Name: Jenckes House

Location: 1730 Old Louisquisset Pike, Lincoln

Classification: Building; Private; Occupied; Accessible--restricted;
Private Residence

Owner: Mr. and Mrs. Harlow Kahler (same address)

Condition: Good; Altered; Original site

Description:

The Jenckes House is a large, center-chimney, clapboarded house, gable-roofed, two-and-a-half-stories high, of heavy post-and-beam construction. The house is five bays wide with a center door, which has pilasters, a heavy molded cap, and a transom. The sash is 4-over-4 on the first floor, 9-over-9 on the second.

The plan of the house follows the standard five-room pattern dictated by its large brick center chimney, but there have been some modifications to the rear corner rooms. The three-run stair, set between the entry and the chimney, has a ball cap on its turned newel post, turned balusters, and acorn pendants on its angle posts. Cased corner posts are visible throughout the house, and moldings mark the cornices of several rooms. The interior is finished with wide plank floors and plain plastered ceilings--only in the first floor's northeast chamber are the ceiling beams visible. Many of the original four-panel doors are still in the house and much of the hardware (including a box lock on the door of the first floor's southeast room) is old. Fine panelled fireplaces remain the house. The large cooking hearth in the first floor's northeast room indicates that this was the original kitchen; the brick oven on the right side of the hearth has been closed, but the raised panels and molded shelf remain. The hearth in the first floor's southeast room is faced with blue and white tiles and has a handsome four-panel overmantel. In the first floor's rear center chamber, the hearth is surrounded by a heavy cyma curve molding, and raised panels surround an open cupboard above; in the second floor's rear center room there is a similar cupboard, though the panels and moldings are absent.

Two major additions have been made to the Jenckes House, both in the early twentieth century. A one-and-a-half-story, gambrel-roof addition has been made to the south side; entry to it is gained through wide doors placed where the small south rear room would have been located. A two-story, gable-roof kitchen wing is set at the northwest corner; its construction apparently incorporated the small north back room and required the slight enlargement of the original kitchen whose back wall seems to be about two feet further west than it would have been originally. Neither addition has seriously compromised the integrity of the Jenckes House--the interior adjustments are minor and both additions are set well back

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from the main facade. The house faces east toward the Old Louisquisset Turnpike; the only outbuilding on the property is a small mid-twentieth-century garage.

Period: 1700-1799

Areas of Significance: Architecture

Builder/Architect: Unknown

Specific Date: c. 1760(?)

Significance:

The Jenckes House is a fine colonial house, well preserved and representative of the many mid-eighteenth-century houses in Lincoln. In addition, the house is associated with two important Rhode Island families. It was built by a member of the Jenckes family, a large clan whose various branches were politically and economically important in several northern Rhode Island towns throughout the eighteenth and nineteenth centuries. Of special note is Daniel Jenckes (1771-1865) who owned the house in the first half of the nineteenth century; a leading figure in the nearby village of Lime Rock, Jenckes was a large landowner, a charter member of the Mt. Moriah Lodge, the leading social institution of the village, and both a large shareholder and an officer in the turnpike company which built the road running in front of his house. The Jenckes House was owned in the early twentieth century by the Gilbane family, whose patriarch had emigrated from Ireland. The Gilbanes' small family company has since grown into regional and, now, national importance in the field of construction and construction management.

Acreage:

UTM Reference: A 19 296860 4640880

Verbal Boundary Description:

The boundary of the Jenckes House is the line of Lincoln Assessor's Plat 43, lot 20; the line encompasses the house and its immediate setting.

Level of Significance: Local

(See Continuation Sheet #45)

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
	<input type="checkbox"/> invention			

Specific dates see individual inventory forms **Builder/Architect** see individual inventory forms

Statement of Significance (in one paragraph)

The individual properties and districts in the Lincoln multiple resource nomination reflect the development of the town over the past three hundred years. With the five districts (Albion, Blackstone Canal, Great Road, Lime Rock, and Lonsdale Historic Districts) and the Saylesville Meetinghouse, which are already entered on or nominated to the National Register, these two additional districts and ten individual structures best exemplify in well preserved physical form the town's long history. The judgement that these properties represent the developmental, economic, social, and cultural history of Lincoln is based on the results of a comprehensive survey of historic and architectural resources of the town conducted in 1978 and 1979 by the Rhode Island Historical Preservation Commission and the Town of Lincoln.

Evolution of Boundaries

The land which now forms the town of Lincoln was included in Roger Williams' original purchase of Providence from the Narragansett sachems, Miantonomi and Canonicus. The area remained legally part of the town of Providence for almost a century, from its purchase in 1636 until 1730, when the state legislature divided the northern section of the colony, the "North Woods" or "Outlands" into three new towns, including Smithfield, a seventy-three-square-mile area which included present-day Lincoln. Throughout the eighteenth century (when Lincoln was largely an agricultural area) and the first three quarters of the nineteenth century (when the town's manufacturing villages were founded and expanded), the area remained part of Smithfield. In 1870, the town was divided and Lincoln was created as a separate town. Lincoln's present-day boundaries were established in 1895 when, after a plebescite, the village of Central Falls was separated from the town and incorporated as a city.

Seventeenth-Century Settlers

Though Providence settlers had acquired the land which is now Lincoln in 1636, they did not immediately settle here, but rather clustered at the head of the bay in what became the city of Providence. Bound together by their need for defense and their communal life, only a few ventured into the interior reaches purchased from the Indians. The area remained, for the most part, a wilderness, used only intermittantly: the rivers may have been fished; the marsh hay growing along stream banks was harvested for cattle feed; and lime deposits were mined by the 1660s.

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The land remained an undeveloped adjunct of the compact part of Providence, entered only occasionally for exploitation of game, wood, hay, or lime.

After the decisive battles of King Philip's War in the 1670s, which mitigated the fear of Indian attack, settlement in the Blackstone and Moshassuck Valleys began in earnest. While no community existed well into the 18th century, individual families applied for grants of land or purchased property, made their way north, built houses, cleared fields, and planted crops. Among the first families to settle in Lincoln were the Arnolds, Ballous, Wilkinsons, Whipples, and Dexters, and two early houses survive to illustrate the nature of the remote homestead oases here: the Eleazer Arnold House (in the Great Road Historic District) and the Valentine Whitman, Jr., House (in the Lime Rock Historic District).

Many of the early settlers were members of the Society of Friends. In other New England colonies Quakers were regarded as fanatics inimical to civil order and they were decidedly unwelcome. Like other religious refugees they found a home in Rhode Island and by the 1660s had established monthly and yearly meetings in the colony. Blackstone Valley Quakers held their first-day meetings in private houses until 1704 when they built a small meetinghouse which still stands on Great Road (entered on the National Register). The meetinghouse was the seat of the Providence Monthly Meeting after 1718 and was the focus of Quaker life for the expanse between East Greenwich and the Massachusetts border. In the nineteenth century, however, Quaker dominance of the area's religious life diminished under the impact of the Industrial Revolution.

Mining at Lime Rock

Lime Rock, a village located along Great Road and Louisquisset Pike, was named for the lime mining industry here, one of the oldest quarrying operations in North America. Carried on here since the 1660s, lime mining was dominated for almost two hundred years by the descendants of Gregory Dexter and Thomas Harris, leading miners of the seventeenth century. Limestone was of vital importance for the young colony of Rhode Island--the burned lime was used for the making of strong mortars, for plaster, and in the tanning of hides and bleaching cloth. Gregory Dexter owned land southeast of the present village. His son Stephen settled here in the 1670s and began burning lime at Dexter's Ledge. Thomas Harris also opened a quarry at Lime Rock in the late 17th century where the stone was mined and burned. The descendants of Dexter and Harris continued their families' business until the nineteenth century when the two operations were incorporated. The two companies later merged and processed lime well into the twentieth century. The quarries are today mined by the Conklin Limestone Company.

(See Continuation Sheet # 46)

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In the hundred years between 1750 and 1850 lime quarrying and processing became a major industry and led to the development of a substantial village. Lime Rock's fine Colonial, Federal, and Greek Revival houses are set among reminders of the lime industry: a lime crusher, ruins of two lime houses, and several quarries and kilns. In addition, three other kilns located outside the village are here nominated.

As lime production increased through the eighteenth century, the need for an upgraded link between northern Rhode Island's major city, Providence, and the developing settlement of Lime Rock, became manifest. In 1805, the Louisquisset Turnpike was opened. The pike remained a going concern until 1870; its tollhouse, North Gate, still stands, as does the Mowry Tavern which served travelers.

A variety of institutional buildings remain to testify to the rich civic life of Lincoln's first village: the Mount Moriah Lodge (a Masonic Lodge), the Smithfield Lime Rock Bank (a small regional bank), a village school, and a Baptist church.

In the second half of the nineteenth century a sure supply of lime became less critical to builders as hydraulic cement replaced lime mortars. The slackening demand limited further growth in Lime Rock, but demand for its fine lime has never wholly disappeared and the slow, steady market has served to keep Lime Rock a stable community.

The Great Road

The opening of the "North Woods" for settlement by Providence's second generation and by newcomers to the colony was materially encouraged by the laying out of a road north through the region from Providence to Mendon, Massachusetts. One of the earliest of colonial roads, the Great Road was blazed through the wilderness and opened in 1683. The course of Great Road through Lincoln can still be delineated for much of its length, though later development has obscured part of its character. An especially well-preserved section has been entered on the National Register as the Great Road Historic District.

The first development on the Great Road was associated with the road itself--Eleazer Arnold's house served travelers as a tavern; the early Quakers built their meetinghouse on Great Road; various members of the Arnold family settled and farmed nearby. The earliest substantial development along Great Road occurred in Lime Rock. The road enabled Lincoln's lime to be shipped out from Providence to ports up and down the coast.

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Great Road remained the major route north from Providence until 1806 when the Louisquisset Turnpike was opened. The pike was built only as far north as Lime Rock (Great Road was used north of that village), but the new shorter route to the port diverted traffic from the manufacturing villages along the Blackstone away from Great Road, with the result that the southern section of this seventeenth-century highway became a quieter residential and agricultural area. Later development took place slowly without the commercial traffic which would have disturbed its quiet character. Likewise the new Louisquisset Turnpike (Route 146) constructed in the 1940s used the roadbed of Great Road north of Lime Rock--and little remains of the form and dimension of the old road in this northern reach. By contrast, the southern stretch of Great Road, bypassed by heavy traffic, remained a unique historic environment, recognized by its entry on the National Register.

Along this section of Great Road are ranged not only extraordinary examples of Lincoln's colonial architecture (including the Eleazer Arnold House and the Israel Arnold House) but examples of Federal and early Victorian styles (Hearthside, for example, is one of Rhode Island's finest Federal Houses) and two early mills--the Butterfly Mill, an early textile factory built by Stephen Smith, and the Moffit Mill, one of Rhode Island's first machine shops.

The two small mills never grew into large operations, and the Great Road neighborhood never became a genuine manufacturing area; the mills were contributing components of their neighborhood but never became the center of economic life nor the visual focus of their region. The Great Road district has retained its rural character and its orientation to the road--it has always been and still is basically a linear residential area. Agriculture has always been as important as manufacturing to Great Road--in the nineteenth century, dairy farming was a mainstay. The commercial life of the settlement has always been minimal, but a small blacksmith shop operated by the Hanaway family still stands.

Great Road's buildings form an architectural mosaic in a natural setting of unequaled beauty--the river and the road crossing each other--with a network of fine stone walls laced among the buildings and the open fields, the twisting spine of the road and its buildings backed by forest on the south and meadows on the north.

The Industrial Revolution

The revolution in production which took place in the nineteenth century considerably changed the landscape of Lincoln. The Blackstone Valley, which had been a agrarian hinterland of the town of Providence,

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acquired a wholly new visual aspect. It was altered by the requirements of expanding industry, by the necessity for new building types, new forms of transportation, and new community arrangements designed to solve the technological and organizational problems of industry.

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

The common unit of settlement in the eighteenth century had been the family farm, set apart from its neighbors by broad fields, and connected to its markets by narrow roads. By the end of the nineteenth century, most houses were clustered around mills to form small villages and most residents no longer worked the land, but instead worked at machines in a mill. Lincoln's first mill village, Old Ashton (now, Quinville), was founded in 1809; it has remained a small settlement. The village of Manville, begun in 1812, was built on the site of the Wilkinson iron operation; while the Manville mills were located on the Cumberland side, a substantial village of both company-built and privately built houses grew up on the Lincoln side. Just south of Manville, the village of Albion developed; one of Lincoln's most complete manufacturing communities, it retains its mill and several streets of company houses. Lincoln's later villages, Lonsdale and Saylesville, are located on the southern reaches of the Blackstone and Moshassuck as they flow toward the southeast corner of the town. Lonsdale, one of Rhode Island's largest mill villages, is built on both sides of the Blackstone; its older half is in Lincoln, its newer buildings in Cumberland. Saylesville was the site of one of the nation's largest cloth finishing plants.

Lincoln's villages drew new groups of people to the town. The earliest mills could rely upon the excess labor of local farms since they did not need a great body of workers but, as operations increased in scale, thousands of laborers were required to operate the machinery of the mills. While continuing immigration from England and internal migration to the villages supplied much of this labor, French Canadians

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were also drawn in large numbers to the Blackstone Valley. Spurred by agricultural depression in eastern Canada and by the opportunities for work in the villages' mills, French Canadians have left a distinctive imprint on Lincoln, especially in Manville and Albion.

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

The Transportation Revolution

The Industrial Revolution was paralleled by a radical remaking of Lincoln's transport network. Great Road, opened in 1683, was but a crude path cut through the woods; after 1806, the Louiquisset Turnpike provided an improved route between Lime Rock and Providence. The two roads remained the primary north-south routes through central Lincoln well into this century. They were supplemented after the 1840s by River Road, running along a ridge parallel to the Blackstone River, which provided access to the new mill villages.

The Blackstone Canal (now entered on the National Register) was an attempt to substitute cheaper, easier water transport for the slower passage over these early roads. In Lincoln, the canal runs south from Manville parallel to the Blackstone River as far as Scott Pond in Saylesville. Though never a financial success, the remnants of the canal are an important representative of the many such waterways built in the United States in the early nineteenth century.

A rail line through Lincoln was built in 1847, when Providence & Worcester Rail Road was opened, and the railroad quickly absorbed the heavy traffic which had once traveled along the roads and canal. The present line through Lincoln follows the original riverside course, though the track has been re-laid. Passenger stations at Albion and Manville no longer survive. Manufacturers in southern Lincoln lacked immediate access to the railroad because here the Providence & Worcester made its way on the eastern bank of the Blackstone. The Sayles family connected their mills to the railroad network by a private spur, the Moshassuck Valley line (1876), running south two miles to Woodlawn where it met the main line. The Lonsdale Company built a short span from the track in Cumberland; it is carried atop the 1893 dam.

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

Lincoln Becomes A Town

Since 1730, the area which is today Lincoln had been part of the town of Smithfield, which took in a great section of northern Rhode Island. In 1871, Smithfield was reorganized into several townships, including Lincoln, named for the Civil War president. The new town was governed by an elected Town Council which continued until 1958 when the town shifted to an Administrator-Council form of governance. Lincoln's 1871 population was slightly under eight thousand people, most concentrated in Lime Rock, Manville, Quinnville, Albion, Saylesville, Lonsdale, and Central Falls (the latter set off as a separate city in 1895). As in many Rhode Island towns, the bounds of Lincoln enclosed both rural areas and unincorporated villages which, though they had no legal standing, were the focus of development in the decades around the turn of the century.

Decline of the Textile Industry

Throughout the nineteenth century the economic life of Lincoln had exhibited a continuing shift from an agricultural base to heavy reliance on industry, especially textile manufacturing. The Crash of 1929 and the Great Depression of the 1930s ended the expansion of manufacturing in a dramatic fashion--production was cut, employees were let go, and trade declined. In fact, however, the troubles of the textile industry in Rhode Island had begun decades before and in the 1920s, in particular, there were strong indications that Lincoln's (and New England's) industry was built on shaky foundations: its plants were for the most part old, its management cautious, and, above all, there was serious competition from southern producers. Before World War I southern textile producers had already made a serious challenge to New England producers in coarse cotton goods; their challenge to northern producers was delayed somewhat by the boom of the war years, but in the 1920s, prosperous years for most of the nation's economy, wage cuts and strikes presaged the later and even worse difficulties of Rhode Island's textile mills. In 1920, textile workers had experienced a 22% wage cut; in 1922, a further cut of 20% was announced for workers in the Pawtuxet and Blackstone Valley (including Lincoln) mills.

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A major strike of textile operatives began in the Pawtuxet Valley and soon spread to northern Rhode Island; most of Lincoln's cotton workers were on strike for several months and returned to work only when their wages were restored. Another strike occurred in 1926 in Manville (and Woonsocket) when the work week was extended from forty-eight to fifty-four hours; state troopers clashed with the striking workers and the dispute was quickly settled by Governor Aram Pothier. The largest and most violent and bitter strike in Rhode Island's history occurred in 1934, when in an effort to unionize southern workers the United Textile Workers Union called a nationwide strike in September.

The depression of the 1930s was an enormous blow to the economic life of Lincoln residents and, insofar as their lives had been affected by their living in company-owned villages, the depression affected their social lives as well. The history of the textile concerns of Lincoln throughout the 1920s, 1930s, and 1940s is a story of progressive sales, cutbacks, shutdowns, and closings. In Lonsdale, for example, the company farm was closed in 1922; the #4 Mill was closed in 1930; the large Ann and Hope Mill shut down in 1934. The mill plant at Saylesville survived the depression by cutting production and employment--it finally closed in late 1960; only a single subsidiary still continues at Saylesville. The Manville Company cut production severely in the 1930s and survived through the early 1940s, benefiting from the material requirements of the war years. In 1948, the Manville mills were sold to an out-of-state corporation which began selling off sections; in 1955, however, the mills were irrevocably damaged by fire and flood. The Albion Mills were not sold until 1962, but most of the mill housing was sold off in the 1930s.

While some of the great mills are gone, others are used for a variety of manufacturing and commercial concerns. Yet no manufacturer operates on the scale of earlier decades and most of Lincoln's new factories are clustered in industrial parks. With the decline of the textile industry, the nature of the village changed: no longer were virtually all residents workers at the nearby mill or its support industries. Though the mills remained imposing physical elements in the villages, their social and economic functions were modified. And with many fewer people immigrating to Lincoln's villages, the ethnic character of the town became less vivid. The town's future growth would be conditioned not by its reliance on a single industry but by suburban expansion.

Suburbanization

Since 1945, Lincoln has become a suburban town, part of the large metropolitan area of Providence. The dramatic shift in the character of the town has, for the most part, occurred since the end of World War II

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and is still determining the form of Lincoln. Once dotted by a series of economically important industrial nodes within a sparsely settled rural-agrarian landscape, Lincoln has since the 1940s been filling with tracts of single-family houses; the working farm is now a rarity and the mill village is no longer typical.

The construction of new highways and the upgrading of older roads spurred such new residential building. Washington Highway (1932), Route 116, carries east-west traffic across central Lincoln; a new Louisquisset Pike (1947), Route 146, parallels the old turnpike; Interstate Route 295 connects Lincoln to the interstate highway system.

Automobile traffic has recast patterns of commerce as well. Like most inner-ring suburbs, Lincoln now has a shopping mall (1975), on Washington Highway. Most of the buildings on the commercial strips such as Louisquisset Pike and Smithfield are non-descript and ordinary--a notable exception is the Milk Can (1931), an ice cream stand built in the shape of a dairyman's cream can (determined eligible for National Register). Lincoln remains a manufacturing town, though manufacturing too has been affected by the availability of new highways: most new plants are located in an expansive industrial park in western Lincoln.

Keeping pace with Lincoln's residential, commercial, and industrial growth in the last few decades, town services and building expanded greatly since 1945. A new high school (1964-1965; 1970-1971) and new Lincoln Town Hall (1965) have been built. In addition, two educational institutions of statewide importance have located in Lincoln: the Flanagan Campus of the Community College of Rhode Island (1971) and William Davies Vocational High School (1971). The town's newer social and entertainment facilities, unlike their older counterparts which were centered in the villages, have become suburbanized--golf courses, country club, race track, and drive-in movie theaters are all dependent on large tracts of land, located on major roads, and drawing patrons from throughout the region.

Though the process of suburbanization has substantially altered the character of Lincoln, much of its historic fabric of individual buildings and districts remains intact. The architecturally and historically significant properties nominated here reveal in their variety of age and use the several stages of development through three centuries.

The following structures and sites are significant with respect to the themes checked above:

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Agriculture: Farming has been an important component of Lincoln's economy since first settlement and two well preserved farms are included in this nomination: The Whipple Cullen Farm, with its eighteenth-century house and nineteenth-century barn, and the Ballou Farm, with its eighteenth-century house and several outbuildings.

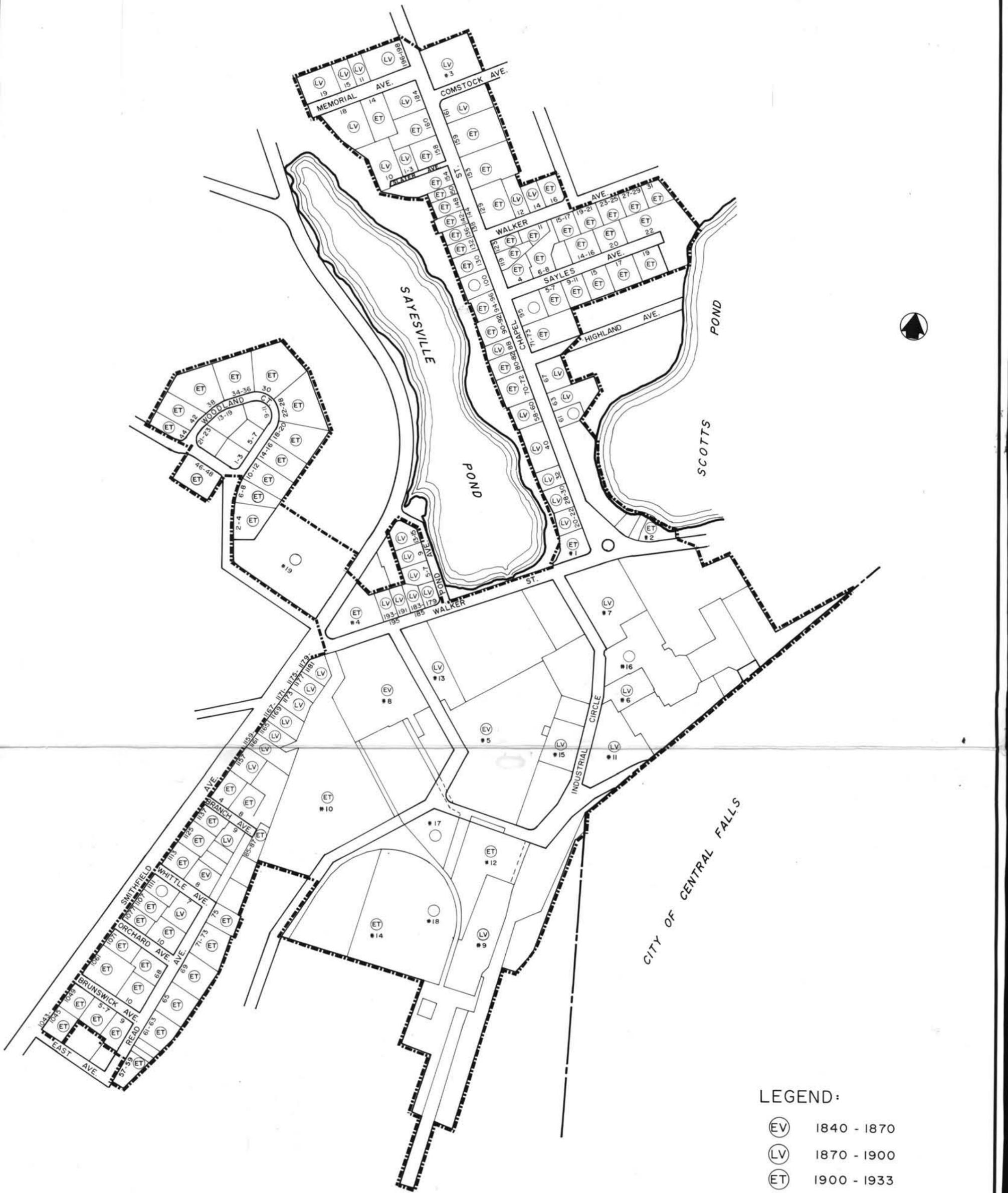
Architecture: Many of the properties included in the Lincoln multiple resource area nomination are architecturally significant. The earliest section of the Elliott-Harris-Miner House is a rare survivor of Lincoln's earliest years. Fine examples of the town's colonial and Federal periods are also here nominated (the Ballou, Jenckes, Jenckes, and Whipple-Cullen Houses), supplementing the large number of unusually well-preserved buildings already entered on the National Register.

Lincoln's industrial villages present a wide variety of architecturally significant industrial buildings, illustrating the progression of construction techniques in the nineteenth century; the Sayles Mill Complex is one of the largest and most historically important in Rhode Island. Both Old Ashton and Saylesville Historic Districts illustrate various forms of mill housing built over the span of a century.

The Pullen Corner School is a fine example of the simple, one-room school of the mid-nineteenth century, as the Lonsdale Bakery is a good representative of the plain, one-room, commercial shop.

Education: Pullen Corner School exemplifies an interesting aspect of the history of education in the town: Lincoln's mid-nineteenth century of supplementing the few schools scattered throughout the town's agricultural areas.

Industry: Lincoln's long history of industrial enterprise is well exemplified by a number of sites and structures. The town's earliest industry was lime mining; the three-century long history of limestone processing is illustrated by the three kilns nominated here, as well as several structures already nominated as part of the Lime Rock Historic District. The Old Ashton and Saylesville Historic Districts illustrate the dominance of textile manufacturing in nineteenth and twentieth century Lincoln. While the Old Ashton Historic District lacks its mill, it does provide an example of the earliest stage of company town development--a cluster of small houses adjacent to their mill. The Saylesville Historic District illustrates a later stage of the development of mill villages: large, expansive, encompassing a variety of social and institutional buildings as well as housing.

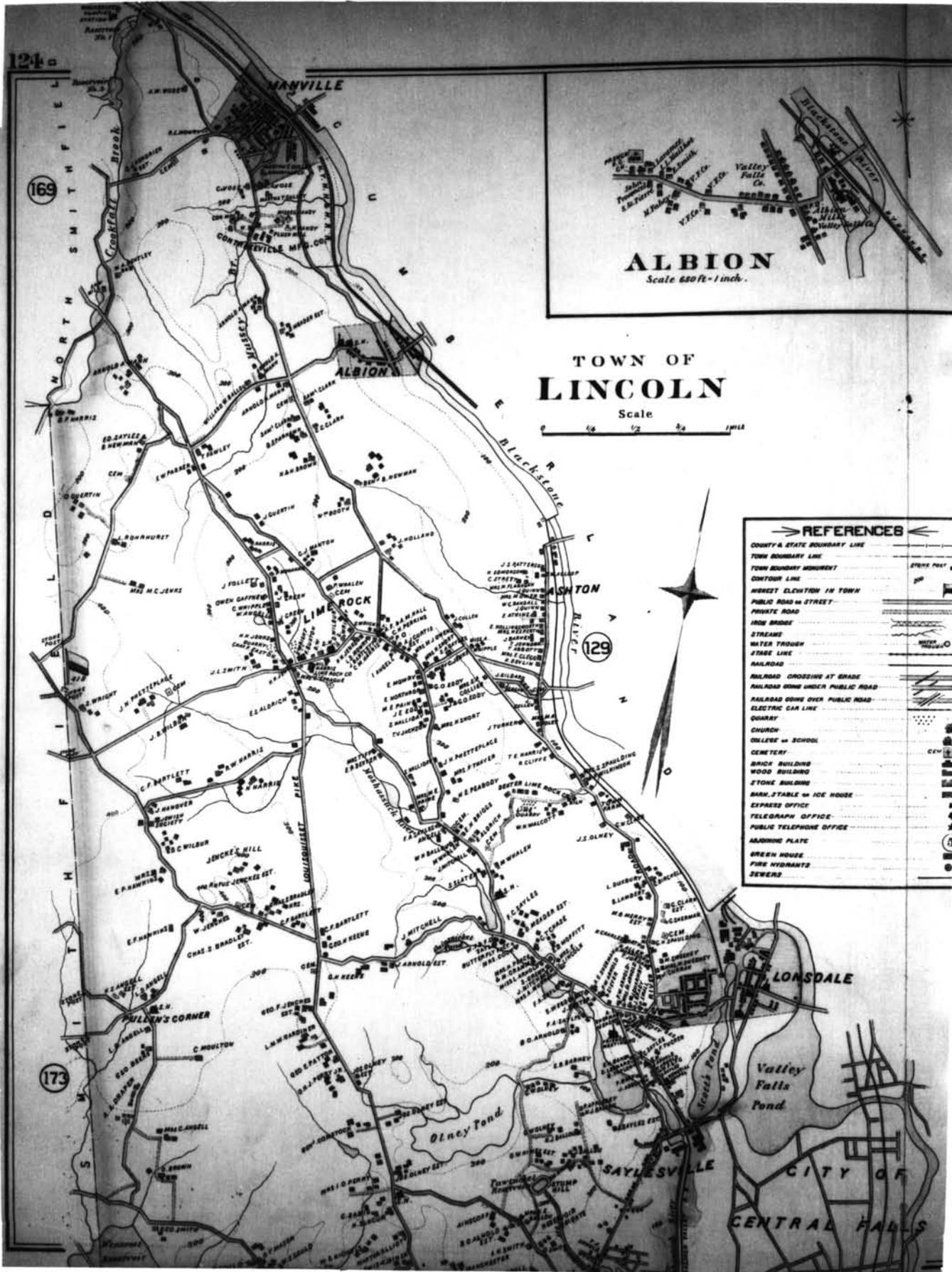


- LEGEND:
- (EV) 1840 - 1870
 - (LV) 1870 - 1900
 - (ET) 1900 - 1933
 - NON-CONTRIBUTING

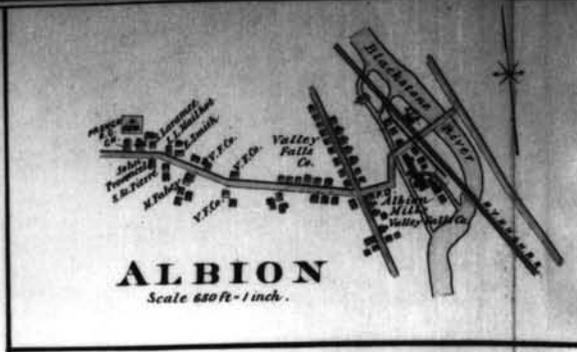
Saylesville Historic District - Lincoln, R. I.

RHODE ISLAND HISTORICAL PRESERVATION COMMISSION

JUNE, 1984
SCALE 1"=160'



124 c



TOWN OF LINCOLN

Scale
0 1/8 1/4 3/8 1/2 3/4 1 MILE

REFERENCES

COUNTY & STATE BOUNDARY LINE	STAKE POST
TOWN BOUNDARY LINE	
TOWN BOUNDARY MONUMENT	
CONTOUR LINE	
HIGHEST ELEVATION IN TOWN	
PUBLIC ROAD OR STREET	
PRIVATE ROAD	
IRON BRIDGE	
STREAMS	
WATER TROUGH	
STAGE LINE	
RAILROAD	
RAILROAD CROSSING AT GRADE	
RAILROAD GOING UNDER PUBLIC ROAD	
RAILROAD GOING OVER PUBLIC ROAD	
ELECTRIC CAR LINE	
QUARRY	
CHURCH	
SCHOOL	
CENETERY	
BRICK BUILDING	
WOOD BUILDING	
STONE BUILDING	
BARN, STABLE OR ICE HOUSE	
EXPRESS OFFICE	
TELEGRAPH OFFICE	
PUBLIC TELEPHONE OFFICE	
LOADING PLATFORM	
GREEN HOUSE	
FIRE HYDRANTS	
SEWERS	

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LONSDALE

Valley Falls Pond

SAYLESVILLE

CITY OF CENTRAL FALLS

Copy neg. # RHi X3 1650. MAP. Town of Lincoln, plus inset of village of Albion.
Everts & Richards, Atlas of Providence County, 1895, p. 124.

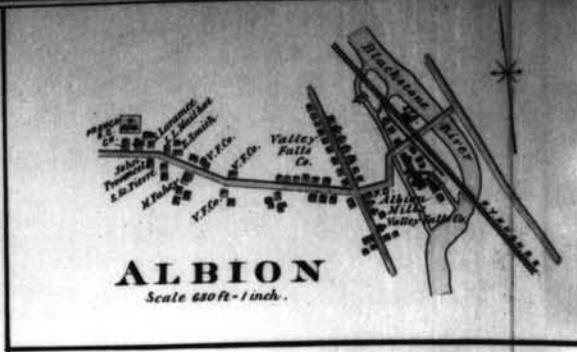
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TOWN OF LINCOLN

Scale
0 1/4 1/2 3/4 1 MILE



REFERENCES

COUNTY & STATE BOUNDARY LINE	STONE POST
TOWN BOUNDARY LINE	
CONTOUR LINE	
NEAREST ELEVATION IN TOWN	
PUBLIC ROAD OR STREET	
PRIVATE ROAD	
IRON BRIDGE	
STREAMS	
WATER TROUGH	
STAKE LINE	
RAILROAD	
RAILROAD CROSSING AT GRADE	
RAILROAD GOING UNDER PUBLIC ROAD	
RAILROAD GOING OVER PUBLIC ROAD	
ELECTRIC CAR LINE	
QUARRY	
CHURCH	
SCHOOL	
CEMETERY	
BRICK BUILDING	
WOOD BUILDING	
STONE BUILDING	
BARN, STABLE OR ICE HOUSE	
EXPRESS OFFICE	
TELEGRAPH OFFICE	
PUBLIC TELEPHONE OFFICE	
MAILING PLATE	
GREEN HOUSE	
FIRE HYDRANTS	
SEWER	

copy neg. of RHI X3 1850. MAP. Town of Lincoln, plus inset of village of Albion.
Everts & Richards, Atlas of Providence County, 1895, p. 124.

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and Massachusetts

CUMBERLAND

SMITHFIELD

PROVIDENCE

JOHNSTON

CITY



eng. # RHi X3 1649. Map. Northeast corner of RI: Smithfield, Cumberland
and North Providence. Section of Stevens, Topographical Map of RI, 1832.

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JENCKES HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Northeast chamber, first floor.

Photo #41



JENCKES HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger .
Date: 1980
Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Southeast chamber, first floor.

Photo #40



ELLIOTT-HARRIS-MINER-HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Front parlor, c. 1850 section.

Photo #38



JENCKES HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: From the east.

Photo #39



ELLIOTT-HARRIS-MINER-HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: West chamber, c. 1710 section.

Photo #37



ELLIOTT-HARRIS-MINER HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: East chamber, c. 1710 section.

Photo #36



ELLIOTT-HARRIS-MINER HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: From the east.

Photo #35



ELLIOTT-HARRIS-MINER HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commisison
150 Befefit Street
Providence, RI

View: From the southwest.

Photo #34



LIME KILN #3
Dexter Rock Road
Lincoln, Rhode Island

Photographer: Warren Jagger
Date: 1980
Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI 02903

View: From the north.

Photo #33



LIME KILN #2
Sherman Avenue
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: From the west; principal wall of kiln.

Photo #32



LIME KILN #1
Old Louisquisset Pike
Lincoln, Rhode Island

Photographer: Warren Jagger,
Date: 1980
Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: From the north, looking down into kiln.

Photo #31



JENCKES HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: North central chamber, first floor.

Photo #30



JENCKES HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Southwest chamber, first floor.

Photo #29



JENCKES HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger
Date: 1980
Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Southeast chamber, first floor.

Photo #28



JENCKES HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Outbuildings, from the southeast.

Photo #27



JENCKES HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: From the southwest.

Photo #26



PULLEN CORNER SCHOOL
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Outbuildings, from the west.

Photo #24



PULLEN CORNER SCHOOL
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Main room.

Photo #23



PULLEN CORNER SCHOOL
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: From the south.

Photo #22



BALLOU HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Southwest chamber, second floor.

Photo #21



BALLOU HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Southwest chamber, first floor.

Photo #20



BALLOU HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger

Date: 1980

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: From the northeast.

Photo #19



BALLOU HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger
Date: 1980
Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Outbuildings, from the southwest.

Photo #18



BALLOU HOUSE
Lincoln, Rhode Island

Photographer: Warren Jagger
Date: 1980
Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: From the south.

Photo #17



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 18-20 (left) and 14-16 (right) Woodland Court.

Photo #16



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 44 (left), 40-42 (center), and 38 (right)
Woodland Court.

Photo #15



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 6-8 Sayles Avenue; from the south.

Photo #14



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

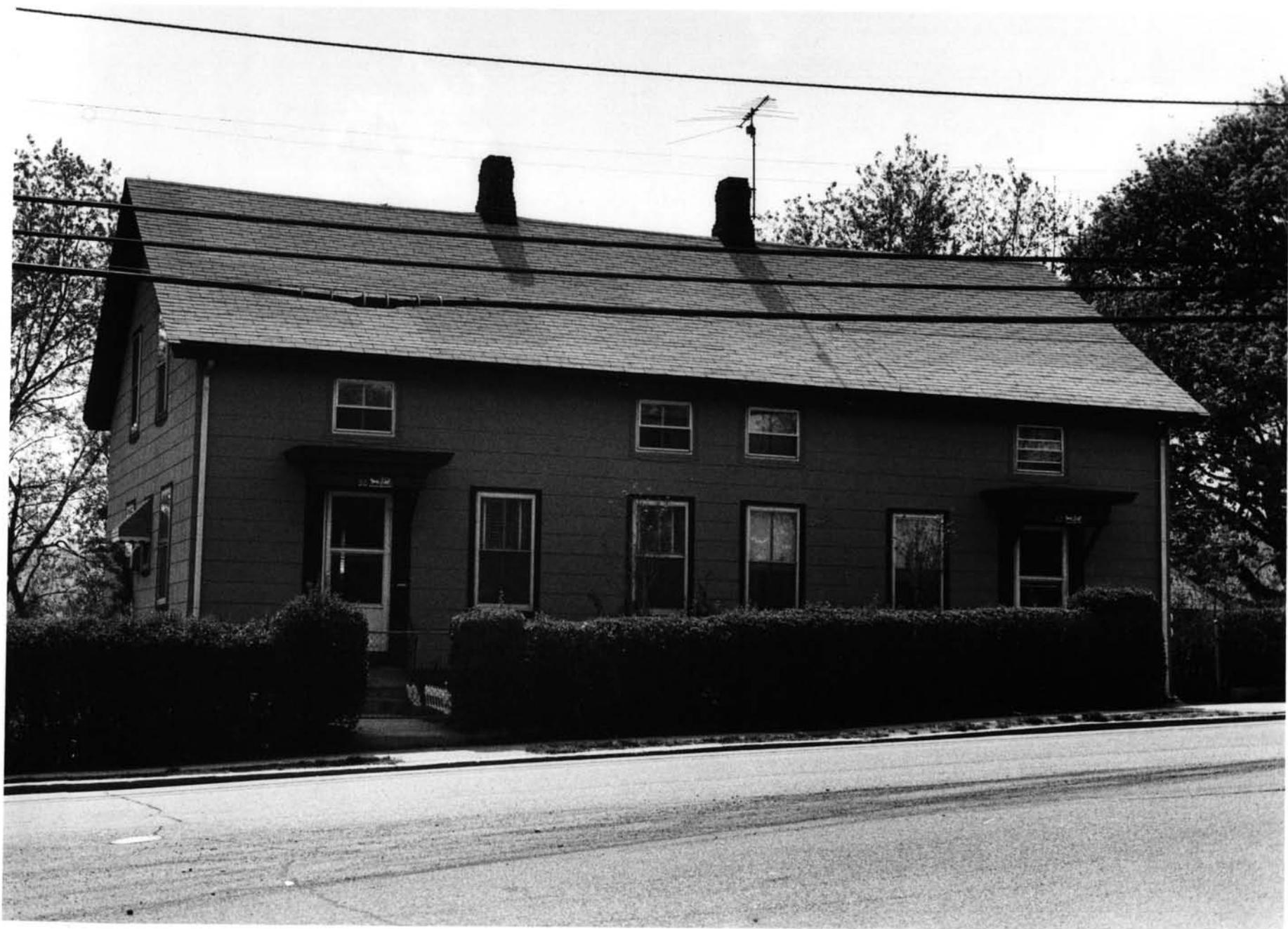
Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 88 Chapel Street; from the east.

Photo #13



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

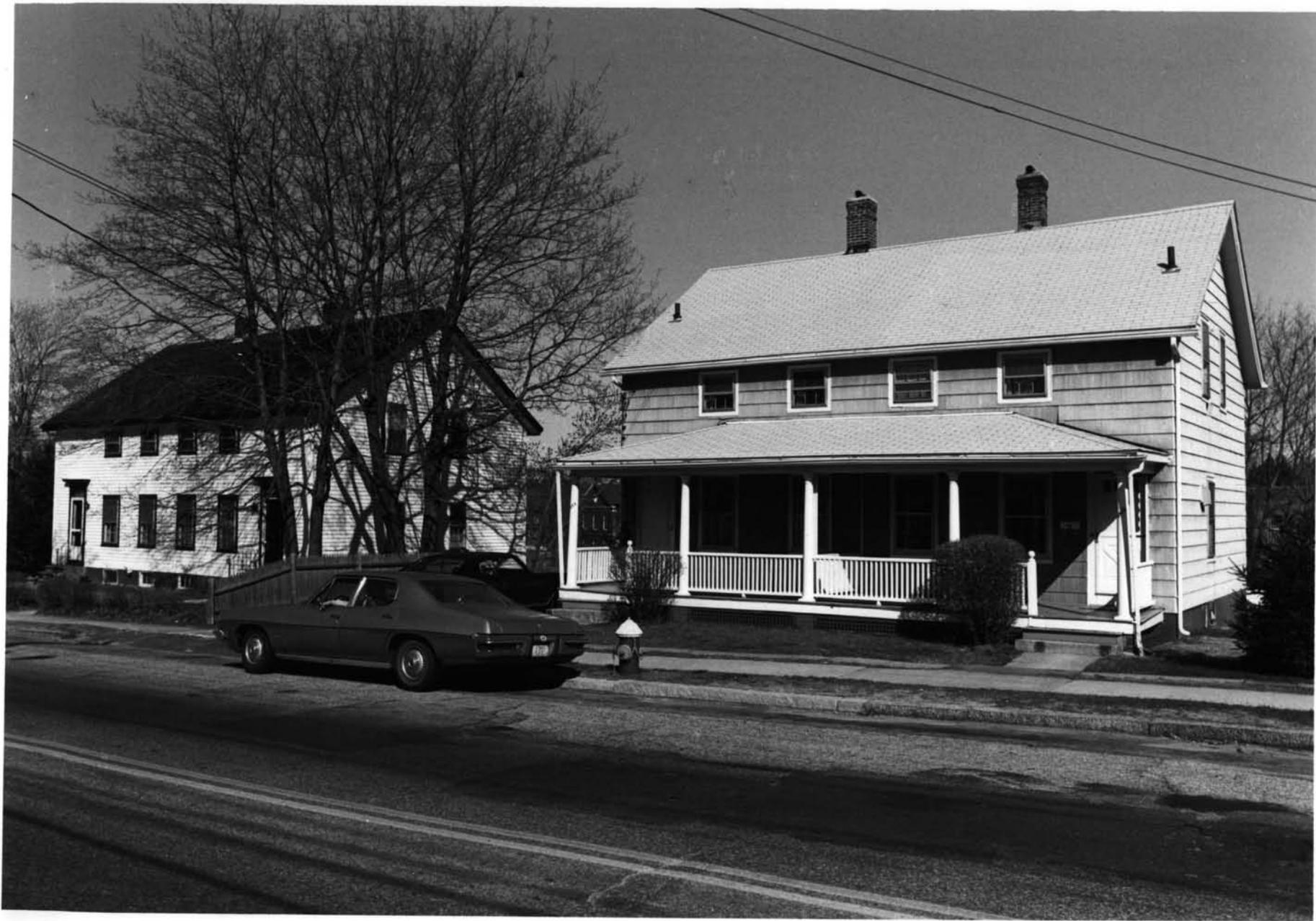
Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 20-22 Chapel Street; from the east.

Photo #12



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 1179-1181 and 1175-1177 Smithfield Avenue;
from the west.

Photo #11



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

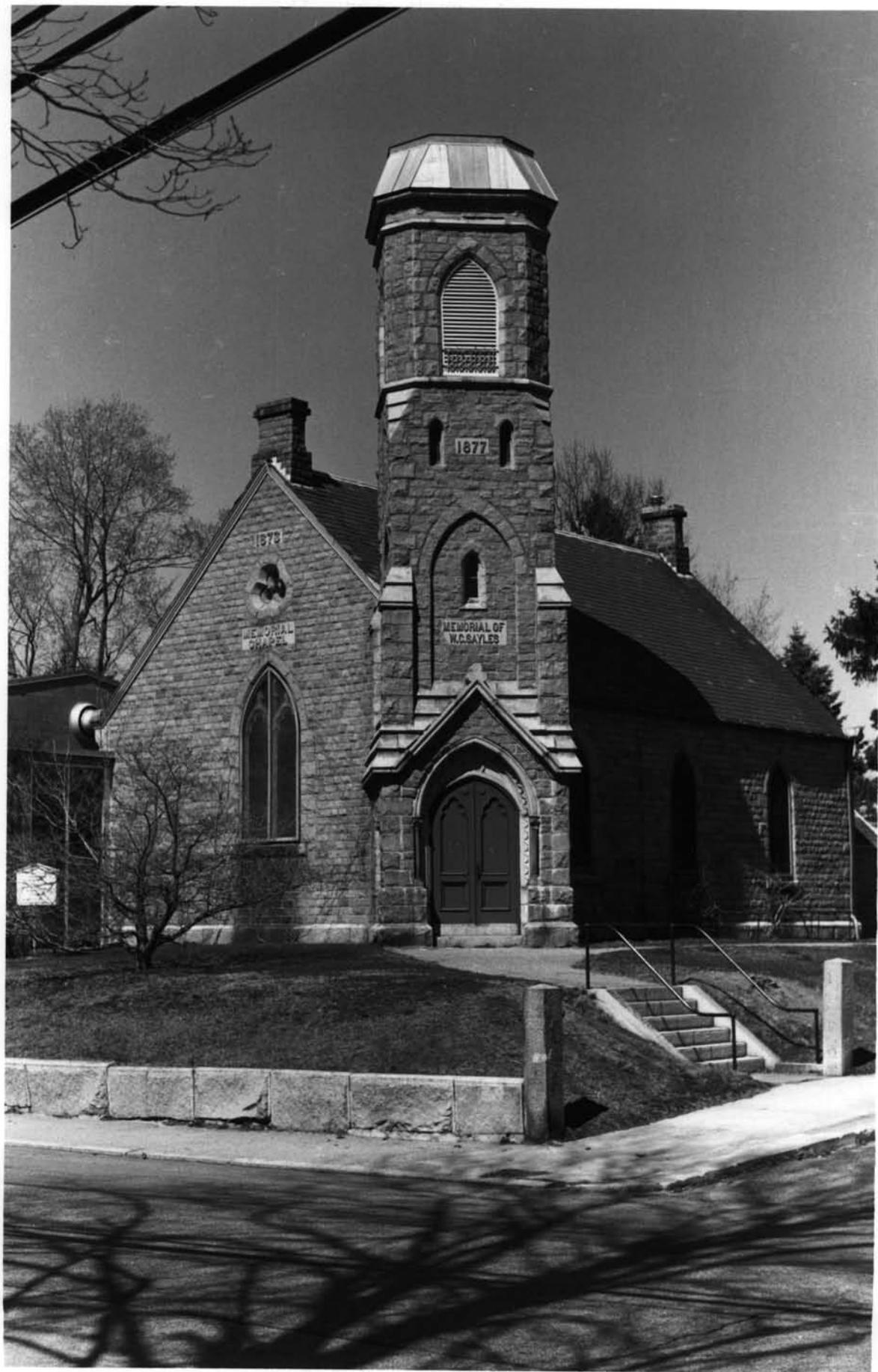
Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Firemens' Hall, Chapel Street; from the north.

Photo #10



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Sayles Memorial Chapel, Chapel Street; from
the southwest.

Photo #9



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Sayles Company Club House, Walker Street;
from the southwest.

Photo #8



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1979

Negative field at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Mill Office, Sayles Mill Company; from the west.

Photo #7



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1979

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Main Building, Sayles Mill Complex; south end;
1854 section at left.

Photo #6



SAYLESVILLE HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Susan Dynes

Date: 1981

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Dye House, Sayles Mill Complex; from the west,
looking across mill pond.

Photo #5



OLD ASHTON HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 1018 Lower River Road; from the northeast.

Photo #4



OLD ASHTON HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 1014 Lower River Road; from northeast.

Photo #3



OLD ASHTON HISTORIC DISTRICT,
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: 1027 Lower River Road; from the northwest.

Photo #2



OLD ASHTON HISTORIC DISTRICT
Lincoln, Rhode Island

Photographer: Pamela Kennedy

Date: 1978

Negative filed at: Rhode Island Historical
Preservation Commission
150 Benefit Street
Providence, RI

View: Kelly House, from southwest.

Photo #1