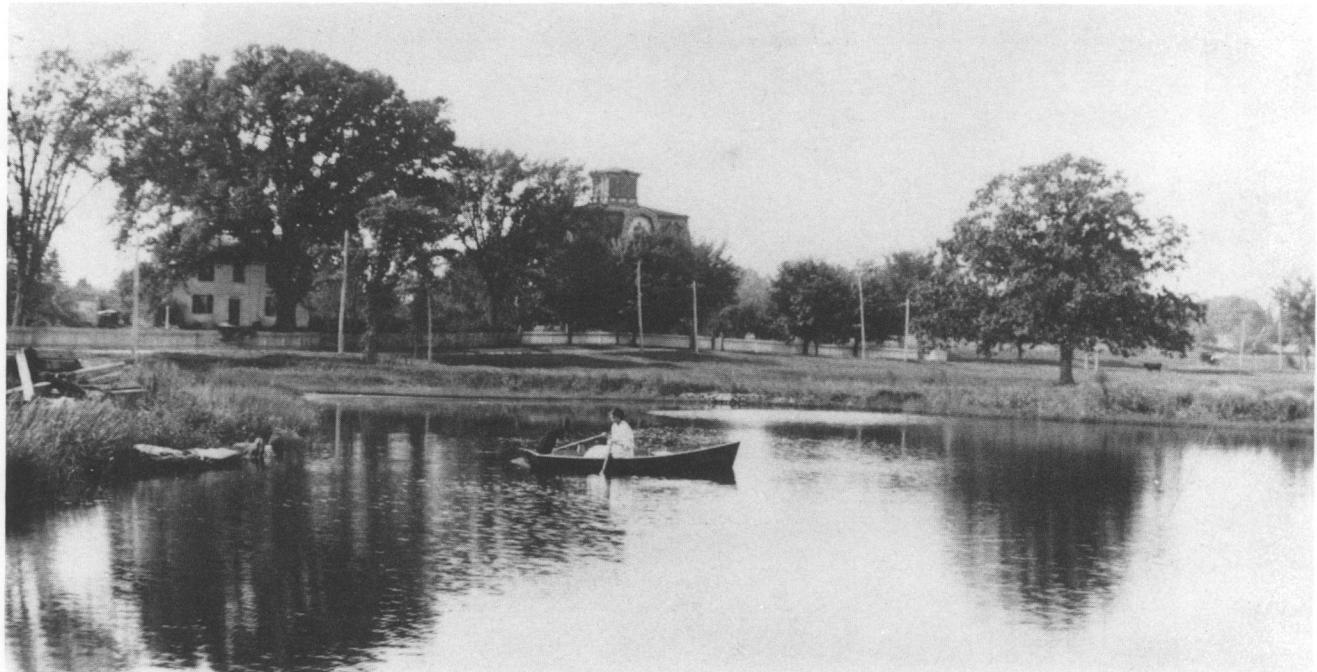


# Historic and Architectural Resources of Barrington, Rhode Island



Rhode Island Historical Preservation Commission

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Rhode Island Historical Preservation Commission  
**1993**

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This document is a copy of the original survey published in 1993.  
It has not been corrected or updated.

Since the original publication:

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

For up-to-date information, please contact:

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

*Cover: Barrington Town Hall (1887-88, 1938, 1963), 283 County Road. Photograph, 1976. Designed by architects Stone, Carpenter and Willson, this town landmark on a beautiful hillside site was originally built to house town offices, the high school, and the library. A library addition, by architects Martin and Hall, was added on the east side in 1938 and extended in 1963 by Michael Traficante. The building is now used totally for municipal offices.*

*Title Page: View of County Road from Hundred Acre Cove. Photograph, ca. 1890 by Cliff Bates. Courtesy of Barrington Preservation Society, Charles Thurber Miller collection. This view, looking west, shows the William Brown-Deacon Kent Brown House (1775) on the left and the Royal D. Horton House (ca. 1872) in the center.*

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## PREFACE

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

The Rhode Island Historical Preservation Commission is responsible for developing a state historical preservation plan; conducting a statewide survey of historical sites and buildings, and from the survey nominating significant properties to the National Register of Historic Places and the State Register; administering programs of financial aid including grants, loans and tax credits; reviewing federal and state projects to assess their effect on cultural resources; and regulating archaeological exploration on state land and under state territorial waters. The cumulative dollar value of the Commission's programs is \$253 million.

To date the Commission has surveyed 52,649 historic properties including 2,278 archaeological sites; published fifty neighborhood or town survey reports; nominated 12,531 properties to the State Register and National Register of Historic Places, including 127 historic districts; awarded \$8.4 million in matching grants to 476 projects statewide; approved federal tax credits for 266 projects valued at \$211.5 million; monitored historic preservation easements on twenty-one properties in perpetuity and ninety-seven term easements; reviewed approximately 1200 state and federal projects annually; assisted and certified local government historic preservation programs in thirteen communities; and implemented a \$3.5 million Historic Preservation Loan Fund.

## INTRODUCTION

This study addresses the historic and architectural resources of the Town of Barrington, Rhode Island. The report includes a brief account of the architectural and developmental history of Barrington, based on a variety of primary and secondary documentary sources.

This section is followed by a list of historic properties included in the National and State Registers of Historic Places, and a list of districts and properties recommended for nomination.

The subsequent section is an annotated, selective inventory of some properties of historic and architectural importance in the town. The properties are listed alphabetically by street name. Though a relatively small number of properties are discussed in the report, data sheets for all surveyed properties are kept on file at the office of the Historical Preservation Commission, 150 Benefit Street, Providence, Rhode Island.

Research was conducted at several libraries, principally the Rhode Island Historical Society Library, the Barrington Public Library, and the Barrington Preservation Society files. Information on the National Register properties was obtained from the Rhode Island Historical Preservation Commission files. Nineteenth-century maps (listed in the bibliography) were useful in associating individual properties with previous owners, and in providing insights into the growth and development of villages and neighborhoods.

The survey of cultural resources in Barrington was initiated by the Rhode Island Historical Preservation Commission in 1980. At that time, a student intern, Bradford Smith, surveyed many of the town's oldest buildings and conducted deed research on a number of properties. In 1986, Commission staff member Robert Owen Jones undertook the major part of the field survey. Virginia H. Adams, assisted by Terry Bradney, of the Public Archaeology Laboratory, Inc., completed the field survey, research, and initial report preparation in 1990. Other members of the staff of the Rhode Island Historical Preservation Commission assisted in the final preparation of the report.

Members of the Barrington Preservation Society assisted in the research, in the preparation of the final report, in the selection of illustrations, and in the selection of properties for inclusion in the inventory. The authors and the Rhode Island Historical Preservation Commission are especially grateful for the assistance of Jean MacIntyre, Margaret Hawkins, Charles T. Miller, Margaret R. Rodewig, Carol M. Horrocks, and Nicholas Gizzarelli, Sr., Town Historian, who were generous with both their knowledge and their time.

The principal author expresses appreciation to all those who helped with the survey and report. She particularly acknowledges the contributions of the late Terry Bradney.

## METHODOLOGY

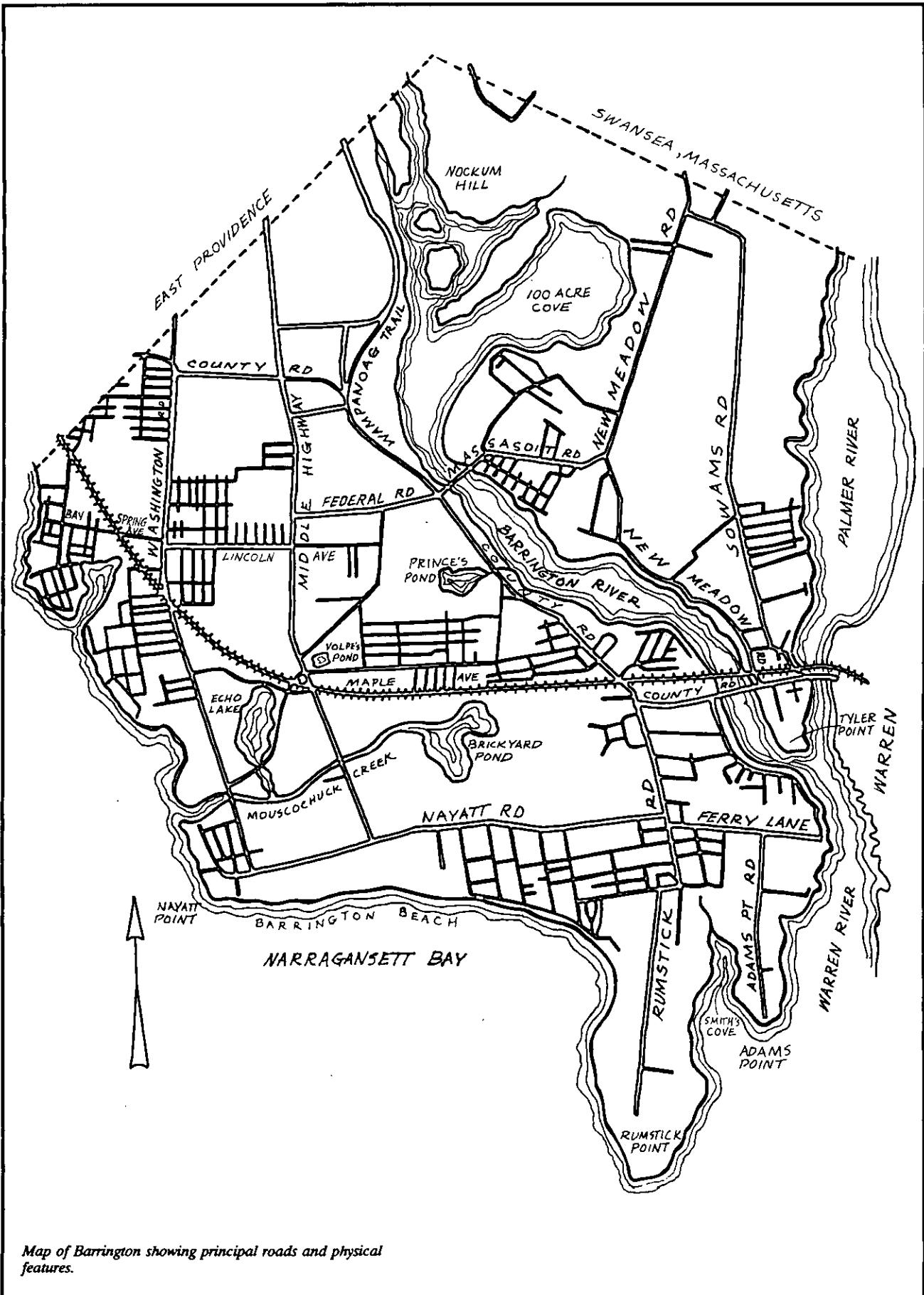
The purpose of the Rhode Island Historical Preservation Commission's surveys is to identify and record structures, sites, and areas of historical, architectural, visual, and cultural significance within each community.

Surveys are conducted by driving or, in densely settled areas, walking all public streets. Each property selected by a surveyor is photographed and recorded on a standard historic building data sheet, which includes places to note physical characteristics of the property and its use, condition, and architectural style or period. Historical information, usually not available on the site, is obtained during subsequent research and added to the data sheet. Finally, a written report is prepared to provide a context for evaluating the historical and architectural significance of properties in the survey area.

The significance of each surveyed property is evaluated in a preliminary fashion by Commission staff. Properties which appear to meet the criteria for nomination to the National Register of Historic Places are identified for further study and review. Though all aspects of local history are investigated to develop an adequate context for evaluation, the emphasis of the surveys is on existing historic properties.

Known archaeological sites are mentioned only incidentally in these studies to provide historical context. Archeological sites are the subject of a separate survey effort. The major emphasis of the Barrington survey and report is on extant historic buildings and structures. A selective inventory of surveyed properties appears at the back of this report.

The historic building data sheets on which this report is based are stored at the offices of the Rhode Island Historical Preservation Commission, 150 Benefit Street, Providence, Rhode Island 02903.



*Map of Barrington showing principal roads and physical features.*

## PHYSICAL AND SOCIAL SETTING

### Location and Natural Setting

The town of Barrington is located in Bristol County and occupies 15.8 square miles--8.9 square miles of land and 6.9 square miles of inland water--on the east side of Narragansett Bay, approximately six miles southeast of Providence. It is bordered on the northwest by the city of East Providence, Rhode Island; on the northeast by the town of Swansea, Massachusetts; on the east by the Palmer and Warren Rivers, which separate Barrington from the town of Warren, Rhode Island; on the south by Narragansett Bay; and on the west by the Providence River.

Barrington consists of two peninsulas extending southward into Narragansett Bay. They are surrounded and divided by coastal and estuarine waters edged variously by steep bluffs, rocky or sandy beaches, or salt marshes. The larger, western peninsula, historically known as Popanomscut or Phebe's Neck, is bounded on the east by the Barrington and Warren Rivers, on the south by Narragansett Bay, and on the west by the Providence River. The junction of the bay and the Providence River is marked by a sharp bend in the coastline named Nayatt Point. Popanomscut's long coastline is punctuated by inlets and coves that define several subsidiary necks. Allen Neck lies at the northwest corner of town. Rumstick Neck, approximately one and one-half mile east of Nayatt Point, forms the southern extremity of Popanomscut, its tip marking the mouth of the Warren River. Adams Point lies immediately east of Rumstick. The town's second, smaller peninsula, situated northeast of Popanomscut, is known as New Meadow Neck. It is bounded by the Palmer River on the east and Hundred Acre Cove and the Barrington River on the west. At Tyler Point, the southernmost tip of New Meadow Neck, the Palmer and Barrington Rivers join to form the Warren River.

Barrington lies on the low seaboard geological zone of New England on a broad, level glacial outwash plain of minimal topographic relief. This plain consists of irregular layers of moderate to well drained gravel, sand, silt, and clay soils that were deposited by glacial meltwater in the last ice age, approximately 11,000 years ago. As the glacier melted and receded, sediment-carrying water flowed toward the sea. Slower waters deposited sorted sediments in the upland areas, while swifter water created the freshwater streams and valleys around the town, which later became salty and brackish as sea levels rose. The pre-glacial bedrock underlying the soil in Barrington consists of deposits of shales, sandstones, and conglomerates with occasional exposed outcrops, often filled with vein quartz. The elevation of the town does not exceed sixty feet. The major breaks from the otherwise low, gently rolling terrain are Primrose Hill, a fifty-foot knoll in the northwest corner of town; Nockum Hill, with its twenty-foot bluff on the northeast shore of Hundred Acre Cove; Prince's Hill, which rises abruptly to a height of fifty feet on the east side of Phebe's Neck, overlooking the Barrington River; and Nayatt Point, with its fifty-foot summit and forty-foot bluff overlooking the Providence River.

Inland bodies of freshwater in Barrington consist of minor streams and mostly man-made ponds. A peculiar drainage and geological condition exists in the Brickyard Pond area where kame deltas are found immediately north and south of the man-made pond. Elevations here range from approximately fifteen feet below sea level to approximately fifty feet above sea level. When the glacier retreated, interbedded sand and clay were deposited in a small glacial lake between the Barrington and Nayatt kame deltas. The clays, grayish to blue in color, are confined within a relatively small area of about one square mile and were originally scarcely

above sea level. At the western extreme of this area, the clay beds are exposed to tide water through Mouscochuck Creek. In the nineteenth century, the creek was developed as a canal associated with extensive brickmaking operations. Two other small artificial ponds, Echo Lake and Volpe Pond, exist in this area of the town. Prince's Pond lies to the northeast, draining into the Barrington River. Prince's Pond and Volpe Pond provided ice in the late nineteenth century.

The peninsular configuration of the town contributed to its rather static development prior to 1840, as well as to the pattern of transportation routes. Despite an extensive coastal exposure, the town lacks a good deep water port. The absence of any waterways with significant falls in Barrington also restricted opportunities for early water-powered industrial development.

The town's environmental character owes much to the presence of water. The shoreline of Narragansett Bay and the Providence River, the Barrington, Warren, and Palmer Rivers, and Hundred Acre Cove are the town's major topographic features. The alternating landscape of rolling terrain interspersed with marshland and water is visually distinctive. Barrington's natural setting influenced the town's patterns of historical development and underlies the sense of place and appealing community character that exist today. These characteristics influenced prehistoric Native American settlement, early European colonization, farming, maritime activities, and late nineteenth-century and twentieth-century suburban growth.

## Highways and Transportation

The principal roads in Barrington are Wampanoag Trail and County Road, which constitute state routes 114 and 103. In addition to its key role in Barrington's internal circulation system, R.I. Route 114 is an important East Bay regional highway for traffic between Providence and Newport. Wampanoag Trail, the northern part of the Barrington section of Route 114, is a four-lane, divided thoroughfare laid out as a winding, picturesque automobile parkway in the mid-twentieth century. It leads northward to an interchange on Interstate Route 195, which runs to Providence. Just above Barrington village, Wampanoag Trail joins County Road, a two-lane road which snakes across town in a loose "Z" pattern. The westerly segment of County Road is designated Route 103. From its junction with Wampanoag Trail, County Road continues as routes 103 and 114, running south along the west side of Barrington River, following the path of an old Native American trail, before swinging east to cross the Barrington and Palmer Rivers and New Meadow Neck. Barrington's chief commercial and institutional facilities are congregated along County Road between Prince's Hill and the intersection of Rumstick Road.

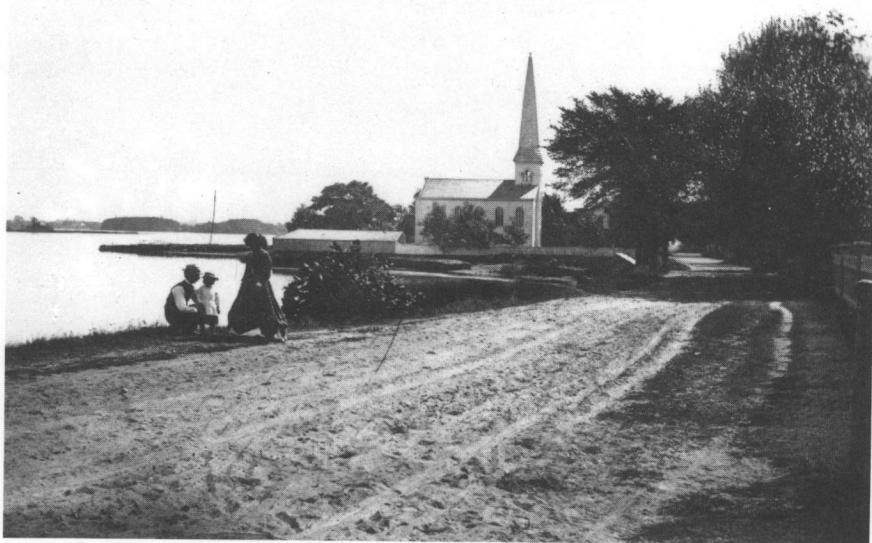
The network of secondary roads that crisscross Barrington includes long, relatively straight north-south and east-west roads which provided access to the water and to scattered farmsteads in the seventeenth, eighteenth, and nineteenth centuries. Among these are Washington Road, Middle Highway, Lincoln Avenue, Maple Avenue, Nayatt Road, Rumstick Road, and Ferry Lane. The geography of New Meadow Neck, with freshwater marsh occupying a strip through the center of the peninsula, influenced the development there of a pair of streets, Sowams and New Meadow Roads, which run north from County Road, bracketing the marshland before coming together at the northeast end of town. In the late nineteenth and twentieth centuries, a web of residential side streets formed as farms were subdivided for suburban development. The nature of this development, carried out independently by individual landowners with little if any coordination, has created a mosaic of largely self-contained residential tracts. This pattern diverts through traffic to the town's network of arterial roads, leaving the plats to develop as quiet domestic enclaves.



*View from Prince's Hill.*  
*Photograph from "Barrington on the Narragansett as a Place of Residence," published by the Rural Improvement Society of Barrington, R.I., 1890. View north along County Road, now R.I. Route 114, in the vicinity of the former Walker Farm, with Hundred Acre Cove on the right.*



*View at Nayatt. Photograph from "Barrington on the Narragansett as a Place of Residence," published by the Rural Improvement Society of Barrington, R.I., 1890. This view illustrates the appealing sylvan character created by the extensive planting of shade trees along town roads in the nineteenth century.*



*View of County Road.*  
*Photograph, ca. 1862. Courtesy of Barrington Preservation Society, Charles Thurber Miller collection. View south along the unpaved highway toward the Barrington Congregational Church (1805 et seq.), before the bridge was built across the Barrington River.*

The pattern is one promoted as an ideal developmental form by some advanced planning theorists of the 1920s and 1930s, though its occurrence in Barrington is largely the product of happenstance rather than concerted planning or policy.

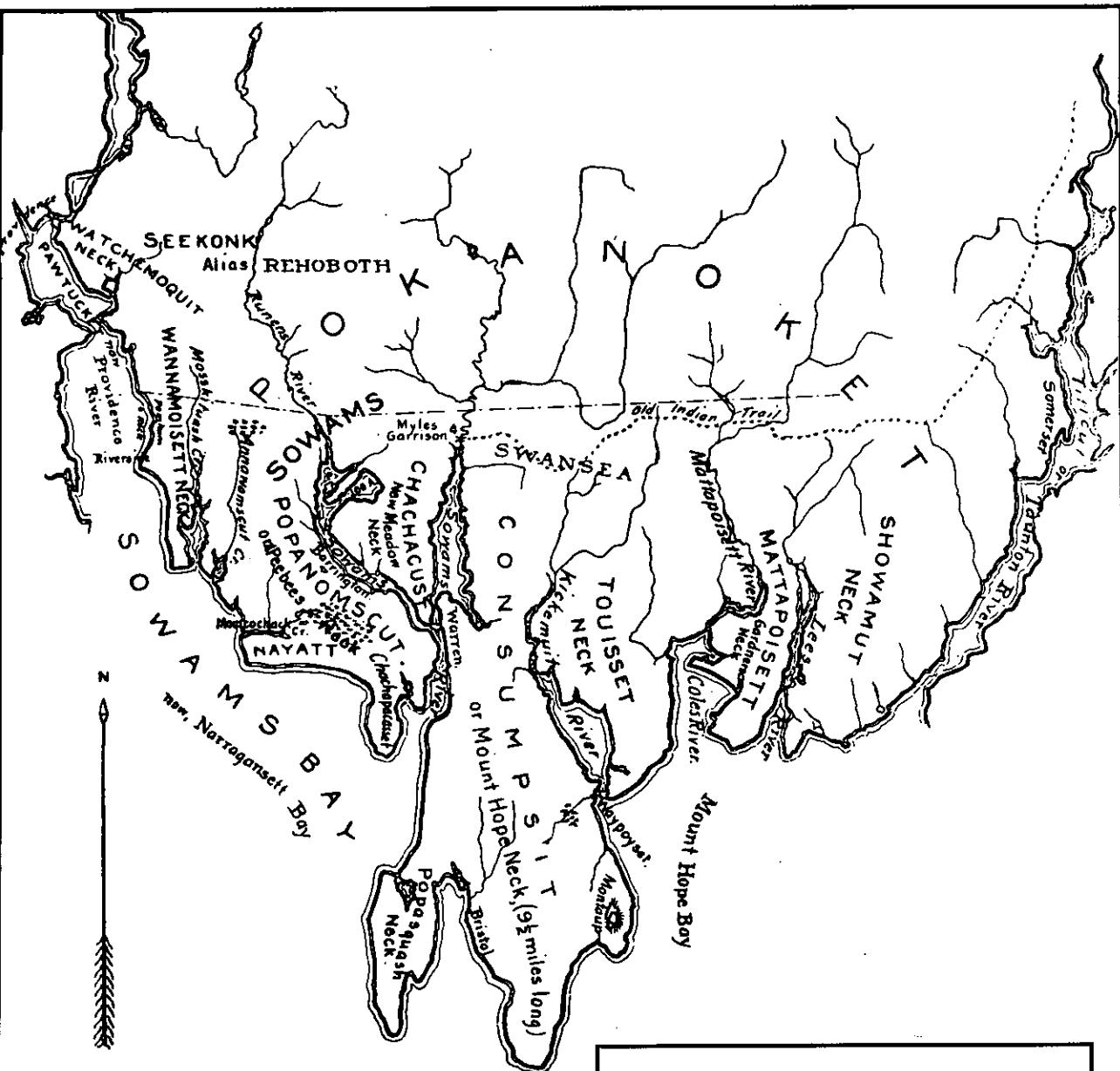
The route of the Providence, Warren, and Bristol Railroad, completed in 1855, extends in a broad arc from East Providence to Warren. The railroad carried both freight and passengers for nearly 100 years, providing a link to rail and port facilities in Providence and Fall River for Barrington's few factories. Its opening stimulated subdivision of Barrington farmland into suburban plats. After the hurricanes of 1938 and 1954, all service was discontinued. In the late 1980s, the rail bed was paved for a bicycle path which links East Providence, Barrington, Warren and Bristol with Providence, serving as both a transportation and recreational amenity for the East Bay communities.

### **Population Pattern**

Barrington is a suburban residential community with a population of 15,849 (1990). Its original settlers in the seventeenth and eighteenth centuries were of English and Welsh stock, emigrating from other nearby Plymouth Colony and Massachusetts towns. Native Americans and African-Americans were also part of the early community. The population engaged mostly in farming, fishing, and trading. Beginning in the 1850s, the growth of the brick industry attracted a large number of Irish and French-Canadians seeking employment. Then in the 1880s, expansion of the brickworks resulted in immigration of a large number of Italian brickworkers, who settled along Maple Avenue. In the early 1900s the establishment of the new laceworks in West Barrington attracted a smaller number of French Canadian laceworkers, who found homes nearby.

From the 1880s to the early 1900s Barrington, an attractive and accessible coastal community, drew a number of wealthy industrialists and professionals from Providence, Pawtucket, and Cranston, who built summer seaside and waterfront houses at Nayatt and Rumstick Point. Coupled with this resort development was an influx of middle-class families to smaller cottages in Drownville and at Bay Spring. Many of these new residents were of Irish background.

Since World War II, extensive suburbanization of large sections of the formerly rural areas of town has attracted a further influx of people from the heavily urbanized centers of the state. Settlement today is spread evenly throughout Barrington in late nineteenth- and twentieth-century neighborhoods, with slightly denser residential and commercial development located along major north-south thoroughfares and in West Barrington.



MAP OF  
INDIAN LOCALITIES  
ABOUT  
NARRAGANSETT AND  
MOUNT HOPE BAYS

BY THOMAS W. BICKNELL  
Drawn by E.W. ROSS, Civil Engineer.  
PROVIDENCE, R.I.  
FEBRUARY, 1908

Scale Miles

Map of Native American place names. From Sowams, by Thomas W. Bicknell, 1908. Courtesy of Barrington Preservation Society. This map shows the extensive territory known as Pokanoket, between the Providence and Taunton Rivers. Present-day Barrington includes most of Popanomscut (Peebee's or Peebe's Neck) and Chachacust (New Meadow Neck). English purchases of Rehoboth (1641), Wannamoisett (1645), and Sowams (1653) and the "Indian Trail" to Plymouth are shown in their approximate locations.

## HISTORICAL DEVELOPMENT

### NATIVE AMERICAN OCCUPATION (Before 1620)

The lands comprising present-day Barrington were occupied by Native Americans for at least 8,000 years prior to European arrival in the area, as evidenced by the archaeological record. Just prior to and during the period of colonization by European settlers in the seventeenth century, the inhabitants were the Wampanoag people. The Wampanoags followed a cycle of seasonal migrations tied to available food supplies. In the fall and winter seasons, they lived near the inland wooded and wetland areas best suited for maintaining an ample firewood supply, hunting animals, and gathering wild plants. In the spring and summer, they relocated to riverside and coastal areas where shellfish and fish, supplemented by the produce of small garden plots, provided an abundant diet.

The Wampanoags were a powerful regional political entity whose territory extended from Narragansett Bay east to Cape Cod. Like many New England groups, their population was dramatically diminished and their social and political structure shaken by epidemics of deadly diseases introduced by Europeans in the seventeenth century. At the time of English settlement at Plymouth in 1620, many coastal villages were deserted and the major Wampanoag settlement was located in the Barrington-Warren-Bristol locale. The landscape encountered by the new settlers reflected, however, long and continuous Indian use; areas were cleared for garden plots, villages, and camps, and a network of trails already existed. There were other testaments to a long record of human activity in the region, such as the vast shell middens at Nayatt Point. The legacy of the Wampanoag remains today in the form of archaeological sites, place names, and native trails that formed the basis for later roads.

The Native American term Pokanoket had various meanings, referring either to all of the Wampanoag lands, or to the area comprising the present towns of Bristol, Warren, Barrington, and East Providence, Rhode Island, and parts of Seekonk, Rehoboth, Swansea, and Somerset, Massachusetts, which was the most densely settled part of the Wampanoag lands. The powerful Narragansett tribe, which resided across Narragansett Bay, called the latter area Sowams, the term most commonly known today. The land between Bullock's Cove and the Barrington and Warren Rivers was Popanomscut or, more commonly, Phebe's Neck, reportedly a corruption of Peebee, the name of a Wampanoag living here. Chachacust designated the neck bounded by the Barrington and Palmer Rivers, later called New Meadow. Chachapasset was the Wampanoag name for the vicinity of Adam's Point and Rumstick Point. Nayatt is the chief Native American place name routinely used today, but others, such as Mouscochuck Creek, Scamscammuck Spring, and Nockum Hill, survive, and the old territorial appellations Annawomscutt, Sowams, and Chachapasset are now used for street names.

Three major Native American trails traversed the Barrington area. Two of the paths converged at the southern end of New Meadow Neck. The eastern of these followed the approximate route of present-day Sowams Road north to Myles Bridge at Barneyville, on the Palmer River in present-day Swansea, Massachusetts. The western one, along present-day New Meadow Road, ran northward toward the original Rehoboth town center, now Rumford in East Providence. The third trail began at Chachapasset, a term translated as "near the great widening," referring to the tip of Rumstick Point, and led from Rumstick Neck northward along the right bank of the Barrington River to Bowen's Bridge, over the Runnins River at today's

East Providence/ Seekonk line. This formed the basis of present-day Rumstick Road, County Road, and the Wampanoag Trail.

## EVOLUTION OF POLITICAL BOUNDARIES

The present municipality of Barrington is the product of a complex series of land purchases, divisions, incorporations, and transfers of political jurisdiction. Its territory, originally part of the domain of the Wampanoags, was included within the bounds of the Plymouth Colony, as defined by charter from the English government. Vague boundary descriptions in early deeds from the Wampanoags to English colonists make the exact location and extent of territories conveyed somewhat ambiguous. The early history of Barrington is closely linked with the development of Rehoboth to the north. Although both areas ultimately trace their origins to separate proprietorships, several prominent early settlers held shares in both ventures, and patterns of land use and civil administration fostered an intermingling of community affairs.

In 1641, Plymouth paid Massasoit for the rights to a tract of land corresponding to the present towns of Rehoboth and Seekonk, Massachusetts, together with the Rumford and Watchemoket sections of East Providence and the eastern half of Pawtucket, Rhode Island. A band of settlers came to this tract in 1643. They first called their town by the Indian name for the region, Seacunke, but changed its name to Rehoboth two years later. The town center of seventeenth-century Rehoboth was situated in what is now the Rumford section of East Providence, around the present Newman Congregational Church (the original Church of Christ in Rehoboth). In 1645, Rehoboth settler John Brown purchased Wannamoisett, including Bullock Point and the area west from Moskituash Creek and Willett Pond to the Providence River, south of the Rehoboth south line. Two years later the Plymouth court granted the residents of Rehoboth the right to use land south of the town boundary, "about 100 acres of marsh, which they call new meadows, lying on the...Sowames [Barrington and Palmer] River," until the establishment of a settlement in the area.

In 1653, Brown's son-in-law Thomas Willett, Thomas Prince, Miles Standish, and Josiah Winslow, "in behalf of themselves and diverse others," made the Sowams Purchase, which included Popanomscut and Chachacust (Phebe's and New Meadow Necks) as well as rights to meadowland bordering the Kickamuit River and Poppasquash Point. Religious differences among some of the settlers of Rehoboth, Wannamoisett, and Sowams led to the incorporation of a new town in October, 1667, encompassing Wannamoisett, Sowams (including present-day Barrington), and all the territory between Narragansett Bay and the Taunton River south of Rehoboth and Taunton, except for Causumpsit Neck (later site of the town of Bristol), which was reserved for Wampanoag habitation. Five months later this new town was named Swansea.

To improve the administration of affairs in its western towns, including Swansea, the colony of New Plymouth created Bristol County in 1685. As part of an imperial restructuring of its American colonies, the British government merged the Plymouth and Massachusetts Bay colonies in 1691, and Swansea became part of Massachusetts.

Some twenty years later, a schism in the Swansea church led to a division of the town. In 1717 the western part of Swansea was incorporated as the town of Barrington, Massachusetts, including the present town of Barrington, Rhode Island, plus the Riverside section of the present city of East Providence and a portion of the Barneyville area of Swansea.

The colony of Rhode Island and Providence Plantations claimed a large territory east and northeast of Narragansett Bay, based on the land grant outlined in its charter of 1663. In 1741 a royal commission ordered the transfer of portions of this region from Massachusetts to Rhode Island, a grant confirmed by the king's Privy Council in May 1746. By this award, Rhode Island received the Massachusetts towns of Little Compton, Tiverton, and Bristol; the northwestern part of Attleboro known as Attleboro Gore, now the town of Cumberland, Rhode Island; and portions of Barrington and Swansea. Barrington, as incorporated in 1717, was subdivided; the northwestern corner of the town (now Riverside) was added to Rehoboth and the northeastern corner (around Barneyville Road) reverted to Swansea. At the same time a portion of Swansea from the Palmer River east to the mouth of Cole River was turned over to Rhode Island. In January 1747, the portions of the former Barrington and Swansea that were ceded to Rhode Island were incorporated as the Rhode Island town of Warren.

A little over two decades later, residents of the western portion of Warren, as constituted in 1747, sought to be set off as a separate town. In 1770, the Rhode Island General Assembly incorporated the town of Barrington, with boundaries as they remain today.

## **EARLY EUROPEAN SETTLEMENT (1620-1717)**

### **Land Grants and Early Boundaries**

The introduction of European colonists to the lands which would become Barrington occurred shortly after the founding of Plymouth in 1620. Edward Winslow paid a visit to Massasoit, chief sachem of the Wampanoags, at Sowams in 1621. Two years later, he returned with John Hamden to investigate a report of a Dutch trading vessel in the area. They found Massasoit suffering with a serious illness, which Winslow treated successfully, bolstering Massasoit's good will toward the Plymouth colonists.

Substantial English immigration to Plymouth occurred from about 1630 to 1640. By the early 1630s colonists seeking more fertile lands began to move out from Plymouth and found new towns. During the Puritan revolution in England the rate of immigration slowed and so did the colony's expansion. It picked up again after 1650, as more young people in the colony became old enough to marry and start their own families. The Barrington lands were acquired and assembled through a series of transactions during this period of expansion.

Though little is known about it, an "English House," apparently a trading post, had been constructed by 1632 on the Sowams River, probably in present-day Barrington. Serious town-making in the region dates from the founding of Rehoboth (present-day Rehoboth, Seekonk, East Providence, and eastern Pawtucket) in 1643. The settlers' interest in lands beyond Rehoboth's southern boundary led to the Wannamoisett Purchase (Bullock Neck and Riverside) in 1645, and two years later Plymouth granted Rehoboth settlers the use of some marshland in the Barrington area.

A group of investors, including some of the financial backers of the Mayflower's voyage, purchased Sowams from Massasoit in 1653. This area was the most desirable part of the Plymouth territory, referred to by the Plymouth proprietors as "the garden of the patent and the flower in the garden." Present-day Barrington formed the major part of the Sowams Purchase. The Sowams purchasers began subdividing their territory in a manner which was commonly used in seventeenth-century New England.

Lots were allocated to each purchaser in proportion to his share in the venture. Land was classified according to certain physical properties that suited it for particular uses, and each landholder received allotments in each category: upland, suitable for house lots and cultivation; woodland, to provide timber and firewood; meadow, for pasturing livestock; and marshland. The last-named, seemingly worthless in modern terms, was very desirable property in the colonial period, for marsh grass was a valued commodity, used as fertilizer, fodder for livestock, and insulation material banked against house foundations in winter.

By the early 1660s, there were enough settlers in Sowams to warrant provisions for civil administration of the region. The government of Plymouth colony extended the authority of the Rehoboth constable over the area in 1661, and levied taxes on the "neighborhood of Sowamsett" in 1663. It is unclear, however, whether any of these early Sowams residents lived in the area that is now Barrington.

### The New Town of Swansea

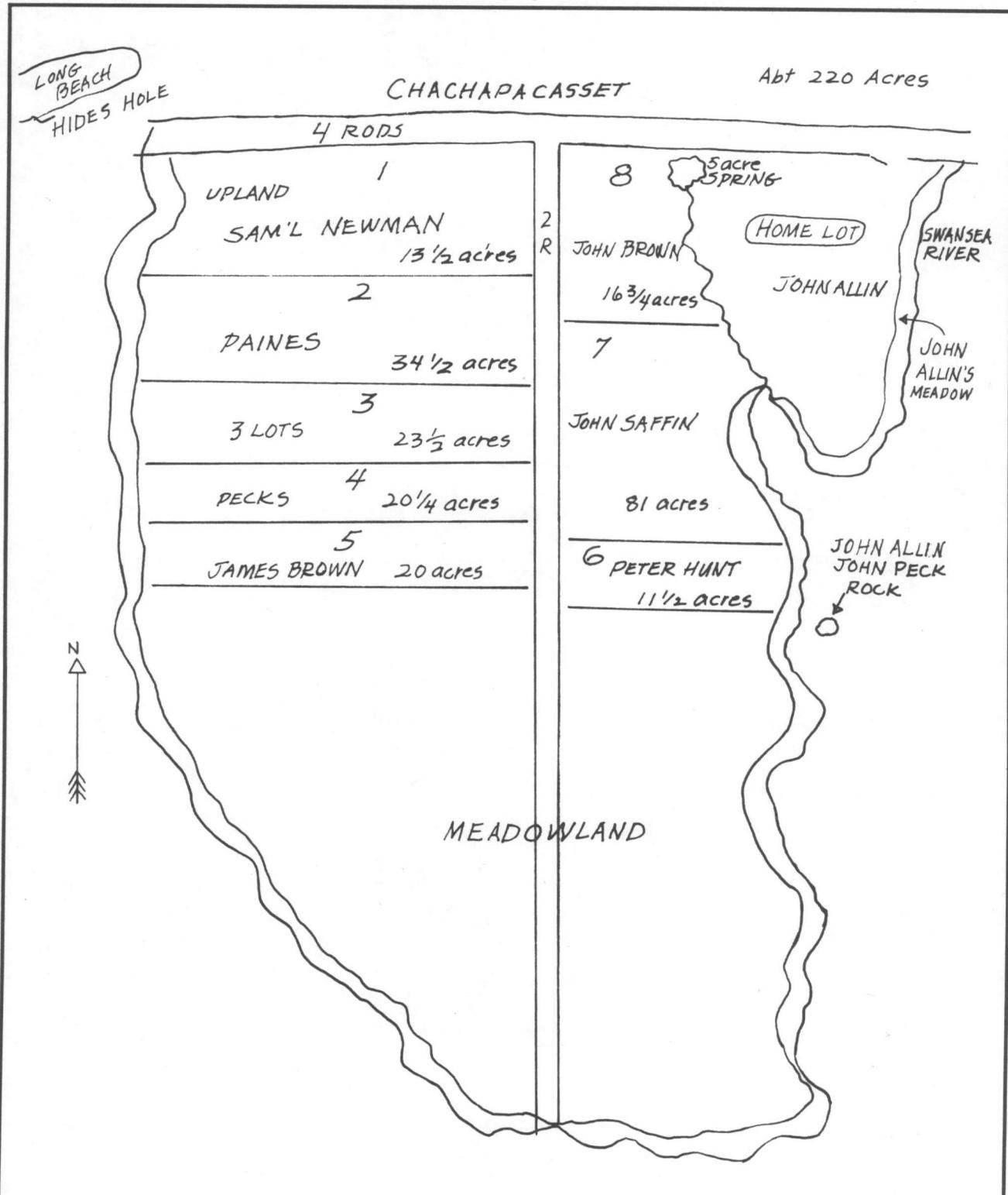
As in many seventeenth-century New England communities, the events leading to the incorporation of Sowams and adjacent parts were related to a religious controversy.

The Reverend John Miles, a Baptist clergyman from Swansea, Wales, fled Britain after the reestablishment of the monarchy and settled in Rehoboth with some of his former parishioners in 1662. The following year Miles began to hold Baptist services, which was viewed as a threat to the town's established religious order. Miles and his followers were expelled from Rehoboth in 1667 and established a new meeting at Nockum Hill, at the north end of Hundred Acre Cove. Feeling pressure to make provisions for the colony's Baptist minority, the Plymouth government incorporated the lands south of Rehoboth as a new town intended as a haven for Miles' congregation and others with Baptist sympathies. This new town, named Swansea after Miles' Welsh home, comprised the area of present-day Barrington, Warren, and part of East Providence, Rhode Island, as well as Swansea and Somerset, Massachusetts. By the middle of the seventeenth century, this large township of Swansea had a population of about 250 persons, but it is unknown how many of these settlers lived in the area which is Barrington today.

### King Philip's War

By the 1660s, the Wampanoags had sold rights to most of their territory to the English colonists. Causumpsit--present-day Bristol--was the last large tract that they retained, reserved by the Plymouth court for the tribe's use and occupation. Relationships between the Native Americans and the colonists in the southeastern New England region had been generally amiable, but tensions mounted as English settlement advanced and disrupted the natives' way of life.

The Wampanoag sachem, Metacomet, whom the English called Philip, had considered the incorporation of Swansea in 1667 a breach of his agreements with Plymouth concerning Wampanoag lands. When Metacomet protested the establishment of Swansea, the Plymouth government developed a new treaty which it forced him to sign in 1671; the new treaty made the Wampanoags accountable to Plymouth for sales of their lands. In 1674 Metacomet held Plymouth settlers responsible for the death of his brother, Wamsutta or Alexander. War ensued, and active conflict began in March, 1675.



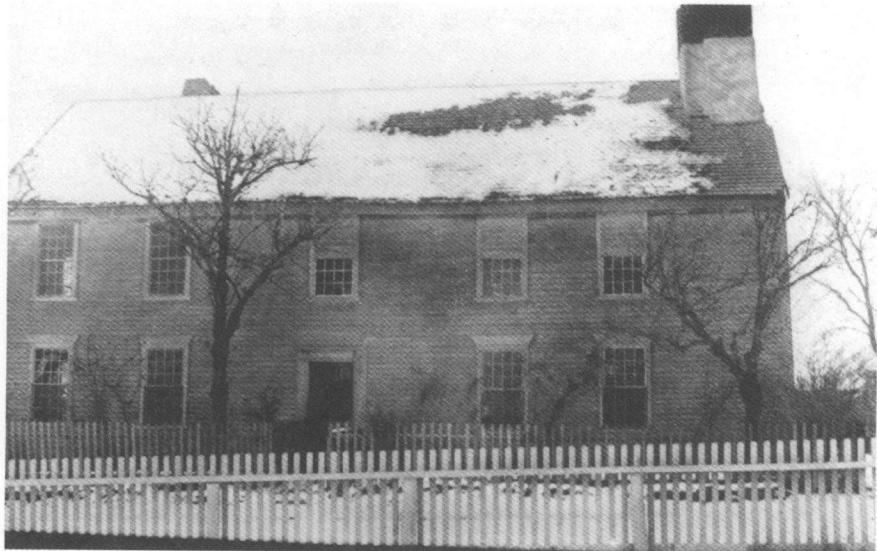
Map of the division of Rumstick Point, 1680. Redrawn from an undated sketch in Thomas W. Bicknell's papers. Courtesy of Barrington Preservation Society. This map illustrates some features of the New England colonial land allotment system, derived from old English practices. Access is provided by a four-rod road to Hide's Hole (the eastern end of Barrington Beach) and a road down the middle of the point (Rumstick

Road). The pattern of long, narrow lots was typically used for waterfront property, giving each landholder frontage on both road and shoreline. The different sizes of the lots reflect the number of shares to which each proprietor was entitled. The reservation of common land at the end of the point is typical, since it was easier to contain foraging livestock on peninsulas.

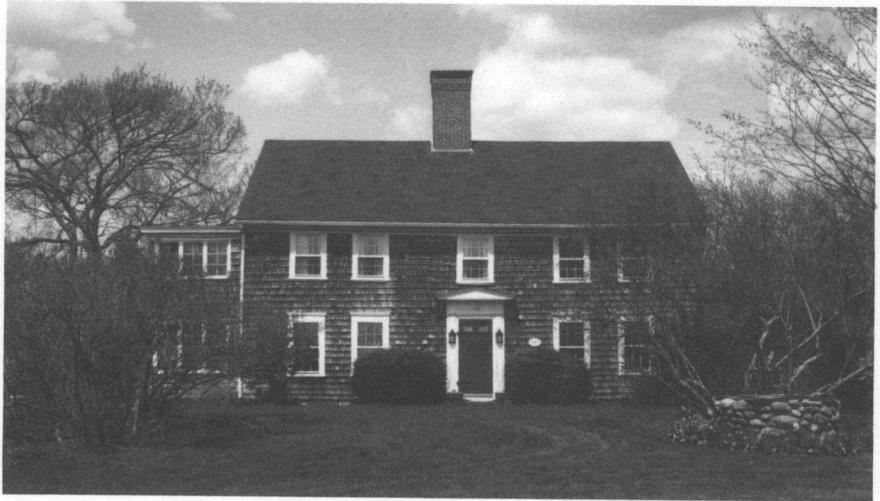
*Thomas Chaffee Homestead  
(late 17th century, demolished),  
formerly near Primrose Hill  
Road. Photograph, n.d.  
Courtesy of Barrington  
Preservation Society. This 5-  
bay house with a saltbox roof  
and a massive center chimney is  
typical of early colonial  
building.*



*William Allin House (17th  
century, demolished), formerly  
at junction of Washington Road  
and Alfred Drown Road.  
Photograph from History of  
Barrington, by Thomas W.  
Bicknell, 1898. Courtesy of  
Barrington Preservation Society.  
This example of early colonial  
domestic architecture began as  
a 2-room house with a huge  
stone chimney across the east  
end, and was later enlarged to  
a 5-bay facade.*



*John Martin House (1707, ca.  
1750), 123 Massasoit Avenue.  
The original part of this house  
is the oldest surviving structure  
in town. The east end was built  
as a 2-story house with a brick  
and stone end chimney to  
replace an earlier house burned  
in King Philip's War of 1675-76.  
Captain John Martin II  
enlarged it to its present 5-bay  
facade in the mid-18th century.*



Swansea, the English settlement closest to Metacomet's headquarters on Bristol Neck, experienced the first attacks. Short-lived but destructive, the war ended in 1676 when the chief sachem was killed. Most of the colonists' buildings in Swansea had been destroyed in two attacks on the town.

#### **Post-war Settlement**

After the war, Swansea colonists set to rebuilding. The Sowams proprietors had their claims to the two peninsulas of present-day Barrington confirmed by the colonial government at Plymouth, and they continued to divide and sell the land.

During resettlement, the nucleus of Swansea shifted. In 1680, the meetinghouse's location was changed from Nockum Hill to Tyler Point on New Meadow Neck. John Miles returned from Boston where he had lived during the war.

House lots were laid out in 1679 between Rumstick Road and the river along the east side of Popanomscut north of Adams Point, across from Tyler Point. The first recorded tavern in Barrington, the Wayside Tavern, was located near the new meetinghouse, as was the militia training field. Families who first settled in this area included Bosworths, Adamses, Watsons, Souths, Lows, and Tiffanys. A second settlement node was also developed to the north on the western shore of Hundred Acre Cove.

Another religious controversy led to ecclesiastical upheaval and, ultimately, political change. During John Miles's tenure as minister, the Swansea church, though nominally Baptist, had admitted members with Congregationalist beliefs. The second pastor, Samuel Luther, aligned the church more strictly with Baptist doctrines and practices. In 1700, Luther relocated the church from Tyler Point to North Swansea, just east of Miles Bridge. Around 1705, he adopted policies which excluded Congregationalists from membership. Swansea's Congregationalists, primarily residents of Phebe's and New Meadow Necks, formed a new church of their own and built a meetinghouse on today's Jennys Lane some time between 1712 and 1718.

As was common in early Massachusetts, where ecclesiastical and civic affairs were closely intertwined, the formation of a new church was followed by a move for a corresponding political division. Petitions from the Congregationalists in western Swansea that their region be set off as a new town were rejected in 1711 and 1712. Finally, in 1717, the Massachusetts General Court incorporated Phebe's and New Meadow Necks as the town of Barrington. According to some, the town was named in honor of theologian Lord Barrington, but a more compelling claim is that it was chosen in remembrance of Barrington, a parish in Somerset, England, which county had supplied many of the emigrants to early New England.

Little remains from the earliest period of settlement in Barrington. Although no seventeenth-century houses stand today, they were most likely small, simple buildings with massive timber frames and gable roofs, judging from the examples that survive in neighboring towns. The oldest structure in Barrington is the original part of the John Martin House at 123 Massasoit Avenue, built about 1707. One Barrington cemetery predates the war with Metacomet. Burial Hill, at the north end of Hundred Acre Cove in the vicinity of the original Miles meetinghouse, may be the oldest burying ground in Barrington, and is traditionally believed to contain graves of colonists slain in King Philip's War. The earliest legible stone is dated 1703. The Tyler Point Cemetery, at the end of Tyler Point Road, was established in 1702 adjacent to the second Baptist meetinghouse.

Apart from this single house and the two cemeteries, the chief legacy of this first stage of settlement is the network of roads established in at least a rudimentary form before 1717. Adequate transportation was a crucial aspect of settling the lands in Barrington, and many of the town's present-day main roads and river crossings were established in the late seventeenth and early eighteenth centuries. This network serves as an important physical record of Barrington's early development.

The early roads were rough surfaced, in some cases no more than lanes or cart paths, but in other cases wider and more attentively maintained. At a proprietors' meeting on December 28, 1676, a committee was chosen to "lay out convenient highways both public and private, as they shall in their judgement think needful," and a part of the town tax was later set aside for maintenance. Roads laid out before 1700 included one near present-day Chachapacasset and Beach Roads leading to "Hydes Hole;" Middle Highway, extending from the Rehoboth line to Poke Bottom; and the "Great Highway" at the head of the home lots, now portions of Rumstick and County Roads.

In the early 1700s, an eight-rod strip of land was defined, which approximates the modern east-west segment of County Road off the Wampanoag Trail, and a road was laid out running easterly from the Middle Highway, which is now Old County Road. The West Highway, present-day Washington Road, was initially laid out from Long Swamp Corner to Drownville.

Rivers were first crossed at fords in the north section of Barrington and at ferry sites in the southern coastal area. Three ferry crossings are known to have been in operation beginning in the late seventeenth century. The earliest, established in the 1681-82, crossed the Palmer River in the location of the present bridge, and was later known as Kelley's Ferry after the family that held the franchise for several generations. A second ferry, established before 1739, crossed the Barrington River between Phebe's Neck and New Meadow Neck. Humphrey's Ferry, later known as Martin's Ferry, connected Ferry Lane in Barrington to the foot of Washington Street in Warren.

### AN AGRICULTURAL COMMUNITY (1717-1850)

The achievement of townhood in 1717 marked a maturation of the Barrington community and an end to the early settlement era which had spread over two generations because of King Philip's War. A long period of general stability and prosperity ensued that extended well into the nineteenth century. Local, national and international events intruded--during the American Revolution there was considerable dislocation when nearby Bristol and Warren were attacked--but nothing approached the devastation and dislocation of the 1675-76 war.

Agriculture provided the economic base for the town in these decades, and the daily and seasonal cycles of agrarian life were the great constants in the community. Religion, and the Congregationalist church in particular, remained at the center of the town's spiritual and cultural life.

This agrarian character was also influenced by the emergence of an active group of Narragansett Bay merchants who participated in coastal and Atlantic trading networks. Barrington people engaged in this world of maritime commerce from the outset, first through the production of foodstuffs and home manufactures for market, but also, by the mid-eighteenth century, as shipbuilders, seafarers, and traders. Thus, the agricultural landscape of the eighteenth and early nineteenth centuries--the

*Peleg Richmond House (ca. 1734 et seq.), 18 Homestead Avenue. A 4-bay, center-chimney, gable-roof Colonial farmhouse. It was raised to two stories about 1819 with Federal style detailing, and enlarged in the early 1970s.*



*Barn on the Reverend Rufus B. Babcock Tenant Farm (ca. 1870), 323 Rumstick Road. A fine mid-nineteenth century, shingled barn with a cupola.*



*Thurber-Miller Farm/Parsonage Estate (ca. 1770, ca. 1856), 484 County Road. Photograph, ca. 1862. Courtesy of Barrington Preservation Society, Charles Thurber Miller collection. The farmhouse built by John Thurber about 1770 served as the Congregational Parsonage from 1798 to 1856. Charles Thurber Miller, who purchased the Parsonage Estate in 1856, made substantial Victorian style renovations to the house and built several outbuildings; the property remains in family ownership today.*



scattered farms, fields, pastures, and woods--was supplemented by wharves, warehouses, and shipyards along the town's eastern shorefront.

Barrington's population in 1717 is estimated to have been at least 300 people in about fifty households. By 1774 it had grown to a total of 601 residents in 91 households, even though the town's territory had shrunk. Subsequent growth was at a much lower rate; in 1850, the town had only 795 residents in 122 households. Most people lived on the town's 74 farms, double the number in nearby Warren, which had grown into a busy seaport with four times the population of Barrington.

The social and economic status of the majority of the population during this period appears to have been at the mid-level rank of the yeoman farmer. In ethnic composition, descendants of the original Swansea settlers and English and Welsh emigres were the overwhelming majority, supplemented by a few Irish families.

The eighteenth-century censuses also record small but significant populations of "Negroes" and "Indians" in Barrington. The Native Americans were presumably Wampanoags who remained on their ancestral lands, some as independent landowners, but more commonly as servants in the households of prosperous families. In 1774, there were 18 Native Americans in Barrington. Africans and African-Americans, of whom there were 41 in town in 1774, came to Barrington under the duress of slavery, though a number of individuals were free before the abolition of slavery in 1784. The census records indicate that, whether free or slave, African-Americans lived primarily within white households.

#### Agriculture

The farming of early Barrington had as its basis the raising of grain and livestock, though the emphasis on specific crops and animals changed as the town and the Narragansett Bay region developed. Even before colonial settlers established homesteads here, the natural salt and fresh meadows of the Barrington shoreline provided fodder for the cattle of the Rehoboth settlers and the Sowams proprietors. At first this hay was harvested for consumption elsewhere; the salt hay was especially prized as winter fodder. Once settlement was underway, and cattle were pastured here, it became necessary to erect fences to contain the herds and protect crops, including those of the neighboring Wampanoags. It was customary during the early years of a seventeenth-century settlement to pasture all of a village's cattle together on common or vacant lands. Rumstick Neck served as such a common pasture for a time. These common lands were later divided and allotted to individual farmers, and the practice of common grazing disappeared.

The growth of a market for cattle also affected the nature of herding. While individual homestead farms might have one or two oxen and milch cows, the largest market farmers assembled substantial herds. For example, when Samuel Low died in 1749, he had a dairy herd of fourteen cows (and an inventory of 500 pounds of cheese) and more than thirty beef cattle.

Cheese and beef were the principal commodities from such herds, with the leather and calfskins cured in local tanneries a major product as well. Shoemaking, which was a widely practiced eighteenth-century occupation, undoubtedly relied on the availability of local hides.

Once the initial process of clearing the land was complete, sheep became an important feature in the agricultural economy, with the larger flocks exceeding 100

sheep and lambs. In addition, swine, horses, turkeys and geese were all common features of Barrington farms, raised both for family consumption and for market.

The town's croplands were devoted primarily to grains. Corn was by far the most important, followed by rye, oats and barley. Vegetables were initially grown in kitchen gardens for domestic consumption but as nearby urban centers grew in the nineteenth century, market gardening increased in importance. Farmers commonly planted fruit trees; some developed orchards of several acres. Cider from apple orchards was an important product for both consumption and trade.

Barrington's early farmers raised other crops, including flax and hemp grown for the home manufacture of textiles, and tobacco, which was a common article of trade. The decline of maritime trade and the rise of the factory-based textile industry in the nineteenth century largely put an end to the cultivation of these crops.

The agricultural economy of the eighteenth and early nineteenth centuries created a particular pattern of landscape across the town. Farmsteads were for the most part dispersed across the land, but there were a few concentrated settlements. Each of these farms would likely include the farmhouse, farmyard, and burial ground; a nearby collection of barns, corn cribs and other outbuildings; some acres devoted to tillage; more acres in pasture; and, for the more fortunate, a number of acres of meadow of salt or fresh grasses which might or might not adjoin the rest of the farm. Kitchen gardens, orchard land, and wood lots completed this pattern of land use.

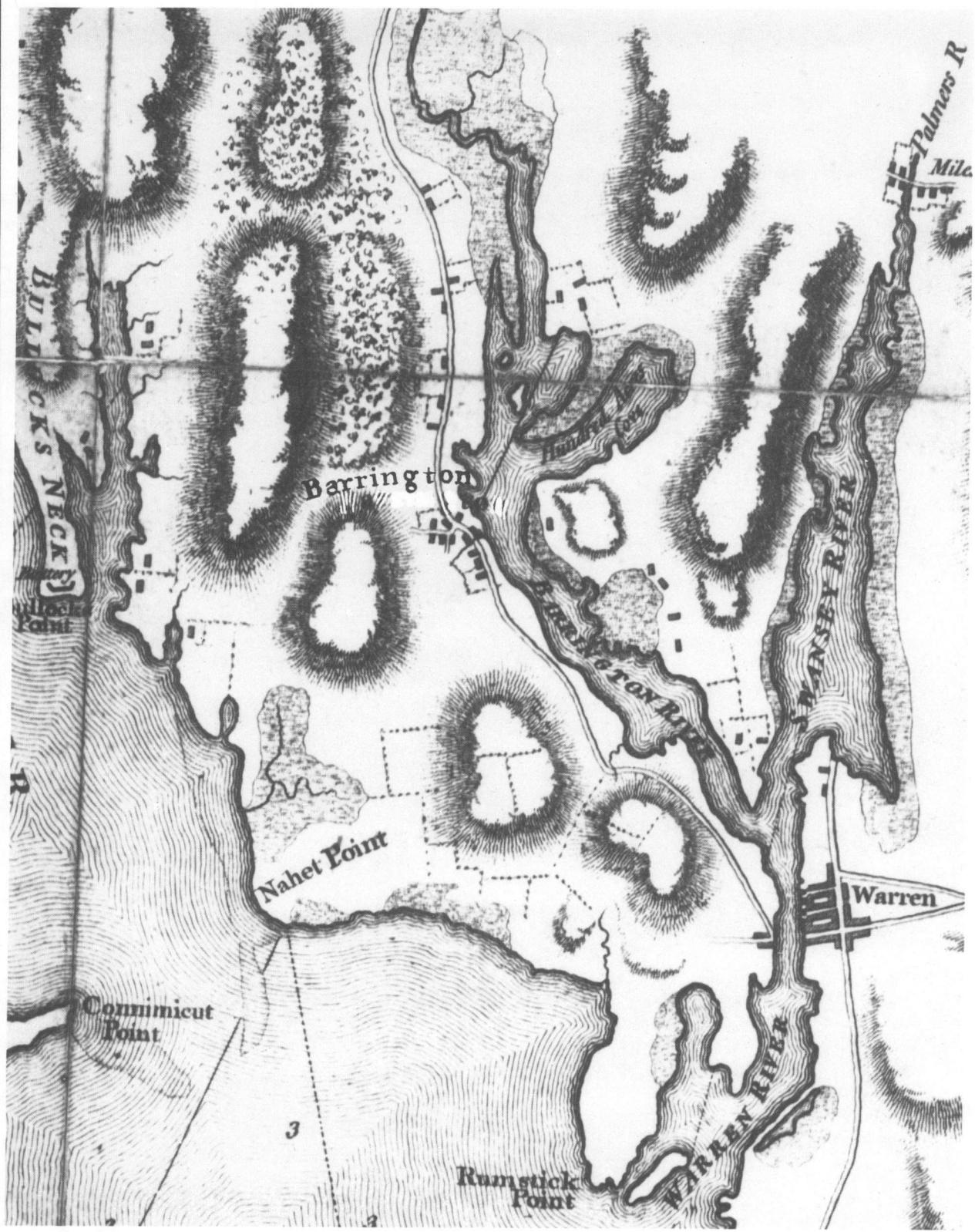
Variations in the pattern were common, and farmers included both rich and poor. In 1778, Thomas Allin, for example, had 200 acres, twenty-four of meadow, eighty-four of pasturage, twenty in tillage and four of orchard, with the rest of his land largely waste and woodland. In contrast, Sippeo Richmond, a free African-American, had only three acres of pasture, one acre of tillage and four acres of waste and woodland.

This farming pattern created a landscape of open fields and grasslands, separated by fences and stone walls (though the Barrington lands were relatively free of fieldstones compared to the rest of the state), and punctuated by the wood and "wastelands" that for the most part were wetlands such as Dead Swamp or the long swamp that runs down the center of New Meadow Neck. Some sense of this pastoral landscape can still be seen in the landscape of meadow and former pasture above the town beach at Nayatt and at the former Chaffee farmstead, now the Ousamequin Nature Preserve.

### **Religion And Community Development**

The civic lives of Barrington's early residents, as reflected in the town records, were largely focused on the two issues of religion and agricultural economy. Both were key influences in the town's physical development.

Religion was the primary impetus for the town's creation, and it continued to play a major role in politics. With the creation of the town of Barrington, the nascent Congregational Society was formally recognized as the town's established religion, as was customary in Massachusetts. Until 1797 town taxes supported the Congregational minister, and ministers were employed (and dismissed) by the town meeting. This mandatory support was a point of contention for the Baptists of the town until 1728, when the colony gave Baptist and Quakers the option of supporting their own meetings. In the case of Barrington, individuals who were not Congregationalists attended services in other towns.



Map of Barrington. Detail from "A Topographical Chart of the Bay of Narragansett," by Charles Blaskowitz, 1777. Courtesy of Rhode Island Historical Society. This British military map shows County Road, Barrington village, and a small hamlet at Martin's ferry landing, and illustrates sparse rural development.

In 1737, the Congregational meetinghouse became the focus of a townwide controversy that had its roots in a rivalry between the northern and southern parts of town. The southeastern corner of town at the confluence of the Warren and Barrington Rivers had been the major nucleus for settlement on the two necks since the late seventeenth century. On the west bank of the Barrington and Warren River were the homelots laid out by the Sowams Proprietors and, since the 1710s, the Congregational church. After King Philip's War, the southern end of New Meadow Neck became a busy place as well, with the Baptist meetinghouse located there from 1680 to 1700, as well as a common burial ground and the militia's training field. By the early eighteenth century it was known as "The Place of Trade," a center for shipping and commerce for Barrington and the neighboring towns.

Steady growth in population at the north end of Phebe's Neck gradually eroded the dominance of the south end of town. Here fertile soils, abundant marshes, and meadows bordering Hundred Acre Cove became the basis of extensive farms developed by the Allen, Chaffee, Bicknell, Peck, Richmond, Viall, and other families. Prince's Hill formed a natural boundary between the northern and southern groups. In 1728 it was chosen as the location for a cemetery for the residents of Phebe's Neck.

The shift in wealth and influence from south to north became obvious during discussions about building a new meetinghouse in 1737. The families north of Prince's Hill urged that the new building be constructed there rather than at the site of the old building near Jennys Lane. Such a move was strenuously opposed by residents of the southern end of town.

Joshua Bicknell offered the town a lot of land for the meetinghouse on his farm at the northern end of County Road, and the offer was ultimately accepted. The old meetinghouse was moved to the new site where it was incorporated into a new structure. In 1740 the town accepted the new church property, still the location of the Congregational church. At a time when the church was the center of social and political as well as religious life (the meetinghouse served as town hall until the mid-nineteenth century), the move to the north marked a major shift in the community, a shift that was bitterly resented by residents of the old center in the south.

Although the loss of the meetinghouse undoubtedly retarded development at the southeastern end of the town, this area remained an active one with many of its residents involved in shipbuilding and related maritime activities. Sloops, schooners, and brigs were constructed in Barrington shipyards, including Bowen's on the western shore of New Meadow Neck, south of the present Barrington Bridge; Eddy's, on the eastern New Meadow shore; and Martin's, at the foot of Ferry Lane on the west bank of the Barrington River. There were others up the Barrington River as well, including the Allen yard just north of the Congregational meetinghouse.

### Barrington Village

With the new meetinghouse as its nucleus, a rudimentary village developed along County Road at the intersection with Federal Road. Two taverns or inns were in business here prior to the Revolution: the Green Bush kept by Nathaniel Paine and Henry Bowen's tavern. A third, kept by Josiah Kinnicut, was established in 1796. Taverns of this period were more than places for food, drink and lodging; they were important community centers for the transaction of business as well as the locations of civic and social events. The Bowen tavern served as a general store, and a nearby blacksmith shop kept by Josiah Viall supplemented the services available here to

residents and travelers. Docks and a wharf built on the Barrington River behind the Congregational church provided convenient landings for waterborne traffic ferried from New Meadow Neck or downriver.

In addition to the commercial establishments, the Bicknell, Heath, and Allin families, among others, had farmhouses in the immediate vicinity, increasing the village character of the crossroads settlement. One of these houses was purchased by the Congregational minister, Samuel Watson in 1800, and subsequently served as the church parsonage until sold in 1853; it still stands at 484 County Road. Activity in this hamlet increased in the early nineteenth century when the construction of bridges over the Barrington and Warren Rivers enabled the Newport stagecoach to travel down County Road. The Kinnicutt and Bowen taverns catered to the new traffic, with Kinnicutt's tavern eventually housing the stage office and, beginning in 1810, Barrington's first post office.

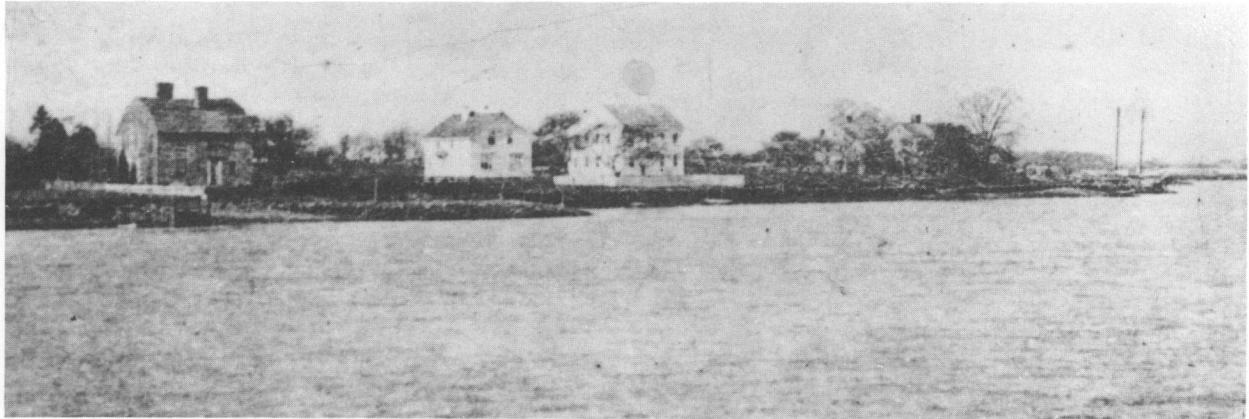
Village houses included the typical colonial one-and-a-half-story or two-story, four-bay or five-bay, center-chimney forms. Wood was the common material; windows were narrow with heavy pegged frames, and flat-head doorways were trimmed with simple pilasters or a transom. The village has examples of the common gable, gambrel, and saltbox roof forms, plus two unusual gambrel-saltbox houses. Though several of the earliest buildings are gone, the village that developed around the Congregational church is still in existence. The Congregational church, the second on this site, was built in 1806-07 and extensively remodeled in 1852. The Samuel Allen House, 499 County Road; the former Parsonage, 484 County Road; the William Brown House, 530 County Road; the Peleg Heath House, 1825 Wampanoag Trail; the Nathaniel Heath House, 33 Old River Road; and the Joshua Bicknell House, Federal Road, exemplify the character of the eighteenth-century village. Nineteenth-century additions and replacements include the Second Congregational Parsonage, 464 County Road, built just west of the site of the Bowen tavern, and the George R. Kinnicutt tavern and stage office, 509 County Road, built on the site of the original Kinnicutt tavern.

### Transportation

Ferry connections continued to be an important component of the transport system, but some bridges were also constructed. At least two small, crude bridges were built in the eighteenth century; substantial bridge construction began in 1791 when Duncan Kelley, a ferryman, was licensed to construct a toll bridge across the Warren River. In 1802, the Warren and Barrington Toll Bridge Company built a second bridge at the site of today's Barrington River Bridge, which was operated by James Bowen. Tolls were collected at one bridge and divided equally between the Kelleys and the Bowens. These two bridge locations are still critical crossings for internal and through circulation.

While Barrington's water transport was confined primarily to the rivers before 1850, the prominent location of Nayatt Point within Narragansett Bay resulted in the construction of the Nayatt Point Lighthouse in 1823. The lighthouse was later converted to residential use.

In the eighteenth and early nineteenth centuries, stage coach lines played an important role in the movement of goods, people, and information. Stage lines connected rural areas to Newport, Providence, and Boston, the region's principal cities. The first lines in Bristol County bypassed Barrington and were routed through Warren to Barneyville in North Swansea. When Kelley's ferry was improved in 1792 and when the Warren and Barrington Bridges were constructed, stage lines ran along



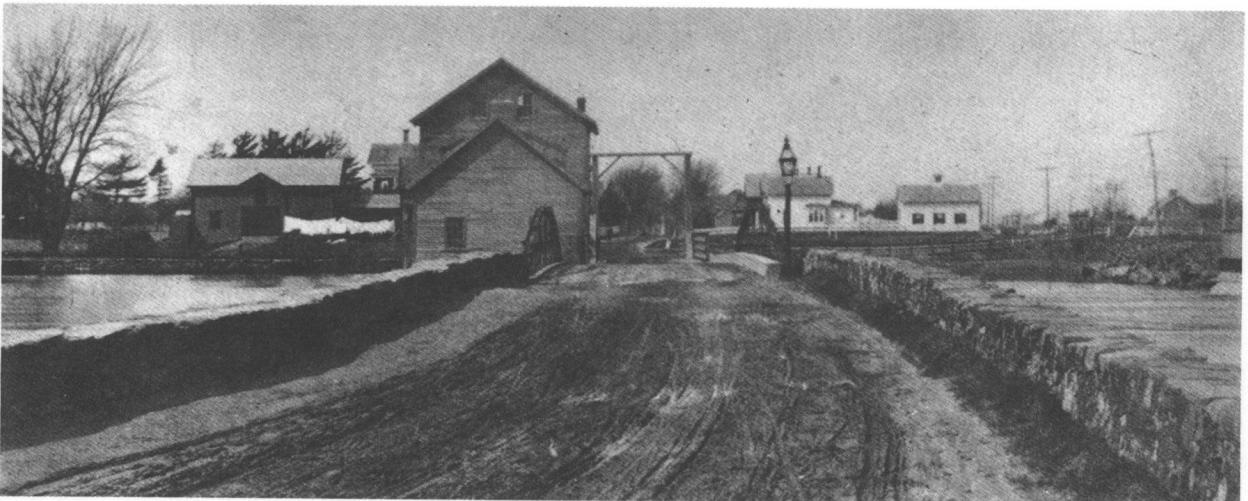
*Martin's Ferry, Mathewson Road and Ferry Lane. Photograph, ca. 1885. Courtesy of Barrington Preservation Society. View northwest from Warren, showing the ferry landing and a large*

*gambrel-roof house, now demolished, on the left and 167 Mathewson Road (mid-19th century) and the James Ingraham House (1797), 163 Mathewson Road, just left of center.*



*Nayatt Point Light House (1829), Nayatt Point. Photograph, n.d. Courtesy of the Barrington Preservation Society. View south, showing unaltered appearance of the lighthouse keepers'*

*house, attached to the square tower. Conimicut Light later superseded this station, and the complex was sold to C.H. Merriman for residential use.*



*Kelly's Tide Mill and Toll Bridge, County Road at the Palmer River. Photograph, ca. 1870. Courtesy Massasoit Historical Association. View west from Warren, showing the grist mill powered by the flow of tide water, and the toll gate in the center.*

*The Kelly family received the franchise for a ferry before 1736, and obtained permission to build a toll bridge here in 1794. The State of Rhode Island purchased both the Barrington Bridge and Kelly's Bridge and made them free bridges in 1872.*

New Meadow Neck; they subsequently followed the route of County Road, Old County Road, and, after 1810, Washington Highway.

### Industry

Barrington has no swift-running rivers or streams, and the only known water-powered industry in this period was Kelley's Tide Mill. It was built by John Kelley at Kelley's Bridge for grinding grain and operated until about 1870.

Barrington's extensive natural claybeds, however, formed the basis for an early industrial venture in brick manufacture. The extensive clay deposits in the southwest part of town were a valuable resource. Brickmaking began about 1720 and became an economically important activity later in the nineteenth century. Matthew William Watson began hand production of bricks at the head of the east branch of Mouscochuck Creek on Bullock Cove off Nayatt Road in the late eighteenth century. Nearby he built a large house, said to be the first of brick in the county; abandoned about 1910, it fell into decay and was eventually demolished. Some of its bricks were incorporated into the fireplace of the house at 266 Nayatt Road. After Watson's death in 1803, brickmaking activities were suspended until formation of the Nayatt Company in 1847.

A saltwork was set up about 1800 north of Mouscochuck Creek at Matthew Allin's farm, near present-day 285 Washington Road. Around 1820, 1200 bushels of salt were manufactured annually. Tidal saltwater filled a pond which was excavated on Little Island; it was then pumped to evaporating vats on the land south of Allin's house. The saltworks were operated by J. and C. J. Cook in the mid-nineteenth century, but were discontinued in favor of less expensive imported sources.

### ARCHITECTURE (1717-1850)

The nature and pattern of building in Barrington, as in any town, reflects the influence of broader social, cultural, and economic forces and values. Barrington's status as a sparsely settled, slow growing, rural, predominantly agricultural community from the time of its settlement up through the 1840s determined the types of buildings erected. By far the largest category includes domestic structures, including houses and their outbuildings. As is typical in such communities, other building types were scarce. A succession of meeting houses (the earlier ones no longer standing) and some schoolhouses comprise the total range of public and institutional architecture of this period. Municipal government was not sufficiently developed bureaucratically to require provision of a special town building for governmental functions. Buildings for commercial or industrial purposes were limited to structures serving the needs of a rural agrarian populace, such as taverns and a grist mill. Architecturally such structures did not differ appreciably from the domestic building stock. The record of maritime activity is reflected in the remnants of a few stone wharves, and more substantially by the surviving Nayatt Point Lighthouse. Certain structures have tended to disappear as the socioeconomic structure of the town changed: for example, the grist mill and farm outbuildings have vanished as the importance of agriculture lessened. The common building types of the eighteenth and early nineteenth centuries which have survived are discussed below.

The architectural legacy of the 1717-1850 period clearly underscores Barrington's position as a country town. In the sequence of diffusion of stylistic trends--from Europe, to larger American cities with European contacts (seaports first), to smaller American towns, then to rural areas--Barrington lay near the end. In the great

majority of cases, styles came later to Barrington, and lingered on longer than they did in more cosmopolitan places. Though two important centers for architectural development--Providence and Bristol--lay less than ten miles away, Barrington seems to have been influenced slowly at best by innovations in building patterns.

Throughout this report buildings are analyzed in terms of their use, their form, including ground plan, arrangement of facades (elevation), and overall shape (massing), and their style. Since the majority of buildings surveyed for this report are known only by exterior observation, interior planning and spatial arrangement, though an important element of architectural design, are not extensively discussed in this report. Buildings are classified according to several broad use categories: domestic, public, institutional, commercial, and industrial. Characteristic building forms are discussed with special emphasis on residential types, since the preponderance of domestic architecture in the town presents more varied examples for consideration. Similarly, although most architectural styles are not specifically associated with a particular building type, the discussion of architectural styles focusses on the domestic examples of each mode.

### Domestic Architectural Types

Barrington's domestic architecture of the colonial and post-colonial periods, as in other New England towns, is deeply rooted in English building practices. The method of constructing houses of hewn timbers linked with pegged mortise and tenon joints, brought from England in the seventeenth century, persisted through the eighteenth century into the early nineteenth century. Early houses had very massive timber frames, most typically enclosed with plank walls. Over time the average size of the timbers used for framing was reduced. In the early nineteenth century a combination timber frame and load-bearing stud wall construction became more common. The laborious task of framing with hand-cut mortised and tenoned timbers tended to restrict the shape of buildings. Houses took the form of contained, rectilinear boxes or assemblages of box-like units: the typical house is composed of a rectangular main block with a rectangular secondary block, or ell, attached to the rear. The functional challenge of household heating also affected house form. As long as fireplaces remained the chief heating source for dwellings, compact building forms were more practical, and chimney placement was a major factor in determining room arrangement.

The most typical and persistent eighteenth- and early nineteenth-century house form is the rectangular block, one or two stories high and two rooms deep, with one broad side or flank forming the main facade, a main entrance at or near the center of the facade, and a massive center chimney around which the rooms are arranged. The center chimney form is especially practical, for it allows for the maximum number of fireplaces with the minimum amount of masonry construction, and it maximizes the potential of radiational heating from the chimney stack itself. This basic type can vary in facade arrangement and be covered with different roof forms. Facades can be described by the number of bays they contain, that is, the number of units marked by a vertical alignment of door or window openings. The most common eighteenth-century form was the five-bay facade consisting of a center doorway flanked by two windows on either side, although three- and four-bay variants are also found.

Less common is the flank-facade, center-entrance house with a center hall and four corner rooms on each floor. The center chimney is replaced either by a pair of interior chimneys or by four end wall chimneys, one for each room or room stack.

After the early nineteenth century another type becomes more common, though it does not supplant the flank-facade types described above. This is the rectangular block form, one or two stories high, with one narrow end treated as the main facade. Most typically such dwellings have a three-bay facade with the main entrance set off to one side. They are known as "side-hall" houses, for the entrance and stair hall is located along one side. Such houses most often have gable roofs with the end on the facade; the triangular shape of the gable end is an important feature of the house's overall appearance.

## Architectural Styles

### Colonial/Georgian

Classical design principles, as developed in Renaissance Italy, gradually became the standard for everyday domestic architecture in England in the seventeenth century, then spread to America in the early decades of the eighteenth century. The development of this form of colonial architecture coincided roughly with the reigns of kings George I and George II in Britain, leading to its common designation in America as the Georgian style. Principal elements of the style include symmetrical composition of the house's facade, with a central entrance surrounded by a balanced arrangement of windows, and the use, to varying degree, of classically derived detailing. Most typically ornamentation is limited to front doorway trim. Simpler houses, such as the majority of those in Barrington, have only flat board trim, sometimes with transom lights over the door, while more elaborate houses have door frames consisting of pilasters topped with a pediment. Sash windows with wooden muntins holding rectangular panes of glass came into use, supplanting the casement windows with leaded glass found in seventeenth-century houses. Most Barrington houses follow the two-story, center-entrance, center-chimney form described above. Such houses form the basis for our image of the "Colonial" house, a persistent image which has had considerable influence on suburban domestic architecture in the twentieth century.

The Martin House at 123 Massasoit Avenue, enlarged to its present form ca. 1750, is probably the most quintessential example of the Colonial house in Barrington: a two and one-half-story, gable-roof structure with a prominent center chimney, simply framed center entrance, and symmetrical facade. The Thomas Allin House (1783) at 20 Lincoln Avenue has the more elaborate pilaster-and-pediment-trimmed main entrance popularly associated with the Georgian style. The most visually prominent example, the Ellis Peck House at 1723 Wampanoag Trail, is somewhat deceptive. Here a post-colonial house of 1795 was fitted in 1970 with an elaborate broken scroll pediment double doorway modeled after prototypes found in the Connecticut River valley through the early and mid-1700s.

The basic colonial house type could vary in height, roof form, and facade arrangement. In Barrington, variations occur more frequently than the conventional type exemplified by the Martin House, at least as represented in the building stock as it survives today. Examples include the Brown House (ca. 1775) at 530 County Road, with three-bay facade and saltbox roof (also window and door pediments added in the 1970s to enhance its colonial aspect); the James Bowen House (1767) at 24 New Meadow Road, a so-called "three-quarter" house with four-bay facade; and the James Martin House (1786) at 125 New Meadow Road, a one and one-half-story, gambrel-roof house with an asymmetrical, extended seven-bay facade. Most unusual are the pair of houses with three-bay facades erected ca. 1782 for brothers Nathaniel Heath (38 Old River Road) and Peleg Heath (1825 Wampanoag Trail). These dwellings are two stories high in front and a single story at the rear, with a half-gable on the front

and a half-gambrel on the back creating an eccentric saltbox profile; they are the only known examples of this form in the state.

### **Adam/Federal**

The dwellings of the 1780s and 1790s cited above illustrate the persistence of the Georgian tradition through the years following the Revolution, especially for ordinary buildings such as farmhouses. At the same time another architectural mode, first popularized in England by brothers Robert and James Adam in the 1760s, began to spread to America, supplanting the Georgian style after the 1790s. The new style evolved, in part, from direct study of the architecture and, more especially, the interior decoration of ancient Roman buildings excavated by archaeologists in the mid-eighteenth century. It is characterized by lighter and more delicate architectural and ornamental forms. The American version of the Adam mode is commonly called the Federal style. It flourished especially in the prosperous New England seaports of the early republican period. Warren, Bristol, and Providence all contain many significant examples of Federal design, but architecture in Barrington, despite the town's proximity to these important centers, shows little Adam influence. The chief, and perhaps only fully realized, Federal residence in town is the Bowen-Barton House (ca. 1808) at 78 County Road. The Bowen-Barton House exhibits some of the hallmarks of the style: a symmetrical five-bay facade, a low-pitch hip roof topped with a balustrade, and an elegant entranceway with sidelights and elliptical fanlight filled with delicate leaded glass. Otherwise, the impact of Adam design in Barrington is seen only in details such as main entrance doorways: those on the James Bowen House (apparently added to update an earlier dwelling) and the Heath Houses mentioned above are illustrative, as well and those of the dwellings at 186 and 194 Rumstick Road, both erected in 1832.

### **Greek Revival**

The ongoing interest in classical architectural forms represented by the Georgian and Federal styles took a new turn in the second decade of the nineteenth century. American interest in and identification with ancient Greece as the birthplace of democracy led to emulation of ancient Greek architecture. Grecian forms were utilized for a wide range of building types throughout all the states from the 1820s up to the Civil War, becoming so widespread they constituted the basis for the first truly national style in the United States. Ancient temples served as the chief inspiration for the Greek Revival style, though buildings which actually replicated temple forms were rare in Rhode Island and totally absent in Barrington. As seen here, the principal feature of the style was the simplification of the emblematic elements of classic Greek architecture and their reinterpretation as trim elements that could be applied to standard building forms. Broad pilasters with or without recessed panels--or at least wide corner boards--and wide fascias, sometimes bisected with moldings, simulate columns and entablatures, and gable roof ends are fully or partly outlined with deep cornices to emphasize their formal relationship to pediments, a relationship sometimes reinforced by turning the gable end to face the viewer. The Martin Grant House (ca. 1840) at 487 Sowams Road and the Luther Martin House (ca. 1840) at 26 Ferry Lane are Barrington's most prototypical Greek Revival houses, especially the latter, with its end-gable arrangement and off-center entrance indicating a side-hall interior plan. Later examples, with later embellishments and additions, include the George Bishop House (ca. 1860) at 133 New Meadow Road and the Samuel M. Drown House (1863) at 209 Washington Road.

*General Thomas Allin House (1783), 20 Lincoln Avenue. Photograph, 1993. A typical 2-1/2-story Georgian Colonial dwelling with a 5-bay facade, central entrance, and center chimney, with a later 2-bay addition on the west. The door pediment was reconstructed in 1952 to replace the original one which had been removed.*



*Nathaniel Heath House (1782), 38 Old River Road. Photograph by Bradford R. Smith, 1980. One of two unusual houses in town with gambrel-saltbox roofs.*



*James Martin House (1786 et seq.), 125 New Meadow Road. A Colonial house of the 1-1/2-story, gambrel-roof type, with two additional bays added to the east.*



*Martin Grant House (ca. 1840), 487 Sowams Road. This illustrates the standard flank-gable Greek Revival house type with symmetrical facade, trabeated entrance trim with a deep cornice, and wide corner and fascia boards to simulate classical pilasters and entablature.*



*Luther Martin House (ca. 1840), 26 Ferry Lane. A fine example of the standard end-gable Greek Revival house type with side-hall entrance, entrance trim consisting of paneled pilasters, full entablature, and projecting cornice, and paneled corner pilasters surmounted by full entablatures along the sides. The entablature does not continue across the gable end to form a full pediment, but is finished with shelf-like returns over the pilasters.*



*District #2 Schoolhouse (between 1844-48), 351 Nayatt Road. This Greek Revival schoolhouse shows the continuation of the cornice across the gable end to form a pediment. Its original shallow recessed entrance portico has been enclosed, bringing the facade forward.*



## A COMMUNITY IN TRANSITION (1850-1910)

The developments which gave the town of Barrington its present form and appearance have their origins in the late nineteenth and early twentieth centuries--Barrington's development into Rhode Island's premier suburb began during this period. During the second half of the nineteenth century, industrialization and transportation improvements in Barrington and in the rest of the region stimulated changes in economic and social patterns, demography, and physical development. Fundamental shifts occurred beginning in the 1850s with the arrival of the railroad, the reintroduction of the brickmaking industry, and the initiation of vacation and suburban residential development.

In the ensuing decades, Barrington was transformed from a sleepy agricultural town to a suburb and summer resort for the industrial and commercial cities of Providence and Pawtucket. Within the town, the growth of the brickmaking industry in particular caused further population growth and attracted immigrant workers. The new houses and roads, and the civic, religious, institutional, and commercial construction associated with this expansion all helped to change the face of the town. In 1840, the population of the town was a mere 549 inhabitants, approximately the same as in the mid-eighteenth century, but by 1895 it had more than tripled to 1,668; by 1910, the population was 2,452.

In the second half of the nineteenth century, four identifiable areas of commercial and institutional development emerged in Barrington: old Barrington (located along the north part of County Road) and Drownville, Nayatt, and Barrington Center, all adjacent to the new Providence, Warren & Bristol Railroad. Historic Barrington, built up around the Congregational Church, remained a busy institutional node; Drownville and Nayatt in western Barrington each had rail depots, schools, post offices and stores to serve the expanding residential population. Barrington Center, located strategically at the crossing of County Road and the railroad, prospered to become and remain the town's main commercial and civic nucleus throughout the twentieth century.

### Agriculture

Agriculture began to decline as the chief occupation of town residents after mid-century. In general, the pattern of extensive landholdings producing livestock and crops for market gave way to small farmsteads producing for household consumption. However, some Barrington farmers responded to the needs of expanding urban areas around Providence and shifted to specialized commercial agriculture, such as market gardening, dairying, and horticulture, including the production of hothouse flowers. The other crops produced on the town's 117 farms in 1870 included hay, rye, Indian corn, oats, potatoes, barley, onions, carrots, and strawberries. The tide mill begun near Kelley's bridge in the eighteenth century continued to operate until about 1870, providing grain grinding service to local farmers.

### Industry

By the early 1850s, brick making, an industry which had been dormant since the first decade of the century, re-emerged and subsequently greatly influenced the town's economic development. In 1847 the Nayatt Company, a group of Providence businessmen headed by Nathaniel F. Potter, purchased the clay pits in the south-central section of town and began construction of a large-scale factory that used steam-powered machinery. Warren Brick Company also operated a small factory on

the east side of New Meadow Neck abutting the Warren River during this period, but it was overshadowed by the larger business of the Nayatt Company.

The Nayatt Company converted the channel of Mouscochuck Creek to a canal with locks at the entrance to the Providence River. Large steam-powered scows and tugboats transported bricks from the company yards to markets in other communities. Remains of this canal, along with remnants of a kiln and the clay pits, were documented during a 1977 archaeological survey. The construction of the Providence, Warren, and Bristol Railroad through the Nayatt section of Barrington in 1855 was intended to ease the company's transportation requirements. In 1864, the Nayatt Company was reincorporated as the Narragansett Brick Company; it continued to occupy the large area west of Middle Highway in what is now Brickyard Pond. The company employed between 100 and 200 workers and had an initial capital stock of \$225,000.

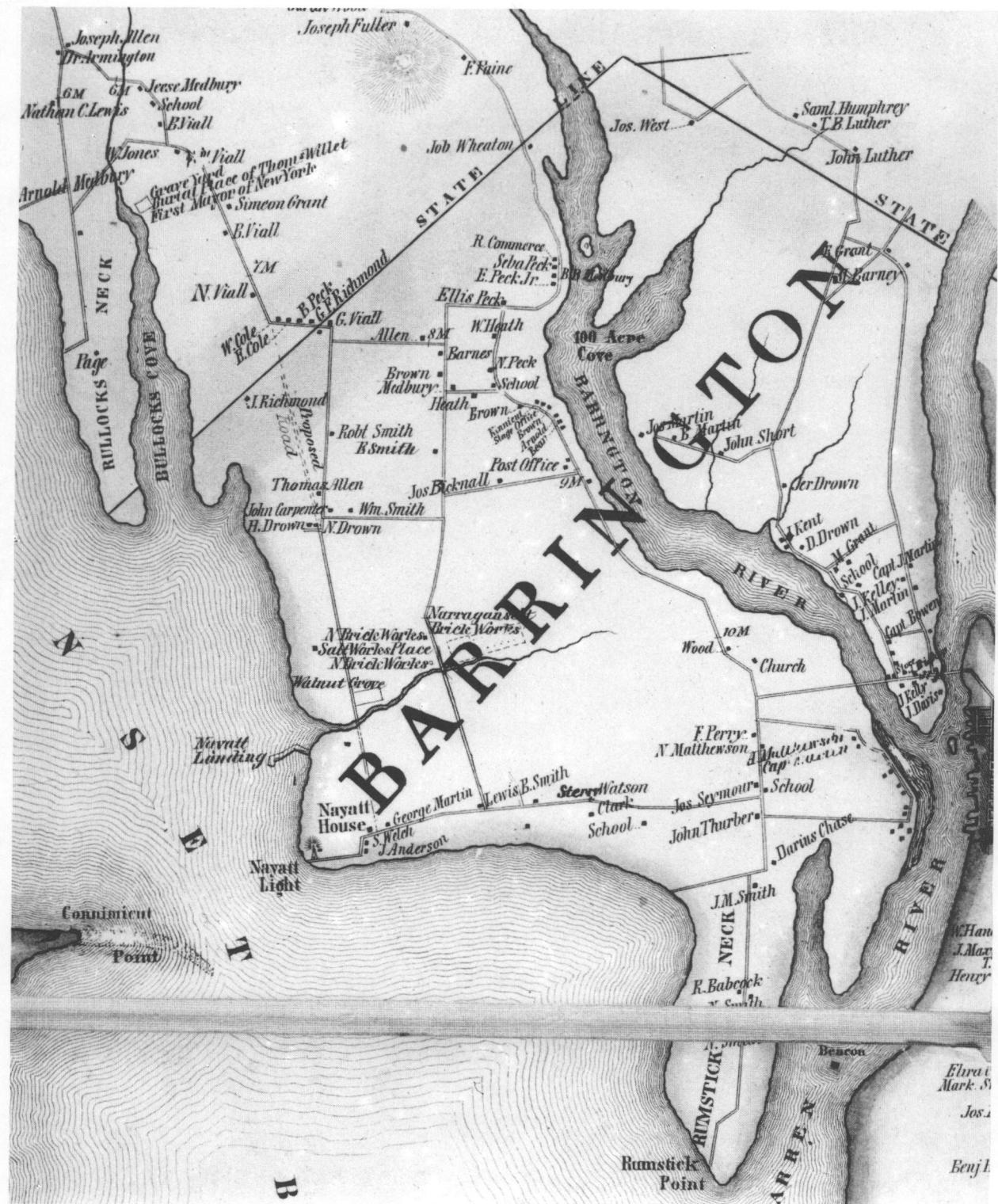
From the 1870s on, French Canadian and Italian immigrants constituted the majority of the work force at the brick yards. Workers' housing, including multiple-family housing, a new residential building type for the town, was constructed along Middle Highway and Maple Avenue, along the canal (now partially within the Rhode Island Country Club property) and on Nayatt Road. Some examples of workers' housing remain (53 and 57 Maple Avenue, for example) along these streets, and near the Providence River end of the canal.

In 1890, a competitor, the New England Steam Brick Company, was organized; it purchased a large tract west of Barrington Center and subsequently bought the Narragansett Brick Company and made bricks at both old and new sites. By 1895 it owned a substantial tract south of Maple Avenue, bordering the railroad and extending from Narragansett Bay east across Washington Road and Middle Highway to County Road. Its holdings included Nayatt Pond and the Mouscochuck Creek canal. A railroad spur ran to facilities just south of Maple Avenue and another spur from the clay pits west to the large kilns on the east side of Middle Highway, then north along the west side of Middle Highway to join the main line near Nayatt station. By 1900, however, the clay deposits were being used up, and large-scale flooding of the deep mining pits became a serious problem. As a result, between 1900 and 1940, the brick company's holdings were sold off and many of the buildings demolished.

Unlike many Rhode Island communities, Barrington never became a major center for textile manufacturing, but several modestly scaled mills were established in West Barrington in the late nineteenth and early twentieth centuries. The Cunnawomscutt Mill, set up in 1897 on Park Drive, finished cotton goods. The Rhode Island Lace Works began business in 1904. A highly specialized form of textile manufacture, lace-making was dominated by French manufacturers. Charles Shepard, who had been the American consul in Calais, set up the American Textile Company with several Blackstone Valley manufacturers at a Pawtucket plant. In 1906, Shepard left the company and started the Rhode Island Lace Works at Drownville. The company initially occupied a small complex of wooden buildings on Bay Spring Avenue. The mills expanded in subsequent decades, until their sale in 1932 to Seekonk Lace Corporation. The mills closed in 1990.

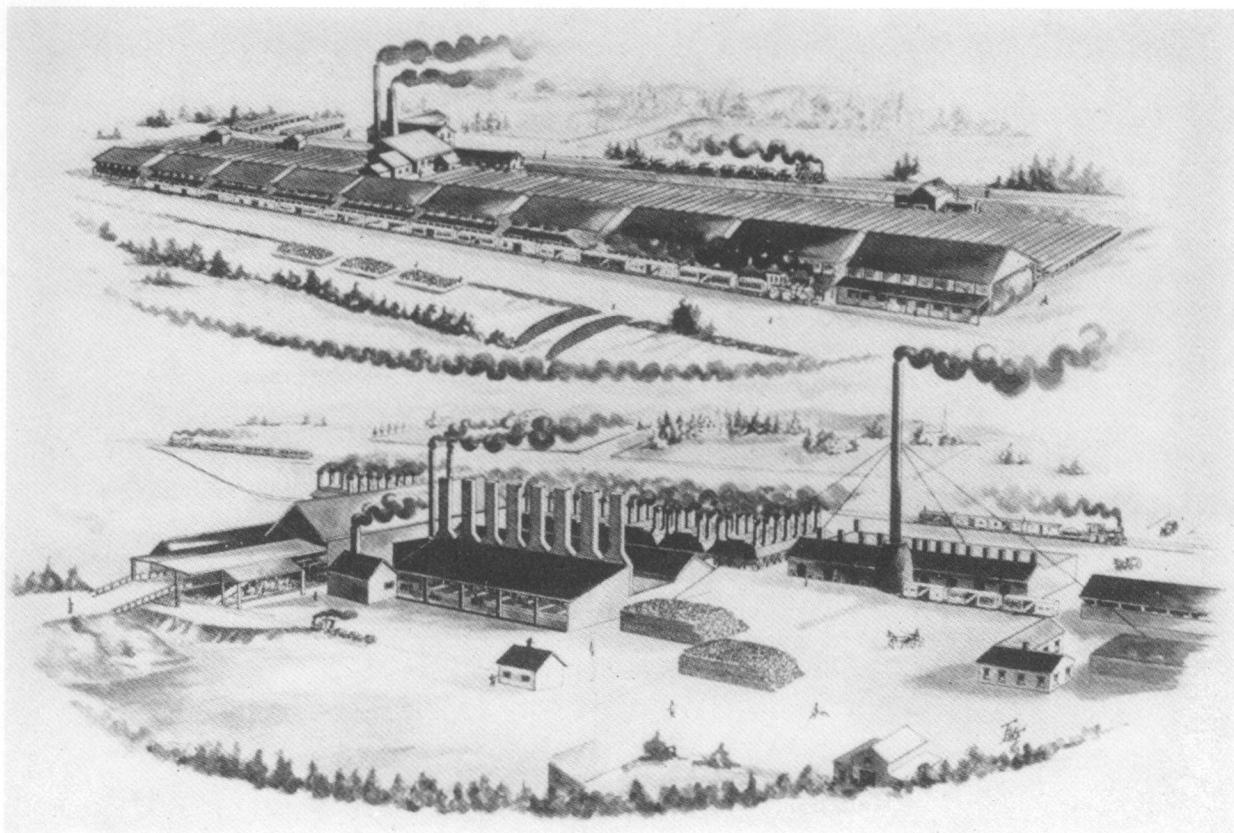
#### Fisheries and Ice

The waters of the Narragansett Bay and its tributaries have provided Barrington with clams, quahogs, scallops, and oysters throughout its history. Shellfishing remained one of the town's few industries well into the twentieth century.



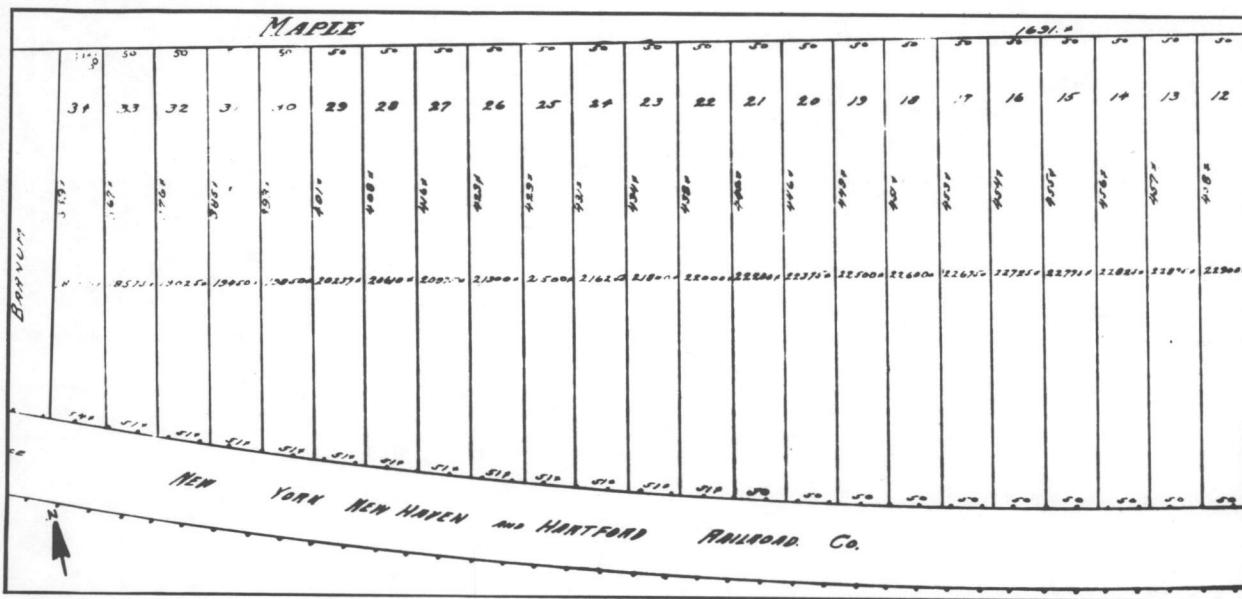
Map of Barrington. Detail from "Map of Providence County," by H.F. Walling, 1851. Courtesy of Rhode Island Historical Society. Map shows well-established road pattern; local industries, including the Narragansett Brick Works, centered on Middle Highway, and the Salt Works, on the west side of Washington Road; and the Nayatt House at Nayatt Point, a

summer hotel which initiated Barrington's development as a resort. Note the clusters of houses ranged in a linear pattern along County Road and Wampanoag Trail from Barrington village northward, along the south tip of New Meadow Neck, and along Mathewson Road south to Martin's Ferry.



New England Steam Brick Company (est. 1890), off Maple Avenue. Lithograph from History of Barrington, by Thomas W. Bicknell, 1898. Courtesy of Barrington Preservation Society. Composite view showing the drying sheds and giant kilns which formerly lined the railroad near Brickyard Pond, constituting the largest brickworks in New England.

Plat of property owned by Barrington Steam Brick Company. By R.H. Tinglesy, May, 1920. Courtesy of Barrington Preservation Society. This plan shows a subdivision of unusually long, narrow lots on the brick company lands different from the agricultural and suburban development patterns seen elsewhere in town.



*Brick Drying Sheds. Postcard view, ca. 1905. Courtesy of Barrington Preservation Society, Nicholas Gizzarelli collection. These open sheds once lined Brickyard Pond, which was formed by flooding excavated clay pits.*



*"Loading the Dumps at the Clay Banks." Photograph, ca. 1903. Courtesy of Rhode Island Historical Society. These cars ran along a short railroad from the clay pits to the brickworks.*



*Remnants of the canal along Mouscochuck Creek (1848 et seq.). View west to entrance at the Providence River. A boat landing formerly projected into the river just north of this opening.*



*Rhode Island Lace Works  
(1920, 1938), Bay Spring  
Avenue. View north of Mill No.  
1, with a long north-south wing  
on the west. Pioneer lace  
manufacturer Charles Shepard  
hired Isaac Saywell to develop  
this highly specialized mill,  
which once employed 300  
people. The mill closed in  
1990.*



*Women in the lace mill.  
Photograph, April, 1942.  
Courtesy of Barrington  
Preservation Society. Workers  
shown are Frances Serpa in the  
black dress and Louise  
Acciardo on the right.*



*Lace pattern making.  
Photograph, April, 1942.  
Courtesy of Barrington  
Preservation Society. Shown at  
the drawing board is designer  
Gordon Howe, creating intricate  
patterns for the mill's 50-foot  
wide machines.*



Narragansett Bay oysters and other shellfish were sold in regional markets, including Providence and Boston.

Oystering as an industry began in earnest about 1860, when the Bowden family began commercial operations in the Barrington River. A decade later, William H. Allin began harvesting oysters in Narragansett Bay. Oyster plants were also established by Higgins and Company of Boston and the Blount and Hunt Company, both on Bullock Cove, and by J. E. and J. B. Buckingham at Annawomscutt. The local oyster industry in Barrington, as elsewhere in Narragansett Bay, was seriously hurt by pollution and hurricane wave action in the mid-twentieth century which damaged the oyster beds.

Ebenezer Tiffany, who lived in the large Italianate house at 404 County Road north of Barrington Center, operated an ice house on nearby Tiffany Pond in the last quarter of the nineteenth century. He provided ice for East Bay residents, farmers, and fisherman for over 25 years.

### Railroads, Steamboats, and Highways

Improvements to transportation in Barrington in the late nineteenth and early twentieth centuries included steamship lines, railroads, new bridges, and better roads. Direct steamboat passenger service between Providence and Nayatt Point began at mid-century. The Providence, Warren, and Bristol Railroad was first chartered in 1850-1852, began operating in 1855, and had established a regular schedule by 1858. The route of the rail line was influenced by the location of the brickworks, perceived as a potentially important customer.

In 1860 the Fall River, Warren, and Providence Railroad was established and connected to the Providence, Warren, and Bristol line in Warren. With this improvement, Barrington was on the main routes from Providence to Fall River and Newport. Construction of the East Side Tunnel and station viaduct in Providence in 1908-1909 improved the transportation link between downtown Providence and Barrington.

Electric trolley service between Providence and Bristol was established by the Rhode Island Suburban Railway Company in 1898. The route ran from Bullock's Cove in East Providence, along present-day Crescent View and Willett Avenues, Washington Road, Lincoln Avenue, Middle Highway, Federal Road, and County Road into Warren.

Highway building and maintenance were critical in the town as population expanded. Initially, a portion of the town taxes was set aside for highways and distributed to surveyors, each assigned to a district, who made repairs in the late spring each year and oversaw new road building. This system was replaced by the appointment of a salaried town surveyor, who was responsible for all the roads. Henry Staples and Charles F. Smith, a mason who constructed a handsome brick house and stable (ca. 1878) at 1 North Lake Drive, were early superintendents of highways for the town of Barrington.

The Barrington Bridge and Kelley's Bridge were purchased for \$6000 by the State of Rhode Island in 1872. Thereafter, the tolls were abolished, and maintenance became the responsibility of the three Bristol County towns. Construction of a bridge across the Barrington River at the White Church was discussed at a town meeting in 1877, but it was not until 1894 that a committee was appointed to oversee the construction of the bridge to replace the existing ferry service. Built by the Berlin

Iron Bridge Company of Berlin, Connecticut, it was constructed between August and December of 1894.

### The Roots of Suburbanization

The development of Barrington into a suburban community began in the mid-nineteenth century, and significantly altered the town's landscape. Drawn by the town's rural character and by its proximity to urban population centers, new groups of residents came to Barrington to spend the summer, to build their country retreats, or to live permanently while commuting to work elsewhere. New residential developments were oriented toward the town's beautiful coast and open farmlands, toward the pleasant vistas of the salt rivers and Narragansett Bay, and to the three train stations.

The suburbanization of Barrington was part of a nationwide movement, which began in the late nineteenth century and reached full flower in the decades following World War II. While later suburbanization relied upon the automobile, this first stage of the move of population from urban centers to outlying towns relied on other transportation improvements. In the late nineteenth century Barrington had three railway stations, at Drownville, Nayatt, and Barrington Center which prompted residential subdivision of adjacent land. The trains, and later the electric trolleys, made commuting to Providence easy and convenient.

Nayatt Point was the first area to be developed when the Bay House Hotel was opened in 1848 by Nathaniel F. Potter, Providence businessman and founder of the Nayatt Brick Company. The Bay House was a popular haven for city dwellers until it was demolished in the 1880s. Steamboats carried passengers between Nayatt Point and Providence. After 1856 the new railroad lines also brought visitors. Nayatt Hall, a brick building near the train station on Middle Highway, housed one of the town's three post offices and a grocery.

Beginning in the 1850s, numerous housing plats were laid out. Some of these plans were not executed, others have seen the landscaping and buildings lost or altered, but these important plans (maintained in Barrington Town Hall and in the Barrington Preservation Society collections) are valuable records of the community's history.

The earliest known plat plan was one drawn up by Schubarth and Haines in 1852 for Villa Lots near the river in Barrington Center, but it was never executed. In 1869, S. B. Cushing was hired to plat the B. B. Viall estate at Nayatt Point into 122 lots, ranging from 50 x 100 feet to 400 x 163 feet; a portion of this plat remains. This demand for small house lots accelerated, as shown in the 1868 Plat of House Lots at Drownville, by Henry Staples; it laid out 117 lots, establishing the street grid from First Street to Sixth Street.

The 1859 Map of Cottage Villa Lots at Annawanuck by Niles B. Schubarth, delineated similar lots from Shore Avenue (Annawamscutt Road) to the end of Appian Way. Real estate promoter David A. Waldron then hired Schubarth in 1874 to lay out the large Nayatt Depot Plat, containing 591 lots, 50 x 100 feet in size, described as "beautifully situated on the Heights Northeasterly from, and adjacent to the Nayatt Station".... with "Twelve trains daily stopping at this station." Clearly the impact of commuter rail use was a factor in platting and promotion of Barrington.

Bay Spring became the next area for subdivision. In 1874 Bay Spring Plats No. 1 and No. 2, totalling 311 lots, with lots 50 x 100 feet in size, established a grid plan

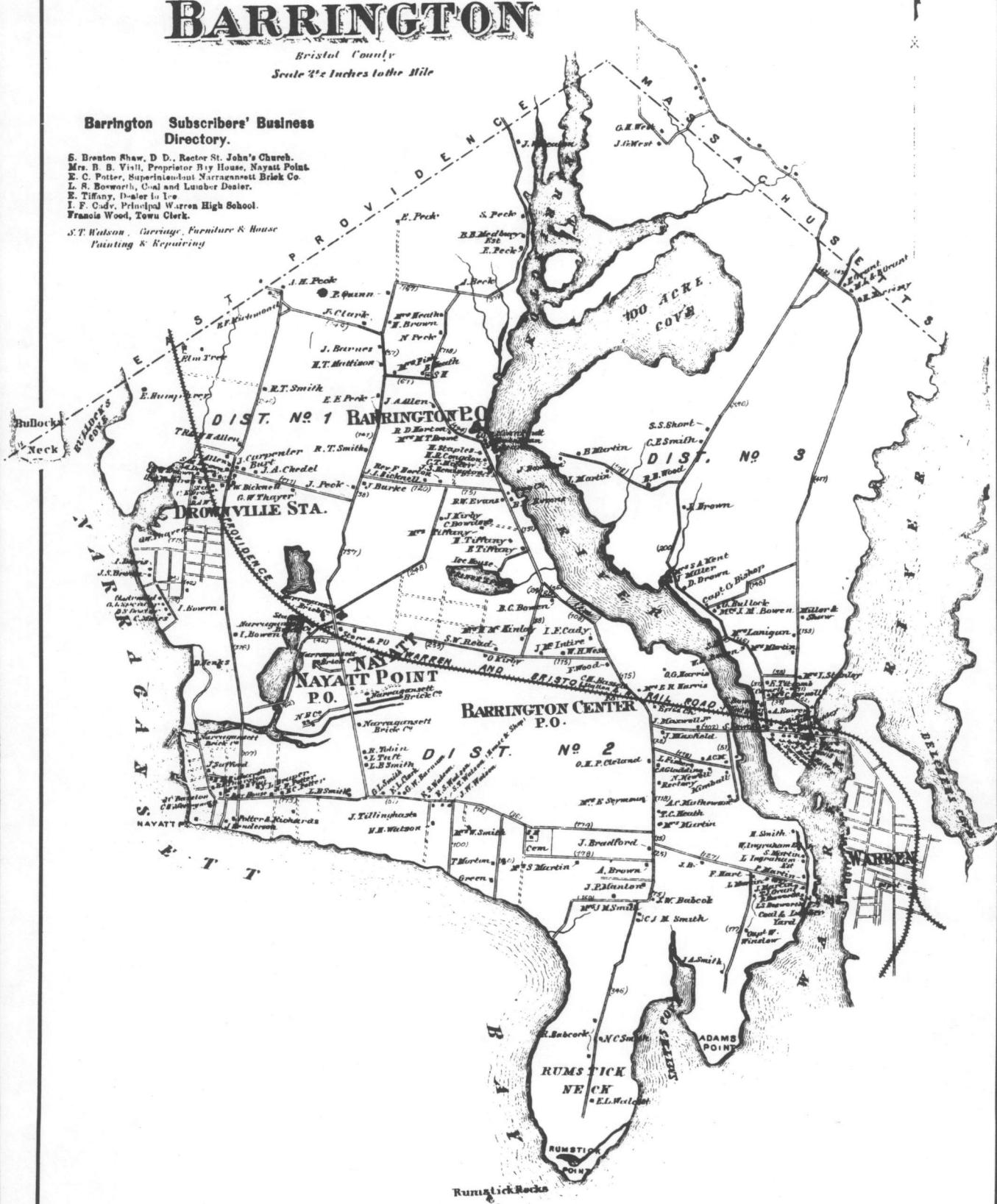
# BARRINGTON

Bristol County  
Scale 2½ Inches to the Mile

## Barrington Subscribers' Business Directory.

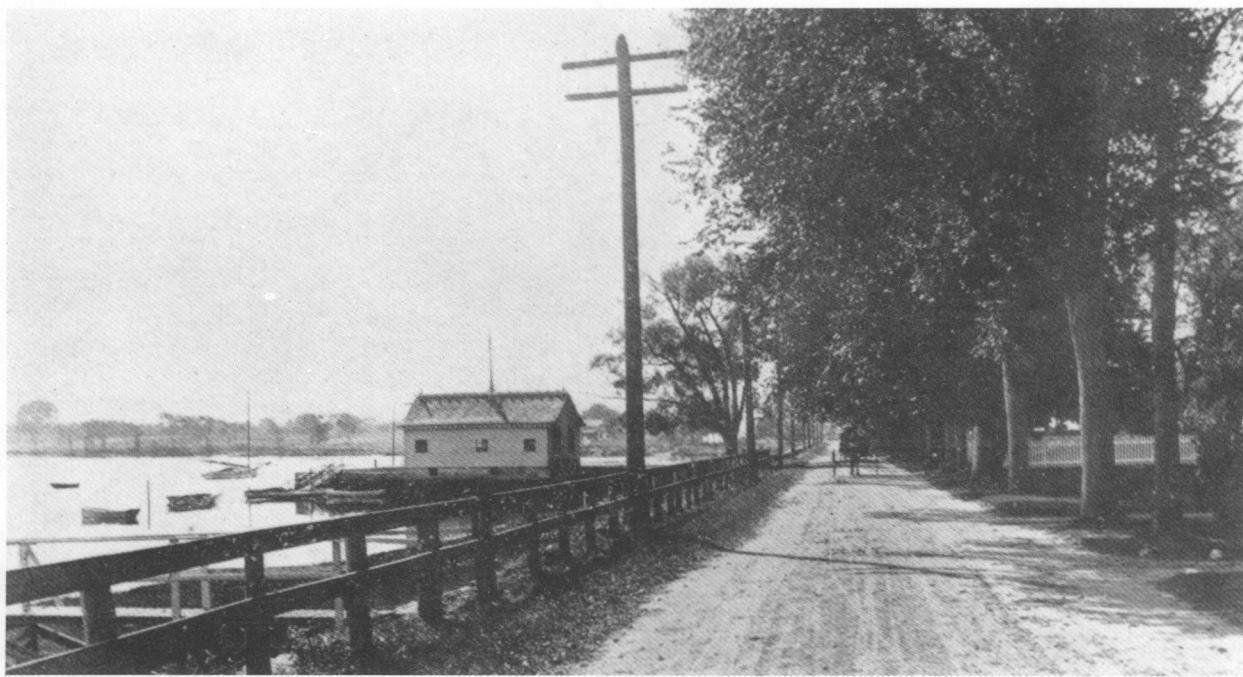
S. Brenton Shaw, D. D., Rector St. John's Church.  
Mrs. A. B. Vissi, Proprietor Bay House, Nayatt Point.  
E. C. Potter, Superintendent Narragansett Brick Co.  
L. S. Bowes, General Lumber Dealer.  
E. Tiffey, Dealer in Lumber.  
I. F. Cady, Principal Warren High School.  
Francis Wood, Town Clerk.

S. T. Watson, Carriage, Furniture & House  
Painting & Repairing



Map of Barrington. From Atlas of the State of Rhode Island, by D.G. Beers, 1870. Courtesy of Rhode Island Historical Society. This map shows the three post offices at Barrington village, Nayatt, and Barrington Center; the three school districts;

the Providence, Warren & Bristol Railroad; and the three railroad stations at Drownville, Nayatt, and Barrington Center. Opening of the railroad in 1855 spurred town development.



*Mathewson Road. Photograph from "Some Representative Views of the old Town of Barrington, Rhode Island," published by the Boys of Saint Andrew's School, 1906. Courtesy Charles T. Miller.* View south from County Road, showing boats in the Warren River, the Boathouse and Mathewson Wharf in the center, and a stately row of elms along the road.

*Aerial view of the Warren River and Mathewson Road, west from Tyler's Point. Photograph, 1955, by Paul A. Darling. The background shows the attractive waterfront siting of houses along Mathewson Road. The Mathewson-Swan stone wharf is in the center of the photo. Power and sailboats fill the river, and the Barrington Yacht Club and a commercial boatyard show in the foreground.*



*View at Nayatt. Photograph, ca. 1916. Courtesy of Barrington Preservation Society.*  
*View south along Nayatt Road, with the Charles H. Merriman House (1881), 38 Nayatt Road, on the left.*



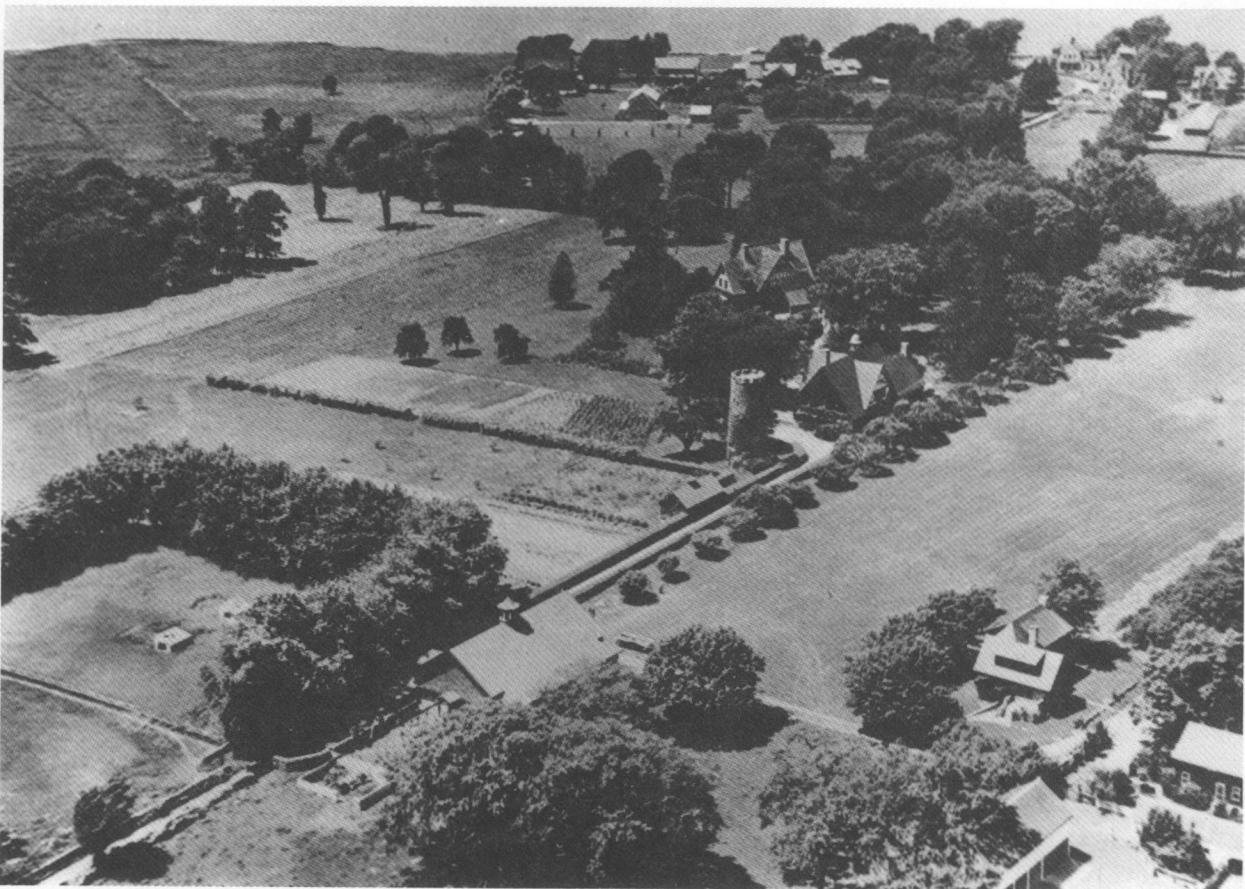
*Charles D. and Mary Owen House (1876), 23 Nayatt Road. Stone and Carpenter, architects. In the late nineteenth century Nayatt became a prime site for the construction of impressive houses commanding panoramic water views.*



*Charles H. Merriman House (1881), 38 Nayatt Road. A Queen Anne summer house built for a Providence industrialist.*



*Joseph U. Starkweather House (1882), 26 Nayatt Road. A Modern Gothic summer cottage with decorative vergeboards.*



*Stone Tower Farm/Howard Potter Cornell Estate (ca. 1898), off Rumstick Road. Aerial view, n.d. Courtesy of Barrington Preservation Society. View to the west showing the main house and water tower.*



*Belton Court/Frederick S. Peck Estate (1905-06, 1927-28), 27 Middle Highway. Martin and Hall, architects. Left, view of the original section of this imposing English Medieval Revival mansion. Right, view of the tower at the northeast corner of the complex.*





*Aerial view of Bay Spring.  
From the Providence Sunday  
Journal, 1921. Courtesy of  
Barrington Preservation Society.  
View to the north, showing the  
tent colony, off Bay Spring  
Avenue, on the upper left, and  
the Rhode Island Lace Works at  
upper right. First platted in the  
1870s, Bay Spring developed as  
a densely built summer colony.  
Its houses are now converted to  
year-round use.*



*West Barrington, R.I. Postcard  
view, ca. 1909. Courtesy of  
Barrington Preservation Society.  
View from Bullock's Cove  
showing small cottages set close  
to the water.*



*Thomas H. Bell Cottages (1901-  
09), 16 and 20 Edwin Street,  
Bay Spring. Two small summer  
houses, set on typical 50-foot  
wide lots. Detailing includes  
decorative shingling,  
vergeboards, brackets, and full-  
width porches.*

with a shore drive and small public park. Subdivision of estates and old farms continued into the early 1900s with the 1907 E. F. Richmond Farm plat, drawn by Frank E. Waterman, for land off the west side of Washington Road; this plat cited the R.I. Suburban Railroad Company which ran along Willett Avenue and south along Washington Road, indicating a new perception of Barrington as a "streetcar suburb."

The older area of eighteenth- and early nineteenth-century settlement on Mathewson Road and Jennys Lane overlooking the Warren River was developed after 1870 in part by the efforts of Allen C. Mathewson. A Barrington native, state senator, and successful Providence businessman, Mathewson built a large house (ca. 1870) near the corner of Mathewson and County Roads (now demolished) and attracted other people to settle in the area.

By 1870 Providence businessmen were commissioning country houses and landscaped estates in the area around Nayatt Point and Rumstick Point, and in other coastal areas of Barrington. Lucien Sharpe, a founder of the Providence precision-tool company Brown & Sharpe, and Lewis Dexter built houses on adjacent lots flanking the Nayatt Point Light House. The grounds were landscaped by Robert Morris Copeland of Boston in 1871 and modified by the Olmsted firm between 1921 and 1948. Neither the houses nor plantings survive. C. D. Owen engaged the architectural firm of Stone & Carpenter to design his house at 23 Nayatt Road in 1876. Charles H. Merriman, a manufacturer and co-founder of the Silver Spring Bleaching & Dyeing Company in Providence, built the house at 38 Nayatt Road in 1881. The Starkweather Cottage at 26 Nayatt Road was constructed about 1882 for Joseph O. Starkweather, a Providence businessman. Leroy Fales, vice-president of Fales and Jenks, Central Falls textile machinery manufacturers, built an elaborate 39-room stone and shingle house in 1890 and stone water tower about 1910 on Lorraine Street near Hydes Hole.

On Rumstick Point, William H. Hoffman erected the large house at 53 Rumstick Road about 1885. Fifteen years later, he sold the house to his brother Henry Hoffman and moved up the road to a new house designed by architects Stone, Carpenter & Willson and landscaped by the Olmsted firm between 1900 and 1932. The house burned in 1957, and the land was subdivided. The Arnold Hoffman House, designed by architect John T. Walker of Brookline for William Hoffman's son, still survives at 251 Rumstick Road. It was originally the north lot of three cottage lots laid out by the Olmsted firm in 1911-12. At the southern end of Rumstick Point, Howard P. Cornell established a summer estate at Stone Tower Farm in the 1890s with handsome cobblestone barns and a main house at 3 Stone Tower Lane. Other late nineteenth-century residents included Henry J. Steere and Jesse H. Metcalf, co-founders of the Wanskuck Mill in Providence, whose houses, no longer extant, were located at Nayatt and Rumstick. Frederick Peck also began the conversion of some of the family farm in the north part of Barrington to an estate, later known as Belton Court, in 1905.

The Drownville area located north of Nayatt facing Narragansett Bay was one of the first to be laid out as a planned suburban development in Barrington. Although houses had been built here since the first half of the nineteenth century on lands adjacent to the Drown family's farm, the area developed in the decades after 1870 as a residential neighborhood for commuters. A railroad station was built after 1855, and a post office was established about 1882. The major real estate developer was David A. Waldron, a real estate agent, who lived at 26 Alfred Drowne Road (ca. 1858).

In the Bay Spring area of West Barrington overlooking Narragansett Bay, a summer community of small cottages set close together on diminutive lots was originally developed on tent lots at the turn of the century. Among the best preserved of these are the shingled Thomas H. Bell Cottages at 16 and 20 Edwin Street, constructed in 1901 and ca. 1909.

#### Rural Beautification and Improvements

These summer visitors and commuters were drawn to Barrington partly by the country character of the town. In the last quarter of the nineteenth century many Barrington residents were concerned with and active in projects to beautify the town, primarily through planting of trees and other landscaping efforts. Such efforts promoted and maintained the self-conscious awareness of Barrington's residents that their town had a special historic character, an awareness which is still present today and still an important part of Barrington's appeal.

Efforts to both protect and reinforce the countrified character of the town coincided with its development as a suburb. In 1876, a committee on shade trees was appointed, and in 1878, an appropriation of \$100 was set aside for this purpose. The Barrington Rural Improvement Association, founded in 1881, was the first of its kind in the state. The association worked to promote good roads, planting of shade trees along the highways, and cultivation of fruits and flowers, as well as dealing with public health issues, drainage, public schools, the town hall, and the care of cemeteries and small parks. A booklet published by the organization in 1890 entitled *Barrington on the Narragansett as a Place of Residence* described their objectives: "...the earnest desire to cultivate public spirit, quicken social and intellectual life, the improvement of our public buildings and highways, and, in general, to build up and beautify our town."

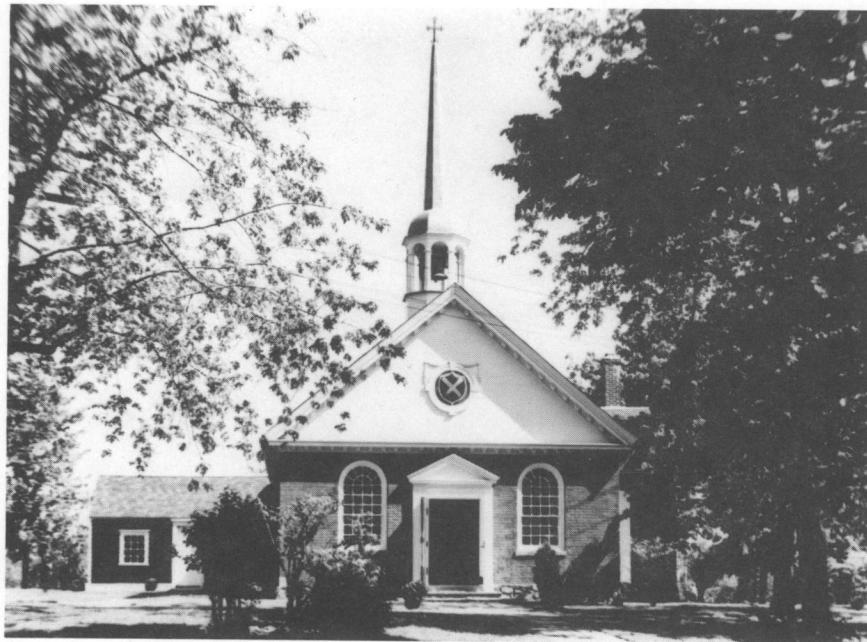
Over the course of the decade, the society and the town council encouraged beautification projects, such as landscaping at Town Hall, at each of the three train stations, and at Prince's Hill Cemetery, and an annual observance of Arbor Day. The council allocated funds for shade and ornamental tree planting and maintenance along highways, and provided a financial incentive (two dollars) for private property owners who planted roadside shade trees that survived for two years. While many of these trees have been lost to disease, age, and road improvements, some elements of these historic streetscapes remain along sections of Rumstick Road and Nayatt Road. Woodland groves were also a focus; the council voted in 1883 to establish a committee to identify and describe the boundaries of "wooded lands which should be preserved from destruction and forever kept and held for the use and enjoyment of this and further generations."

The Prince's Hill Cemetery had been enlarged twice from its original lot of 1727-28. It was enlarged in 1729, and a second purchase was made in 1806. About 1850, a fence was erected around the cemetery by the town council, which appropriated \$100 for this purpose. The final enlarging of the cemetery occurred in 1898 when the town deeded abutting land associated with the Town Hall property to the cemetery. The present well-shaded appearance of the cemetery reflects plans for grading, roads, walls, layout of new plots, and plantings undertaken by the Olmsted Brothers firm in 1907, 1908, and 1917. This is one of the few surviving examples in Barrington of the work of the Olmsted firm, the pre-eminent landscape design firm in the nation. Forest Chapel Cemetery off Nayatt Road was purchased and laid out in plots by the Forest Chapel Cemetery Association in 1871; the entrance gates, wall, and perhaps some plantings were designed by the Olmsted landscape firm in 1911-1912.



*St. Andrew's School (1895 et seq.), Federal Road.*

*Photograph from "Some Representative Views of the old Town of Barrington, Rhode Island," published by the Boys of St. Andrew's School, 1906. Courtesy of Charles T. Miller. View north to Bishop Clark Hall (ca. 1899) on the left, and Andrews Cottage (ca. 1895) on the right. These shingled buildings were built just after St. Andrew's purchased 10 acres of the Joshua Bicknell Farm for its boarding school for homeless boys.*



*Chapin Memorial Chapel (1946), St. Andrew's School, Federal Road. Photograph, n.d. Courtesy of Rhode Island Historical Society. This Colonial Revival style brick building has a bell tower with a tall slender spire. It was named for the school's founder, the Rev. William M. Chapin, rector of St. John's Episcopal Church. The original "Little Sanctuary" of the school appears on the left.*

## Schools

Barrington remained divided into three elementary school districts until 1873 when a fourth district was created in the growing Drownville area. District 1 continued to serve the northern area of town; District 2 served the southern Nayatt area, where a large shingled school was built in 1891 at the intersection of Rumstick and Nayatt Roads (near the site of the present Nayatt School). District 3 served the eastern Hampden Meadows area where another large shingled school, built 1906, replaced the former 1841 school, moved to 117 New Meadow Road. The Drownville area, District 4, had the George T. Baker School on Lincoln Avenue near the intersection with Walnut Road. No high school existed until 1884.

In addition to the public schools, several private schools were founded in the late nineteenth century. In 1870, Isaac F. Cady, a graduate of Brown University and the superintendent of Barrington schools, established the Prince's Hill Family and Day School for advanced studies. Cady's school closed in 1880; in 1884 Barrington's first public high school held classes in this building, moving into the new town hall in 1888. Saint Andrew's Industrial School on Federal Road was founded in 1893 by the Reverend William Merrick Chapin, rector of St. John's Episcopal Church, as "...a home and school for boys who needed the opportunity of a fair chance to develop into good and noble men." In keeping with philanthropic philosophies of the period, it provided both a home and training in practical agricultural and manual skills for homeless boys. In 1898, the school moved to its present site at the Joshua Bicknell Farm. During the twentieth century, episodes of new construction and carefully considered placement of buildings and circulation patterns have created a hilltop campus setting for what is now a college preparatory school.

## Barrington Center

Barrington Center rose to prominence in the second half of the nineteenth century due to its location near early settlement nodes at Tyler, Adams, Rumstick and Nayatt Points, and at the villages of old Barrington and Drownville. Its location and its access to County Road, the railroad, and the bridges linking Barrington to Warren and other towns, made Barrington Center a natural focus for development. From the early 1850s it had a post office, a train station, and grocery store. In the next three decades the center would witness construction of a major church and a new town hall.

The Congregational meetinghouse served as a town hall until 1856; after that the town conducted business on the third floor (now removed) of Nayatt Hall, 294 Middle Highway. As the town's population grew, a group of Barrington citizens began a movement to erect a town hall in the 1850s, and motions were put to vote, but defeated in 1854, 1863, 1880, and 1882. Finally, in 1887, a building committee composed of Lewis B. Smith, Charles H. Merriman, and George B. Allen was appointed to oversee the construction of a town hall. Land was purchased on Prince's Hill for this purpose, and the architectural firm of Stone, Carpenter & Willson was contracted to design the building. The cornerstone was laid on September 24, 1887, and the dedication took place on December 12, 1888. The stonework in this handsome Tudor Revival building contains field cobblestones donated by the townspeople to symbolize the amalgamation of diverse parts into a unified whole. The town hall was immediately occupied by the town council, the town clerk, the high school, the public library, and the antiquarian society.

Prior to 1880, with the exception of the short-lived Barrington Library Society, no public library existed in the town. The Barrington Public Library was dedicated on

March 30, 1880 with a collection of 2,000 volumes. It was housed in the Prince's Hill Family and Day School operated by Isaac F. Cady, who was also the first librarian, until the completion of the town hall in 1888.

In May, 1885, the Barrington Antiquarian Society, the precursor to today's Barrington Preservation Society, was organized "...for the purposes of cultivating the historic spirit in the town, and for the collection of various ancient articles which represent the character and conditions of our earlier and colonial life." A room was set aside in the town hall for the use of the society, and its collections began to grow under the leadership of its first president David A. Waldron.

### Public Works

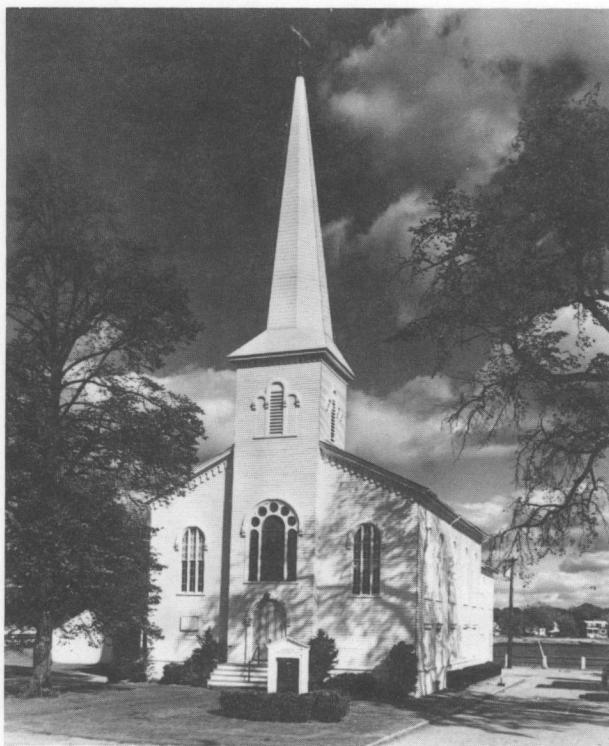
The successful development of a suburban community in the late nineteenth century required the introduction of a variety of sanitary and communication amenities. The Barrington Water Company, supplied by the Warren Reservoir and its own wells, was founded in 1886. Initially it served Nayatt residents, but the system was later extended throughout the town. Drownville established its own water company in 1887, supplied from springs near Annawomscutt Brook. The telegraph line between Providence and Newport, through Barrington, was established in 1850 with Western Union offices in Drownville, Nayatt, and Barrington Center, and a telephone exchange was set up in 1881.

### Churches

For over 150 years, from the incorporation of Barrington in 1717 until the late 1850s, the town's government and old Yankee social structures were closely linked to the Congregational church. At mid-century, two important events occurred which signaled the future shifts towards government independent of religion and the fragmenting of the rural homogeneity which had characterized Barrington's population. In 1856, the town ceased using the Congregational meetinghouse as town hall, and in 1858, the founding of St. John's Episcopal Church in Barrington Center introduced another denomination to the town for the first time.

The United Congregational Society continued to be a vital church, as it is today, but its central role in the town was diminished. The 1805 church building, known today as White Church, was expanded and altered in 1852 to the appearance it retains today, and a new parsonage was constructed across County Road in 1873. Today these two buildings anchor the opposite corners of what was Barrington's most important crossroads in the eighteenth and early nineteenth centuries.

The town's few Episcopalians, who lived primarily in the southern parts of town, first worshiped in St. Mark's Church across the river in Warren. In 1858, they took steps to found a church of their own in Barrington. Its first service was held in 1858 in the Forest Chapel, which was then located near the railroad station at Barrington Center. By August of 1858, ground had been broken for St. John's Church. Designed by architect Clifton A. Hall and built of Barrington brick, the church was completed in 1859. The church has undergone a sequence of additions and renovations since its original construction, including construction of a chapel (1886) in memory of John C. Burrington, a senior warden and construction of a large crenelated tower (1887) dedicated to the memory of Allen C. Mathewson. The rectory was built in 1866-1867, on land donated by Henry Staples, and was extensively renovated in 1895.



Barrington Congregational  
Church/White Church (1805,  
1852, 1938), 461 County Road.  
Photograph, n.d. Courtesy of  
Rhode Island Historical Society.  
The original 1805 building was  
raised in 1852 and renovated in  
the Romanesque style.



Saint John's Episcopal  
Church/Red Church (1858-59,  
1885, 1888), 191 County Road.  
Clifton A. Hall and Hall &  
Makepeace, architects. A  
Gothic Revival brick building  
with a rose window in the  
facade.



St. Matthew's Episcopal Church  
(1891), 5 Chapel Road.  
William R. Walker and Son,  
architects. A small shingled  
Queen Anne/Gothic Revival  
building with a polygonal bay  
and 3-stage cylindrical tower on  
the facade.



Methodist Episcopal  
Church/Barrington United  
Methodist Church (1875, 1926 et  
seq.), 230 Washington Road. A  
small shingled church, built in 5  
stages, with Gothic Revival and  
Craftsman design influences.

St. Matthew's Episcopal Church in Drownville had its origin as a mission of St. John's parish in 1891. The building constructed in 1891 was designed by the Providence architectural firm of William R. Walker & Son. It served the dual purpose of a chapel and guild house until a separate guild building was erected.

The Methodist Society in Barrington was formed in 1869 and built the Barrington United Methodist Church at 230 Washington Road in Drownville in 1875. For a time, the pastors of this church also assumed charge of the Riverside church. The Drownville church was remodelled and a parsonage built during the tenure of the Reverend Frank L. Brooks between 1890 and 1892. The front portion of the building dates from 1926.

#### **Recreation**

As Barrington's population grew, some leisure activities produced enduring changes to the landscape and the coastline. Nayatt residents formed the Nayatt Corinthian Yacht Club at Nayatt Point in the 1880s. Although this organization does not survive, the Barrington Yacht Club, founded at a more protected location on Mathewson Road in 1908, does. In addition, the Bay Spring Yacht Club was established by 1920; it no longer survives.

Haines Memorial State Park was established in 1911 when Ida M. Haines donated 83 acres of land to the Metropolitan Park Commission for use as a park in memory of her brother Dr. George B. Haines.

#### **ARCHITECTURE (1850-1910)**

As Barrington evolved into a more heterogeneous community during the period from 1850 to 1910, there was greater variety in architectural development. The introduction of manufacturing and rail transit led to population growth and demographic changes, which contributed to the initiation or expansion of commercial, governmental, and institutional operations. A greater range of building types appeared. For the first time the community contained factories, depots, a power plant, and a town hall, and additional, more highly differentiated schools and churches were built. Domestic architecture continued to predominate, but house forms and styles became more varied as building technology and fashions changed and as the population diversified to include factory workers, summer residents, and suburbanites in addition to farmers, fishermen, boatbuilders, shopkeepers, and tavern keepers.

The advent and spread of balloon framing and improvements in means of heating altered building patterns from the mid-nineteenth century. Balloon framing, invented in the 1830s, entails the construction of load-bearing exterior walls and interior partitions composed of relatively thin power-sawn lumber (most typically measuring two by four inches) assembled with nailed butt joints. The elimination of much tedious handwork and use of machine-processed elements simplified construction, making it easier to build structures with more complex shapes and ground plans. Over time, stoves and central furnace systems successively became the primary means of heating buildings, supplanting the utilitarian role of fireplaces, which continued to be included in structures chiefly for their decorative or symbolic function. These mechanical innovations allowed even greater flexibility in room arrangement.

These technological changes coincided with a transformation in perceptions of architectural style reflecting the cultural attitudes and aspirations of the era. The

choice of forms was heavily influenced by the aesthetic principles of Romanticism, which defined beauty in terms of the picturesque effect created by asymmetry and irregularity. An appreciation of Nature and the value of people communing with Nature, expressed in nineteenth-century arts and literature, affected community development and building patterns. Andrew Jackson Downing, a landscape gardener and architectural theorist, called for the adoption of building designs that harmonized with Nature. His ideas, disseminated through a series of widely read books, had a significant impact on the development of nineteenth-century suburban subdivision planning and house construction. The design of buildings was also informed by a belief that certain architectural elements were vested with evocative powers through their association with historical precedents or cultural patterns. Associationalism coupled with romanticism stimulated an eclectic approach to architecture. Forms from varied sources were assembled without regard to traditional compositional rules, producing unique designs whose expressive character transcended the issue of "correct" usage.

Except for the ideas popularized by Downing, theoretical issues probably had little direct impact on the average person. The dissemination of architectural style followed a filtering-down process, from architects in cosmopolitan centers, to architects and builders in smaller cities, to builders and carpenters in small towns and rural areas. The process was aided by publications such as professional periodicals, like *American Architect and Building News*, builder's handbooks, and mass-circulation periodicals, like *The Craftsman*, *Ladies Home Journal*, or *House Beautiful*. Personal observation played a part as well: something as simple as viewing the homes of the well-to-do could convey a sense of architectural fashion to the public at large. Features of high-style design were then adapted for everyday building, with limitations imposed by the talent of the builder and the financial resources of the client. Mass production of machine-made millwork provided a supply of relatively inexpensive ornamental elements that could be applied to modest cottages. Barrington is rich in examples of domestic architecture from this era, ranging from high-style, architect-designed houses of the affluent to carpenter-built dwellings of the middle and working class. In many cases, houses are not pure examples of any one style. The styles that appear in some form are discussed below to outline their distinctive features.

## Domestic Architectural Types

The great majority of houses constructed in Barrington at this time are single-family dwellings. However, multiple-unit dwellings first appeared and evolved during this period as a distinctive type. Structures range from country and suburban houses, typically more style-conscious, to farm and workers' houses, typically more utilitarian in character. An understanding of all types is fundamental before the range of Barrington's domestic architecture can be fully appreciated.

### Single-family Houses

The technical and perceptual changes outlined above stimulated greater variety in nineteenth-century house design. Regular and irregular compound plans became more common. More dwellings were constructed following "L," "T," cross, staggered cross, and other, more elaborate configurations. Some forms are closely associated with particular styles, and are described in greater detail within their stylistic context. At the same time, the basic house types of the preceding period--rectangular-block or rectangular-block-and-ell structures with symmetrical, center-entrance facades or asymmetrical, side-hall entrances--remained common. However, with the decline in

*Mason Barney House (ca. 1840), 473-75 Sowams Road. This is a rare Barrington example of a common nineteenth-century double house type, with paired central entrances leading to separate units at each end of the house.*



*Alfredo Farina House (ca. 1910), 53 Maple Avenue. A typical double-decker residence with separate dwelling units on each story, fronted by an airy 2-story porch recessed under the roof mass.*



*Mathewson House (ca. 1850), 41 Mathewson Road. The multiple steep gables and stickwork porch of this house reflect Gothic stylistic influences. They were added after 1870 when the house was used as a hotel known as "The Gables."*



fireplaces as the main source of heat, massive center chimneys became uncommon, and most center-entrance houses were built with central hallways.

Both simple- and compound-plan houses were often constructed with bay windows, towers, turrets, or projecting or recessed porches, and roof forms could be very complex, composed of multiple intersecting gable, hip, or mansard units, or with cross gables, cross gambrels, "sunbonnet" gables, or any of a wide assortment of variously shaped or roofed dormers piercing the roof slopes. The use of such features resulted in houses with more complicated massing than the typical Colonial, Federal, or Greek Revival dwelling. The preference for more intricate, less contained forms during the mid- and late nineteenth century even led to the addition of porches, bays, towers, or projecting pavilions to some earlier houses in order to make them more fashionable. Barrington has several good exemplars of this trend, among them the First Congregational Parsonage/Miller House (ca. 1770, altered 1856) at 484 County Road and the Alfred Drown House (ca. 1740?, moved ca. 1830, altered late 19th century) at 13 Alfred Drown Road.

### **Multiple-family Houses**

Multiple-family houses generally conform to a smaller range of basic shapes and plans than do single-family structures. Multiple-family housing falls into two categories: the double house and the two- or three-decker. Each category is characterized by the spatial organization of the dwelling units within. Multiple-unit dwellings reflect the same stylistic influences and progressions seen in--and generally first utilized for--single-unit domestic buildings.

The typical double house comprises two mirror-image-plan, multiple-story units placed side by side. Double houses are extremely rare in Barrington. The dwelling at 473-75 Sowams Road is typical of the earliest and simplest form: a rectangular-block mass with paired entrances set together at the center of the facade.

Two- and three-decker residences evolved from the standard side-hall-plan dwelling, expanded and adapted to accommodate usually identical-plan units stacked on two or three floors. The early decker residence is typically a two-and-one-half-story, rectangular-block building turned narrow end to the street with an end-gable roof. Later deckers tend to be larger in size and scale and more complexly massed, with bay windows, towers, or upper-story overhangs, and multi-story, usually full-width front porches. Examples of the type stand at numbers 53, 71, and 77 Maple Avenue, some of these now adapted for commercial or mixed commercial and residential use.

### **Architectural Styles**

#### **Gothic Revival/Carpenter Gothic**

The Gothic Revival drew inspiration from the buildings of medieval Europe and the British Isles. Interest in the picturesque and romantic qualities of Gothic architecture first developed in England in the mid-eighteenth century, and Gothic elements subsequently were included in architectural pattern books. During the early nineteenth century the interest in "Gothick" as a source for decorative detail spread to America. In Rhode Island, a number of Federal-era buildings in Providence and Bristol were constructed with Gothic ornamental features. The Gothic style's association with medieval liturgy, which enjoyed a revival in the early nineteenth century, made it popular for Anglican and Roman Catholic churches. American

designers and authors Andrew J. Davis and Andrew J. Downing promoted the use of the Gothic style for rural and suburban dwellings because they believed it harmonized particularly well with Nature.

Gothic Revival houses of the mid-nineteenth century were not modeled after actual medieval residences, but featured elements derived from the building tradition of the Middle Ages: asymmetrical massing, organic composition, vertical proportions, and pointed arches. A simplified mode, the Carpenter Gothic, evolved as a vernacular style employed by builders without formal architectural training. Decorative cut-out bargeboards, stickwork porches, steeply pitched gable roofs, and heavy window-top moldings known as drip molds were all employed to evoke the sense of Gothic design. Though the full-blown Gothic Revival never became a widespread mode for house design, Gothic-inspired details were employed on many dwellings. The Gothic sensibility is evinced in elements such as the multiple steeply pitched gables and the stickwork porch of the Mathewson House/The Gables Hotel, 41 Mathewson Road and the sawtooth eaves trim of the Second Congregational Parsonage, 464 County Road.

#### **Italianate/Bracketed**

The Italianate style began in England about 1800 as another manifestation of the picturesque movement. Two distinctive house forms are especially associated with this style. The palazzo type is a symmetrical, cubical-mass dwelling, two or three stories tall, with a three-bay, center-entrance facade and a flat or low-pitch hip roof. Modeled after the formal Renaissance city palaces of Rome and Tuscany, the form was popular in Providence, where several early, influential examples were erected in the College Hill section in the 1850s. The asymmetrical villa type, derived from the rural vernacular residences of the Italian countryside, followed several forms. Some are cubical dwellings with corner towers of unequal height, some are L-, T-, or cross-plan dwellings, either with or without a tower set in an angle formed by the wings. Many villas had low-pitch hip roofs, but gable roofs were not uncommon, their peaked forms often enhancing a villa's irregular silhouette.

Quoins (block-shaped corner trim), classical window architraves, bold window cornices or hoods, massive door hoods, round-arch openings, arcades, narrow windows grouped in twos or threes, and wide overhanging eaves are all characteristic features of the Italianate style. Its chief decorative element is the bracket, with intricately cut profile and often incised or applied decoration on the sides. Brackets were mass produced in wood and were a cheap, readily available form of ornament. They were used extensively to support door and window hoods and to embellish the cornices of hoods, door and window lintels, bay windows, and eaves. The widespread application of brackets to simple buildings with no other Italianate elements gave rise to a vernacular mode known as the Bracketed style. A transitional or hybrid style also emerged which retained the wide pilaster and entablature trim of the Greek Revival style combined with bracket trim along cornices.

In contrast to the Gothic Revival, the Italianate style enjoyed widespread popularity for domestic architecture. It appeared in myriad variations, many of which bore little resemblance to actual Italian dwellings. The Rev. F. Horton House (ca. 1870) on the St. Andrew's School campus on Federal Road, with its three-bay symmetrical facade, paired windows, and hip roof topped with a cupola, is the best example in Barrington of the Italian palazzo format. The Second Congregational Parsonage (1873) at 464 County Road and Thomas W. Bicknell House (1866) at 220 Washington Road also take their cue from that type, executed with flank-gable roof rather than the more characteristic flat or hip roof. The Ebenezer Tiffany House (ca.

*The Rev. Francis Horton House (ca. 1870), Federal Road. An illustrative example of the Italianate palazzo house type, with cubical form, symmetrical facade, paired narrow windows, bracketed cornice, and hip roof capped with a central cupola. The present front entrance portico is a later addition.*



*Jesse Davis House (ca. 1850), 12-18 Tyler Point Road. A good example of an Italianate villa, with cross-plan massing bracketed cornice, and cross-gable roof topped with an octagonal cupola.*



*Albert G. Peck House (1865), 955 County Road. A fine Italianate dwelling with deep window cornices, a flaring hood over the center window, an arched window in the front gable, and brackets trimming the portico, bay window, and eaves.*



*Lewis T. Fisher House (1863), 33 Jenny's Lane. This end-gable, side-hall-plan house has an Italianate hood over the main entrance and bracketed eaves.*



1855) at 404 County Road and the Jesse Davis House at 12-16 Tyler Point Road are examples of Italianate villas, the former following a standard "L" plan, the latter a cross-plan residence topped with an octagonal cupola. The B. F. Thurston House at 52 Nayatt Road and the Nelson Newell House (1869) at 53 Jennys Lane are very fine, unusual examples of the Italianate villa. The Thurston House has a pair of symmetrical, low-pitch front gables flanking its central entrance. The Newell House consists of a one and one-half story, flank-gabled main block with a three-story, end-gabled central tower thrusting upward between a pair of porches, one with a glazed arcade and one open, and twin gabled front dormers. The Albert H. Peck House (1865) at 955 County Road and the Allen C. Mathewson House (ca. 1862) at 39 Mathewson Road are variants of a similar theme. Both are rectangular-block masses with a flank-gable roof broken by a central front gable, the Peck House two and one-half stories tall, with a side ell and a central entrance portico; the Mathewson House one and one-half stories tall, with an extensive wrap-around veranda and a rear ell.

The Lewis T. Fisher House I (1863) at 33 Jennys Lane, with its two-and-one-half-story, end-gabled form, side-hall plan, and prominent gabled entrance hood, follows a form typically used for city houses on narrow-fronted lots. The one and one-half-story variant of the side-hall-plan house appeared more commonly as village or rural dwellings; two local specimens are the John Rose House (1871) at 38 South Lane, a transitional example with bracketed cornice trim and a trabeated, Greek Revival-type main entrance, and the house at 76 Alfred Drown Road.

### **Second Empire/Mansard**

The name "Second Empire" refers to the reign of Napoleon III, the second Emperor of France. This style was a revival and elaboration of French Baroque architecture, first utilized for the emperor's public building programs in the 1850s. Some examples of the style appeared in the United States at that time, but the Second Empire mode became especially fashionable during the Civil War and the years thereafter. Many Second Empire houses are symmetrically composed, a departure from the picturesque movement's emphasis on asymmetry. However, an extensive vocabulary of details, some adopted from the Italianate style, could be employed to produce elaborate, richly ornamented structures. The mansard roof, composed of steep-pitched, nearly vertical sides and a flat deck or low-pitch hip roof on top, is the hallmark of the style. It was attractive to home builders because it created a monumental image, at the same time maximizing the amount of usable space on the top-floor. The so-called "French roof" sometimes was used on dwellings without other features of the Second Empire style; this vernacular version of the mode is perhaps better designated the Mansard style, in recognition of the dominance of its signature roof form.

The Royal D. Horton House (ca. 1872), facing County Road at the intersection of Winsor Drive, is the most striking example in Barrington, and one of the state's most conspicuous landmarks, of Second Empire domestic architecture. Despite the removal of its original wrap-around veranda by a previous owner some decades ago (relatively recently replaced by the present smaller front porch), it remains an impressive dwelling, with elaborate incised window-frame ornamentation, large-scale paired cornice brackets, boldly capped dormers, and a prominent "sunbonnet" front gable edged with decorative bargeboards. Also notable is the Henry A. Monroe House (ca. 1870) at 41 Nayatt Road, a more complexly massed example with projecting wings and a handsome wrap-around stickwork veranda, set on a spectacular shoreline site overlooking the Providence River. The Chapin-Waldron House (1858, 1873) at 26 Alfred Drown Road is an example of the mansard roof added to update an earlier dwelling. The Allen C. Mathewson House (ca. 1862) at 48

Jennys Lane is a very attractive one and one-half-story, asymmetrical "T" plan dwelling with a stickwork entrance porch in one angle, bracketed cornice, and a chevron-pattern band at the junction of the mansard roof's concave lower slope and hipped top.

#### **Modern Gothic/"Stick Style"**

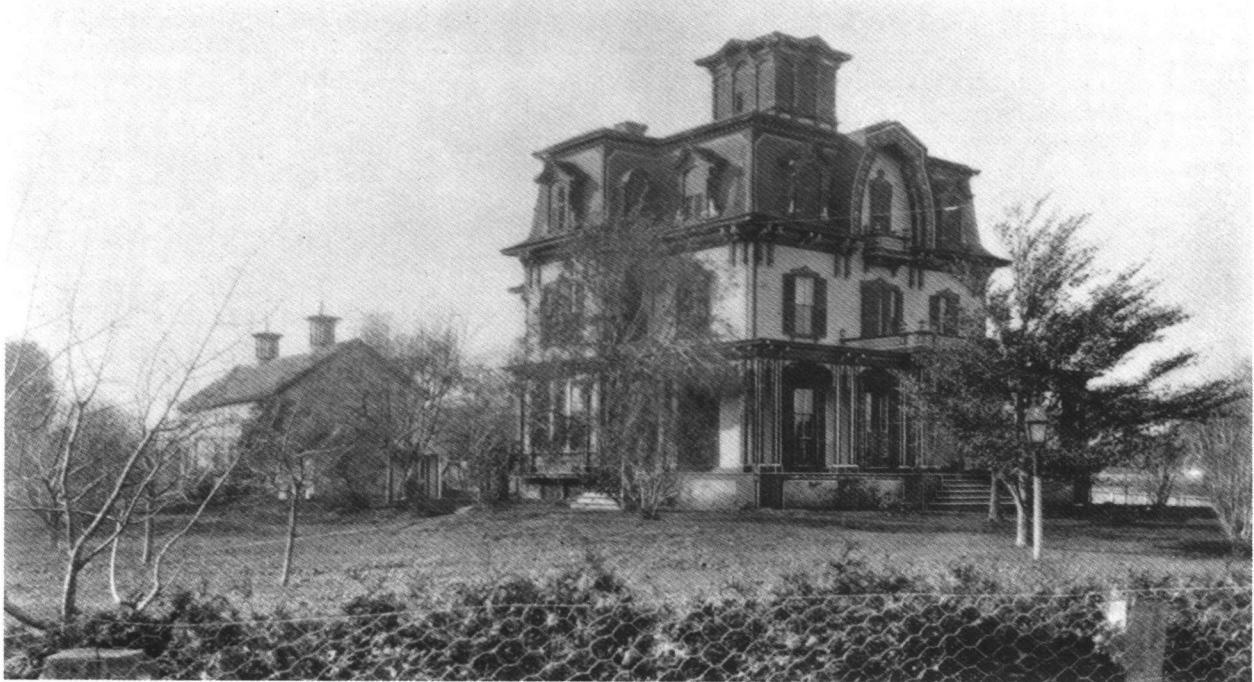
The Modern Gothic--the so-called "Stick Style"--drew inspiration from the half-timber houses of medieval England, France, and Germany, and the chalets of Switzerland. The style first became popular in seaside resorts of France and the Low Countries before spreading to America in the 1860s and 1870s. Its characteristic features include articulation of exterior wall surfaces with flat-board belt courses or grids of rectangles and diagonals, mimicking medieval half-timbering; clapboard siding often mixed with vertical-board and shingle siding; timberwork porches; and gable peaks, eaves, porches, and door and window hoods bedecked with pseudo-structural struts, cross braces, and jigsawed vergeboards or ornamental panels. Full-blown Modern Gothic houses are rare in the greater Providence area. Barrington has one of the finest examples: the Charles D. and Mary B. Owen House (ca. 1875) at 23 Nayatt Road, designed by the important Providence architectural firm of Stone & Carpenter. Modern Gothic details or trim commonly appeared on simpler houses or eclectic dwellings that combine elements of several different styles. For example, the house at 474 County Road, a relatively plain structure, has Modern Gothic type trim on its gabled front dormers.

#### **Queen Anne, Modern Colonial/"Shingle Style," and Colonial Revival**

American architectural practice became increasingly professionalized during the late nineteenth and early twentieth centuries. Through education and travel, architects obtained a broader and deeper knowledge of historical architecture, which greatly affected their approach to design. The eclectic reinterpretation of historic styles formed the basis for the highly individualistic and inventive compositions of the period. Transitional architectures of past eras and the vernacular structures of other times and cultures were favorite sources. As before, builders and contractors modeled their efforts after the works of trained architects, producing structures that were usually less sophisticated but often still charming in spite of, or perhaps because of, slight aberrations or awkwardness in design. Styles reflecting these changes include the Queen Anne, Modern Colonial, Shingle Style, and Colonial Revival.

The Queen Anne movement, named for the early eighteenth-century British monarch, began in England in the 1860s. The term is associated there with the revival and reinterpretation of several stylistic currents that prevailed in Britain from the late fifteenth through the early eighteenth centuries. Sources ranged from strictly medieval ones, such as the half-timbered structures of the Tudor era, to the mixed styles of later periods: either the Elizabethan and Jacobean modes, in which Renaissance classicism was beginning to influence traditional Gothic design, or provincial Late Stuart and Early Georgian architecture, which incorporated holdovers from the Gothic period in buildings conceived in the Renaissance manner.

Aspects of the English Queen Anne spread to America in the 1870s. In the United States, the style bears no relation to actual English architecture of Queen Anne's reign. First to appear here were Tudoresque dwellings modeled after the early works of English architect Richard Norman Shaw; hence the term Shawian sometimes used for this variant. However, the term Queen Anne is most commonly used for a highly picturesque, eclectic style that freely combines elements copied or



*Royal D. Horton House (ca. 1872), One Winsor Drive, corner of County Road. Photograph from History of Barrington, by Thomas W. Bicknell, 1898.*  
*This view of Barrington's most elaborate Second Empire house shows the structure before removal of the original front veranda and cupola. Note the heavily scaled window trim and cornice brackets, and the mansard roof broken by a distinctive "sunbonnet" gable.*



*Henry A. Monroe House (ca. 1870), 41 Nayatt Road. A large Mansard dwelling with a fine stickwork veranda and bracketed cornice.*

*Allen C. Mathewson House (ca. 1862), 48 Jenny's Lane. The bell-curve mansard roof with bracketed cornice and chevron pattern band between the roof slopes contributes greatly to this house's distinctive architectural character.*



*Charles D. and Mary Owen House (ca. 1875), 23 Nayatt Road. A high-style Modern Gothic house with characteristic flat-board wall articulation, patterned shinglework, cove cornice, vergeboard trim, and steep gables.*



*George Anderton House (1907), 33 Alfred Drown Road. A Queen Anne dwelling with unusual banded concrete porch columns, a side chimney with S-curve profile, and an ogee-roof semicircular oriel window over the porch.*



*Annie M. Winsor House (ca. 1890), 17 Mathewson Road. This house's asymmetrical massing, with projecting central pavilion and cylindrical corner tower, is typical of Queen Anne design, as are the extensive veranda, the bay window, and the mediævalesque gable-end overhangs and vergeboard trim. Later alterations include removal of the corner tower's original roof and installation of modern casements in the bay and pavilion.*



abstracted from both medieval and classical sources. Not all features were derived from English precedents. French architecture became increasingly influential, as American architects who trained and traveled in France returned with sketches of old buildings which were then published in periodicals. The sixteenth-century transitional Gothic/Renaissance architecture of the reign of Francis I and the late medieval vernacular building tradition of Normandy and Brittany were particularly admired. In addition, interest in our nation's Colonial past, stimulated in part by patriotic sentiment aroused by the Centennial of the Declaration of Independence, encouraged greater attention to American architecture, both seventeenth-century postmedieval structures and classical Georgian and Federal buildings.

These varied sources all come together in Queen Anne building. The influence of medieval England and France is reflected in asymmetrical massing; use of overhangs and jetties; tall chimneys with pilasters, corbeled tops, or other patterned brickwork; and richly patterned and textured wall surfaces. Where financial resources permitted, exterior surfaces were covered with several materials: stone, brick, slate, terra cotta, stucco, half-timber, clapboard, and shingle. Stucco might be molded or studded with stones or broken glass to emulate the pargeting found on old English dwellings. Patterned shingles, very common even on inexpensive houses, imitated in wood the sheathing of slates or tiles found on some medieval structures. High hip roofs and cylindrical or polygonal towers or turrets with conical roofs emulate forms derived from the chateaux, manors, and farmhouses of northwestern and central France. Classical applied ornament is usually derived from American Colonial and Federal sources: broken-scroll pediments; Palladian, elliptical, and circular (bull's-eye) windows; and garland-and-swag decoration. The inclusion of projecting and recessed porches and balconies, often decked with spindles and turned posts, is one of the less derivative, more inventive features of the American Queen Anne style.

Barrington has many fine Queen Anne dwellings. The Charles H. Merriman House (1881) at 38 Nayatt Road is a particularly well designed and typical example, with elaborate veranda, clapboard and cut shingle wall cover, and multi-form cross-gable and hip roof. The George Anderton House (ca. 1907) at 33 Alfred Drown Road is very unusual in scale, detail, and material. It has a rusticated concrete-block foundation, cast-concrete fluted and banded veranda columns, a domed semi-circular bay over the veranda, and a prominent shaped side chimney, all with a rather massive and heavy appearance. The Lewis T. Fisher House II (ca. 1887) at 27 Jennys Lane is notable for its richly textured surfaces including clapboard, plain and patterned shinglework, and diaperwork panels in its gable peaks. Number 17 Mathewson Road (ca. 1890) and 46 Bluff Road (ca. 1895) are both large and complexly massed, asymmetrical dwellings with bay windows, cylindrical corner towers (now flat-roofed; both presumably missing their original conical roofs), and extensive verandas. The Ellery C. Anthony House (ca. 1895) at 15 Lincoln Avenue is a fine modest Queen Anne house with a spindlework front porch, clapboard and plain and cut shingle wall cover, and paired second-story windows linked with a central decorative panel.

The Modern Colonial style emerged in the early 1880s. The shingled vernacular houses of seventeenth- and eighteenth-century New England served as its inspiration, especially structures of the 1600s with their strong postmedieval character, and transitional dwellings in which Georgian classicism was beginning to supplant lingering Gothic traditions. Some Modern Colonials have very refined, applied Colonial detail similar to that of Queen Anne houses, though a lack of elaborate classical ornament is one of the chief characteristics of the style. Many Modern Colonial dwellings are covered with overscaled gambrel roofs that encompass both the second floor and attic, serving to pull together and anchor the mass. In accordance with the eclectic spirit of the times, Modern Colonial houses often incorporate non-Colonial bay windows or towers. Such towers usually have a distinct

French medieval flavor; in some cases they are such emphatic parts of the design the house is really more medieval than colonial in inspiration. The Arthur F. Kidder House (ca. 1910) at 16 Jennys Lane is a particularly fine Modern Colonial house with contained rectangular massing, a flank gable roof, and symmetrical five-bay, center-entrance facade taken directly from Colonial precedents, updated with a front porch supported by paired columns, triple windows on the first-floor facade, and a broad front dormer.

During the past forty-five years the term "Shingle Style" came into popular use to refer to a class of unornamented shingled dwellings freely derived from the historic vernacular architecture of Colonial America and medieval Europe, mixed with some Japanese influences. This designation has supplanted the term Modern Colonial, often used in the late nineteenth century to describe buildings in this mode. The label "Shingle Style" has been loosely used to categorize a wide array of shingle-clad buildings, often ignoring the readily identifiable historic sources of such structures. However, some shingle structures are so simplified and abstract they have virtually no origin in historic precedents; such buildings represent a distinctive approach to design which is fittingly characterized by the non-historicizing term Shingle Style. The Henry and Lucy Anthony House (ca. 1892) at 50 Walnut Avenue, with its stark, simple shape, uniform shingle wall cover, and lack of historical detailing save for a keystone over its entrance porch archway, is a good example of this mode.

Growing interest in classical design and greater regard for more "correct" composition encouraged the development of the Colonial Revival style. Colonial Revival houses typically have massing and detail derived from Colonial and Federal prototypes, but the size and scale of Colonial Revival houses are larger than those of the original models. Most Colonial Revival buildings have contained rectilinear massing, broken perhaps by bay windows; symmetrical facades with central entrances; front porches with columns and classical balustrades; relatively uniform roofs, sometimes elaborated on the facade by a cross gable or a row of dormers; and window shutters. Palladian windows, corner pilasters, and garland-and-swag trim are common decorative elements.

The George Howard Smith House (ca. 1895) at 217 Washington Road is an illustrative example of the typical Colonial Revival dwelling featuring cubical massing, classical veranda columns, shutters, and a hip roof topped with a balustrade. Its asymmetrically placed, polygonal projecting bay and wraparound veranda are characteristic of the types of non-Colonial elements that appear on Colonial Revival dwellings. Number 139 Rumstick Road (ca. 1900) is a splendid Colonial Revival with a massive gambrel roof encompassing the second story and attic and an elaborate central entrance motif comprising a columned and balustraded entrance porch surmounted by a dormer unit capped with a broken scroll pediment.

The Queen Anne, Modern Colonial, "Shingle Style," and Colonial Revival developed more or less sequentially, but none fully supplanted the others: all remained desirable from the 1890s through the early years of the twentieth century. These modes were sometimes combined. The Bullock-Blake House (ca. 1892, ca. 1904) at 139 New Meadow Road is an engaging, if somewhat unusual, example of stylistic fusion resulting from successive construction projects. The original Queen Anne portion of this residence, with an angled rectangular corner tower, has a large side addition with a Colonial Revival gambrel roof. The influence of the Queen Anne persisted in vernacular building practice, as contractors continued to build projecting bays and towers on residences until the first World War and to use patterned shingle work on dwellings into the 1920s. The Colonial Revival also continued, with some changes after about 1910, until World War II, and even thereafter with yet more modifications.

*Arthur F. Kidder House (ca. 1900), 16 Jenny's Lane. An excellent example of a Modern Colonial style residence modeled after 17th- and 18th-century New England domestic architecture.*



*Henry and Lucy Anthony House (1892), 50 Walnut Road. The relatively simple geometry, uniform shingle wall surface, and lack of extensive ornamentation seen here are hallmarks of the Shingle Style.*



*George Howard Smith House (ca. 1895), 217 Washington Road. A high-style Colonial Revival residence with characteristic Tuscan column veranda, shutter-trimmed windows, pedimented gable dormers, and roof balustrade. The polygonal corner bay, a feature not seen on real Colonial houses, is a typical embellishment found on Colonial Revival dwellings.*



*Leroy Fales House (ca. 1895),*

*32 Lorraine Avenue.*

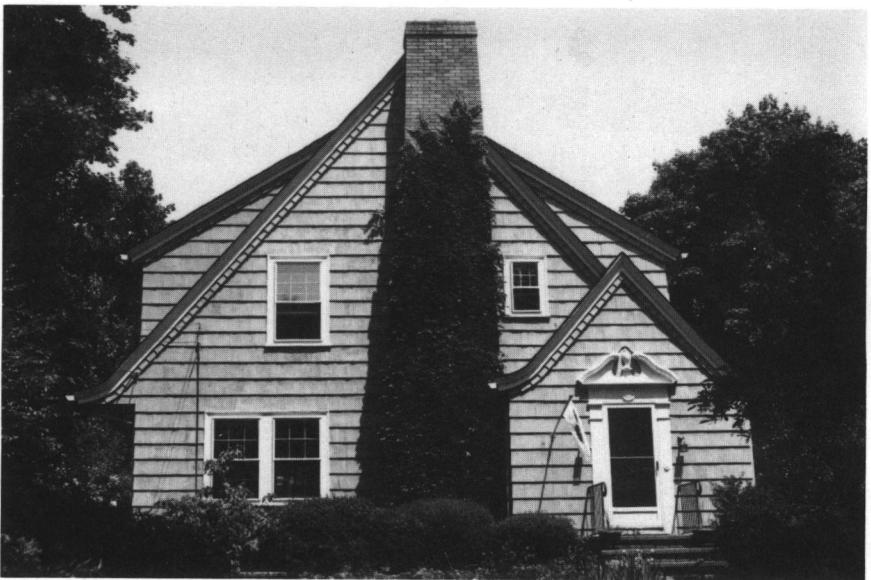
*Photograph, 1987. A very large, asymmetrical English Medieval Revival residence with multiple gables decked with finials and chimneys with pilastered tops.*



*Howard L. Merrill House  
(1926) and Merrick L. Goff  
House (1929), 45 and 43  
Rumstick Road. A pair of  
characteristic English Medieval  
Revival houses on adjoining  
lots.*



*Anderson-Law House (1927),  
26 Lincoln Avenue. An English  
Cottage style dwelling with end-  
gable roof, prominent front  
chimney, and off-center  
projecting entrance pavilion.  
The American Colonial  
pedimented doorway is typical  
of the mixed stylistic detailing  
found on such houses.*



### **English Eclectic Revival: Tudor Revival/English Cottage/Old English/"Jacobethan"**

A different version of medieval revival architecture began to emerge in the 1880s and reached the height of popularity in the 1920s and 1930s. Most commonly identified as Tudor Revival, this mode has suffered from inaccurate nomenclature which fails to reflect the full range and character of sources. In this it is like the Queen Anne movement--to which it perhaps owes a greater debt than yet suggested. Medieval Revival houses usually have asymmetrical massing, steep gable roofs, and medieval detail: Tudor arch doorways, drip molds over windows, banks of multi-pane windows, and molded chimney pots. Some modest houses have medieval detail applied to standard cubical or rectangular-block masses. Others have no or very little detailing and rely on certain forms which are emblematic of the style, such as front gables, end-gable entrance pavilions, and prominent chimneys on the facade. Larger houses are often executed in stone or brick, or combinations of these with slate and stucco with half-timbering. In some cases half-timberwork is combined not with stucco but with patterned brickwork. Smaller houses can be clad in weatherboard or shingle, perhaps with some stucco and half-timber. Sources range from Tudor and Jacobean manor houses to vernacular cottages of the British countryside, especially the quaint stone or stucco houses of the Cotswold district. While English sources predominate, some features are drawn from continental building practice as well.

The English manor house is the design source for Belton Court (1905-06, 1927-28) on Middle Highway, the grandest Medieval Revival dwelling in Barrington, now a college administration building and residence. This impressive stone structure, with multiple wings arranged on a courtyard plan, features castellated parapets on its bays and landmark four-story tower. The Leroy Fales House (ca. 1895) on Lorraine Avenue is a rambling, asymmetrical stone and shingle Tudor residence with angled wings, multiple gables, prominent ribbed brick chimneys, and gable-peak finials. A fine row of picturesque English Medieval Revival dwellings, built for Carleton Goff, Merrick L. Goff, and Howard L. Merrill between 1926 and 1930, is located at 35, 43, and 45 Rumstick Road. The Anderson-Law House at 26 Lincoln Avenue (1927) is a very good example of a very common sort of English eclectic dwelling: the end-gable house with front chimney flanked by an off-center, end-gabled entrance pavilion containing a pedimented entranceway.

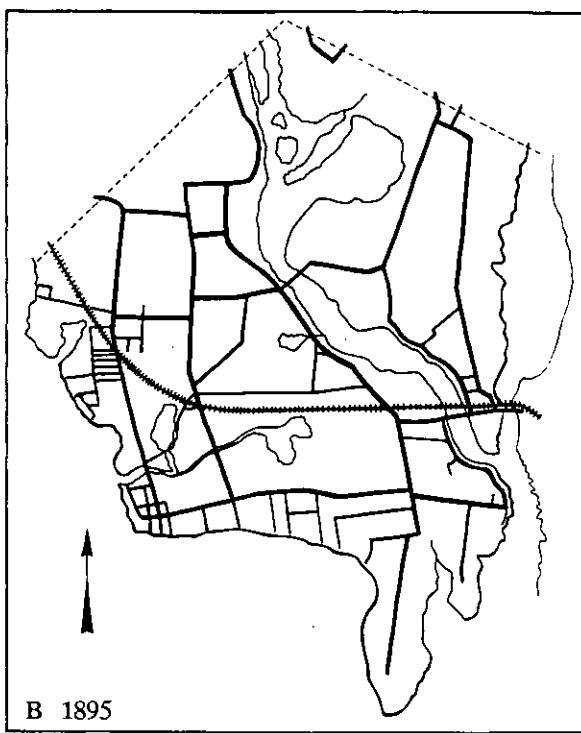
### **Vernacular Houses**

Some construction during the 1840-1910 period evidences little concern for architectural fashions. Often utilitarian structures such as farmhouses and workers' cottages, and some suburban houses as well, follow very simple, standardized building patterns with very minimal or no stylistic embellishment. Where stylistic details are incorporated into the vernacular building repertoire, they usually persist in use long after they go out of vogue in high-style design.

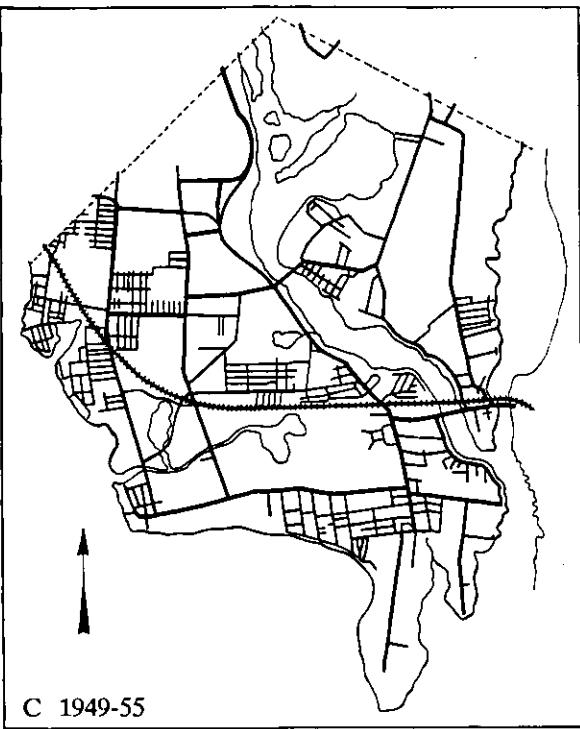
The most common vernacular form is characterized by very simple massing, clapboard wall cover, and flat-board door, window, corner, and fascia trim, sometimes embellished with simple cornice moldings. This mode recalls the Greek Revival style, but generally the corner and fascia boards of vernacular buildings are narrower than the pilaster and entablature trim of Greek Revival structures. The houses at 82 Massasoit Avenue (ca. 1870), 79 Rumstick Road (ca. 1853), 29 Annawamscutt Road (1878), and 26 First Street (ca. 1868) are all typical examples.



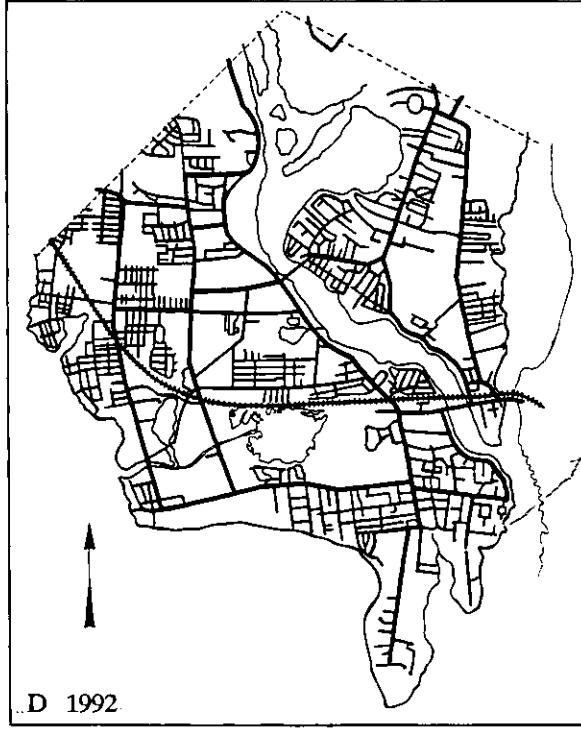
A 1851



B 1895



C 1949-55



D 1992

*Development of Barrington's road network. Map A is based on the 1851 Walling map; Map B, drawn from the 1895 Everts & Richards atlas, shows the railroad and development of Drownville (West Barrington), Nayatt Point, farmland near the beach south of Nayatt Road, and land at the southern tip of New Meadow Neck; Map C, from USGS maps dated 1949-55,*

*shows the subdivision of farmland scattered throughout town and the growth of summer colonies at Bay Spring, Annawamscut, and Barrington Beach; Map D, from the 1992 town highway map, shows the continued subdivision of previously undeveloped areas. The remaining unplatted areas today are either public or institutional holdings or wetlands.*

## THE EMERGING SUBURB (1910-1945)

A combination of factors led to Barrington's emergence as Rhode Island's consummate suburban community in the twentieth century. As the trend towards increasing population movement away from overcrowded cities begun in the nineteenth century continued, Barrington was an attractive community for several reasons: its proximity to Providence, the ease of public transportation and an improving road system, the availability of farmlands for development, and the town's rural setting and attractive waterfront were all very appealing. Barrington was a rural area, beautifully planted and maintained, in part as a result of the efforts of the citizenry and groups such as the Rural Improvement Association. Between 1910 and 1945, the population of Barrington multiplied from approximately 2,500 to over 6,000 inhabitants, and the majority of the town's work force commuted to jobs in Providence.

While the first phase of suburbanization in the late nineteenth century had been made possible by train and trolley transport, twentieth-century suburbs are largely the product of widespread use of automobiles. The advent of universally available automobiles altered the landscape of many communities, not least towns such as Barrington. The automobile was a major factor in suburban expansion; it provided mobility and opened outlying areas to development. To accommodate the rapid rise of automobile use, construction of new roads and bridges, and improvement of existing dirt roads to paved surfaces, also occurred. New house construction began to include garages as a standard amenity, and owners of older houses often added garages to their property.

In Barrington, County Road continued to be a major artery. The present-day Barrington and Warren Bridges were built in 1914 by the W. L. Miller Company after the designs of Clarence L. Hussey, an engineer in the state's highway department. The State Board of Public Roads had implemented a statewide program to improve roads and established a bridge division in 1912. The construction of these two bridges was the largest project in the first round of bridge upgrading and reconstruction projects performed by the bridge division.

The hurricane of September 1938 damaged both the trolley line and the Providence, Warren and Bristol Railroad. With ridership already declining because of increased automobile use, both companies discontinued rail passenger service.

### Suburban Residential Neighborhoods

As the use of the automobile increased, Barrington became more accessible for families whose workplaces were in metropolitan Providence, Aquidneck Island, or nearby Massachusetts cities and towns. As a result it became more densely populated. Large tracts of family farms and estate holdings began to be platted and divided up into houselots. Passage in 1926 of the town's first zoning ordinance, which prescribed small 7,000 and 10,000 square-foot lots further stimulated development. By the mid-1930s there were only about fifteen farms operating in Barrington, chiefly located along New Meadow Neck and in the northwest section of town off Wampanoag Trail. Landowners and real estate developers began to subdivide property to accommodate new housing demands and to reap financial benefits from rising land values.

In contrast to this pattern, Nayatt Point and Rumstick Point were further established as neighborhoods of large suburban and country houses. These houses tended to be substantial structures, set well back from the road on spacious

landscaped lots. Examples include the Abiel Davis House (ca. 1880, 1927), 233 Rumstick Road, a handsome Neo-Georgian country house with classical detailing, which was substantially enlarged by Providence architect Albert Harkness in 1927; and the Benjamin Jackson House (1910 et seq.) 115 Nayatt Road, a formal brick Neo-Georgian manor, designed by Norman M. Isham, a leading proponent of the fashionable Colonial Revival style.

Development of more modestly scaled vernacular houses accelerated in West Barrington, where the platting of the Richmond Farm resulted in eight new streets west of Washington Road. Late in the period, the area between Rumstick Road and Mathewson Road was partially built up with the platting of Allen C. Mathewson's large tract, and both Ferry Lane and Nayatt Road witnessed some new construction, although most of the development in these areas is post-World War II construction.

The process of development of Barrington plats varied, of course, depending on date and developer, but a single example may help to explain the process. In June, 1938, R. C. Stark Incorporated purchased a six-acre tract bounded by Rumstick Road and Ferry Lane from Henry Hoffman. The sale was arranged by J. Benjamin Nevin's office. The tract was described by a newspaper article as "elm studded," and contained a house and a barn. The town's zoning ordinance prescribed 10,000 square-foot lots for the area. Rossiter C. Stark remodeled the old house for himself. C. Reuben Moberg, a Providence architect associated with the Stark firm, drew up the subdivision plan: eighteen buildings lots, roughly 100 x 100 feet, and a road running parallel from Rumstick Road onto Ferry Lane. Moberg also designed the houses built by Stark, all variations of the popular, two-story and two-and-a-half-story, flank-gable roof, five-bay center-chimney Colonial Revival house type with a one-car attached garage. Much of the Stark plat is intact.

### Industries

Although it was a suburban community proud of its quiet rural character, a few previously-established Barrington industries did exist in this period. The presence of these industries drew a substantial Italian population to Barrington, beginning in the late nineteenth century, but especially in the early twentieth century. Drawn mainly from southern Italy, Italian-Americans in Barrington came to work in the brickyards or the expanding lace works. For the most part, the town's Italian community settled along Maple Avenue in the center of Barrington.

The Rhode Island Lace Works, established in 1904 on Bay Spring Avenue, expanded with a large new brick and concrete mill constructed in 1920, and additions in the 1930s. The business was purchased by the Seekonk Lace Company in 1932, who constructed a small brick-and-concrete building in 1948. The company manufactured lace on huge English machines until it closed in 1990.

In 1912, a new two-story brick mill was erected on the Cunnawomscutt Mill property, which was later purchased by the O'Bannon Corporation. Other companies formed in the first decades of the twentieth century and sited near the railroad tracks in West Barrington included the Frost Finishing Company on Park Avenue and the International Rubber Company, both manufacturers of artificial leather goods, primarily for the automobile industry. By 1914, the O'Bannon Corporation had purchased both companies. The firm advertised in the 1921 Davidson *Textile Blue Book* as dyers, bleachers, and finishers of artificial leather, oil cloth, and rubber carriage cloth, with offices in Boston and New York. O'Bannon continued in operation until the 1930s when it declared bankruptcy. Both industrial complexes were purchased by the Cranston Worsted Mills Company, manufacturers of worsted



*View of the Davis Estate (early 20th century), 233 Rumsick Road. Photograph, 1921. Courtesy of Barrington Preservation Society. This view captures the flavor of the Rumsick estate district, with its substantial houses set on meticulously landscaped grounds. The house and grounds have since been altered.*

*Benjamin Jackson House (1910 et seq.), 115 Nayatt Road. Norman M. Isham, architect. Photographs, ca. 1910. Courtesy of Rhode Island Historical Society, Norman M. Isham collection. Exterior and interior views of this substantial Neo-Georgian style country house, built overlooking Narragansett Bay.*



*Leander Peck Memorial School/Barrington Public Library and Senior Center (1916-17 et seq.), 281 County Road. Martin and Hall, architects. View east of this handsome Elizabethan Revival brick building with a symmetrical facade and projecting end gables. Built in memory of Leander Remington Peck for a high school, it was remodelled and enlarged in the 1980s for the town library and senior center.*



*Church of the Holy Angels (1963), Maple Avenue. View north of this Modern building of buff brick, timber, and glass with an octagonal cupola. It replaced the original 1913 church, organized by Father Anthony Bove to serve a growing community of Italian brickworkers and their families.*



*Shrine in Honor of the Assumption of Our Blessed Mother (1960), off Maple Avenue. View north of the fieldstone grotto containing a statue of the Virgin Mary.*



*St. Luke's Roman Catholic Church (1936), 108 Washington Road. View northeast of this end-gable-roof shingled building with a rose window and other Neo-Gothic detailing.*

yarns. A 1927 advertisement claimed them to be "The only manufacturer in the United States who make Fancy Yarns of Mohair and Worsted from the raw material to the finished product." The Cranston Worsted Mill was owned by the Collins and Aikman Corporation, whose main branch was located in Bristol.

Depletion of the clay pits led to the decline of Barrington's brick industry which did not survive the economic dislocations of the 1930s. In 1940, the town purchased the largely inundated and abandoned New England Steam Brick Company property, and all of the standing structures were demolished.

### Civic and Institutional Development

As the population of Barrington grew, schools were constructed to accommodate the new residents. The Peck Memorial School next to the town hall was built in 1916-1917 following designs by the architects Martin and Hall. It was donated by Sarah Gould Peck, in memory of her husband, Leander Remington Peck. The school was expanded in 1925 and again in 1935. The Maple Avenue School was built in 1919 and added to in 1922 and 1926. The West Barrington Elementary School, built in 1929, was demolished in 1987.

By the 1930s, the public library's book collection had grown too large for its quarters in the town hall, and an addition to the town hall, designed by the firm of Martin and Hall, was erected in 1938-1939. A full-time police force was inaugurated in 1934; it is quartered in the former trolley line's electrical substation at the Barrington Bridge.

The influx of Italian immigrant laborers and their families prompted the establishment of a Roman Catholic parish. In 1912 Bishop Harkins assigned Reverend Anthony Bove to minister to Italian Catholics in Barrington. Father Bove was one of the pioneering Italian priests in the diocese of Providence, and the founding pastor of St. Ann's Church in Providence. The first Church of the Holy Angels was built in 1913; it operated as a mission until 1915 when it became a parish. The rectory at 341 Maple Avenue was built ca. 1915. The present church was built in 1963.

St. Luke's Church was established in 1936 in response to a petition from area Catholic residents, primarily of Irish descent. The construction of the church began in October, 1936. It was operated as a mission of St. Brendan's Church in Riverside until it became a parish in September, 1942.

The Rhode Island Country Club's golf course had been established at the turn of the century when Charles H. Merriman purchased a tract of land between Washington Road and Middle Highway. He established a 9-hole course here which was later expanded into the RICC course. In 1912 a handsome Colonial Revival clubhouse, designed by Clarke and Howe, was completed. It does not survive, but several large Colonial Revival houses built adjacent to the course still stand and still convey the ideal of classical symmetry in a setting of relaxed play and natural beauty. Note especially the Edmund L. Watson House at 140 Nayatt Road (1915), designed by Clark and Howe, and the William J. Tully House at 132 Nayatt Road (1929), designed by Howe and Church.

## **ARCHITECTURE (1910-1945)**

During the 1910s, 1920s, and 1930s, the pace of growth in Barrington accelerated. The average rate of population increase for each decade was greater than for any other period in the town's history, averaging about 37 per cent. Much of this growth resulted from an influx of residents who commuted to jobs in other towns. It was during this period that Barrington's character as a suburban "bedroom" community was firmly established.

### **Domestic Architectural Types**

A transformation in domestic architecture paralleled a number of technological, sociological, and cultural changes during the early twentieth century. Widespread use of the automobile led to the adoption of more spacious layouts for subdivisions. Late nineteenth-century inventions like the telephone and the electric light, no longer novelties or luxuries, became common features, and the increasing variety of gas and electric household appliances transformed housekeeping practices and houses themselves. As the labor pool of relatively low-wage domestic workers diminished, efficiency became a key element in planning dwellings to be maintained without servants. With a decrease in the average number of children per family and a gradual departure from extended-family living arrangements, households became smaller, altering standards regarding the size and organization of living quarters.

Domestic architecture followed a trend toward smaller scale, smaller size, and simplified design. As building became more costly, there was an increase in standardized, sparsely ornamented contractor-built houses for the middle class, some of it erected on speculation rather than custom built for the client.

The simplification of dwelling plans and massing in the early twentieth century led to the emergence of some readily identifiable single-family house forms. There was an ongoing trend toward the use of basic house types that could be clad in any sort of period detailing.

The most common single-family house form of the early twentieth century is the two- or two-and-a-half-story house with cubical massing, a three-bay facade, central entrance, overhanging hip roof, and one-story side porch at one or both ends. The form was occasionally stretched to a five-bay width. The "cube house" format evolved from the prototypical foursquare, hip-roof, sparsely detailed Colonial Revival/Modern Colonial houses of the 1890s, which also served as inspiration for some early works of Frank Lloyd Wright and his Midwestern colleagues. The deep roof overhangs and simple geometry of some cube houses suggest that Prairie School influences were filtering back to influence East Coast domestic architecture. The Anderson-Parmenter House (1925) at 30 Lincoln Avenue, is an example of this. The basic cube form could be dressed with whatever detailing suited the taste of the developer or homeowner. The Clinton F. Stevens House (ca. 1922), 99 New Meadow Road, is an example of the type with a Colonial flavor, while the house at 42 Lincoln Avenue (ca. 1910) is done up with the trelliswork porch and exposed rafter and knee brace detailing typical of the Craftsman style.

The Georgian Colonial house was readapted in a more standardized form that differed from the Colonial Revival dwellings produced in the 1890s and early 1900s. Typically such houses are two and one-half stories high with rectangular-block massing, a five-bay facade, a central entrance, and a flank gable or gambrel roof. The form was used extensively throughout the town.

*Anderson-Parmenter House  
(1925), 30 Lincoln Avenue. A  
typical "cube" house of the early  
20th century, this one without  
historically derived detailing.  
The emphasis on horizontality  
imparted by the grouped  
windows and wide overhanging  
hip roofs reflects the influence of  
midwestern Prairie School  
architecture.*



*Edmund P. Sayles House  
(1923), 3 Glen Road. A  
standard Dutch Colonial house  
of the early 20th century, this  
one with individual dormers  
rather than the usual  
continuous shed dormer.*



*Mason S. Tyler House (ca.  
1908), 20 Massasoit Avenue. A  
representative example of the  
bungalow house type, with low-  
pitch gable roof; a recessed  
porch covered by the main roof;  
square, battered porch piers;  
exposed rafter detailing under  
the eaves; and low shed dormer.*



The Dutch Colonial type is loosely modeled after the eighteenth-century farmhouses erected by Dutch settlers in New York and New Jersey. Typically it is a tall one-and-a-half-story structure with a large flank-gambrel roof encompassing the second floor and attic. The lower roof slopes at both front and rear are usually broken by large full-width shed dormers on the second story level; the dormers dominate the roof, and the gambrel form sometimes appears only as a narrow "border" on each end of the house. The Edmund P. Sayles House (1923) at 3 Glen Road is a fine example of the type, with distinct, separate dormers rather than the continuous shed type.

The bungalow was a new form of dwelling that appeared in the early twentieth century. First used in the 1890s for rustic vacation or resort cottages, it was initially adapted for suburban residential purposes in California, where it evolved into a handsome, distinctive, picturesque form heavily influenced by American Arts and Crafts and Japanese design. The form was much published in popular and professional housing magazines. The typical bungalow is a one- or one-and-one-half-story structure with a boxy mass and a recessed front porch set under a low gable, cross-gable, or hip roof with broad overhanging eaves. Shingle, stone, and stucco, sometimes used in combination, were the most common materials. As a modest, convenient, and economical building type, the bungalow became popular with housing contractors and house buyers of limited means. Good examples are located at 14 Brook Street, 24 Jennys Lane, 20 Massasoit Avenue, and 319 Washington Road.

## Architectural Styles

In general, architects of the early twentieth century were more knowledgeable about historic American and European architecture than their mid-nineteenth-century predecessors. Concern for using forms in a manner consistent with historical precedent, an attitude developed in the late nineteenth century, became more important in the years after 1900. In contrast to dwellings of the 1880s and 1890s, houses of the 1910s, 1920s, and 1930s were generally less idiosyncratic and more likely to follow a single style or period as a source, adapted with greater regard for consistency and homogeneity. Historicism did not lead inevitably to strict imitation or replication; it could, and often did, serve as a source of creative inspiration. Eclecticism remained an important force, as attested by the number of structures of mixed stylistic character.

Though nineteenth-century architecture fell into disfavor in the 1920s and 1930s, the earlier era's values continued to inform aesthetic choices. Nostalgia and romanticism survived into the twentieth century, and with them, design based on revival of historical styles remained the prevailing standard for domestic architecture. A delight in fantasy partially underlay the aesthetic of this era, referred to as "the period of taste and charm" in contemporary publications. The same sensibility that inspired the dreamy illustrations of Maxfield Parrish, the sentimental tinted photographs of bucolic landscapes and Colonial interiors by Wallace Nutting, and the stunning historical epics produced by the Hollywood motion-picture industry, also informed the fashion for historical and exotic forms in domestic architecture.

As in most eastern cities and suburbs, the innovative designs of the midwestern Prairie School architects, like Frank Lloyd Wright, and the iconoclastic projects of the European International Style originators, like Walter Gropius, were largely ignored in Barrington and rarely used for residential structures here. The public could accept modernism for commercial structures, such as stores, office buildings, and gas stations, or in instances where the building program specifically called for progressive or futuristic imagery, such as airports or bus stations. But sleek, streamlined,

unornamented forms were not homey enough for most people. Historical styles with supposedly inherent domestic qualities remained popular for the exterior and the main rooms of most houses, while modern design was relegated to limited use in kitchens and bathrooms.

The period-revival houses of the early twentieth century have long been spurned by scholars and critics and undervalued by the general public. They have been seen as nice places to live but not as serious architecture. They deserve analysis, appreciation, and preservation. In addition to their image of prettiness, many have good interior planning and handsome detailing. The best examples are admirable for their sophisticated and compelling design.

#### American Revival Styles: Colonial Revival/Neo-Colonial/Neo-Georgian

Neo-Georgian was by far the most popular of all revival styles and appeared in many variations during the early twentieth century. Increasing academic interest in early American houses influenced design: a wider range of forms and details became known, and the emulation of individual elements was more correct. Eclecticism continued during these years, however, and architects often selected Colonial, Federal, and Greek Revival sources or combined two or three; thus, the broader term Neo-Georgian is probably a more telling description of these early twentieth-century buildings. Architects looked to both local sources and those beyond Rhode Island and New England. The widely publicized restoration of Colonial Williamsburg, begun in 1926, increased public awareness and appreciation of eighteenth-century architecture and decorative arts at this time. This probably accounts for the numerous Neo-Georgian houses of the 1920s and 1930s modeled after dwellings of the Middle Atlantic colonies, especially Virginia and Pennsylvania. Designs inspired by the early architecture of other regions, like the Deep South, were often published in architectural magazines and helped to influence public taste.

The Neo-Colonial style was extremely popular in Barrington, where there is a widespread popular perception of the community as a "Colonial" town. The Grace S. and William J. Tully House (ca. 1920), 132 Nayatt Road, is one of the most substantial examples, incorporating both Adamesque and Regency detailing. Next door, the Reba B. and Edward L. Watson House (ca. 1915), 140 Nayatt Road, illustrates how local sources were employed in the twentieth-century Colonial Revival: the elaborate Palladian window with garland trim above the front door is copied after the one on the 1798 Parker Borden House in Bristol. A slightly later dwelling, the Ray W. Greene House (1937) at 16 Glen Avenue, is notable as the work of Boston architect Royal Barry Wills, one of the most important exponents of Neo-Colonial design in America from the 1930s to the 1960s. The Greene House is notable for the significant role played in its overall design by the attached two-car garage, an indication of the importance attained by the automobile during this period. The Hope Rankine House (1938), 72 Ferry Lane, is a splendid example of the one-and-one-half-story Cape Cod type Colonial cottage that became ubiquitous, in an extremely more simplified and somewhat less elegant form, during the years after the Second World War.

#### English Georgian Revival/Regency Revival

Though less common than their American Georgian Revival counterparts, houses do appear which take their design cue directly from English Georgian models. The Arnold K. and Alva R. Brown House (1940), 9 Elm Lane, with its segmental pedimented central entrance, eaves parapet, and hip roof, is a very fine example of

*Reba B. and Edward L. Watson House (ca. 1915), 140 Nayatt Road. A fine example of a Neo-Georgian dwelling with rectangular-block massing, symmetrical facade, and twin end porches. The design mixes modern features, such as the paired ground-floor windows, with historically derived detailing, such as the Chinese Chippendale porch roof balustrades and the central Palladian window copied from the Parker Borden House (1798) in Bristol.*



*Hope P. Rankine House (1938), 72 Ferry Lane. A well designed Cape Cod cottage of the pre-World War II era.*



*Richard B. Howard House (1940), 11 Fairway Drive. This picturesque dwelling shows Neo-Georgian styling adapted for an asymmetrical design with off-center entrance and a projecting end pavilion with a bay window below an oculus window in the gable end. The individual end-gabled dormers and massive chimney are important features of the overall composition of the house.*



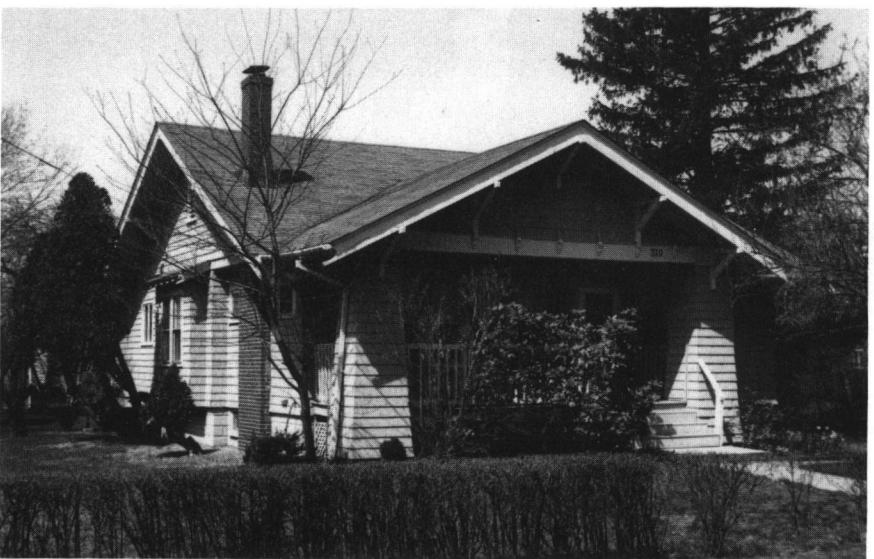
*Ellis W. and Grace B. MacAllister House (1928-30), 503 Washington Road. This large, rambling, asymmetrical dwelling illustrates the mixed character of many Medieval Revival residences of the 1920s and 1930s. Its prominent tall hip roof and dormers breaking up through the eaves line are modeled after French prototypes, while the end-gable wing recalls English sources.*



*Leo Logan House (1922-24), 52 Bluff Road. This house's stucco wall cover and pantile roof give it a distinct Mediterranean flavor.*



*William Seymour House (1926), 319 Washington Road. A quintessential example of the Craftsman style bungalow, with massive battered porch piers clad in shingles, deep eaves trimmed with knee braces, and a low-pitch cross-gable roof.*



**English Georgian Revival.** It is especially notable as the work of Providence architect Albert Harkness, who produced many very well designed eclectic suburban and country houses throughout Rhode Island during this period.

#### **French Eclectic Revival: Norman Farmhouse/Provencal/French Provincial**

The French analogues of the English medieval revival modes served as inspirations for domestic building. The Norman Farmhouse style imitated the artfully picturesque vernacular architecture of northwestern France. The agricultural complexes of Brittany and Normandy had informed Shingle Style design, but Norman Farmhouse dwellings were more literal translations, built of stucco or richly textured fieldstone. The vernacular structures of Provence and small Renaissance manor houses also were important sources for dwellings identified at the time as Provencal or French Provincial. The French revivalist modes, employed alone or in combination with their English cognates, enjoyed greatest popularity between 1910 and 1940, when they were used for large country houses designed by architects such as Mellor, Meigs & Howe of Philadelphia and Harrie T. Lindeberg of New York.

Norman-style dwellings are generally gable-roofed asymmetrical masses, often with an L or rambling plan, and usually incorporate a cylindrical, conical-roof tower. French and English features are sometimes combined on the same house. The Ellis W. and Grace B. MacAllister House (1928-30), 503 Washington Road, is an example.

#### **Mediterranean Eclectic: Spanish Colonial Revival/Mission/Italian Renaissance Revival/Mediterranean**

The interest in and publication of the Spanish Colonial buildings of Florida and California, part of a general national interest in the country's early buildings, inspired Spanish Colonial Revival architecture. This style became especially common in areas originally colonized by Spain, but also spread across the country. Interest in Italian Renaissance architecture began to influence domestic architecture, especially country houses, in the early twentieth century. In New England, characteristic features of Spanish Colonial or Italian Renaissance architecture, such as stucco walls, tile roofs, and classical ornament drawn from Spanish or Italian models, are sometimes inventively combined to produce a style perhaps better labeled with the more generic term Mediterranean. Most typical are the standard three-bay "cube" or five-bay "Colonial" house types clad with Mediterranean elements: the full-blown Spanish Colonial as realized in California or Florida is rare here. The summer house built between 1922 and 1924 for Providence developer Leo Logan, at 52 Bluff Road, shows the Mediterranean influence in its stucco wall cover and tile roof.

#### **Craftsman/Arts and Crafts**

The Craftsman style was one manifestation of a larger Arts and Crafts movement which had its inception in England in the 1850s and spread to America in the 1880s, continuing on into the early years of the twentieth century. The movement was a reaction to industrialization and the concomitant rise in machine manufacturing of consumer goods. Its theorists felt that mechanized production had led to an increase in shoddy and unattractive merchandise on the market. They championed the inherent superiority of hand craftsmanship, and looked for inspiration to other cultures and historical periods, notably Japan and the European Middle Ages, untouched by the abominations of factory-based industry.

In the Craftsman style, the handiwork inherent in the building process is emphasized by accentuating or highlighting structural elements--or even adding pseudo-structural features. Typical details include exposed rafters or bracketing that mimics exposed rafters, and triangular knee braces. Emphasis on timberwork is common, as seen in trelliswork porticos or porches. Stucco and timber wall cover, a reference to medieval building practice, is not unusual. The dwelling at 42 Lincoln Avenue, mentioned above, exhibits a number of typical Craftsman features. The William Seymour House (1926), 319 Washington Road, is a typical Craftsman bungalow with shingled porch supports, deep eaves, and triangular knee brace trim.

### THE POST-WAR PERIOD (1945-present)

Barrington continued to flourish as a residential community in the period after World War II. Population increased steadily from 6,231 in 1940 to 17,554 in 1970, but began to slightly decline in the 1970s, to 16,174 in 1980. In its greatest decades of growth, previously undeveloped lands in Hampden Meadows in the northeast section of town, off Mathewson, Rumstick, and County Roads in the southern part of town and off Washington Road and Middle Highway in the north and west parts of town were subdivided and built up with new single-family Colonial, ranch, raised ranch, and split-level houses.

Residential development mushroomed from 1950 into the 1970s. Standard twentieth-century suburban housing types spread throughout Hampden Meadows, West Barrington, and in areas off Ferry, Nayatt, and Rumstick Roads. These buildings followed typical forms and plans: Colonial, ranch, raised-ranch, and split-level designs. The pattern of postwar building conformed to the town's traditional land use pattern of detached single-family dwellings.

One such development was Barrington Lawn, begun in 1948. The firm of Kelly and Picerne was the developer for this project of eighty lots on the estate of Frederick S. Peck, extending east from Belton Court on a sloping tract overlooking the Barrington River. Houses have thirty-foot setbacks, and lots range from one-third to one-half acre. In this plat, the Walter H. and Gertrude B. Bowen House (1952), 11 Frederick Drive, typifies the postwar Colonial-style suburban tract house. However, good examples of postwar house types can be seen throughout Barrington. The Sidney and Barbara Greenwald House (1962), 23 Surrey Drive, is a handsome Neo-Colonial house, designed by Royal Barry Wills, one of the foremost suburban house designers of the mid-twentieth century. Ranch, raised ranch, and split-level houses were built from the 1950s into the 1970s, and they can be seen in many Barrington neighborhoods. Examples include the Sequino-Littlefield House (1951), at 12 Vineland Drive, a simple ranch, and the Anthony and Rita DiGioia House (1959) at 38 Lincoln Avenue, a typical split-level.

The Wampanoag Trail was upgraded in 1958 to a four-lane, limited-access highway. It has provided the major link from the East Bay to Providence in the second half of the twentieth century, beginning at the Congregational Church in Barrington, runs northward along Hundred Acre Cove through East Providence, to Interstate Route 195.

Commercial development in Barrington took place primarily along County Road, spreading north from Barrington Center to Hilltop Avenue, for the most part on the west side of the highway. This commercial spread has removed or dramatically altered all historic structures along its route, with the exception of the buildings in the Town Hall civic center and Prince's Hill Cemetery, set back on a beautiful hillside away from traffic on County Road. In 1948 the Barrington Shopping Center was

*Sidney and Barbara Greenwald House (1962), 23 Surrey Road. Royal Barry Wills, architect. A 5-bay, center-chimney, gable-roof, Neo-Colonial house with a stylish segmental pediment entrance. This house in the Country Club Plat illustrates the continuing popularity of traditional design after World War II.*



*Walter H. and Gertrude B. Bowen House (1952), 11 Frederick Drive. A well proportioned and detailed example of a Colonial style suburban tract house of the 1950s.*



*Sequino-Littlefield House (1951), 12 Vineland Drive. A standard 1-story ranch house with an off-center projection containing the front entrance and a picture window and an attached 1-car garage.*



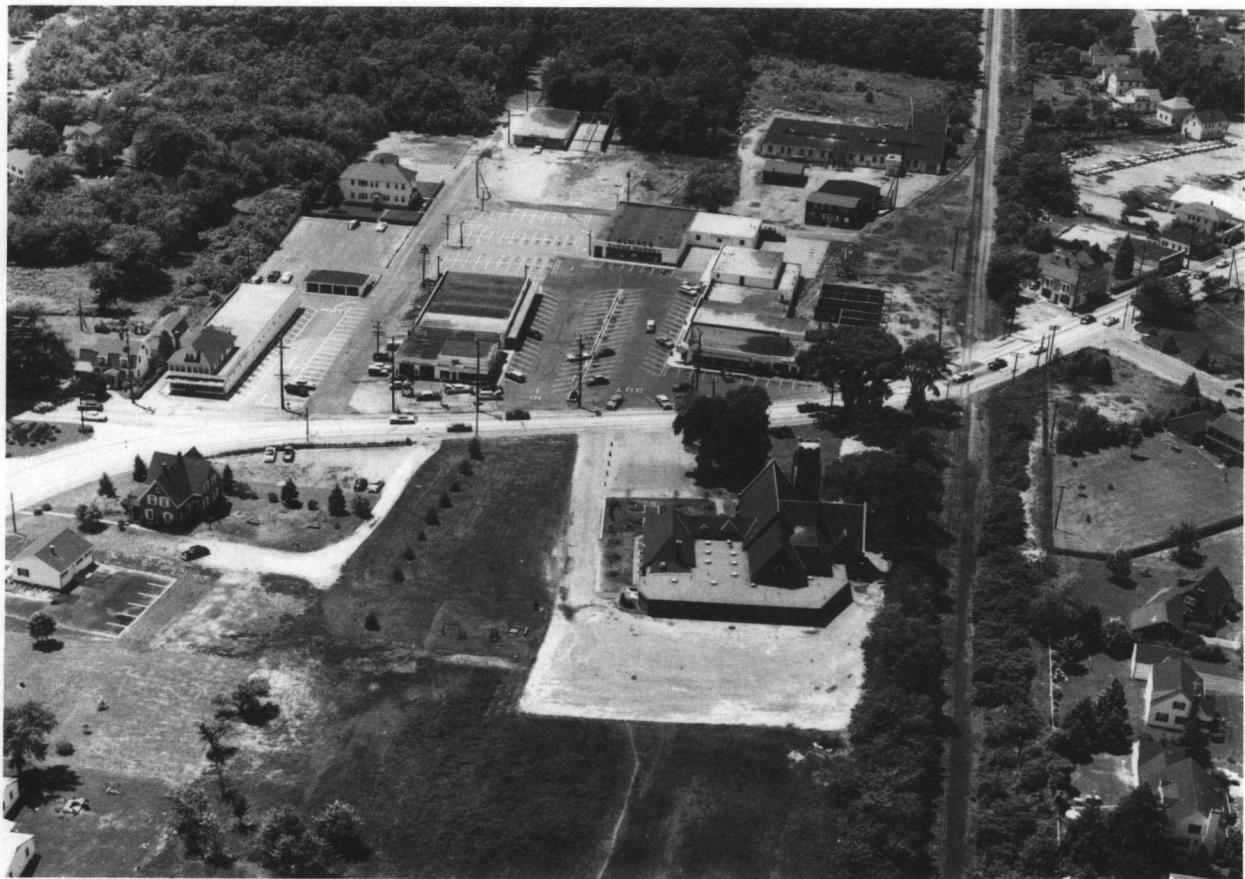
*Anthony and Rita DiGioia House (1959), 38 Lincoln Avenue. A typical split level dwelling of conservative design with the characteristic asymmetrical massing, mixed materials, and a combination of modern and traditional architectural elements.*





*County Road north of Maxfield's Corner, looking west. Top photograph, late 1930s. Courtesy of Barrington Preservation Society. Bottom photograph, 1959, by Paul A. Darling. These photos illustrate the gradual transformation of community life and landscape in the twentieth century. The earlier view shows the Bosworth House on the left and Bosworth & Son's General Store on the right, the latter exemplifying trade geared to the nineteenth-century rural way of life. The gas station in the center reflects the impact of increasing automobile usage in the early twentieth century and the introduction of facilities to serve motorists. Note the filling station, of a type popular in the 1910s and 1920s, comprising a small office and canopy set near the*

*curb, and the old stable to the rear that has been converted to a service facility, a common adaptation of the period, identified by the Socony oil company's flying horse logo. In the later view, the Bosworth House has been moved across County Road. The gas station has been replaced with a Streamline Modern structure of a type common from the late 1930s through the 1950s, and the general store has been replaced by the Barrington Shopping Center, with its single-story, flat-roof buildings arranged around a large paved parking area. The new gas station and shopping center both represent changes in commercial architectural form and imagery stemming from modern concepts of retail marketing and the need to accommodate consumers using motor vehicles.*



built, in response to the town's rapid growth as a suburban community. In 1953 this growth led to construction of a new brick fire station at the intersection of County and Rumstick roads, necessitating the moving of the Leander P. Bosworth House (ca. 1897) across the corner to 147 County Road, where it was reused as Barrington's first Jewish center and is today a medical-professional building.

For the past two decades, efforts have been underway, led by the Barrington Association for Community Improvement, to improve the visual environment and traffic circulation within the shopping center area. Difficulties with access to both commercial and public facilities, the need for an alternative access to the center, and development of off-street parking to improve traffic flow along County Road are a few of the critical issues. Recent plans to upgrade County Road include landscaping and improved traffic patterns.

The civic development of the town also responded to the post-war population increase. Five new schools were constructed between 1950 and 1965. These included Barrington High School on Lincoln Avenue, built in 1951 in a central location and four neighborhood schools: the Nayatt School on Nayatt Road, built in 1954; the Primrose Hill School, designed by the firm of Howe, Prout and Ekman in 1954 on Middle Highway; Hampden Meadows School on New Meadow Road, built in 1956; and the Sowams School on Sowams Road, built in 1964. A new middle school was built in 1969 on Washington Road.

The post-war boom also brought the establishment of three new churches and a synagogue in Barrington. The Barrington Baptist Church was built in 1952; St. James Lutheran Church was built in 1954; the Barrington Presbyterian Church was built in 1962. Temple Habonim, organized in 1965, moved into the old Hampden Meadows School of 1906 on New Meadow Road. The Congregational Church, first built in 1805, added a parish hall, designed by Philip Creer, in this period, and assumed its current appearance.

Active interest in land conservation increased in the late twentieth century with growing awareness of coastal fragility after the 1938 and 1954 hurricanes and conversion of open land to housing tracts. The town created Veteran's Park at the former brick yards in the 1940s as a recreation and conservation area, and in 1960 acquired 70 acres on Nockum Hill. Salt and fresh water and marsh areas around Hundred Acre Cove were protected by 1966 legislation. The Ousamequin Nature Reserve was assembled by gifts and purchase in the 1960s and improved by the Barrington Garden Club with trails and trees. Other projects of the town's Green Acres Program include lands around Brickyard Pond, lands in Bay Spring and Hamden Meadows, and 33 acres at the tip of Rumstick Point.

## SUMMARY

Today, Barrington remains one of the most desirable residential communities in Rhode Island. Its legacy as a colonial and nineteenth-century agricultural town has been overlain and interwoven with late nineteenth- and twentieth-century suburban growth which now define its community character. Of particular value is the early twentieth-century architectural legacy, built during the town's emergence as a premier suburb in the expanding metropolitan ring around Providence.

Yet with a few exceptions, the earlier patterns of the town's history and land use can still be read. Historic County Road remains a major north-to-south artery, and early secondary roads such as Middle Highway, Washington Road, Nayatt Road, Rumstick Road, Massasoit Avenue, and Sowams Road, still provide access to the town's neighborhoods and ever-present water.

Each neighborhood has its own special sense of place. The cluster around White Church is an early nineteenth-century village, bisected by County Road; New Meadow Road and Mathewson Road houses are clearly oriented to the water; Adams Point and Rumstick Point display handsome country houses built upon a now almost invisible farmscape; while Nayatt Point is a splendid node of high-style Victorian cottages, oriented to Narragansett Bay. Nearby Drownville, now West Barrington, presents a variety of smaller cottages; Maple Avenue remains an important landscape, evocative of the heyday of the brick works; and Bay Spring has small workers bungalows and summer cottages, built up around Bullock Cove.

All of these are important elements of the town's historical continuity. Taken together, they are Barrington's material history. Fortunately, high standards of property maintenance and a longstanding interest in the natural environment, both as ecology and as a setting for buildings and habitation, have preserved important elements of this legacy. To continue to recognize and to protect this rich heritage is a challenge for town residents and officials.

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

The National Register of Historic Places is a record maintained by the National Park Service, United States Department of the Interior, of districts, sites, buildings, and objects significant in American history. Authorized by the National Historic Preservation Act of 1966, the National Register is the official inventory of the historic resources of the nation. The Register includes historic properties of national, state, and local importance nominated by the states and approved by the Secretary of the Interior.

The National Register is an authoritative guide for federal, state, and local governments; planners and private groups; and individuals. It identifies those properties which are worthy of preservation throughout the nation.

In Rhode Island, the State Register of Historic Places parallels the National Register. Authorized under the provisions of Section 42, Chapter 45, of the General Laws of Rhode Island, the State Register includes all Rhode Island properties listed in the National Register.

Registered properties are protected from the adverse effects of activities which are funded or licensed by the federal or state government. The Rhode Island Historical Preservation Commission reviews such projects. Listing in the Registers is a prerequisite for eligibility for federal and state historic preservation income tax credits, and for low-interest loans made through the Rhode Island Historical Preservation Loan Fund. Control and authority over the property's use or disposition remains solely with the owner as long as public funding is not involved.

One of the goals of the Barrington survey is to locate and identify properties which may be eligible for registration.

The following properties in Barrington are listed in the National and State Registers:

Barrington Civic Center Historic District, County Road

Belton Court/Frederick Peck Estate, Middle Highway

St. Matthews Episcopal Church, Chapel Road

Nayatt Point Lighthouse, 83 Nayatt Road

The properties, districts, and sites listed below are recommended for further study and investigation to establish their Register eligibility. The first five listed are potential historic districts. Part of the process of further study will determine boundaries of these potential districts.

### **Districts:**

County Road Historic District (properties near the intersection of County Road and Federal Road)

Drownville Historic District (sections of Lincoln Avenue, Washington Road, Alfred Drowne Road, Short Road, First Street, Second Street, Third Street, Annawanscut Road, Sixth Street, and Chapel Street)

Mathewson Road and Jennys Lane Historic District (sections of Mathewson Road and Jennys Lane)

Nayatt Point Historic District (sections of Nayatt Road, Cedar Avenue, Dexter Street, Elm Street, and Glen Avenue)

Rumstick Road Historic District (sections of Rumstick Road)

**Individual Properties:**

Preston Richardson Farm, 24 Adams Point Road

Rhode Island Lace Works, Bay Spring Avenue

Barrington Bridge, #123, County Road

Haile Bowen-Charles Barton House, 78 County Road

St. John's Episcopal Church, 191 County Road

Ebenezer Tiffany House, 404 County Road

John Thurber House/Parsonage Estate, 484 County Road

Albert H. Peck Farm, 955 County Road

St. Andrew's School, Federal Road

Luther Martin House, 26 Ferry Lane

Peleg Richmond House, 18 Homestead Avenue

Leroy Fales House and Tower, 17 and 32 Lorraine Avenue

Isaac Barnum House II, 610 Maple Avenue

Isaac Barnum House I, 624 Maple Avenue

John Martin House, 123 Massasoit Avenue

James Bowen House, 24 New Meadow Road

Charles E. Smith House, 1 North Lake Drive

Nathaniel Heath House, 38 Old River Road

Jesse L. Davis House, 12 Tyler Point Road

Peleg Heath House, 1825 Wampanoag Trail

William Seymour House, 319 Washington Road

This list is not final. Additional research and changes in historical perspective may lead to the identification of other properties which meet the eligibility criteria.

## INVENTORY OF CULTURAL RESOURCES

This inventory is a selective list of buildings and sites of historical and architectural significance in Barrington. Material in the inventory is arranged by address, with street names in alphabetical order and street numbers in numerical order. Entries without street numbers (such as bridges or cemeteries) are placed in the order they appear on the street.

Property names are those of the earliest known owner. Names, construction dates, and other information are obtained from secondary sources, maps and atlases, municipal tax records, and city directories. Deed research, undertaken by the Barrington Preservation Society, was available for some, but not all, properties. Additional research on a given property may identify a more appropriate name or a more precise date.

When property owners have additional or more accurate historical information about their properties, they are asked to share this information with the Rhode Island Historical Preservation Commission so that the state's survey of historic properties may be as accurate as possible.

Buildings described as "1-1/2-story" or "2-1/2-story" are one- or two-story structures with space above the eaves line. Where window sash is described numerically (6/6 or 2/1, for example), the numbers indicate the arrangement of lights or panes in the window.

Properties listed in the National Register of Historic Places are marked with an asterisk (\*); those recommended for National Register consideration are marked with a double asterisk (\*\*).

### ADAMS POINT ROAD

- 24 LEONARD S. BOSWORTH HOUSE (ca. 1860): A 2-1/2-story, end-gable-roof, side-hall-plan, clapboarded Greek Revival dwelling, with a trabeated entrance and bargeboard detailing at the eaves. The house is well preserved, and typical of Greek Revival/Early Victorian vernacular residential building design.
- 89\*\* PRESTON RICHARDSON FARM (1850 et seq.): A rambling, 2-story, gable-roof, clapboarded farmhouse with ells and a columned porch. The house is set on picturesquely landscaped acreage with two shingled cottages near the cove, a handsome barn, and other outbuildings.

### ALFRED DROWNE ROAD

- 13\*\* ALFRED DROWN HOUSE (early 18th century, moved ca. 1830): A small, 1-1/2-story, gable-roof, shingled colonial farmhouse; it has been added to and altered. Land records show that Samuel Drown of Warren had this house moved to its site, before its sale in 1833 by his heir Samuel Drown to Alfred Drown. Alfred was a farmer and became station agent of the Drownville train station after 1855. He owned much

## ALFRED DROWNE ROAD (continued)

of the surrounding land and subdivided it for housing lots around 1870; the main road through this area bears his name.

- 26\*\* JOSHUA B. CHAPIN/DAVID A. WALDRON HOUSE (1858, 1873, 1899): A substantial, 2-1/2-story, mansard-roof, clapboarded dwelling with a later Colonial Revival wrap-around porch, sheltering an off-center entrance. It was begun for a prominent Providence doctor whose wife Louise Chapin purchased four acres from Alfred Drown in 1857 and 1858. By 1865 the Chapin family returned to Providence and sold the property to David A. Waldron, a real estate agent responsible for much of the development of Drownville. Waldron demolished the original outbuildings, built the present carriage house (now set off on a separate lot), and added a mansard roof over the house's gable-roofed rear wing. After 1899 George A. Midwood made further alterations and added the spacious porch. The house is set on extensively landscaped grounds with a large copper beech tree and other specimen plantings.
- 27\*\* BENJAMIN F. DROWN HOUSE (ca. 1856 et seq.): A 1-1/2-story, flank-gable roof, clapboarded cottage. It appears to be a Greek Revival/Early Victorian building renovated in the early twentieth century. The central, trabeated and sidelighted entrance, under a later recessed front porch, may be original. In 1870 the property belonged to Benjamin F. Drown, a farmer.
- 31\*\* HOUSE (ca. 1896): A vernacular, 2-1/2-story, end-gable-roof, shingled house. The house has an early twentieth-century Tuscan veranda and porte-cochere, adjoining an earlier jigsaw decorated porch.
- 33\*\* GEORGE ANDERTON HOUSE (1907): A 2-1/2-story, cross-gable-roof, clapboard-and-cut-shingle Queen Anne dwelling. It has unusual banded concrete porch columns. George Anderton was a wholesale jeweler.
- 56\*\* HOUSE (ca. 1900): A picturesque, 1-1/2-story, gable-roof, clapboarded asymmetrical dwelling. The design utilizes forms derived and abstracted from New England colonial architecture.
- 60\*\* HOUSE (late nineteenth century): A 2-story, end-gable-roof, asymmetrical, clapboard-and-cut-shingle Queen Anne dwelling with a side pavilion and ell. The facade has Colonial Revival alterations, including an infilled porch. In 1913 this was the residence of Clarence J. Fillmore, a silk manufacturer.
- 66\*\* WILLIAM T. LEWIS HOUSE (1871): A T-plan, 2-story, gable-roof, bracketed Victorian dwelling with a Tuscan porch and corner entrance. It was built on lots #1 and #2 on a plat laid out by Henry Staples in 1868. Several members of the Lewis family lived here, and by 1913, this was the home of Edwin W. Holden, a jewelry manufacturer.
- 76\*\* ARTHUR W. LEWIS HOUSE (ca. 1890): A 1-1/2-story, end-gable-roof clapboarded dwelling. It is a handsome and well-preserved example of a typical side-hall-plan, bracketed cottage with a front veranda and rear kitchen ell. Arthur W. Lewis was a jeweler.

## ALFRED DROWNE ROAD (continued)

- 84\*\* WALTER J. HOWLAND HOUSE (ca. 1900): A 1-1/2-story, end-gable-roof, shingled Queen Anne cottage with a hip-roof projecting pavilion on the side. Walter J. Howland was a supervisor at the Mt. Hope Spinning Company.

## ANNAWAMSCUTT ROAD

- 29 JAMES TAYLOR HOUSE (1878): A simple, 1-1/2-story, end-gable-roof, clapboarded Victorian house with a bay window on the west side. In 1877 William D. Wiggins of Providence purchased two lots at Drownville on the plat surveyed for Henry Staples in 1868. Wiggins promptly sold to James E. Taylor of Warren, who constructed this house.

## APPIAN WAY

- 35 HENRY METCALF HOUSE (ca. 1875 et seq.): A 1-, 2-, and 3-story rambling cottage with varied roof forms and additions. It was renovated in the 1970s with addition of a 1-story arcaded kitchen wing and a greenhouse on the east side. The bayside elevation reveals the original character of this "Stick Style" summer house with a full-width open porch with a second floor deck, supported by chamfered square posts and heavy arched brackets, duplicated from those on the east front. Some windows retain small shed-roof hoods, supported by smaller-scale brackets. Alfred Drown sold this land to Alfred Littlefield in 1872; Littlefield was part owner of the Pawtucket Hair Cloth Company and became governor of the state in 1880. In 1874 he sold the property to his partner Henry B. Metcalf and his wife Elizabeth, who bought several other lots in this area. The house remained in the Metcalf family until 1902. During this era, a widow's walk existed on the third story and a board walk ran in front of all the houses facing the bay.

## BAY SPRING AVENUE

- \*\* RHODE ISLAND LACE WORKS (1920, 1938): A 2-story, flank- and end-gable-roof, concrete, pier-and-spandrel mill building complex with brick infill, and asbestos shingles on the framed sections. The main Mill No. 1, fronting the avenue, is connected to a long north-south building, and dates from 1920; a two-story building was added in 1938. This mill operated as Rhode Island Lace Works from its establishment in 1904 to its closing in 1990. Lacemaking, a major part of Barrington's industrial history, benefited from the efforts of Charles Shepard, U.S. Consul in Calais, France. In 1899 Shepard was instrumental in forming the American Textile Company in Pawtucket, the first modern lace mill in America. Shepard then chose Barrington as a "pleasant suburban site" for his own company and hired Alfred Isaac Saywell to develop the Rhode Island Lace Works. Initially the lace mill produced hat veils, curtains, dress trimmings, bridal materials and coronation lace for Miss America pageants. During World War II it specialized in insect netting for the armed forces. More recently, lace for the New York lingerie trade became a specialty. Giant 50-foot-long machines produced lace

## BAY SPRING AVENUE (continued)

webs five to six yards in width and 36 yards long. These strips of delicate floral lace were designed to be separated in strips from one to six inches in width. Sold to the Seckonk Lace Company of Pawtucket in 1932, this mill, which employed several hundred people, closed in 1990. Reuse of the mill is now an important planning issue for the town.

**O'BANNON/COLLINS AND AIKMAN MILL** (1912, ca. 1915): There are two buildings on this mill site: a 3-story, low-pitch-gable-roof, brick building with segmental-arched fenestration, with 8/8 wood sash; and a long, 2-story, low-pitch-gable-roof, wood-frame industrial building with closely spaced rows of 9/9 paired wood sash windows. The O'Bannon Corporation manufactured artificial leather products in the earlier building; the later building housed the rubber cloth division of the corporation until the building was bought by Collins and Aikman Corporation, Cranston Worsted Mills Branch, about 1925.

**ALLIN CEMETERY, R.I. HISTORICAL CEMETERY, BARRINGTON #6** (18th century et seq.): This 200-by-200-foot community cemetery, with stones dating from the late eighteenth century to the early twentieth century, is located on the south side of the avenue. It contains gravestones for members of the Allin (including General Thomas Allin, d. 1800, who fought in the Revolution), Drown, Rossin, Medbury and Carpenter families and the grave markers of Barrington slaves as well (such as the stone for Scipio Freeman, 1746-1816); many markers are signed by stonemasons W. Livesey or C.H. Brown. Slate headstones and footstones are located in the northeast corner of this plot. Carpenter family graves are in the southeast corner, defined by an enclosure of granite posts and iron rails. Nearby is the Drown family's area, with a turn-of-the-century granite obelisk in memory of Benjamin F. Drown and Amey A. Allin.

## BERNARD ROAD

- 14      **THOMAS W. BICKNELL HOUSE** (1887): A 2-1/2-story, hip-roof, clapboarded Victorian dwelling with a bay window and small front porch. The trim on this good example of a vernacular type includes brackets, turned balusters, and a dentillated frieze.

## BLUFF ROAD

- 11      **SAMUEL PECKHAM HOUSE** (1855): A 1-1/2-story, flank-gable-roof, clapboarded Greek Revival dwelling, built to face north on a slight hill. Additions include a 20th-century hip-roof porch on the southeast corner, a shed-roof dormer on the west side, and a large, 1-story contemporary wing set at a right angle to the original house. The gardens and terraces of this house are particularly attractive. Samuel Peckham bought 4 lots of the Pardon Clark Farm subdivision in 1855; this house was built on lots #4 and #5.
- 46      **HOUSE** (ca. 1895): A handsome, 2-1/2- and 3-story, gable-roof, asymmetrical, shingled Queen Anne house with bay windows, arched

## BLUFF ROAD (continued)

- porch, and a round, flat-roof, 3-story tower. This was the summer residence of Henry A. Fiske in the 1920s.
- 52      LEO LOGAN HOUSE (1922-24): A 1-1/2-story, flank-gable-roof, stuccoed Mediterranean-style dwelling that is set on a terrace above the road. The building has a red tile roof and grouped bands of vertical casement windows. This house was built as a summer home for Leo Logan, a prominent Providence-based developer.
- 57      DANIEL WIGHTMAN HOUSE (ca. 1840 et seq.): A 2-story, flank-gable-roof, shingled vernacular farmhouse with later alterations and modernizations. Daniel Wightman bought 90 acres of the Thurber Farm in 1836. By 1846 Wightman's property was auctioned and sold to Pardon Clarke. Then in 1855 the Clarke farm was platted and sold at auction; this property became lot #12 on the west side of Pleasant Street, now Bluff Road.

## BROOK STREET

- 14      LUCINDA P. RICHMOND HOUSE (ca. 1925): A fine, 1-1/2-story, flank-gable-roof, stuccoed bungalow with 6/1 windows, a cobblestone chimney, and tapered porch posts. This is one of a small number of bungalows in Barrington.

## CEDAR AVENUE

- \*\*      HOUSE (ca. 1870): A 1-1/2-story, end-gable-roof, complexly massed, shingled dwelling with Greek Revival trim and portico, and early twentieth-century Classical and Colonial Revival additions, set on a heavily planted lot in the Nayatt Point section.

## CHAPEL ROAD

- 5\*      ST. MATTHEW'S EPISCOPAL CHURCH (1891), William R. Walker and Son, architects: A 1-story, end-gable-roof, shingled Queen Anne/Gothic Revival structure, fronted by a hip-roof apse and an asymmetrical 3-level corner tower capped with a conical roof. This church had its beginning in 1891 as a mission of St. John's Church at Barrington Center.

## CLARK ROAD

- 12      REMINGTON BARN/RUSSELL WRIGHT HOUSE (ca. 1895, 1975): A large, 2-story, flank-gambrel-roof, shingled Queen Anne barn with a stone chimney, turret, shed dormers, and a cupola. It was converted into a dwelling by architect Russell Wright in 1975.

## CLARK ROAD (continued)

- 57 ELISHA POTTER HOUSE (1873): A picturesque 1-1/2-story, end-gable-roof, shingled Victorian cottage with a high basement, and wraparound jigsaw veranda facing Narragansett Bay.
- 60 JOSEPH OLNEY HOUSE (ca. 1920): A 1-1/2-story, flank-gable-roof, shingled English Colonial dwelling with its facade marked by an ell on an entrance court. It has a recessed waterfront veranda that is now partially filled in.

## COUNTY ROAD

- 35 WALTER ROSE HOUSE (1883): A 1-1/2-story, gable-roof Victorian cottage with a bracketed front porch, built by Lewis T. Hoar & Sons of Warren. Rose ran an oyster business (with John Rose) on the Palmer River.
- 41 BROOK HOUSE (ca. 1840): A 2-story, cross-gable-roof, clapboarded Greek Revival house with later Victorian detailing. It has vergeboard detailing at the eaves, bracketed window hoods, and a porch with turned posts. By 1870 it was the house of George B. Allen, a blacksmith and carpenter, who operated his business in Barrington Center.
- 66 EVELYN M. HARRINGTON HOUSE (ca. 1922): A 2-story, irregular massed, Medieval Revival type dwelling with a large side chimney. The house has gable dormers, window hoods, and small cross gables which interrupt the irregular roof line. This house was altered in 1951.
- 78\*\* HAILE BOWEN-CHARLES BARTON HOUSE (1808 et seq.): A 2-story, 5-bay, hip-roof, clapboarded Federal dwelling with elaborate detailing. An elliptical fanlight with sidelights embellishes the principle entrance. A side entrance has Greek Revival detailing. The building has a balustraded widow's walk on the deck of the hipped roof and paired chimneys. The rear ell of the house was added between 1870 and 1895, and a modern garage has also been constructed. Haile Bowen bought the land from his father Jeremiah Bowen in 1808 and mortgaged it in 1817 to John Cole. After Bowen's death, the property was auctioned to Charles Barton and Ezra Child. Both Bowen and Child were shipbuilders, and Barton was a whaling master.
- \*\* BARRINGTON BRIDGE #123 (1914), Clarence L. Hussey, engineer; W. L. Miller Company, builders: A reinforced concrete bridge with long approaches leading to a quintuple-arched span. Built with the Warren Bridge #124, it was considered a vital link between East Bay towns and the rest of the state and was one of the first projects of the state's bridge division. Original urn-shaped railing balusters became unsafe and were replaced with a paneled design used on later spans.
- RAILWAY SUBSTATION/BARRINGTON POLICE STATION (ca. 1898): A tall, 1-story brick structure on a raised basement, built on a prominent site at the north end of the Barrington Bridge. It was originally unpainted. It has an 8-bay facade of arched windows (now partially filled-in), rough-hewn granite sills, a broken string course, and a corbelled cornice under the shallow brick roof. Its neo-Colonial

## COUNTY ROAD (continued)

- pedimented entrance is a later addition. Electric trolley service between Providence and Bristol started in 1898; after the 1938 hurricane, service was discontinued and the building was later remodeled for the town police station.
- 111 JAMES MAXFIELD HOUSE (1868): A 2-1/2-story, end-gable-roof, shingled Victorian house, nearly hidden from view by a high hedge. A clam shell marked with the date 1868 and the name of builder Dyer Coomer was found in the attic during a 1974 restoration.
- 146 JAMES GRANT HOUSE (ca. 1830): A fine, 1-1/2-story, flank-gable-roof, center-chimney, 5-bay, Greek Revival cottage, with a 1-story gable-roof ell on the east side. Typical detailing includes the trabeated entrance, corner pilasters, and a wide fascia across the facade. Jeremiah Williams sold it to James Grant, postmaster, in 1830. It appears on the 1851 map as the property of James Maxfield.
- 191\*\* ST. JOHN'S EPISCOPAL CHURCH/RED CHURCH (1858-59, 1885, 1888), Clifton A. Hall and Hall & Makepeace, architects: A 2-story, steep-pitched, end-gable-roof, brick Gothic Revival building with a crenellated tower and lancet windows. The gable end has a large rose window. The first Episcopal congregation in Barrington, St. John's was founded in 1858. The memorial chapel was added in 1885. The tower, in memory of Allen C. Mathewson, was built in 1888.
- 281\* LEANDER PECK MEMORIAL SCHOOL/BARRINGTON PUBLIC LIBRARY AND SENIOR CENTER (1888 et seq.), Martin and Hall, architects: A 3-story, cross-gable-roof, Elizabethan Revival brick building with two projecting end gables on its symmetrical facade. It has a segmental-arch entrance with grouped bands of vertical windows. Additions were made in 1925 and 1935. Originally built as a school, it was renovated for the Barrington Public Library and Senior Center in the 1980s.
- 283\* BARRINGTON TOWN HALL (1888 et seq.), Stone, Carpenter and Willson, architects: A 2-story, steep pitched, flank-gable-roof, Tudor Revival building with prominent projecting gable dormers. The first story consists of cobblestone, with decorative half-timbering on the second floor. The asymmetrical facade contains two towers with conical roofs. The larger of the two towers is capped with a cupola. Originally the Town Hall was designed to house the town offices and the high school. An addition, designed by the architectural firm of Martin and Hall, was added in 1938 to house the public library. A modern wing has been added to the rear. The Peck School and Town Hall comprise a remarkable civic center for the town of Barrington. The various renovations of both buildings have been done with care and are respectful of these handsome buildings. The special historical and architectural qualities of this governmental center have been recognized by its entry in the National Register of Historic Places.
- \*\* PRINCE'S HILL CEMETERY (1729): From the original half-acre lot between the river and road which the town purchased in 1729, Prince's Hill Cemetery was enlarged in 1806, 1826, and 1898 to its present size. In 1907-1909 and 1917 the Olmsted Brothers firm prepared plans for

## COUNTY ROAD (continued)

circulation, plantings, walls, burial plots, and memorials, some of which remain today. The cemetery is bounded by a stone wall with gate posts, planted with trees, and contains graves of many early settlers.

- 404\*\* EBENEZER TIFFANY HOUSE (ca. 1855): A 2-1/2-story, L-plan, cross-gable-roof, clapboarded, asymmetrical Italianate dwelling with a 1-story rear ell. It has 2/2 windows with heavy, flat lintels and molded caps, two porches with excellent detailing, and heavy modillions at the eaves. Ebenezer Tiffany operated an icehouse at Prince's Pond, and he was Barrington Town Treasurer from 1874 to 1898.
- 461\*\* BARRINGTON CONGREGATIONAL CHURCH/WHITE CHURCH (1805, 1852, 1938): A large, 2-story, clapboarded building with its end-gable-roof pierced by a central steeple. It has 3-part Romanesque style windows on the first floor and tripartite arched windows above, with drip hood moldings. A large stained glass window on the facade was added ca. 1905. The first Congregational church was built in 1710, during the pastorate of Peleg Heath, on Jennys Lane between Mathewson and Rumstick Roads; in 1734 it was moved to this site, donated by Joshua Bicknell, to be near the new stage stop. It was replaced by a new building in 1805. The 1805 Federal period church was a 1-story, gable-roof, clapboarded structure that was extensively remodelled in 1852, when it was raised to construct a vestry underneath and the original windows were replaced. The original framing of the 1805 structure can still be seen in the attic. An 1852 steeple was destroyed by the 1938 hurricane and rebuilt. The church's nineteenth-century carriage stalls remain on the side of the building.
- 464\*\* SECOND CONGREGATIONAL PARSONAGE (1873): A 2-1/2-story, flank-gable-roof, clapboarded Victorian structure with a balustraded entrance portico. The 3-bay facade has 2/2 paired windows, and the door has 4-pane sidelights with an entablature above. The structure was built in 1873 by private subscription and leased to the Congregational Church, which later bought the property.
- 474\*\* J. S. REMINGTON HOUSE (ca. 1865): A 1-1/2-story, flank-gable-roof, clapboarded structure with several gabled dormers trimmed with decorative trusses. The building has a bracketed full-width front porch and entrance with sidelights. It is attached to a barn which dates from the eighteenth century. The original Bowen-Bicknell-Remington Tavern was located on the front of this lot, close to the highway. Henry Bowen kept the tavern during the Revolution, and in 1783 it was sold to John Bicknell and Enoch Remington. After it burned down, this ca. 1873 structure was built attached to the older barn.
- 484\*\* THURBER-MILLER HOUSE/PARSONAGE ESTATE (ca. 1770, ca. 1800, 1856), John Thurber, builder: This 2-1/2-story, 5-bay, flank-gable-roof, clapboarded Georgian style structure was moved to its present site ca. 1800. It was originally a 5-room, center-chimney-plan house and when it was moved, it was altered to create a center hall plan. In 1856 a 2-story rear ell was added, and Victorian era detailing was introduced, including an Italianate bracketed porch and bay windows with bracketed hoods. The interior of this house has much of the original woodwork intact, including 4-panel doors and wide board flooring. The building

## COUNTY ROAD (continued)

has five fireplaces, and a fine marble Greek Revival mantel graces the parlor. This house is an excellent example of the evolution of styles through the eighteenth and nineteenth centuries. Its builder John Thurber was a shipwright. The outbuildings include a 2-story clapboarded barn with horse stalls (ca. 1856). The house was the parsonage for the Congregational Church from 1798 until 1856, when it was sold to Charles T. Miller, whose descendant owns the property today.

- 499\*\* **SAMUEL ALLEN HOUSE** (ca. 1730, ca. 1938): A 2-story, gambrel-roof, Colonial structure which has been significantly altered with a ca. 1938 addition. The building has four fireplaces, including one in the cellar, and wide board flooring. Samuel Allen, a mariner and shoemaker, was active in civil affairs in Barrington during Revolutionary times. He was one of the two Barrington delegates at the Rhode Island constitutional convention in Newport, and he cast one of the affirmative votes which ratified Rhode Island's acceptance of the Constitution.
- 509\*\* **GEORGE R. KINNICUTT TAVERN AND STAGE OFFICE** (ca. 1840): A 2-1/2-story, flank-gable-roof, Greek Revival style structure with a 2-story porch on the facade, and a 1-story rear ell, with a raised basement. Kinnicutt was a tavern keeper and proprietor of a stagecoach line. In 1850, he was postmaster of the Barrington Post Office, which was located in his house. This building replaced another public house that was owned in the late 1780s by George's father, Joseph Kinnicutt.
- 530\*\* **WILLIAM BROWN HOUSE** (1775 et seq.): A 2-1/2-story, 3-bay, clapboarded, center-chimney Colonial dwelling with a saltbox roof. It was modernized in the late 1970s with addition of a large modern dormer across the rear lean-to and triangular pediments over the entrance and windows. The interior has five fireplaces and a bake oven. William Brown sold this house to his son Kent Brown in 1790. Kent was a shoemaker and a deacon of the Congregational Church from 1812-1817.
- 671 **WILMARTH HEATH HOUSE** (1825): An unusual, 1-1/2-story, L-plan, shingled house, set close to the road. It has a steep end-gable roof intersected by a 3-bay, flank-gable wing on the west side. Simple detailing includes a Greek Revival style entrance. Wilmarth Heath was a shoemaker and a part-time schoolteacher.
- 955\*\* **ALBERT G. PECK FARM** (1865), W. H. Colwell, architect: A large, 2-1/2-story, clapboarded, Italianate dwelling with ornate brackets trimming cornices and eaves and 2/2 paired, arched windows. It has a 1-story ell on the west and a series of ells at the rear. The flank-gable roof is broken by a large gable over a portico topped by a balcony and second floor hood. Outbuildings include a shingled barn, 2-story carriage shed (converted to a residence), and a small shed. Albert Peck bought 20 acres of the former Perez Richmond farm and enlarged it into a 60-acre truck garden, producing quantities of vegetables for the Providence market. This fine complex now sits on 2 acres.
- BARRINGTON-EAST PROVIDENCE BOUNDARY MARKERS** (nineteenth century and 1936): The nineteenth-century marker is

## COUNTY ROAD (continued)

granite, marked with "B" on the east side, and "E-P" on the west. The 1936 marker is a tall triangular concrete post, erected for the Rhode Island tricentennial celebration.

## EDWIN STREET

- 16      THOMAS H. BELL HOUSE, II (ca. 1909): A 2-story, end-gable-roof, shingled structure with bracketed eaves and porch. The building has 2/2 windows. Thomas H. Bell was a dentist and a summer resident of Barrington.
- 20      THOMAS H. BELL HOUSE, I (1901): A 2-story, end-gable-roof, asymmetrical cottage with decorative shingling and an enclosed porch. The date of construction appears in the gable peak. In 1921 it was owned by the Bell family who also owned the house next door.

## ELM LANE

- 9      ARNOLD K. AND ALVA BROWN HOUSE (1940), Albert Harkness, architect: A 2-story, 5-bay, hip-roof, brick Georgian Revival structure with a segmental-arch pediment on the central entry. It has 6/6 shuttered windows on the second floor and two bay windows below, flanking the entrance.
- 12      MARGARET BELL JONES HOUSE (ca. 1935): A 2-story, flank-gable-roof dwelling with brick first story and rusticated weatherboard on the second story. The building's ornament is inspired by English Medieval cottage design.

## FAIRWAY DRIVE

- 11      RICHARD B. HOWARD HOUSE (1940): This picturesque dwelling shows Neo-Georgian styling adapted for an asymmetrical design with off-center entrance and a projecting end pavilion with a bay window below an oculus window in the gable end. The individual end-gabled dormers and massive chimney are important features of the overall composition of the house.

## FEDERAL ROAD

- \*\*      JOSHUA BICKNELL FARM/ST. ANDREW'S SCHOOL (1787, 1895): A complex of 1- and 2-story late eighteenth-century, Shingle Style and Georgian Revival institutional buildings in open, spacious grounds, founded as St. Andrew's Industrial School in 1893 to provide a home and training for homeless boys by Rev. W. M. Chapin, rector of St. John's Episcopal church. In 1895 St. Andrew's purchased the Joshua Bicknell House and 10 acres; 17 more acres were added later. The structures include:

## FEDERAL ROAD (continued)

- \*\* McVicker Hall (ca. 1900): A 2-story, symmetrical, cross-gable-roof, stone and shingle building, the flank gable section of the roof has flat-topped dormers and an "eyebrow"-shaped eave. It is the most prominently sited building in the complex.
- \*\* Hardy Memorial Building (ca. 1900): A 2-story, flank-gable-roof, stone and shingle building with details similar to McVicker Hall.
- \*\* Joshua Bicknell House (1787 et seq.): A 2-story, 5-bay, flank-gable-roof, clapboarded, Federal style dwelling, used as the headmaster's house.
- \*\* Reverend Francis Horton House (ca. 1870): A 2-story, hip-roof, shingled Italianate dwelling with tall, slender paired windows, and a rectangular cupola at the roof peak.
- \*\* Gardner Hall (ca. 1926), Clarke and Howe, architects: A 1-1/2-story, hip-roof, brick Georgian Revival structure, with a series of gabled dormers and arched windows, surmounted by a small clock tower.
- \*\* Bishop Clark Hall (ca. 1899): A 2-story, cross-gable-roof, shingled structure with a cupola; fenestration is set in segmental-arch openings.
- \*\* Chapin Memorial Chapel (1946): A 1-story, end-gable-roof, brick Georgian Revival building with heavy modillions at eaves and cornice, the building has a bell tower, surmounted by a tall slender spire.
- \*\* Andrews Cottage (ca. 1895): A 2-story, hip-roof, shingled cottage with modern alterations. The shingle work flares at the second story level.

## FERRY LANE

- 26\*\* LUTHER MARTIN HOUSE (ca. 1840): A 1-1/2-story, end-gable-roof, clapboarded side-hall-plan Greek Revival dwelling, one of the most intact of its type and period in Barrington. The building has a trabeated entrance, paneled corner pilasters, a full entablature, and deep eaves with gable returns.
- 72 HOPE P. RANKINE HOUSE (1938): A 1-1/2-story, flank-gable-roof, clapboarded, neo-Colonial Cape Cod dwelling. The steep-pitched roof has two end-gable dormers. It is a good example of pre-World War II construction with good proportions and handsome details.
- 73 SAMUEL AND SILENCE BULLOCK HOUSE (1780, moved ca. 1891): A 2-1/2-story, flank-gable-roof, clapboarded Georgian dwelling with a 4-bay facade, which has a later nineteenth-century trabeated entrance with sidelights. It was built on a site which is now Governor Bradford Drive, and by 1786 was acquired by Benjamin Thurber as part of the Thurber farm. In 1891 Frederick A. Devoll purchased the farm, and this house was moved to this lot for a member of the Chapman family.
- 98 HODGES HOUSE (1868): A 2-story, L-plan, end-gable-roof, shingled dwelling with entrance sidelights and 6/6 windows. The building has been somewhat altered with the addition of modern oriel windows.

## FIRST STREET

- 26      GEORGE W. THAYER HOUSE (1873): A 2-1/2-story, end-gable-roof, side-hall-plan, clapboarded Victorian dwelling with trabeated entranceway. The house has been enlarged by a 2-story shed roof wing on the west side. Thayer bought two lots, number #15 and #16, from Drownville developer Henry Staples in 1868. By 1873, lot #15 was transferred to his son George W. Thayer, who used a \$1400 mortgage from his father to build the house.

## GEORGE STREET

- 153      J. C. WEST FARMHOUSE (1794, ca. 1910 et seq.): This 2-story, flank-gable-roof, clapboarded, center-chimney farmhouse with a 4-bay facade has several additions. On the north is a 1-story hip-roof glass-enclosed sunroom and on the south a 1-story gable and shed roof addition. Tradition says that the original post-and-beam house was moved from Prudence Island and up a frozen Barrington River to Knockum Hill. In the early 1900s the West family ran a tavern and restaurant here. Original interior details include four fireplaces (one with a bake oven), wide diagonal-cut floorboards, and a narrow stairway to a loft over the kitchen. The fields are today used for truck farming.

## GLEN ROAD

- 3\*\*      EDMUND P. SAYLES HOUSE (1923): A 2-1/2-story, flank-gambrel, slate-roof, clapboarded Dutch Colonial Revival dwelling.
- 16\*\*      RAYMOND W. GREENE HOUSE (1937), Royal Barry Wills, architect: A large, 2-1/2-story, flank-gable-roof, clapboard and brick Colonial Revival dwelling with two massive end chimneys and a two-stall garage with arched doors attached to the house by a breezeway.

## GOVERNOR BRADFORD DRIVE

- 89      CHARLES W. HACKETT HOUSE (ca. 1865): A 1-1/2-story, end-gable-roof, clapboarded, bracketed cottage with a 3-bay facade and a central hooded entrance. The side ell has a turned-post porch.

## HIGHVIEW AVENUE

- 9      EDWIN F. PECK HOUSE (ca. 1870): A 2-1/2-story, flank-gable-roof, shingled dwelling with bracketed cornice and eaves. It has 6/6 windows with Greek Revival caps and a Colonial Revival entrance with a large blind fan and a pedimented portico. Edwin F. Peck was a fisherman.

## HOMESTEAD AVENUE

- 18\*\*      PELEG RICHMOND HOUSE (ca. 1734 et seq.): A 2-story, 4-bay, flank-gable-roof, clapboarded, center-chimney, Colonial dwelling with ells

## HOMESTEAD AVENUE (continued)

added to the rear and side. Peleg Richmond was a farmer. He was born in 1700 in Little Compton and married the widow Mary Viall in 1734; this land was part of the Viall estate. In the 1960s a 2-story saltbox-roof north kitchen ell was added using framing, floorboards, and paneling from the demolished Eleazer Whipple Tavern (ca. 1684), which stood on Great Road in Lincoln. A second gambrel-roof addition was made on the east end in the 1970s. The original 60-acre Richmond farm is now reduced to five acres.

## JENNYS LANE

- 15\*\* CHARLES C. WHITING HOUSE (ca. 1875): A 1-1/2-story, cross-gable-roof, clapboarded Italianate cottage with paired, arched windows in the facade gable, and a front veranda which is now screened in. Charles C. Whiting was a jeweler.
- 16\*\* ARTHUR F. KIDDER HOUSE (ca. 1900): A 2-1/2-story, flank-gable-roof, shingled Modern Colonial dwelling with a symmetrical facade and full-width front porch, set on a large lot with picturesque landscaping.
- 24\*\* WILLIAM AND ANNIE KENYON HOUSE (ca. 1922): A 1-1/2-story, hip-roof, shingled bungalow with a gabled front dormer with a sunburst. It has paired Ionic porch columns and is set back from street on a picturesquely landscaped lot. William Kenyon was a salesman.
- 27\*\* LEWIS T. FISHER HOUSE, I (ca. 1887): An elaborate 2-1/2-story, cross-gable-roof, Queen Anne dwelling with plain and decorative cut shingles and board-and-batten diaperwork.
- 33\*\* LEWIS T. FISHER HOUSE, II (1863): This 2-1/2-story, L-plan, Victorian house with intersecting gable roofs is a good example of the side hall plan with a substantial 2-story ell added on the west side. Exterior detailing includes a handsome door hood and bracketed cornice. The lot was sold to Fisher in 1862 by the widow Nancy Gladding. Fisher began his career as a spindle maker and carpenter. From 1868 to 1884 he was superintendent of the Mechanics Machine Company in Warren. After 1884 Fisher became a leading contractor in Bristol County and built many residences and public buildings, including two schools in Barrington and the Warren Town Hall. He also worked on Barrington Town Hall. From 1865 to 1867 he served in the General Assembly; he was clerk and treasurer of the Barrington schools for twenty-one years and sheriff of Bristol County in 1887.
- 36\*\* J. RICHMOND FALES HOUSE (ca. 1915): A 2-story, shingled Arts and Crafts/Medieval Revival style cottage with a half-timber articulated central entrance, topped by a segmental pediment.
- 48\*\* ALLEN C. MATHEWSON HOUSE (ca. 1862): A 1-1/2-story, L-plan, clapboarded mansard cottage with a stickwork entrance porch, bracketed cornices with dentils, and chevron patterned roof edging. Mathewson, a Barrington native, learned the jewelry trade in Providence and founded the company of Mathewson and Allen in 1829 with a factory in Providence and an office in New York. As a young man he was a

## JENNYS LANE (continued)

traveling salesman throughout New England and New York. In 1849 Mathewson and several partners built a large ship at Barneyville on which Mathewson twice circumnavigated the globe. Mathewson retired in 1862, acquired a large farm fronting on the Warren River, and served as a state senator from Barrington from 1862 to 1864. A hand-drawn plat in the Barrington Preservation Society's museum shows his extensive properties; in addition to his own house near present-day Chapin Road (now gone), he built two hotels.

- 53\*\* NELSON NEWELL HOUSE (1869): An elaborate, 1-1/2-story, flank-gable-roof, clapboarded Victorian dwelling with a central 3-story, end-gable front pavilion, flanked by porches. A carriage house is connected at the rear.

## LINCOLN AVENUE

- 11\*\* ELLEN ANTHONY HOUSE (1906): A 1-1/2-story, flank-gable, stuccoed house with a large shed-roof dormer across the facade. A porch on the west side has been enclosed and a breezeway attached to a 2-car gable-roof garage added on the east side. It was built as a wedding present.
- 12\*\* FRED HORTON HOUSE (1922): A 1-1/2-story, flank-gable-roof bungalow with a full-width shed dormer on the facade. First floor walls are rubblestone, with shingles above. This handsome example of a popular type is set back from the road.
- 15\*\* ANTHONY HOUSE (ca. 1895): This 2-1/2-story, L-plan, Queen Anne house with intersecting gable roofs is a good example of this period's buildings. Elaborate exterior wall cover includes clapboards, fish-scale and butt shingles, and decorative brackets above and below many window frames. A full-width, hip-roof front porch has turned balusters, a spindle-type screen and a small gable-roof portico. Extensive original plantings survive in the garden.
- 20\*\* THOMAS ALLIN HOUSE (1783): A 2-story, flank-gable-roof, clapboarded, Federal dwelling with a large central chimney, set on a slight hill. Exterior detailing includes a fine pedimented door frame, fluted pilasters and a 5-pane transom; window frames retain original splayed lintels. The original 5-bay facade has been enlarged by a 2-story addition on the west end. Outbuildings include a well house and a modern Colonial Revival 3-car garage. General Thomas Allin led Barrington troops in engagements in the Revolution. Three of his slaves, Prince, Jack and Richard Allin, served in the war also and were freed at the end of the war. In 1851, this house belonged to farmer Joshua Bicknell.
- 23\*\* EDWARD C. ANTHONY HOUSE (1895): A well-preserved, 2-story, L-plan, Queen Anne dwelling with intersecting gable roofs. Both single and compound 2/2 window frames on the facade display heavy cornices and sawn brackets. Exterior cladding include clapboard, staggered butt, and saw-tooth shingles at the attic level. A strong similarity in design to

## LINCOLN AVENUE (continued)

- the Anthony house at 15 Lincoln Avenue suggests that a full-width porch on this house has been removed.
- 26\*\* ANDERSON-LAW HOUSE (1927): An English Cottage style dwelling with end-gable roof, prominent front chimney, and off-center projecting entrance pavilion. The American Colonial pedimented doorway is typical of the mixed stylistic detailing found on such houses.
- 30\*\* ANDERSON-PARAMENTER HOUSE (1925): A large-scale, 2-1/2-story hip-roof house with wide overhanging eaves with a projecting hip-roof. The symmetrical facade centers on a hip-roof entrance porch and hip-roof dormer. Evenly spaced triple 6/1 windows on the first floor and double 6/1 windows above add to the formality of this design. The well-landscaped yard has extensive foundation planting and large oak and maple trees.
- 37\*\* JOSHUA PAINE HOUSE (ca. 1895): This 2-story, end-gable-roof, L-plan, Queen Anne house has a lower gable-roof ell on the west side; similar to 23 Lincoln Avenue, it has single and compound window frames on the facade with a mixed wall cover using clapboard topped by fish-scale shingles at the attic level. A front portico with a shallow hip roof and turned posts is probably a twentieth-century addition and may have replaced a full-width porch. A small side porch is on the west side to accommodate a semi-circular driveway from the side street.
- 51\*\* G. W. THAYER HOUSE (1855 et seq.): The original west section of this house is a 1-1/2-story, end-gable-roof, Greek Revival farmhouse with a trabeated entrance and flat pilasters. A large 2-story, hip-roof, Late Victorian addition was built on the east side about 1890.
- 152 JONATHAN T. KENDER HOUSE (ca. 1875): A 1-1/2-story, end-gable-roof, shingled dwelling with bracketed cornice trim and eaves returns. The house has a side-hall plan with hooded entry and a bay window on the facade.
- BARRINGTON HIGH SCHOOL (ca. 1941 et seq.), Robinson Green Beretta, architects, Knight Robinson, partner-in-charge: A large 1- and 2-story, flank-gable-roof, brick school complex. It is typical of modern public school design and is located on a site in the heart of the old Barrington town center near White Church and Central Bridge.

## LORRAINE STREET

- 17\*\* LEROY FALES TOWER (ca. 1895): An unusual windmill-like tower in a yard bounded by massive stone walls and an iron fence. The stone wall includes a cylindrical foundation, presumably for another tower. The property includes a 2-story, hip-roof, shingle structure which was probably originally a stable or carriage house, associated with the Leroy Fales House.
- 32\*\* LEROY FALES HOUSE (ca. 1895): A large, 2-1/2- and 3-story, cross-gable-roof, stone and shingle, Medieval Revival house with asymmetrical massing. The peaks of the numerous gables are capped with pinnacles.

## LORRAINE STREET (continued)

The first story has rusticated ashlar stonework, with a slightly flared belt course marking the division between the stone work below and the shingle work above. It has three tall chimney stacks and tripartite windows in the gable ends, with bay windows below.

## MAPLE AVENUE

- 53 ALFRED FARINA HOUSE (ca. 1910): A large, 2-1/2-story, end-gable-roof, double-decker house with recessed, two-story bracketed porches. It has a 2-story bay window with a gable roof on the west side.
- 77 HOUSE (ca. 1920): A 2-1/2-story, hip-roof, brick building with a prominent, hip-roof dormer, now in mixed commercial and residential use. The first-floor porch has been modernized for a store; the second floor porch retains elaborate brackets, spindles and balusters.
- 243 ROFFEE-BACON HOUSE (ca. 1885): A large, 2-story, flank-gable-roof dwelling, now in multi-family use. It has been moved back from its original location. The handsome entrance retains its hood and heavy Victorian brackets. Application of vinyl siding has resulted in loss of all window and door detailing.
- 263 EBENEZER TIFFANY HOUSE (ca. 1790 et seq.): A large, 2-story, flank-gable-roof, 5-bay Federal dwelling with a large center chimney. It is sited on a slight hill and has been converted to multi-family use. Remodeling has included installation of picture windows on both levels of the facade and replacement of clapboards with vinyl siding. It appears on the 1851 map as the house of Ebenezer Tiffany, who was town clerk.
- 341 CHURCH OF THE HOLY ANGELS (1963): A 1-story modern building of buff-colored brick, the second church built for an Italian parish. Behind the church is the shrine of the Assumption of Our Blessed Mother (1966), a marble statue of Virgin Mary (1903) set in a fieldstone grotto. The garden behind the grotto was dedicated in 1960.
- 412 TEXACO STATION (ca. 1946): A 1-story, flat-roof, 3-bay concrete block modern structure. The parapet retains the original signage and the emblematic red stars. This station, complete with its free-standing red-star sign, is a rare survivor.
- 603 BUNGALOW (ca. 1925): A 1-1/2-story, hip-roof, shingled bungalow with a hip-roof dormer and a full-width front porch. This is one of a number of bungalows that were built on the 50-foot lots, laid out along Maple Avenue in 1920.
- 610\*\* ISAAC BARNUM HOUSE, II (1883): A 1-1/2-story, end-gable-roof, clapboarded house with a full-width porch and side hall plan. Gothic Revival exterior detailing includes fanciful bargeboards, applied wood trim on windows, and porch posts with a lacy design.
- 624\*\* ISAAC BARNUM HOUSE, I (ca. 1855): This 2-story, flank-gable-roof brick house was probably built by the Narragansett Brick Company about the time the Providence, Bristol & Warren Railroad was

## MAPLE AVENUE (continued)

completed. The offset east wing is an addition to the original house. Attractive entrance porches with strapwork are on both east and west sides; the west side has two doors opening into the house. Barnum bought this house from the brick company in 1868. He ran a slaughterhouse and may have used the two large brick-lined vaults in the garden for storage of meat and provisions. The house fell into disrepair in the early twentieth century, but it was restored in the 1960s.

## MASSASOIT AVENUE

- 20 MASON S. TYLER HOUSE (ca. 1908): A 1-1/2-story, flank-gable-roof, shingled bungalow with a long, narrow shed dormer and a recessed bracketed porch with heavy flared posts. Tyler was a bookkeeper.
- 82 WHEATON BOWDEN HOUSE (ca. 1870): A 1-1/2-story, flank-gable-roof, clapboarded cottage with deep eaves and gable returns, and plain pilaster and entablature trim. This building is set end to the street with a small entrance porch and vestibule. Bowden was an oysterman.
- 123\*\* JOHN MARTIN HOUSE (1707, ca. 1750): A 2-story, flank-gable-roof, shingled colonial dwelling, the oldest extant house in Barrington. The original east section was built as a two-story house with a brick and stone end chimney. Interior features include corner posts, paneling, mantels, and a large room on the second floor. The Martin family were among the town's earliest families. John Martin bought land near Hundred Acre Cove in the 1670s and built a house which was burned in King Philip's War. Martin began building this house in 1707. Charred beams in the north corner of the cellar allow for intriguing speculation that this may be the site of that first house or that perhaps materials from his first house were reused for this structure. About 1750 John Martin's son John expanded the house. Known as Captain John, he served in the American Revolution with his sons Samuel and Benjamin. The Martins were farmers and two large barns and several outbuildings formerly stood on this property. The property stayed in the Martin family until its 1864 sale to John Bowden of Providence, who sold oysters.

## MATHEWSON ROAD

- 17\*\* ANNIE M. WINSOR HOUSE (ca. 1890): An asymmetrical, 2-1/2-story, flank-gable-roof, brick and shingle Queen Anne house with gable end overhangs, carved brackets, flared eaves, cylindrical second-story bay, and a 3-story tower (whose roof has been removed). It has a bracketed veranda on heavy posts, two prominent corbelled chimneys, and a porte cochere. In 1872, A. C. Mathewson sold this lot to Annie M. Winsor. The form of the Winsor House is similar to Mathewson's own house which stood south of the corner of Mathewson and Chapin Roads until its demolition in the 1950s. After Mathewson's death in 1878, it was known as "The Mathewson," a summer hotel operated by his daughter Bessie Thompson.

## MATHEWSON ROAD (continued)

- 38\*\* MATHEWSON WHARF/SWAN BOATHOUSE (ca. 1862; 20th century): A 1905 postcard shows a cottage on the Mathewson Wharf; by 1926 Samuel B. Swan owned this property and the adjacent house at 39 Mathewson Road, which he inherited from his mother Annie B. Swan.
- 39\*\* ABBY BURRINGTON HOUSE (1871): A 1-1/2-story, gable-breaking-gable-roof, bracketed cottage. It has a wrap-around porch with sawn posts distinguished by an intricate pattern of ovals, which is repeated, at a smaller scale, on the railings. In 1871, A. C. Mathewson sold this lot to Eliza Paine, who, one month later, sold it to Abby Burrington. It remained in this family until 1900. By 1922 Samuel B. and Annie Swan owned this house and the boathouse at 38 Mathewson Road. Swan was an electrical engineer.
- 41\*\* MATHEWSON HOUSE/"THE GABLES" (ca. 1850): This large, 2-1/2-story, clapboarded dwelling has steep gables with Gothic Revival detailing. An added 2-story porch with stickwork posts extends across the facade. Originally the house was a smaller cottage, the residence of the Jennys family. In 1870, A. C. Mathewson sold the house to F. L. A. Kimball. It was subsequently raised, enlarged and altered for use as "The Gables," a summer hotel. By 1923 it was sold to Reba and Frank Flint, who developed a large garden.
- 45\*\* ALFRED C. MATHEWSON HOUSE (ca. 1862): A 1-1/2-story, clapboarded, asymmetrical mansard cottage. It has bracketed trim and gable dormers, with scroll corner brackets. The entry includes double-leaf doors, round arch lights and a transom. A 1-story section of the entry appears altered; perhaps it was originally a porch. It has a Second Empire stable that has been converted to a house, now 43 Mathewson Road.
- 95\*\* EMILY P. FOSTER HOUSE (1926): A large 1-1/2-story, flank-gable-roof, clapboarded bungalow with a broad roof, flared porch posts, and a porch extension. It has a large gabled dormer with three windows.
- 151\*\* HOUSE (ca. 1865): A 2-1/2-story, flank-gable-roof dwelling with hexagonal patterned shingle wall cover and a large-scale classical cornice with shaped dentils. In 1888, it was the property of Daniel A. Green, a farmer, who later leased it to the Barrington Yacht Club.
- 163\*\* JAMES INGRAHAM HOUSE (1797): A 2-1/2-story, flank-gable-roof, shingled dwelling with a heavy, trabeated Greek Revival entry with sidelights. It has molded window cornices, and 6/6 sash.
- 167\*\* HOUSE (ca. 1850): A 1-1/2-story, 2-bay, end-gable-roof, clapboarded Victorian cottage with a wide cornice, round arch windows, and turned porch posts.

## MIDDLE HIGHWAY

- \* BELTON COURT/FREDERICK S. PECK ESTATE (1905-06, 1927-28), Martin and Hall, architects: A 3-story, flank-gable-roof, stone building, with parapeted cross-gable projections on the asymmetrically

## MIDDLE HIGHWAY (continued)

massed facade, and a crenelated square tower. The name Belton Court is derived from the home of the Peck family in England. The house had an addition in 1927-28, which created a 'U' shaped plan. The property also contains the abutting Ousamequin Farm. Belton Court was later owned by Barrington College and is now owned by the Zion Institute.

- 294 NAYATT HALL (1856, 1919): A 2-story, flank-hip-roof, painted brick structure, now heavily modernized for use as an apartment house. Originally a 3-story building of local brick, it opened as the town's second post office on October 10, 1855, near the new Providence, Bristol & Warren railroad station. From 1856 to 1919, the Narragansett Brick Company, later the Barrington Steam Brick Company, ran a general store on the first floor for brickworkers. The second floor was used as a boarding house, and the third floor had a large hall, used for town council and religious meetings, and for military drills. After 1919, the Giuseppe Mastriano family remodeled the hall and removed the third floor.
- 492 NARRAGANSETT BRICK COMPANY HOUSE (ca. 1870): A 2-1/2-story, end-gable-roof house, built of local brick, with an unusual pattern. Two running rows of brick are followed by a third row of brick headers; cornice trim is also brick made up of one row set at a 45-degree angle. Both windows and the main door exhibit flat segmental arches with two rows of headers. A large 2-1/2-story shingled addition is located at the rear.
- 576 L. B. SMITH HOUSE (ca. 1860): A 1-1/2-story, end-gable-roof, clapboarded Greek Revival house with corner pilasters and a widened floor plan. The atypical facade suggests that the entrance has been altered; it is now incorporated into the return of the end gable. A wrap-around front porch is probably an addition. The house has a formal front garden and extensive flower beds.

## NAYATT ROAD

**MOUSCOCHUCK CREEK/NARRAGANSETT BRICK COMPANY CANAL/NEW ENGLAND STEAM BRICK COMPANY CANAL**  
(1848 et seq.): A natural waterway, which was channeled and utilized by the Narragansett Brick Company, reincorporated in 1877 as the Nayatt Brick Company and by 1895 renamed the New England Brick Company (N. B. Co.), to carry brick-laden barges from the clay pits and factory west to Narragansett Bay ports. The 1870 map shows it as a natural waterway leading from the Narragansett Brick Company's buildings, located on both sides of Middle Highway. By 1895 it had been dug out and banked to form a canal. Today, traces of the canal begin south of Maple Avenue and extend westerly across Middle Highway, through the Rhode Island Country Club's golf course to meet Nayatt Pond, then under Washington Road to meet the shoreline.

- 11\*\* NARRAGANSETT BRICK COMPANY HOUSE (ca. 1865): A 2-story, end-gable-roof house, built of local brick, sited on the hillside overlooking the west end of the company's abandoned tow path along Mouscochuck Creek. The Narragansett Brick Company owned this land

## NAYATT ROAD (continued)

in 1861; the house first appears on an 1870 map. In 1877 the Narragansett Brick Company was reincorporated as the Nayatt Brick Company, which sold the house to Martin Dewing. Dewing was a pioneer in the oyster business; he conducted an important study of oyster propagation. At his death in 1910 Dewing owned large oyster beds off Nayatt Point and about 400 acres in Connecticut waters.

- 23\*\* CHARLES D. AND MARY OWEN HOUSE (ca. 1875), Stone and Carpenter, architects: A 2-1/2-story, cross-gable-roof, clapboard and patterned shingle Modern Gothic dwelling with hipped dormers. This excellent example of its style is illustrated in the December 23, 1876, issue of the magazine *American Architect and Building News*.
- 26\*\* JOSEPH U. STARKWEATHER COTTAGE (1882): A 2-1/2-story, cross-gable-roof, clapboarded Victorian dwelling with decorative vergeboard detailing at the eaves, and a front veranda. An original 1-1/2-story cross-gable-roof barn is located on the southwest corner of the lot near a large copper beech tree. Joseph Starkweather was a partner in the Providence firm of Starkweather and Williams, dealers in artist's and photographer's materials. He also served one term as president of the Barrington Rural Improvement Society.
- 38\*\* CHARLES H. MERRIMAN HOUSE (1881): An unusually well designed, 2-1/2-story, cross-gable-roof, Queen Anne dwelling with clapboard sheathing on the first story and patterned shingling above, sited on a landscaped lot. Merriman was a Providence manufacturer and founder of the Silver Spring Bleaching and Dyeing Company in 1864. He moved to Barrington in 1866 and retired in 1871. The Merriman family also owned the lighthouse property at Nayatt Point.
- 41\*\* HENRY A. MONROE HOUSE (ca. 1870): A large, 2-1/2-story, clapboarded Second Empire dwelling with stickwork porch set back from the street on a landscaped lot.
- 52\*\* HOUSE (ca. 1865): A beautiful, 2-story, cross-gable-roof, clapboard sheathed, symmetrical Italianate villa with twentieth-century Colonial Revival additions. Substantial porches are set on the facade and side.
- 70\*\* MRS. B. B. VIALL HOUSE (ca. 1870): A 2-1/2-story, flank-gable-roof, clapboarded dwelling with Colonial Revival alterations, sited on a large lot with a small barn.
- 83\* NAYATT POINT LIGHTHOUSE (1828 et seq.): A 3-story, square brick tower attached to a 1-1/2-story and 2-story complex structure, comprised of three connected sections laid out at right angles to each other, each built at a different period. The 1828 center brick section and ell served as the keeper's quarters for a former freestanding tower nearer the western tip of Nayatt Point. In 1856 the present tower was built; it retains a cast-iron lantern and ventilator and an iron balustrade. At this time a 1-story northwest wing was added to connect the original dwelling to the east side of the tower; a shingled second story was added on this section ca. 1905. In 1875 a second 1-story wing was added to the east end of the center section, and a full length clapboarded second story was also added early in the 20th century. After 1894 the lighthouse was

## NAYATT ROAD (continued)

- deactivated and sold to Isaac B. Merriman for a summer cottage. Merriman made these extensive renovations and commissioned the Olmsted firm to do landscaping.
- 106\*\* FRANK H. ELMORE HOUSE (ca. 1870): A 1-1/2-story, mansard-roof, clapboarded dwelling with a symmetrical facade and later Tuscan portico, sheltering a Federal Revival fan-and-sidelighted entrance.
- 115\*\* BENJAMIN JACKSON HOUSE (1910 et seq.), Norman M. Isham, architect: A substantial, 2-1/2-story, flank-gable-roof, brick Neo-Georgian house with an asymmetrical facade, and a balustraded porte-cochere with Palladian windows on the second and third floors above it. The arched dormers are capped with broken ogee pediment detailing. This house burned shortly after it was completed in 1910, and it was immediately rebuilt. Photographs in the Isham collection of the Rhode Island Historical Society, show the original curving entrance driveway, the magnificent staircase (based on the 1786 John Brown House in Providence), and elaborate interior detailing.
- 116\*\* SIMON SMITH HOUSE (ca. 1820 et seq.): A 2-1/2-story, flank-gable-roof, clapboarded, Federal style farmhouse with Victorian-era additions. It has an added full-width front porch and 1-1/2-story ell on the east side, with a rear ell that connects to the present garage. The house was probably begun by Simon Smith, a farmer, who in 1817 acquired 100 acres in this area from his father Nathaniel Smith. In 1845 Simon sold to his son Lewis B. Smith 175 acres with a dwelling and buildings. Lewis became purchasing agent for the Narragansett Brick Company and was active in town and state politics.
- 129\*\* FREDERICK A. BALLOU HOUSE (1914 et seq.), Fox and Gale, architects: This 2-1/2-story, flank-gable roof, Colonial Revival house has an attractive central front pavilion entrance; the original house has been enlarged to the west side and has bayside terraces. The extensive landscape plantings, designed by the Olmsted Brothers and Ray Thayer, are noteworthy. Original owner Frederick A. Ballou was a Providence jewelry manufacturer. In the 1920s, the property was purchased by Percival Blanding.
- 132\*\* WILLIAM S. AND GRACE S. TULLY HOUSE (ca. 1920), Howe and Church, architects: A 2-1/2-story, flank-gable-roof, shingled Neo-Georgian dwelling with Adamesque and Regency detailing.
- 140\*\* REBA B. AND EDWARD L. WATSON HOUSE (ca. 1915), Clark and Howe, architects: A large, 2-1/2-story, flank-gable-roof, shingled Neo-Georgian house, with a central Federal-style fanlight entranceway set under a Tuscan portico. The building is distinguished by a Palladian window, trimmed with garlands, modeled after the Parker Borden house in Bristol. The house was a wedding gift from Frederick A. Ballou, to his daughter, Mrs. Edward L. Watson. The Watsons contracted the Olmsted firm to design the landscape, and much of their design remains intact including a stone wall which fronts the property.
- 233 TILLINGHAST FARM (ca. 1850 et seq.): A 1-1/2- and 2-story, complexly massed, cross-gable-roof farm dwelling with Victorian-era

## NAYATT ROAD (continued)

alterations. Extant outbuildings include a barn with cupola, and a stable converted to a caretaker's house; the complex is sited on 33 acres of waterfront land with a beach and panoramic view of the bay. The Tillinghast family worked this farm for many years before giving the farmstead to the Rhode Island School of Design.

- 351 DISTRICT NO. 2 SCHOOL (between 1844 and 1848), Thomas A. Tefft, architect: A 1-story, end-gable-roof, clapboarded, Greek Revival school, remodeled for residential use. It is sited on a slight hill on a long narrow lot. This 3-room school, with a small belltower, operated until 1900. State school commissioner Henry Barnard described the new school, designed by one of Rhode Island's pioneer architects, as "the most attractive, convenient and complete structure of the kind in any agricultural district in the state."

## NEW MEADOW ROAD

- 14 WALKER HOUSE (1852): A 2-1/2-story, Gothic Revival house which has been heavily altered. Originally it faced south, and in 1900, was relocated to the present site near the Barrington Bridge, and turned to face County Road. Dormers and the present entrance date from about 1930. It formerly was clad with clapboards, painted a light mocha brown with cream trim and accented with black shutters. An original small clapboarded barn, which repeats the gable-breaking-gable roof form, is located just north of the house.
- 24\*\* JAMES BOWEN HOUSE (1770): A 2-story, end-gable-roof, clapboarded Colonial house with a center chimney, enlarged by a 2-story gable-roof ell on the west side. Bowen was a farmer who also ran a cable ferry across the river. During the Revolution the ferry was used to transport cattle, swine, coaches and troops, and the house was used as a tavern. A late nineteenth-century barn is on the site, located very close to the river's edge.
- 37 HOUSE (ca. 1910): A 1-1/2- to 2-story, flank-gambrel-roof, shingled Colonial Revival dwelling with typical detailing. It has a central entrance with sidelights and transom and a full-width front veranda.
- 80 JAMES L. SWEETLAND HOUSE (ca. 1867): A 2-1/2-story, mansard-roof, clapboarded house, enlarged by a 1-story flat-roof entry wing on the south side. It is located on a riverfront site with well landscaped grounds. Shortly after the Civil War, the Supreme Court of Rhode Island divided the property of James L. Sweetland, who had married Sarah A. Martin (deceased), sister of James Martin, a large landowner in the area. Three sons, James L., Jr., Samuel L., and Edward R., all veterans, received land. James L., Jr., received lot #2 with "the upper half of a house"; subsequently he acquired his brother Samuel's share and sold it to William H. and Caroline A. Bowen in 1869. By 1885 it belonged to Benjamin and Sarah P. Greene and was known as the Greene Farm.

## NEW MEADOW ROAD (continued)

- 99 CLIFTON F. STEVENS HOUSE (ca. 1922): A symmetrical, 2-1/2-story, hip-roof, shingled Colonial Revival dwelling with a pedimented entry portico and 3-bay garage to the rear.
- 111 HOUSE (early twentieth century): A 2-1/2-story, hip-roof, stucco clad dwelling with Craftsman detailing. The house has bracketed eaves, a large shed dormer, and an entrance vestibule.
- 117 DISTRICT NO. 3 SCHOOLHOUSE (1841; moved and remodeled ca. 1920): A 1-1/2-story, end-gable-roof, shingled building with an added full-width shed-roof Colonial Revival porch, set back from the road on a landscaped lot. An old photograph in the Barrington Preservation Society's collections shows the original 3-bay, clapboarded facade with dark shutters.
- 125 JAMES MARTIN HOUSE (1786 et seq.): A 1-1/2-story, gambrel-roof, center-chimney Colonial house, enlarged to the present 7-bay facade and further enlarged by addition of a large 1-story contemporary ell, offset to the east. Four shed-roof dormers in the original section are a typical early eighteenth-century form. The house sits on a diamond-shaped lot, which was sold by Samuel Kent to James Martin in 1786. The original north bound was Malt House Lane, now Linden Road. Martin was involved in the coastal trade and also owned a farm in Halifax, Vermont.
- 133 GEORGE BISHOP HOUSE (ca. 1860): A 1-1/2-story, flank-gable-roof, clapboarded Greek Revival dwelling, with a bay window and Colonial Revival additions, including a front entrance porch, a dormer, and a garage wing.
- 139 BULLOCK-BLAKE HOUSE (1892, ca. 1904): A 2-1/2-story, L-plan, clapboarded house. The original end-gable Queen Anne section with angled, rectangular corner tower was built as a summer house for Eben Bullock, a Cranston resident with a tinsmith business in Providence. In 1899 the Bullocks mortgaged the house to Mabel C. Blake of East Providence. The Blake family enlarged the house about 1904, adding the large gambrel-roof Colonial Revival wing on the south.
- 145 EBENEZER NORTHRUP HOUSE (1873): A 2-1/2-story, cross-gable-roof, clapboarded Victorian era dwelling containing Italianate and stick detail. It has unusual corner windows on the second story, and round windows on the side gable ends. It has had some twentieth-century alterations.
- 163 WILLIAM H. CHAFFEE HOUSE (ca. 1910): A 1-1/2-story, flank-gable-roof, shingled vernacular cottage with Craftsman details, and unusual proportions. It has a narrow width and deep length, with a wraparound veranda. William Chaffee was a bookkeeper.
- 165 HAMPDEN MEADOWS SCHOOL/TEMPLE HABONIM (1906 et seq.): A 1-story, shingled school with a complex hip roof and excellent Classical Revival detailing. Trim includes a modillioned cornice, corner pilasters, and grouped triple unit windows with diamond-pane transoms. Now used as a synagogue, a contemporary entrance has been installed and original window sash replaced.

## NEW MEADOW ROAD (continued)

- 170 DROWN HOUSE (1750 et seq.): A 1-1/2-story, end-gable-roof, clapboarded, Colonial house, sited near the river, with a picket fence and old wellhead. It has been enlarged by a north ell, attached by a small wing to a contemporary garage. Facade details include a flat-head entrance with a 5-pane transom, wide plank window frames, and double-hung 12/12 sash. Benjamin Drown sold it, "with a corncrib," to Jonathan Jenks Drown in 1794. By 1824 it was owned by James Bowen, and by Ira Kent in 1837; the property remained in the Kent family until 1937.
- 175 JAMES L. AND ANNIE ANDERSON HOUSE (ca. 1910): An unusual, 1-1/2-story, flank-gable-roof, clapboarded Arts and Crafts house with a side-hall entrance that includes bull's eye glass in the door. Its central bay is surmounted by an oriel on massive brackets.

## NORTH LAKE DRIVE

- 1\*\* CHARLES E. SMITH HOUSE (ca. 1880): A handsome, 2-story, cross-gable-roof, brick Victorian dwelling with segmental-arched 6/6 windows, and a stringcourse of corbelled decorative brickwork. It has a brick stable to the rear. C. E. Smith was a contracting mason, and superintendent of highways.

## OLD COUNTY ROAD

- 38 BROWN HOUSE (1826): A 1-1/2-story, flank-gable-roof, shingled Greek Revival farmhouse with paired chimneys and a trabeated entrance with sidelights and paneled pilasters. Later additions include front dormers breaking up through the eaves and a 1-story wing on the west side. Original outbuildings include a flank-gable and shed-roof barn, and sheds. Brown was an apple grower with extensive orchards in the area. His wife was a member of the Winsor family from Smithfield, well known apple growers.

## OLD RIVER ROAD

- 7 BENJAMIN HEATH HOUSE (ca. 1820): A 2-1/2-story, flank-gable-roof, Federal style dwelling that was extensively remodelled after a fire in 1965. Benjamin Heath was a blacksmith.
- 38\*\* NATHANIEL HEATH HOUSE (1782): A 2-story, 3-bay, gambrel-roof, shingle-clad, Colonial dwelling with 12/12 windows. The entrance has a 4-pane transom and dentils with carved detailing on the frame. Nathaniel Heath was one of two sons of the Reverend Peleg Heath (1699-1748), minister of the Congregational Church from 1728 to 1740. In 1778 Nathaniel Heath was appointed by the town as a lieutenant in Captain Samuel Bosworth's Artillery Company. By trade Heath was a furniture maker and carpenter, and was also town tax collector.

## PARK AVENUE

- 50 JAMES DUNCAN HOUSE (ca. 1917): This 1-1/2-story, stuccoed frame bungalow with cobblestone chimney and porch, is a fine example of the Arts and Crafts style. Built by Jim Pierce for Duncan, a Providence storekeeper, the house is nearly identical to 14 Brook Street and may have been assembled from a kit. The interior is finished with oak trim and a pair of Art Deco stained glass doors.

## PRIMROSE HILL AVENUE

- 13 ASA PECK BARN (late 19th century, remodeled 1991): A 2-1/2-story, end-gable-roof, clapboarded barn with a belfry at the front of the roof ridge and a large door topped by a multi-paned transom, remodeled for a contemporary residence by James Barnes, architect. The stone foundation of an earlier small house is on the east side of the house; the foundation of a large barn is on the west side of this building. Originally part of Ousamequin Farm, the main farmhouse, built in 1795, was rebuilt in 1947 by Helen Peck, and only its foundation is original. This estate stayed in the Peck family until the 1980s; the land has been subdivided and this barn and the old farmhouse are now on separate lots.

## RUMSTICK ROAD

- 29\*\* NATHANIEL ADAMS HOUSE (ca. 1820): A 2-story, 5-bay, flank-gable-roof, clapboard-sheathed Federal dwelling with three pedimented dormers. It has a wide cornice with modillions. Nathaniel Adams sold the house with about forty acres to Enoch Remington in 1820. By 1843 it was acquired by Sarah Perry, wife of Francis Perry. After several family transactions, the Perrys sold the house to Rebekah Budlong in 1860. In 1867 it was acquired by Oliver Hazard Perry Cleland.
- 32\*\* GEORGE GLADDING HOUSE (1849): A 1-1/2-story, end-gable-roof, clapboarded, transitional Greek Revival/Italianate house, set close to the street with a barn at the rear. The detailing includes Greek corner pilasters, and Italianate brackets on the cornice, eaves, and twin porches, now enclosed.
- 35\*\* CARLETON GOFF HOUSE (ca. 1930), Carleton Goff, designer: A 2-story, cross-gable-roof, brick dwelling based on English Cottage design motifs. It has a summer cottage to the rear that was built of beams salvaged from a shipwreck off Newport. Some architectural features were hand-carved by the owner, who also designed the landscaping of the property.
- 43\*\* and  
45\*\* MERRICK L. GOFF HOUSE (1929) AND HOWARD L. MERRILL HOUSE (1926): A pair of characteristic English Medieval Revival houses on adjoining lots.
- 53\*\* WILLIAM H. HOFFMAN HOUSE (ca. 1885): A 2-story, cross-gable-roof, stucco-clad dwelling with English Cottage influences in its design. The asymmetrical roof line has deep eaves with heavy brackets. A large Victorian carriage house is located on one side. This home was sold to Henry Hoffman, William's brother, in 1900 when William built a second

## RUMSTICK ROAD (continued)

house (no longer extant). The house was remodelled in 1907, and the Olmsted firm was commissioned to do the landscaping, which remains largely intact.

- 66\*\* FRED E. CHURCH HOUSE (1888): A handsome, 1-1/2-story, cross-gable-roof, clapboarded cottage, with a full-width veranda displaying unusual, sawn "fleur-de-lis" brackets. This is a fine example of the Bracketed style.
- 79\*\* SEYMOUR HOUSE (ca. 1853): A 1-1/2-story, end-gable-roof, clapboarded Greek Revival house, corner pilasters and a broad fascia on the sides.
- 82\*\* THOMAS C. HEATH HOUSE (1847): A handsome, 1-1/2-story, side-hall-plan, end-gable-roof, shingled cottage with a bracketed front veranda, entry with sidelights, deep eaves, and later hipped dormers. It has a barn to the rear. Heath was a carpenter.
- 115\*\* BENJAMIN JACKSON HOUSE (1931): A 1-1/2-story, flank-gable-roof, brick English Cottage dwelling with an asymmetrically massed, double-gabled facade and steeply pitched roof with a shed dormer.
- 139\*\* HOUSE (ca. 1900): An elaborate, 2-1/2-story, flank-gable-roof, brick and shingle Colonial Revival dwelling with an elaborate central entrance bay distinguished by a balustraded portico. Surmounted by a round-head dormer window capped with an ogee pediment.
- 182\*\* WILLIAM J. AND ANNE W. SUTCLIFF HOUSE (ca. 1934): A 1-1/2-story, brick English Cottage dwelling with hipped dormers, on a lot fronted by stone walls.
- 186\*\* SMITH HOUSE (1832): A 2-story, 5-bay, flank-gable-roof, clapboarded Federal style dwelling with some Greek Revival detailing at the entry, including fluted pilasters and transom.
- 192\*\* CHARLES SMITH HOUSE (1832): A small, 1-1/2-story, flank-gable-roof Greek Revival house with typical trabeated entrance and double-hung 6/6 windows. The small "eyebrow" windows set into the 5-bay facade, are often found on mill housing of this period. Nathaniel Smith, owner of a large 200-acre farm on Rumstick Point, deeded this property to his son with the proviso that "he could share the apples on the land until he died." A large end-gable-roof barn with large sliding doors is located about 100 feet southeast of this house.
- 194\*\* HOUSE (1832): A 2-story, flank-gable-roof, clapboarded Federal dwelling with a Greek Revival entry set off-center on the facade.
- 220\*\* HENRY MORTIMER SANGER HOUSE (1906, moved ca. 1910): A large, 2-1/2-story, flank-gable-roof, weatherboard-sheathed dwelling with paired windows in the gabled dormers, set well back from the road on a landscaped lot. Henry Sanger was a physician, and this structure was known as Sanger's Hospital in the 1920s. It was originally connected to #228 next door.

## RUMSTICK ROAD (continued)

- 228\*\* HOUSE (ca. 1906): A 2-1/2-story, flank-gable-roof, clapboarded dwelling with a second-story side ell which has an open driveway passage below, with a garage to the rear.
- 233\*\* ABIEL DAVIS HOUSE (ca. 1880, 1927), Albert Harkness, architect for the 1927 alterations: A 2-1/2-story, flank-gable- and hip-roof, clapboarded Neo-Georgian dwelling with a gabled entrance pavilion in the center projecting bay. The house has a classical entrance portico and an arcaded breezeway that is attached to a hip-roof garage. It is set well back from the road on a landscaped lot. In 1927 it was extensively enlarged for Foster B. Davis who was a partner in the Providence brokerage firm of Davis and Davis.
- 251\*\* ARNOLD HOFFMAN HOUSE (ca. 1916), T. Walker, Brookline, MA, architect: A 2-story, hip-roof, stucco-clad dwelling with some Mission style features in its design. It is set well back from the road. Arnold was the son of William Hoffman and this house represents the last remaining piece of William's large estate, No. 53 Rumstick Road, which was extensively landscaped by the Olmsted Brothers from 1916 to 1924.
- 298\*\* IRVING SMITH HOUSE (1887): An asymmetrical, 2-1/2-story, flank-gable-roof, shingled Queen Anne dwelling with two engaged towers, terra cotta bas-relief detailing, an eyebrow dormer, and a large wrap-around porch. It has a barn to the rear.
- 305\*\* WILLIAM P. SARGENT HOUSE (ca. 1914): A handsome, 1-1/2-story, hip-roof, stone and half-timbered Tudor Revival dwelling with a separate guest house and pergola, set on a waterfront lot.
- 323\*\* REVEREND RUFUS B. BABCOCK TENANT HOUSE (ca. 1863 et seq.): A 1-story, flank-gable-roof cottage with a bracketed entry hood. A 1-story gable-roof ell, offset on the southwest corner, and two gable-roof front dormers have been added. In 1846 three heirs of Nathaniel Church Smith, Jr., divided up about 50 acres of the old Nathaniel Smith farm. Olivia Bicknell (Smith) Babcock, wife of a New York minister, inherited this lot. Tradition says that the house was built for a farmer who cared for the land while the Babcocks lived in another house to the north which burned in the early 1900s. There is a shingled barn with a cupola on the property as well.
- 332\*\* HOUSE (ca. 1925): A 2-story, hip-roof, clapboarded Neo-Classical dwelling with a rear ell and a 1-story enclosed porch to the side. It has a segmental-arched pediment over the entry and two round windows on the side.
- 360\*\* HOWARD POTTER CORNELL HOUSE (ca. 1898): A 2-1/2-story, stone, shingle, half-timber and stucco Queen Anne house, constructed as the centerpiece of a large farm and summer estate. The property has been divided, and the barns and outbuildings (including a stone water tower) now have Stone Tower Lane addresses (see #3, #6, and #14 Stone Tower Lane). Cornell was with Daniels, Cornell & Company, wholesale grocers. He also had a house at 295 Wayland Avenue, Providence.

## SOUTH LANE

- 38 JOHN ROSE HOUSE (ca. 1871): A 1-1/2-story, side-hall-plan, end-gable-roof, clapboarded Greek Revival/Italianate dwelling with bracketing at the eaves and a trabeated sidelighted entry. Rose ran an oyster business in the Palmer River.

## SOWAMS ROAD

- 461 EDWARD MORRISEY HOUSE/JOHANNIS FARM/SITE OF WARREN BRICK COMPANY (ca. 1865 et seq.): A 1-1/2-story, flank-gable-roof, 3-bay brick house, enlarged by an offset, 1-story, vinyl-covered wing on the east side and two full-width dormers set into the roof slopes. Twentieth-century outbuildings in use for the Johannis Farm operations include a large cinder block gambrel-roof barn and two greenhouses to the southeast and a cinder block barn northwest of the house. Of historic interest is the site of the Warren Brick Company, which appears on the 1851 map; remnants of hand-made bricks are scattered in the fields. In 1991 part of the Johannis Farm was divided for development and part sold to the Barrington Land Trust.
- 473-5 MASON BARNEY HOUSE (ca. 1840): A 2-story, flank-gable-roof duplex, now covered with imitation shingle. A rare building type for Barrington, it has double entrances enclosed by a wide trabeated frame. Small "eyebrow" windows in the balanced facade are typical of mill housing found elsewhere in Rhode Island. It belonged to boatbuilder Mason Barney, whose yard was just north in Swansea, MA.
- 487 MARTIN GRANT HOUSE (ca. 1840): A 1-story, flank-gable-roof, clapboarded Greek Revival dwelling with a trabeated, sidelighted entryway. It has paneled corner pilasters, a full entablature, and fairly deep eaves with gable returns. Martin L. Grant was a farmer.

## STONE TOWER LANE

- 3 H. P. CORNELL BARN (ca. 1898): A 1-1/2-story, steep-pitched, flank-gable-roof, stone barn that has been converted to a dwelling. On this property is an early nineteenth-century, round, crenellated tower, constructed of uncut fieldstone laid in irregular courses. This property, along with the other buildings on this road, was originally owned by Howard P. and Anne C. Cornell as part of the property of 360 Rumstick Road.
- 6 H. P. CORNELL BARN (ca. 1875): A 1-1/2-story, end-gable-roof fieldstone barn that was converted to a dwelling in 1950. It has an elliptical arched entryway on the gable end. It was originally part of the Howard P. Cornell property.
- 14 H. P. CORNELL CHICKEN COOP (ca. 1920): A 1-story, flank-gable-roof, clapboarded dwelling that was originally a chicken coop.

## SURREY ROAD

- 23 SIDNEY AND BARBARA GREENWALD HOUSE (1962), Royal Barry Wills, architect: A handsome, 2-story, gable-roof, Neo-Colonial house with a stylish segmental pediment entrance. This is a good example of the continuing popularity of traditional design after World War II.

## TYLER POINT ROAD

- 12-18\*\* JESSE L. DAVIS HOUSE (ca. 1850): A large, 2-1/2-story, cross-gable-roof, Italianate dwelling with a central octagonal cupola topping the roof, and wide eaves with curved brackets. It has six-over-six and two-over-two heavy capped windows as well as an oculus. It also has a 1-story ell and a veranda facing the water. Davis was manager of the nearby Warren Manufacturing Company. By 1887 the property was owned by Freeland D. Wallis, a butcher, who operated his business from his home.

TYLER POINT CEMETERY, BARRINGTON HISTORICAL CEMETERY #1 (early eighteenth century): This is an eighteenth-century graveyard. The earliest stone is dated 1711. The cemetery is located at the tip of Tyler Point, a militia training ground and the site of the church and parsonage built for the Reverend John Myles in 1679.

## VINELAND DRIVE

- 12 SEQUINO-LITTLEFIELD HOUSE (1951): A standard 1-story ranch house with an off-center projection containing the front entrance and a picture window and an attached 1-car garage.

## WALNUT ROAD

- 50 HENRY AND LUCY ANTHONY HOUSE (1892): A typical Shingle Style house.

## WAMPANOAG TRAIL

- 1723 PECK HOMESTEAD (ca. 1790, 1830): A 2-1/2-story, 5-bay, flank-gable-roof, clapboarded Colonial dwelling. The broken-scroll doorway is a ca. 1970s replacement.
- 1825\*\* PELEG HEATH HOUSE (ca. 1782): A 2-story, flank-gable-roof, center-chimney, clapboarded and shingled house, enlarged by a contemporary gambrel-roof wing at the rear. Peleg Heath (1747-1786) was one of two sons of the Reverend Peleg Heath, minister of the Congregational Church from 1728 to 1740. During the Revolution he served as a lieutenant in Captain Carr's company and in May, 1777, was chosen major of the Bristol County regiment. It is very similar to the Nathaniel Heath House at 38 Old River Road, which tradition says was raised on the same day. It appears on the 1870 map with a schoolhouse located in the now empty lot on the corner with County Road.

## WASHINGTON ROAD

- 108 ST. LUKE'S ROMAN CATHOLIC CHURCH (1936): A 1-1/2-story, end-gable-roof, shingled building with a rose window in the gable end over the entrance. St. Luke's serves as the center of a Catholic parish complex, which also includes a school and a convent nearby.
- 209\*\* SAMUEL M. DROWN HOUSE (1863): A 2-story, end-gable-roof, clapboarded Greek Revival dwelling with a series of rear ells added. It has paneled pilasters with a full entablature. Samuel Drown bought this land from his father Hiram in 1860.
- 214\*\* ORRIN S. ANTHONY HOUSE (ca. 1885): A 2-story, end-gable-roof, shingled Queen Anne dwelling with decorative trusses in the gable ends. It is listed in the 1888 Directory as the house of Orrin S. Anthony, who was a clerk with a steamship company; he later worked as passenger agent and purchasing agent for the railroad.
- 217\*\* GEORGE HOWARD SMITH HOUSE (ca. 1895), May Mason, architect: A handsome, 2-1/2-story, hip-roof, clapboard sheathed Colonial Revival dwelling, with a series of gabled dormers, and a wrap-around porch with slender paired columns. Smith was a clerk.
- 220\*\* THOMAS W. BICKNELL HOUSE (1866): A symmetrical, 2-1/2-story, flank-gable-roof, clapboarded Victorian dwelling, with an added Colonial Revival entry porch. Its stable has been converted to a garage. Bicknell is best known for his *Historical Notes of Barrington* (1870) and his *History of Barrington* (1898), both still standard works in the field. Bicknell (1834-1925) was principal of the high school in Bristol from 1860 to 1864, and later principal of the Arnold Street Grammar School in Providence. In 1869 he became State Commissioner of Public Schools; and in 1875 became president and editor of the New England Publishing Company in Boston. In 1877 this property was sold to Harriet A. Anthony, wife of Charles H. Anthony, a coal dealer.
- 230\*\* METHODIST EPISCOPAL CHURCH/UNITED METHODIST CHURCH (1875, 1926, 1955 et seq.): A 1-1/2-story, flank-gable-roof, shingled building with a 2-story gable-roof Fellowship Hall, which envelopes the original 1875 structure. Built in five stages, the simple shingled 1875 church had a hip-roof belfry. In 1926 a sanctuary was built in front of the original building which became a Sunday school. In 1955 a 1-story ell was added to the Fellowship Hall. Subsequently the steeple was removed in 1974, the gable roof reduced, and a large second-floor addition with dormers was added in 1992.
- 319\*\* WILLIAM SEYMOUR HOUSE (1926): A 1-story, flank-gable-roof, clapboarded Craftsman bungalow with heavy, battered piers supporting the gabled front porch. It has deep set eaves decorated with triangular knee-braces.
- 385 NICHOLAS COOKE HOUSE/SITE OF J. & C. J. COOK SALTWORKS (ca. 1776, ca. 1800): A 2-1/2-story, end-gable-roof, center-chimney, Federal farmhouse, joined to an earlier, 1-1/2-story Colonial house, offset on the east side. The interior was modernized in the 1980s. This house may have been started by James Brown, town moderator in 1774. In 1777 Brown sold the property to Nicholas Cooke,

## WASHINGTON ROAD (continued)

who served as deputy governor and governor. He developed a saltworks. A man-made pond on Little Island, near the shore, was filled with salt water, which was then pumped to evaporating vats on land. The saltworks may have been used in the War of 1812, and remained in operation until 1852.

- 503\*\* ELLIS W. AND GRACE B. MAC ALLISTER HOUSE (1928-30): This large, rambling, asymmetrical dwelling illustrates the mixed character of many Medieval Revival residences of the 1920s and 1930s. Its prominent tall hip roof and dormers breaking up through the eaves line are modeled after French prototypes, while the end-gable wing recalls English sources.

## WINSOR DRIVE

- 1 ROYAL D. HORTON HOUSE (ca. 1872): An elaborate, 2-1/2-story, mansard-roof, clapboarded Second Empire dwelling with incised door and window trim, large scale paired cornice brackets, and a central sunbonnet dormer. Its unusual proportion is a result of the removal of the original veranda. Royal D. Horton was a manufacturing jeweler who also farmed his land.

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