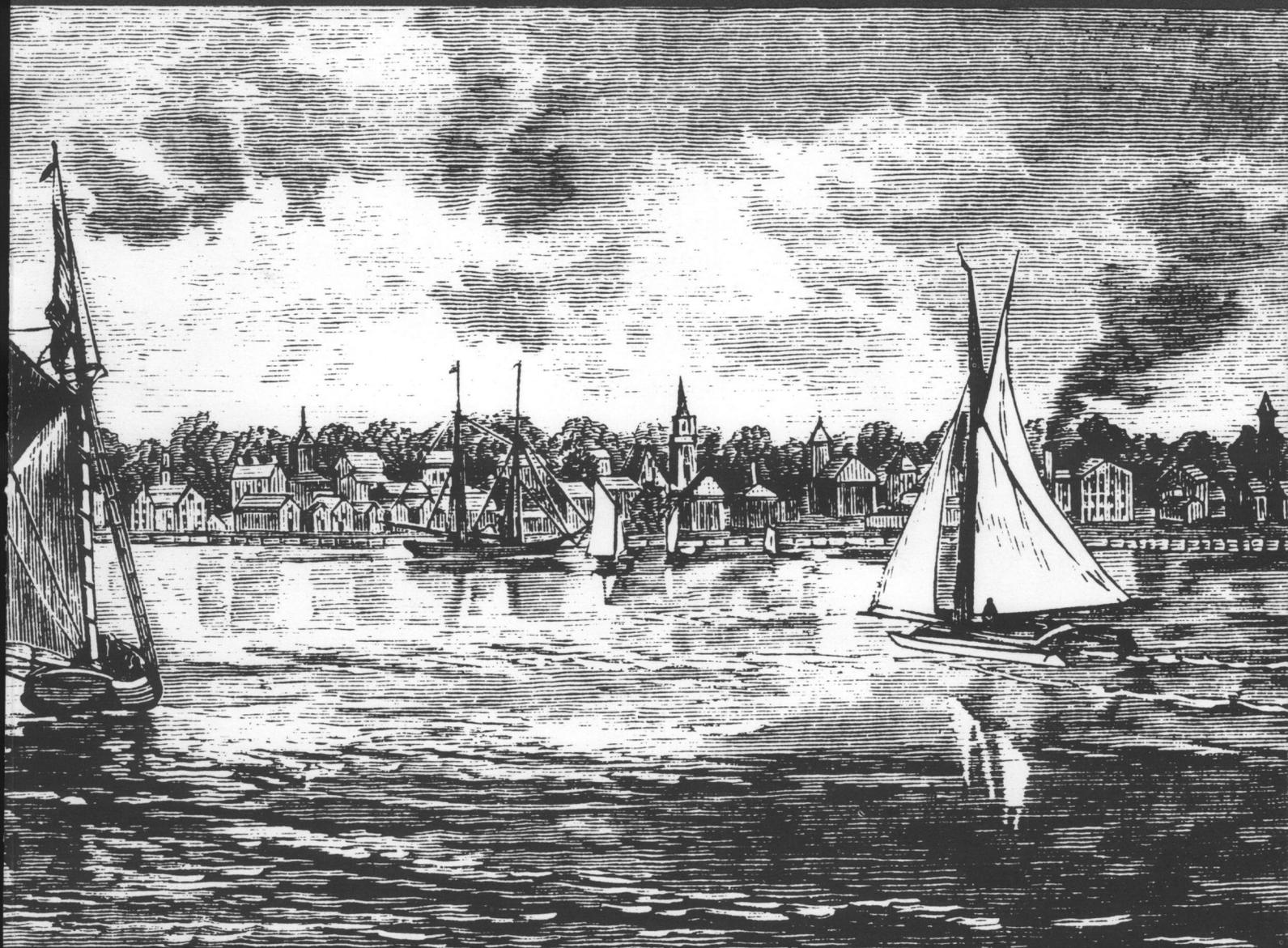
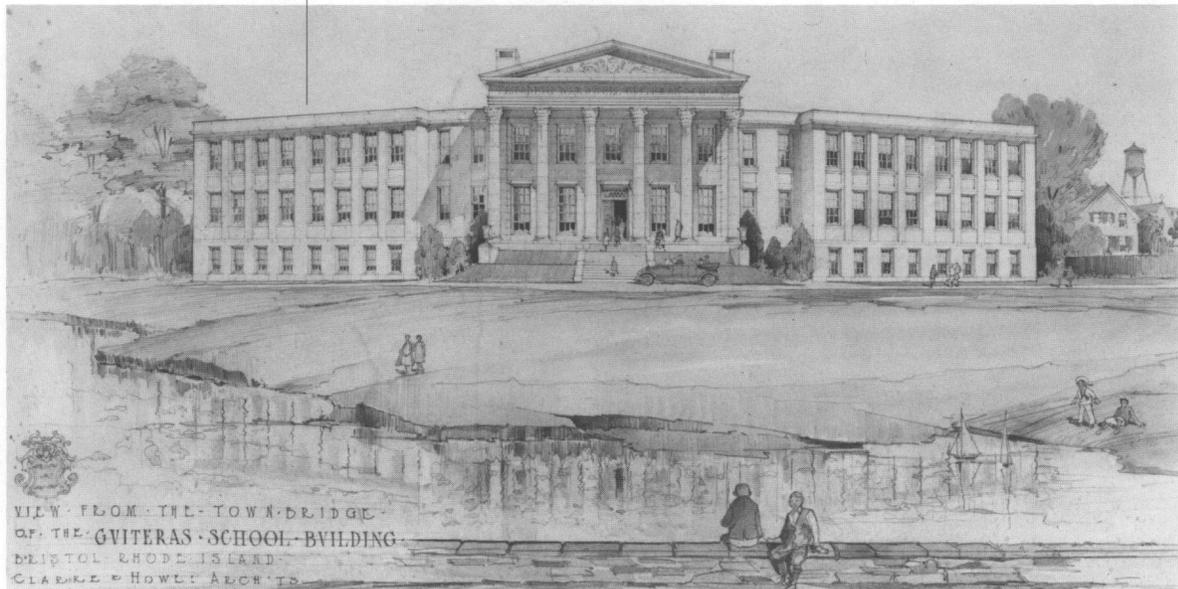


Historic and Architectural Resources of Bristol, Rhode Island



Rhode Island Historical Preservation Commission

Historic and Architectural Resources of Bristol, Rhode Island



Rhode Island Historical Preservation Commission
1990

Historic and Architectural Resources of Bristol, Rhode Island is published by the Rhode Island Historical Preservation Commission, which is the State Historic Preservation Office, in cooperation with the Bristol Historical and Preservation Society.

Preparation of this publication has been funded in part by the National Park Service, United States Department of the Interior. The contents and opinions contained herein, however, do not necessarily reflect the views or policies of the Department of the Interior.

The Rhode Island Historical Preservation Commission receives federal funds from the National Park Service. Regulations of the United States Department of the Interior strictly prohibit discrimination in departmental Federally Assisted Programs on the basis of race, color, national origin, or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of federal assistance should write to: Director, Equal Opportunity Program, United States Department of the Interior, National Park Service, P. O. Box 37127, Washington, D. C., 20013-7127.

This document is a copy of the original survey published in 1990. 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:

Rhode Island Historical Preservation & Heritage Commission
150 Benefit St.

Providence, RI 02903

(401)222-2678

www.preservation.ri.gov

info@preservation.ri.gov

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: View of Bristol looking east from Poppasquash. 1880 engraving from The Story of the Mount Hope Lands by Wilfred H. Munro. This view of the waterfront shows the houses, shops, wharves, churches, mills, and public buildings that make up Bristol's unique heritage.

Title Page: Guiteras Memorial School (1925), near Silver Creek. Courtesy of Bristol Historical and Preservation Society. Original drawing by Wallis E. Howe.

TABLE OF CONTENTS

PREFACE	iii
INTRODUCTION	v
THE NATURAL SETTING AND THE TOWNSCAPE	1
The Coast and the Harbor	1
Topography	1
Highway System and Land Division	2
The Town Center	2
The People of Bristol	3
HISTORICAL ANALYSIS	5
FIRST CONTACT	5
Nearby Colonies	5
Land Sales	5
King Philip's War	6
The Grant to Plymouth	6
SETTLEMENT (1680-1700)	6
The Sale of Bristol	7
The Town Plan	7
First Settlers	8
Trade Connections	8
Schools and Churches	9
Early Houses	9
Massachusetts Acquires Bristol	10
A COLONIAL SEAPORT (1700-1775)	10
Agriculture	10
Bristol Harbor	10
Rhode Island Acquires Bristol	11
Bristol's Population	11
Colonial Houses	12
Public Buildings	12
BRISTOL DURING THE REVOLUTION (1775-1782)	13
THE MARITIME ECONOMY (1782-1825)	14
The Compact Part of Town	15
Outlying Areas	15
The 1825 Depression	16
The Architectural Legacy of the Early Republican Era	16
Russell Warren, Innovative Builder-Architect	17
AN INDUSTRIAL TOWN (1825-1920)	18
The Port	18
Rail and Steam Lines	19
Manufacturing	19
A Changing Population	20
Patterns of Growth	21
Commercial and Institutional Growth	22
Government Buildings	22
Public Services	23

Agriculture	23
Summer Visitors	24
Outlying Institutions	24
The Architectural Legacy	25
THE RECENT PAST (1920-present)	29
Stagnation	30
Mid-Twentieth-Century Buildings	30
World War II	30
Suburbanization	31
Bridges and Highways	31
New Houses, Subdivisions, and Apartment Buildings	32
Institutional Buildings	33
SUMMARY	33
RECOMMENDATIONS	34
APPENDIX A: STATE REGISTER AND NATIONAL REGISTER OF HISTORIC PLACES	41
APPENDIX B: METHODOLOGY	44
APPENDIX C: INVENTORY	45
BIBLIOGRAPHY	119
CREDITS	

PREFACE

The Rhode Island Historical Preservation Commission was established in 1968 by an act of the General Assembly to develop a statewide preservation program under the aegis of the National Park Service, United States Department of the Interior. Citizen members of the Historical Preservation Commission are appointed by the Governor; serving as ex officio members are the Directors of the Departments of Economic Development and Environmental Management, the Chief of the Statewide Planning Program, the State Building Code Commissioner, and the Chairmen of the House and Senate Finance Committees.

The Historical Preservation Commission is charged with the responsibilities of conducting the statewide survey of historic properties and recommending places of local, state, and national significance for inclusion in the National Register of Historic Places; developing the state's Historic Preservation Plan; administering programs of financial aid, including grants, loans, and tax credits; administering the Rhode Island Historic Preservation Revolving Fund; participating in a variety of project review processes; providing technical assistance on historic preservation issues to state and municipal agencies; and regulating archeological exploration on state land and under state territorial waters.

The Commission thanks the following individuals and organizations for their help in completing the Bristol survey: the late Alice C. Almy; Helene Tessler, the curator of the Bristol Historical and Preservation Society; and Dr. Kevin Jordan of Roger Williams College, each of whom provided extensive assistance to the survey. Orlando Bisbano, former Town Clerk; Mariellen Blount; Louis and Susan Cirillo; the late Louise DeWolf; Halsey Herreshoff, Town Administrator; the late Norman Herreshoff; the late Stephen Millett; Anthony Nunes; Alice DeWolf Pardee; Lombard John Pozzi; Derwent Riding; Ruth Sanford; Ida Souza; Dory Skemp; Dudley Williams; Charlotte Young; and Mark Zelonis all shared their knowledge of Bristol. Deed research compiled by students in the historic preservation program at Roger William College has been incorporated into the survey.

The author also acknowledges aid from the staffs of the major libraries of Providence and Bristol, especially Albert T. Klyberg and Denise Bastien of the Rhode Island Historical Society; the Town of Bristol Assessor's Office and the Town Clerk's Office; the Rhode Island Department of Environmental Management and the Office of Statewide Planning; and the Rhode Island Veterans Home. Special thanks are due to the many Bristol citizens who generously opened their houses for study, shared their knowledge of Bristol's history, and allowed study of their photographs, records, and maps.

INTRODUCTION

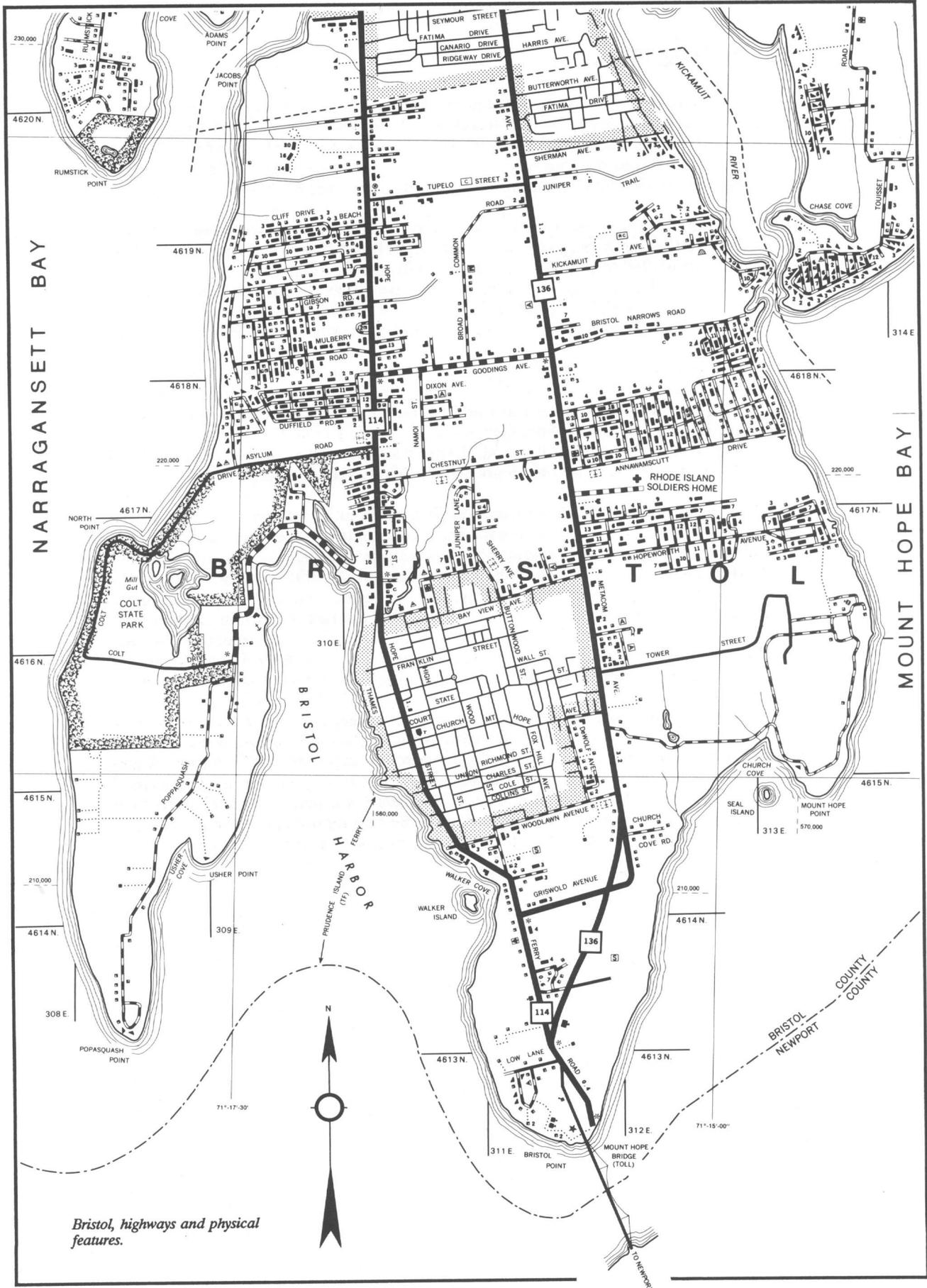
This report is the result of a historical and architectural survey of the town of Bristol, Rhode Island, begun by the Rhode Island Historical Preservation Commission in 1971. Initial funding was provided by the Historical Preservation Commission through the survey and planning program administered for the National Park Service; the Bristol Historical and Preservation Society also contributed some funding and technical services.

To accomplish the goals of the statewide survey program, three steps are necessary: field survey and research, preparation of maps, and preparation of this final report. The survey was not limited to particularly old or architecturally noteworthy buildings; it was designed to include buildings and areas which have some special relationship to the economic, political, social, and cultural evolution of Bristol from its founding to the present. An explanation of survey procedures will be found in Appendix B.

Upon completion, the survey and report are reviewed by the Historical Preservation Commission staff and Bristol officials and citizens. Copies of survey forms, maps, and this final report are placed on file at the Historical Preservation Commission's office (Old State House, 150 Benefit Street, Providence, Rhode Island 02903), and the Bristol Town Hall (Court Street, Bristol, Rhode Island 02809), and the Bristol Historical and Preservation Society's Library (48 Court Street, Bristol, Rhode Island 02809).

This report provides a concise history of Bristol, from its settlement in 1680 to the present, and an overview of the elements which contributed to the physical form of the town as we see it today--its topography, street pattern, houses, mills, institutional and commercial buildings, and farms. The report includes specific recommendations for preservation planning, since modern development may significantly and permanently alter the character of an historic town such as Bristol. The appendices include explanations of the National Register of Historic Places, with Bristol listings and recommendations, and the survey methodology. Also in the appendices is an inventory of about 350 structures and sites, selected for their special historical or architectural significance.

This publication has four objectives: to provide a planning tool for a community-wide preservation program; to serve as a resource in the study of state and local history; to awaken and foster civic pride, to help make residents aware of the historical and architectural environment in which they live; and to encourage sensitive rehabilitation of historic properties. It is only a first step--a blueprint for action. The implementation of the Bristol preservation plan will depend upon the community's initiative and positive interest in preserving the unique historic and architectural resources of Bristol.



Bristol, highways and physical features.

THE NATURAL SETTING AND THE TOWNSCAPE

The Town of Bristol is twenty-one square miles and is located in Bristol County on the eastern shore of Narragansett Bay, sixteen miles southeast of Providence and seventeen miles north of Newport. It is bordered on the north by the Town of Warren.

Bristol occupies two promontories and is shaped roughly like a lobster claw, with Poppasquash Neck extending like the smaller digit from the western side of Bristol Neck. Most of Bristol's boundary is water. Narragansett Bay forms the western boundary; Mount Hope Bay and the Kickemuit River form the eastern boundary. Bristol Harbor is set between the two peninsulas.

Bristol's topography is a legacy of the retreat of the last great glacier which reached as far south as Block Island about eighteen thousand years ago. As the glacier melted, the sea level rose and water flooded inland creating the irregular and indented coastline of Narragansett Bay.

The east passage of the bay, into which Bristol Harbor opens, provides deep water access from the Atlantic Ocean to Newport Harbor, to Bristol Harbor, and to the upper bay. Two dredged channels connect Bristol to other ports on the bay--one reaches from Fox Point in Providence past Poppasquash Point in Bristol to the southeast side of Prudence Island, with access from Bristol Harbor, and another traverses Mount Hope Bay east and north to Fall River, Massachusetts.

The Coast and Harbor

Its long coastline and excellent harbor have been overridingly important in Bristol's history. The presence of a well protected natural harbor made the Bristol peninsulas desirable real estate from the earliest years of settlement, when three English colonies disputed their ownership. In the eighteenth and nineteenth centuries, the shipping of Bristol Harbor produced substantial wealth for the town, as Bristol ships plied coastal and ocean lanes, and a densely developed, almost urban town grew up on the land above the harbor. In the late nineteenth century, several industries were attracted to Bristol's port, because it allowed for easy transport of raw materials and finished goods. Bristol's history as a port town has left a substantial legacy of wharves, warehouses, and shops, of modest houses built for workers and sophisticated houses built by ship captains and owners, and of handsome public buildings and churches constructed with the wealth that trade produced.

Bristol's shoreline includes narrow beaches of gravel, sand, and glacial till and sheltered waters where salt marshes flourish. The Mill Gut on Poppasquash Neck is a tidal pond and salt marsh system. Silver Creek, a small stream flowing into Mount Hope Bay, is also surrounded by salt marsh. Other marshes exist along the Kickemuit River, at Church's Cove, at Usher's Cove on Poppasquash, and Jacob's Point near the border with Warren.

Topography

In general, Bristol's land is low-lying and vulnerable to floods, but on the southeast shore of Bristol Neck, Mount Hope rises 221 feet to form the high point on Mount Hope Bay. Mount Hope has a large outcrop of granite gneiss on its west escarpment, and a white quartz outcrop on the east which is known as King Philip's Chair. From the

summit of Mount Hope there is a panoramic view of the Bay, the Sakonnet River, Aquidneck Island, and the Bay Islands.

North of Mount Hope, the spine of Bristol Neck has a series of high points, notably Juniper Hill, which reaches 150 feet at the intersection of Metacom and Bay View Avenues. East of this spine the land slopes gently down to the Kickemuit River. This pattern of meadows sloping to the shore is also repeated along the entire west side of Bristol Neck.

Bristol does not have a major river. Its two largest streams are Silver Creek, whose headwaters are near Chestnut Street, and Tanyard Brook, which rises near Mount Hope Avenue and flows into Walker's Cove. Both were used for minor eighteenth-century industries. Because Bristol lacks a large river, it did not participate in the early stages of the Industrial Revolution; its major industries date from the second half of the nineteenth century, when steam had supplanted water power.

Highway System and Land Division

Two major roads, Metacom Avenue (R.I. Route 136) and Hope Street/Ferry Lane (R.I. Route 114), traverse Bristol from north to south. Metacom Avenue provides access to Massachusetts and metropolitan Providence on the north, via I-95 and I-195. Both Metacom Avenue and Hope Street/Ferry Lane link Bristol via the Mount Hope Bridge with Newport County to the south. Before 1929 this connection was made by ferry. Secondary east-west roads, such as Tupelo Street, Gooding Avenue, Chestnut Street, and Bayview Avenue, connect the two main highways. This road pattern dates from the town's earliest years, when the north-south roads connected Bristol to markets and shipping centers at Boston, Newport, and Providence.

The lengthwise division of Bristol by Metacom Avenue and Hope Street into three sections has had an impact on the past and present land divisions in the town. The original platting of the town laid out the compact part of town and some small farms in the center section, moderate-sized farms in the western and eastern sections, and large parcels in the southeast. This pattern of east-west property lines which run between the major north-south highways still exists--from many locations along these roads the shore is still visible, and stone walls, minor roads, and the edges of modern subdivisions represent the location of land divisions dating from 1680.

The Town Center

The compact part of Bristol is located on the west side of Bristol Neck, facing the harbor. This part of town is laid out as a grid with wide streets meeting at right angles to form roughly square blocks. This pattern dates from 1680 and is still clearly visible. The streets of this area are densely developed and lined with rows of houses dating principally from the eighteenth and nineteenth centuries. The compact part of town has a rich variety of historic buildings and, at the same time, a remarkable visual unity which depends on the regular and continuous alignment of structures set close to the street line, the use of wood as a building material, and the repetition of gable and shallow hip roofs.

Roughly in the center of the compact part of town is the Bristol Common, a square park-like block set aside for public use in the early town land divisions. Its western edge is now lined with a church, two schools, and a courthouse. Throughout Bristol's history, this open space has served as a pasture, a drill ground, a market place, a fairground, a cemetery, a playing field, and a park.

Bristol Harbor forms the western edge of the compact part of town. Thames Street separates the waterfront from the town and forms the spine from which Bristol's numerous wharves project into the harbor like the teeth of a comb. Lining the waterfront are large nineteenth-century brick and stone textile mills, built close to the port from which their products were shipped.

The commercial center of Bristol is located on State Street and Hope Street east of the waterfront. Hope Street is the principal shopping area of the town, lined with early nineteenth-century dwellings converted to commercial uses and interspersed with commercial buildings constructed in the second half of the nineteenth and the twentieth centuries.

The People of Bristol

Bristol's population today is about 22,000. The original settlers of the town were of English stock, from Boston and nearby Plymouth Colony towns. These Yankees were farmers, fishermen, shipbuilders, and traders. Blacks and Native Americans were also part of this original community. Irish families began to arrive in Bristol in large numbers in the 1840s and 1850s. After the Civil War, the expansion of Bristol's industrial base--boats, textiles, and rubber products--resulted in an influx of newcomers who dramatically affected Bristol's demography. By 1875 twenty-four percent of Bristol's population was foreign-born. English and Scottish steelworkers came to build boats in the Herreshoff yards, and Italian and Portuguese families came to work in the Thames Street textile mills and in the National India Rubber Company factory. After World War II, Portuguese immigration steadily increased with the result that by 1970, seventy-eight percent of Bristol's foreign-born residents were from Portugal and the Azores. Today, a majority of the town's residents can claim a Portuguese heritage.

Bristol is now one of the most densely populated towns in Rhode Island, with over 6500 persons per square mile. Historically, the town's population has been concentrated in downtown Bristol; however, since World War II, northern Bristol has experienced a dramatic increase in population as historic farmsteads have been built up with new houses. Metacom Avenue has become a major commercial corridor, and an industrial park is being built off Tupelo Street. The existence of large institutional holdings, including the campus of Roger Williams College and the acreage owned by Brown University at Mount Hope, and the lack of sewers have deterred more intensive development in southern Bristol.

HISTORICAL ANALYSIS

FIRST CONTACT

In the early seventeenth century, the land surrounding Narragansett Bay was divided between two rival Native American tribes, the Narragansetts on the west shore and the Wampanoags on the east shore. Both tribes belonged to the Algonquin language group, and followed a pattern of seasonal migration between coastal fields and inland hunting and fishing areas.

Massassoit, the chief of the Wampanoags, controlled the land stretching from Narragansett Bay east to Massachusetts Bay. His headquarters were in present-day Bristol, known to white settlers as the Mount Hope Lands. His tribal councils were held in eastern Bristol in the shelter of a cliff at Mount Hope. A Wampanoag village was located in Bristol near the Bristol Narrows. Prior to the arrival of English colonists in Plymouth and Massachusetts Bay, diseases carried by European traders and explorers decimated Massassoit's people, reducing his tribe to a mere fraction of its prior size. Such epidemics destroyed whole villages and disturbed the political balance among the American tribes.

Nearby Colonies

Throughout the mid-seventeenth century, three colonies of European settlers were expanding into Massassoit's lands; each was to play a role in Bristol's first century. In 1620 Plymouth Colony on Cape Cod was settled by Separatists who were dissatisfied with the established church in England. The Plymouth settlement was financed by investors hoping for a return from trade in American furs, lumber, and fish. Though never a large or powerful colony, Plymouth was an expansive settlement; new towns were created by the General Court throughout the middle of the century. Between 1630 and 1650, nine new towns were added to the original settlement on Cape Cod. Massachusetts Bay Colony was settled in 1629 by people who, like those in Plymouth, were dissatisfied with the English church. The original settlement on the harbor at Boston quickly became a major center of trade between old and New England, larger and more important than Plymouth. As in the older colony, new towns were formed throughout the mid-seventeenth century in Massachusetts. Emigrants from these two older colonies also settled in the area which is now Rhode Island, seeking to escape the religious conformity of the Separatist colonies. Roger Williams settled in Providence in 1636; in 1638 Portsmouth was settled; and in 1639 a group of settlers arrived at Newport.

Land Sales

Massassoit sold land to both Plymouth and Massachusetts Bay for their new towns; European settlers eagerly sought to buy Indian lands, and the Wampanoags frequently sold off acreage. In the 1620s, Massassoit negotiated with Plymouth seeking an alliance with the English there to help him withstand the more powerful Narragansetts who were also expanding into Wampanoag lands and who had given and sold land to the Rhode Island settlers. In 1641 Massassoit sold a large tract to agents for a group from Massachusetts Bay who founded Rehoboth; in the 1640s and 1650s, Massassoit sold the land which today encompasses the towns of Swansea and Somerset, Massachusetts, and Warren and Barrington, Rhode Island, to settlers from Plymouth.

In each of his land dealings, however, Massassoit reserved from sale his headquarters at Mount Hope in present-day Bristol. Plymouth authorized its agents to

purchase "all such land as the Indians can well spare," but the Mount Hope Neck, the core of Wampanoag lands and the tribal seat, remained unavailable. When Massassoit died in 1662, large areas of what had been Wampanoag lands surrounding the Mount Hope Neck were now the property of white settlers. Plymouth made attempts to control land sales so as not to antagonize the Wampanoags, but Massassoit's successor chiefs felt keenly the pressure of surrounding white settlements.

King Philip's War

In 1666 Metacomet, sometimes called Philip, became chief of the Wampanoags. He proved to be an extraordinary leader. Incensed by his brother's death (at the hands of Plymouth settlers, he believed) and fearing the eventual disappearance of the Wampanoags as European settlement increased, Philip began to prepare for war and to bind together tribes that had been enemies for centuries.

Hostilities broke out in 1675 and affected large areas of New England: whole towns were evacuated, and over six hundred houses were burned. Troops from Boston and Plymouth towns marched down Mount Hope Neck in pursuit of Philip at his Mount Hope headquarters, but the Indian leader fled to Tiverton. In the following year, Philip, disheartened by the capture of his wife and family by the English, returned to Mount Hope. Captain Benjamin Church crossed from Tiverton with a small band of English and Indian allies. They surprised Philip near Mount Hope at the Cold Swamp and there killed the Indian leader. With Philip's death, the military power of the Indians was broken, and peace returned to New England.

The Grant to Plymouth

With the end of hostilities, the future of the Mount Hope Lands became a paramount concern of three English colonies--Rhode Island, Massachusetts, and Plymouth; each coveted present-day Bristol for its fine harbor and for its strategic position on Narragansett Bay. In 1680 King Charles II granted the Mount Hope Lands to Plymouth. This grant was about seven thousand acres and included all of present-day Bristol. Rhode Island continued to claim the land of Bristol through the seventeenth and into the eighteenth centuries, but was unable to press its claim and did not interfere with Plymouth's town-making, which now began in earnest.

SETTLEMENT (1680-1700)

Bristol's development began following the elimination of the threat of Indian uprising and the confirmation of Plymouth's ownership of the Mount Hope Lands. Bristol was to play an especially important role in Plymouth Colony, since that colony's prosperity had been limited by its lack of a port town. Boston and Newport had both grown into substantial towns whose wealth was based on the export of agricultural surpluses and on the trade coming into their harbors, and Plymouth felt keenly its lack of a deep-water harbor. Bristol's well protected port was expected to provide shipping and trade for the colony. In addition, Plymouth Colony had suffered heavily in the recent Indian war, not only in heavy loss of life and property, but financially--Plymouth had borne most of the cost of raising troops for Philip's defeat. The new town at Bristol would, it was hoped, produce a financial return for the parent colony.

The Sale of Bristol

In January 1680 Plymouth sold the area "known by the name of Mount Hope Neck and Poppasquash Neck" to four wealthy Boston merchants, Nathaniel Byfield, Stephen Burton, Nathaniel Oliver, and John Walley, who became known as the proprietors. Plymouth divided the proceeds from this sale among its other towns to pay their war debts.

Though these four proprietors were Bostonians, Bristol was still a Plymouth Colony town, and its founding and settlement followed a model already established by several decades of that colony's experience in the creation of new towns. Plymouth's civil government was carried out by its freemen, or property owners, and by a representative assembly called the General Court. Members of the Congregational church governed the religious life of Plymouth towns.

The settlement of new towns was controlled by the General Court and was designed to reproduce an economic and physical pattern which already existed in other Plymouth towns. This pattern placed a green or common at the center of a town, with the Congregational church on or near the common, so that the center of the settlement's spiritual life was also at its geographic center. Lots for houses were located near the common to create a compact settlement while outlying land was divided for farms and pasturage with some undivided land reserved for later settlers.

The Town Plan

As was common in other Plymouth towns, Bristol settlers outlined the forms and details of their civic lives in their Grand Articles, a kind of constitution for the new town. The Articles, signed in August, 1680, by the four proprietors and fourteen prospective settlers, divided the town between a densely developed compact section on the harbor, and the outlying areas intended for agricultural use.

The central part of Bristol was laid out as a grid, a pattern which is still clearly visible today. The rectilinear plan was established by four streets (now named Thames, Hope, High, and Wood) running north to south, and nine cross streets (Oliver, Franklin, Bradford, State, Church, Constitution, Union, Burton, and Walley) running east to west. Each eight-acre block formed by this geometric plan was divided into four house lots, about two acres each. The especially valuable lots along the waterfront were only one acre and were separated from the house lots by Thames Street. One of the squares, surrounded by Church, State, High, and Wood Streets, was set off as the Town Common, designated for "public use, benefit and improvement of the inhabitants." The clarity and geometry of the Bristol plan, a rarity in New England and a vivid contrast with the organic road patterns of earlier towns, is still an important component of the town's significance. No other town in Rhode Island has such a plan.

The outlying areas of the town were divided into farms; in western, central, and northeastern Bristol, most farms were about one hundred acres; in the southeast, large 366-acre parcels were set aside for each of the four proprietors. Poppasquash was laid out in long east-to-west strips to maximize the number of shoreline owners. Large areas of the town were left as undivided common land to be used for pasturage, for firewood, and for sale to later settlers.

First Settlers

News of the settlement at Bristol spread rapidly; buyers for the land came from Massachusetts and from other Plymouth Colony towns, especially Rehoboth and Swansea. The first town meeting was held in September, 1681, and seventy-six people were admitted to the town government as householders. As outlined in the Grand Articles, each householder received one or more house lots in the compact part of town, some acreage in the outlying area, and the right to share in the common land. The most famous of these first citizens was Captain Benjamin Church, the Indian fighter, and he was selected to represent the town at the Plymouth General Court. The new town's citizens renamed the Mount Hope Lands after the great English port city of Bristol, recognizing the importance of their harbor as an incentive for settlement and investment.

Most of Bristol's farmlands were taken up over the years between 1680 and 1695. In 1690 seventy families were living in the town. Settlers probably had to clear a dense growth of trees from most of the land, though it is possible that some land used by the Indians as planting fields had already been cleared. By 1695 only a small part of the common lands remained unsold. Bristol was designed as an agricultural town, as well as a shipping center, and for the first few decades after settlement it is likely that farming was almost everyone's labor. Food crops included root vegetables, beans, squash, corn (grown both for meal and feed), oats, and barley. In addition, most farmers grew fodder and kept stock: cows to supply meat, cheese, and butter; swine; sheep for wool and meat; oxen for plowing; and horses for transport. Within a decade after settlement, Bristol's farmers were producing at least a small agricultural surplus which was the basis for its incipient trade. By 1693 the town had created a regular market day for the sale of farm products.

Trade Connections

Boston and Newport were the principal markets for Bristol's produce. These two major New England ports had already developed patterns of shipping, sources of capital, and a merchant class. Transport connections via roads and ferries to these market towns were an important component of public business in Bristol's first decades. By 1695 two major north-south roads, Hope Street and Metacom Avenue, ran through Bristol to Swansea and then on to Boston. The trade connection with Newport was a ferry between the southern tip of Bristol and Aquidneck Island, established in 1681 by the proprietors. The Bristol Ferry seems to have operated, perhaps intermittently, even before the settlement of Bristol; certainly the importance of this direct link between Newport and Boston had long been appreciated by colonial farmers and traders. Another ferry between Portsmouth and Tiverton connecting to a road to Boston on the east side of Mount Hope Bay provided an alternate route for Bristol's produce.

Within a few years of settlement Bristol's farm crops and stock were being shipped out of the harbor. One of the earliest recorded ventures from Bristol occurred in 1686 when Nathaniel Byfield, one of the proprietors, shipped some horses to the West Indies aboard the *Bristol Merchant*. By 1690 Bristol was the home port of fifteen ships engaged in trade. It appears that this earliest stage of sea trade followed patterns already established by larger ports; Bristol ships carried goods to and from ports along the east coast and in the Caribbean. Early records describe the principal exports--horses, sheep, onions, and pickled fish--and show that Bristol's shippers could draw on an agricultural surplus to produce their exports and that some Bristol residents were engaged in commercial fishing. A small ship-building industry was also started in the 1690s; in 1696 the Bristol-built *Grampus* and *Dolphin* were launched.

The town's first industries were directly related to its agricultural life. John Cary, a merchant from London, operated a brewery on Chestnut Street. A gristmill was established by the four original proprietors at the north end of Poppasquash, who also built a road connecting the mill to Hope Street. At least three tanyards were operating during the first decades of settlement.

Schools and Churches

In arrangements for their worship and schooling, Bristol settlers followed the Plymouth pattern of religious conformity and tax-supported church and school. Under the Grand Articles, all deedholders were taxed to support a Congregational minister, and a meetinghouse was built on the Common in 1684; it no longer stands. Similarly, landowners were assessed for the support of a schoolmaster after 1685, though it is not clear when the first settled schoolmaster arrived in town.

Early Houses

The three houses that survive from Bristol's first years of settlement illustrate a wide diversity in local seventeenth-century building. These structures range from a small, simple farmhouse to a grand dwelling which is among the most sophisticated examples of pre-1700 domestic architecture in New England.

Houses of the early settlers were erected in a manner derived from English postmedieval construction practices. Most were box-like in shape and built of wood, with massive frames made of heavy hand-hewn beams fitted together with worked joints. The Grand Articles prescribed the minimum specifications for Bristol houses--they were to be at least two stories high, with a brick or stone chimney, and at least two rooms on each floor. Houses were generally arranged around a large central chimney with one room on each side of the chimney, and were covered by a gable or gambrel roof. A central door opened into a small vestibule which also contained the winding stairs leading to the second floor. This form was common throughout Massachusetts and Plymouth towns, whereas early Rhode Island houses usually had their large chimney at one end of the house. The few Bristol houses which survive from the seventeenth century suggest that this center-chimney form was common in the town.

By far the best preserved and most significant of Bristol's early houses is the house at 956 Hope Street built by Joseph Reynolds on land his father, Nathaniel Reynolds, a leather worker from Boston, had bought in 1684. A full three-story house, unusually large for its time, it helps establish Bristol's important contribution to Rhode Island's architectural legacy. The Reynolds House began as a two-room, center-hall dwelling with chimneys built into the back wall, typical of early Massachusetts building. Later additions across the rear produced the present four-room plan with an ell.

Originally, the Reynolds house had a much steeper roof and may have also been capped with a cupola like the one known to have once existed on the Thomas Hutchinson House in Boston. The house is also outstanding for its fine decorative trim both on the exterior and interior. Its massive exterior plaster cove cornice is one of two remaining in Rhode Island. The interior has early bolection-molded paneling, very boldly scaled, and fine marbleizing in the two major rooms. Unfortunately, in the 1960s a serious fire damaged the paneling and almost obliterated the marbleizing, but careful restoration has to some extent retrieved the character of this important and rare early decorative work.

Bristol's two other seventeenth-century survivors are Silver Creek (c. 1683 et seq.) at 814 Hope Street and the Throope Place or Elm Farm (c. 1687 et seq.) at 1382 Hope Street. The former began as a typical two-room-plan, two-story house. The oldest portion of the latter, now consisting of a single room on each of two floors, may have originally followed a two-room plan as well before it was moved slightly to its present site. Both houses have been altered over the years, but the seventeenth-century core of each one can still be seen.

Taken together, these three houses from Bristol's first years, though they vary in levels of sophistication and preservation, exhibit the craft and workmanship of the town's first builders. They are a legacy in which Bristol can take special pride.

Massachusetts Acquires Bristol

By 1690, Plymouth Colony was experiencing administrative difficulties--its charter had for some years been open to question, and it was unable to enforce tax collections. In 1691, during an imperial reorganization, Plymouth towns were merged into Massachusetts. The administrative change seems to have made little difference to the development of Bristol; in fact, many Bristol settlers were emigrants from Massachusetts towns and the small town's trade connections with Boston were already being established.

A COLONIAL SEAPORT (1700-1775)

In the first three quarters of the eighteenth century, Bristol grew into a small port town with a strong agricultural base. The settlers of the new town did not have significant raw materials at their disposal, but they did have an excellent harbor and some fine soils, and they made the most of them.

Agriculture

The town's smaller farms, under 100 acres, were located in the center section of Bristol between Hope Street and Metacom Avenue. Such small holdings were worked by their owners as subsistence farms, producing a range of crops and stock principally for the farmer's household. Bristol's eighteenth-century agriculture was also characterized by some larger holdings where crops were grown for the market as well as for a family. Along Bristol Neck, large farms of 100 to 600 acres, stretching from the main road west to Narragansett Bay and east to Metacom Avenue, were developed by the Church, Peck, Coggeshall, and Usher families. To the east of Metacom Avenue, the tracts which were originally owned by the four proprietors passed into the ownership of the Fales and MacIntosh families. Several large farms near the Bristol Ferry were owned by the Sanford family. Such large farms were operated as commercial ventures producing crops, especially root vegetables such as carrots and onions which were easily shipped, for export from Bristol Harbor and along the roads to Newport and Boston.

Bristol Harbor

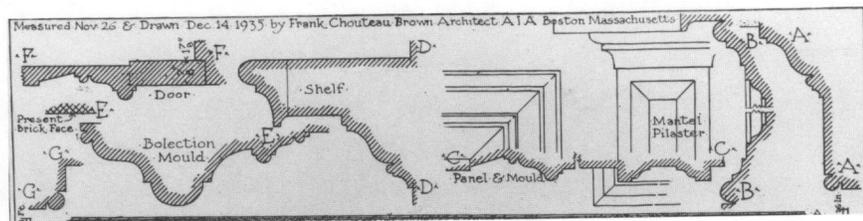
The harbor was the center of Bristol's economic life--in fishing, merchant trading, and subsidiary industries. Throughout the eighteenth century the Bristol fishery was an important component of the town's economy. The rich fishing grounds of the bay and the Atlantic were plied by Bristol ships, their products salted and packed in the town and re-shipped to other ports.



Joseph Reynolds House (1698 et seq.), 956 Hope Street. One of New England's best-preserved early houses, a 17th-century, transitional-plan, two-room, center-hall house.



First floor plan, Joseph Reynolds House. Original two-room plan with chimneys built into the rear wall, enlarged to present form.



Profile of bolection molding and mantel, Joseph Reynolds House. Historic American Buildings Survey (HABS) drawing, 1937.

In the early years of the eighteenth century, most of Bristol's ship-borne trade was intercolonial, with ships carrying grain, wool, fish, meat, lumber, and farm produce to and from ports at Boston, New York, Philadelphia, and the mid-Atlantic and southern cities. By mid-century, Bristol merchants and captains had expanded this coasting trade and ventured further, to African and European ports and, especially, to the West Indies and Surinam. At the end of the colonial period, nearly fifty vessels made Bristol their home port.

The growth of shipping at Bristol was encouraged by a number of circumstances, not least the opportunities for privateering (and, sometimes, piracy) during the century's imperial wars and the development of the slave trade. Bristol ships entered the slave trade in the early decades of the eighteenth century. By the end of the period, they were playing an important role in the triangular trade pattern which connected the African coast and its slave markets, the sugar-growing slave plantations of the Caribbean, and the rum-producing ports of New England.

Bristol ships returning home docked at one of two landings off Thames Street, near its intersections with State and Church Streets, until 1722, when merchant Nathaniel Bosworth built the town's first wharf, at the foot of Oliver Street. In the middle decades of the century, additional wharves and piers were constructed between Oliver Street and the foot of Church Street, where the Cary family built Long Wharf. These wharves and piers allowed for speedy lading and unloading of ships. Near the waterfront, storehouses and packing houses were built; here cargoes were assembled to await shipment, incoming goods awaited re-shipment out of the port by land or sea, and goods were packed in an assortment of boxes, bags, and barrels. Few of these early warehouses still stand; the store/warehouse at 227 Thames is a rare survivor. Warehouses were comparable in size and form to early houses or small barns.

Bristol distilleries made rum from molasses and provided an easily shipped trading commodity. Five distilleries were located on Thames Street by the middle of the century. The first was constructed near Union and Hope Streets. Another subsidiary maritime industry was established in 1747, when Simeon Potter began rope-making in Bristol.

Rhode Island Acquires Bristol

In 1747 Bristol became part of Rhode Island. The long-disputed ownership of Bristol (Rhode Island had asserted a claim to the town against Plymouth and Massachusetts since the mid-seventeenth century) was finally settled by the British government in 1741, though the actual transfer of land to Rhode Island was delayed for six more years. The terms of the agreement included not only Bristol, but also present-day Cumberland, Tiverton, Little Compton, Warren, and part of Barrington.

With the transfer of Bristol, Rhode Island acquired yet another small port on Narragansett Bay. Bristol was about one-sixth the size of Newport, the colony's leading city, about one-third the size of Providence, and more roughly comparable in size and economic importance to Wickford and East Greenwich than to the larger ports.

Bristol's Population

Most residents of colonial Bristol were whites of English heritage, but about ten percent of the eighteenth-century population was black, a reflection of the town's role in the West Indies trade. The earliest record of blacks living in Bristol is Nathaniel Byfield's will of 1718 which mentions his slave Rose. Most blacks were part of white households where they were servants, but some independent black households were

counted in the 1774 census. A small number of Native Americans also lived in Bristol; in 1774 there were sixteen Indians in the town.

Colonial Houses

Bristol's development in the eighteenth century into a small town is represented by the houses built by the town's farmers, merchants, and tradespeople. By the end of this period, about 150 houses were standing in Bristol; of these, about fifty remain. In the compact part of town, buildings were concentrated along Thames and Hope Streets close to the harbor, while the town's farmers constructed dwellings in the outlying areas.

Bristol's eighteenth-century houses follow for the most part a pattern common to Rhode Island building during this century. As in the earlier period, houses were wood-framed, boxy in shape, modest in size, and covered with gable or gambrel roofs. A large chimney, usually built of brick, was set in the middle of the house, with five rooms arranged around it: a room on each side at the front of the house, a large center room (usually used as a kitchen) at the rear, and two small back corner rooms. The three principal rooms each had a fireplace opening in the center chimney. The main entrance was set at the center of the facade with one or two sash windows on each side of the door. Where a house had two full floors, the layout was usually repeated on the second floor; access to the second floor or the attic was gained by a narrow stair set in the center front hall between the front wall and the chimney stack.

Some variations of the five-bay, five-room arrangement were also built. The old Massachusetts plan of a one-room-deep house with a single room on each side of the chimney seems to have remained an option for eighteenth-century builders; the Royall House (c. 1745) on Metacom Avenue and the Paine House (before 1775) at 21 Bradford Street began life as houses built on this pattern, though both have been added to over the years. Another version is the five-room plan with a four-bay facade, such as the Wilson House (before 1751) at 675 Hope Street and the Peck House (c. 1760) at 932 Hope Street. For the most part, however, the houses of Bristol's second century were built on the five-room plan with a five-bay facade.

This plan and elevation were sometimes embellished with decorative details derived from published builders' guides of English origin--Georgian details which the authors derived from Renaissance sources. Externally, decorative elaboration was concentrated on the main central entrance. Doorways were framed with classical pilasters and capped with moldings or pediments, and the doors themselves were panelled.

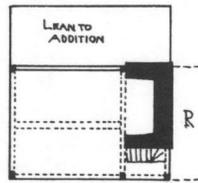
Such houses were built throughout the eighteenth century and well into the nineteenth. There are many examples in Bristol, about evenly divided between the compact part of town at the harbor and the outlying farm areas, reflecting the two bases of the town's economy. Some of these eighteenth-century houses show the effects of two centuries of modification; others are well preserved. The Norris House (c.1750) at 1013 Hope Street is a useful example of Bristol's many modest colonial houses. It is a one-and-a-half-story, gambrel-roofed box, built of heavy posts and beams, covered by clapboards. The brick chimney is set at the center of the house. The center door is framed by flat boards and capped with a simple five-pane transom. Its interior rooms are arranged on the five-room plan, enlarged on the north by the addition of one bay.

Public Buildings

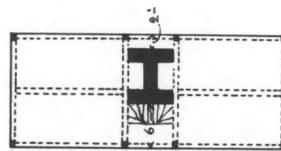
The compact part of town was the location of the few public buildings raised in this period. In 1720 the first Saint Michael's Episcopal Church was constructed at Hope and



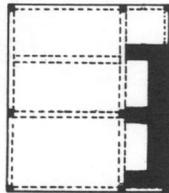
Mount Hope Farm/Isaac Royall House (c. 1745, c. 1840, c. 1917), Metacom Avenue. This farm was confiscated in 1776, when owner Isaac Royall, a loyalist, fled to Nova Scotia. In 1783 William Bradford, Deputy Governor and later Senator from Rhode Island, acquired the estate. He entertained George Washington here in 1793. In the 1840s Samuel W. Church enlarged the house, and in the 1920s it was restored and further enlarged by the Haffenreffer family.



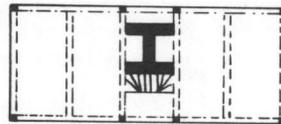
A.



B.



C.



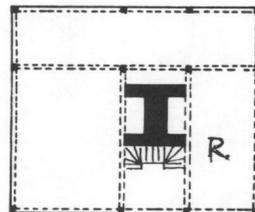
E.



D.

DEVELOPMENT
OF THE
RHODE ISLAND
PLAN

1636 - 1800



F.

Development of the Rhode Island floor plan, 1636-1800. From Early Homes of Rhode Island by Antoinette F. Downing.

*Samuel Royal Paine House
(before 1775, c. 1862), 21 Brad-
ford Street. A one-room-deep
house plan, popular in the early
eighteenth century.*



*Jeremiah Wilson House (before
1751, c. 1835), 675 Hope Street.
A typical five-room plan with a
four-bay facade.*



*Samuel Norris House (c. 1750
et seq.), 1013 Hope Street. A
typical five-room, five-bay, cen-
ter-chimney cottage, enlarged to
a six-bay facade.*



Church Streets in previously Congregational Bristol, and in 1744 Saint Michael's School, the town's first private school, was built on Constitution Street. A town school was constructed in 1727 on State Street; it was demolished in 1799.

BRISTOL DURING THE REVOLUTION (1775-1782)

Throughout the 1760s and 1770s dissatisfaction with English government grew, especially in Rhode Island, whose economy was increasingly oriented to the commerce which imperial regulations were designed to control. To a greater extent than most Rhode Island towns, Bristol participated in the events and effects of the American Revolution. Bristol men served in the Continental Army, in local militias, and the newly independent Rhode Island government. Much of the normal commerce and farming of the town was interrupted for almost a decade, creating shortages; the town suffered British raids by both land and sea; and a large part of the town's population was dislocated in the ebb and flow of refugees.

In large measure, Bristol's population supported the cause of independence--the town's shipping and commerce depended on lax enforcement of imperial trade policies and the new duties, taxes, and regulations of 1760s and 1770s were perceived as a threat to Bristol's prosperity. In 1775 when the colony's Assembly turned out of office a governor suspected of Tory sympathies to replace him with an independence-minded governor, the Assembly appointed a Bristol man, William Bradford, to serve as deputy governor. He kept the office until 1778. When the Assembly reshaped the colony's militia in the 1770s, it appointed Simeon Potter, a Bristol merchant, as Major General over all its troops.

Much of Bristol's participation in the war was occasioned by its proximity to Newport, a major port which was twice occupied by the British. In the nervous year before independence was declared, Newport was occupied by a British naval patrol which effectively controlled much of Narragansett Bay's shipping and disrupted normal Bristol commerce. British ships stationed at Newport menaced ships leaving the bay, seized cargoes and boats, halted the ferry connection to Aquidneck on which Bristol relied, and, in their foraging for provisions, interrupted production and trade in agricultural products. In October 1775 fifteen British ships sailed into Bristol Harbor, demanded provisions, and fired on the town. The town delivered some supplies, and the fleet withdrew.

Following this raid, Bristol, like other bay towns, constructed batteries and emplacements to defend itself. Fortifications were built along the harbor and at Bristol Ferry. Two companies of artillery were raised to man these batteries. Until the British fleet withdrew from Newport in April 1776 Bristol ships stayed in the harbor or, more often, sailed on their commercial or privateering voyages from other ports, especially in Massachusetts. A significant part of Bristol's population fled to safer locations in other towns or moved from the compact part of town to outlying farms. Combined with the flow of refugees from Newport to Bristol, this further disrupted normal life in the town.

From December 1776 to October 1779 the British once again occupied Newport and harassed Narragansett Bay shipping. American forces, some quartered in Bristol, made attempts to relieve Newport but were not successful. In May 1778 British troops raided Bristol. About 500 soldiers landed on Bristol Neck, marched north to Warren, then south to Bristol Ferry. The British burned a store of boats in Warren, made some arrests, and fired a substantial part of both towns; many buildings, including Saint Michael's Church, were burned. The Bristol militia engaged the British force as it withdrew from the compact part of town along the Ferry Road and back to Newport.

French troops, under Rochambeau and allied to the American cause, were also stationed at Bristol; a barracks and hospital were set up on Poppasquash during their occupation.

During the war years, Bristol suffered considerable damage, not only physically but in the disruption of normal commercial and civic life. Between 1776 and 1782, the population actually declined. Sailors and vessels had gone to other ports; farm production had been affected by the changes in shipping patterns; shortages (especially of firewood) were felt at times; rebuilding of destroyed buildings was necessary; and several large property owners left the town when some large farms belonging to Tory sympathizers were seized and sold. In many ways, however, Bristol had suffered less than Newport and, at war's end, Bristol was poised for its greatest days as a seaport.

THE MARITIME ECONOMY (1782-1825)

In the decades following the Revolution, Bristol became a flourishing seaport. Once past the brief post-war depression, the town's economy again was dominated by an expanding sea trade, now based on modified patterns of trade and led by a substantial merchant class. Between 1800 and 1810, the population of the town increased by over one-half (from 1,678 to 2,693); by 1820, the population had nearly doubled (to 3,197).

In the 1780s and 1790s, Bristol merchants resumed their accustomed trade routes to American and Caribbean ports, but they were neither protected by the British fleet nor received preferential treatment at the empire's ports. At the turn of the century, Bristol had developed a lively trade with European, South American, and Baltic ports, with the French, Dutch, and Spanish Caribbean islands, and, after 1804, with the far east. Bristol ships carried livestock, produce, meat, fish, and lumber on their voyages out, called at various ports with their mixed cargoes, and brought back tea, coffee, textiles, china, furs, and manufactured goods. Despite federal and state regulations, Bristol merchants continued in the slave trade.

Between 1801 and 1825, foreign ship arrivals at the port averaged fifty each year, and in 1810 reached a record ninety-six. Trade fell off in the war years between 1812 and 1815, but some Bristol shipowners became privateers, commissioned to seize enemy vessels. After the war normal trade soon resumed.

This expansion of Bristol's sea trade was dominated by the aggressive leadership of a small number of families, such as the Bordens, the Bournes, the Wardwells, and the DeWolfs, who brought capital, experience, and a wide variety of personal, commercial, and political contacts to the maritime economy. The members of these families, organized as partnerships, purchased goods, outfitted ships, organized complex voyages, took large risks, and, in some cases, reaped great profits.

Bristol's leading merchant family were the DeWolfs, a talented, self-assertive clan whose fortune had its beginnings in the eighteenth century when Mark Antony DeWolf emigrated to the town and set up as a merchant, slaver, and privateer. DeWolf's sons, especially James, Charles, and William, led the family into commercial preeminence in Bristol in the nineteenth century.

The maritime economy provided work for much of the town's population: clerks, teamsters, coopers, shipwrights, and others; many Bristol citizens made their living from the sea even if they never set sail. Bristol workers outfitted and serviced boats, helped to finance voyages, traded and re-packed the cargoes, distilled the rum which was a principal export commodity (there were four distilleries in town in 1810), and worked at the town's two ropewalks. In short, while a few families and individuals led the maritime

Usher's Warehouse/ Potter's Wharf (before 1794 et seq.), 227 Thames Street. One of the few surviving early commercial structures along the waterfront.



State Street. View west to Thames Street with Freeman's Bank (1817), 39 State Street, in the foreground.



Pleasant Street. View east of the row of gambrel-roof cottages built by local tradesmen.



economy, many of the town's residents were dependent on and connected to the single economic base.

With the growth of Bristol's sea trade, new port facilities were required. In 1801 Bristol and Warren were established as a federal customs district separate from Newport, and a Customs House was set up at 39 State Street. In 1812 a market house was constructed at the west end of State Street to provide a venue for trade in goods at the harbor; it no longer stands. Six new wharves were built out from Thames Street. Warehouses were constructed on the wharves themselves and on Thames and State Streets, which were both lined with the ropewalks, distilleries, stores, outfitters, and counting houses which made these streets the center of the town's commercial life. The Usher Store (before 1794) at 227 Thames Street and John DeWolf's small brick store (1806) at 54 State Street are typical of a once larger number of stores in the neighborhood from this period. The extensive voyages of Bristol ships and the lively trade of the town were dependent on an adequate supply of credit, and six banks were chartered in Bristol between 1797 and 1823; three bank buildings survive at least in part, all near the business center: part of the Bank of Bristol (1797) at 365 Thames Street, the Commercial Bank (1809) at 565 Hope Street, and the Freeman's Bank (1817) at 39 State Street.

The Compact Part of Town

The unprecedented growth of Bristol's population in the late eighteenth and early nineteenth centuries required substantial residential construction; for the most part, this growth took place in the compact part of town near the harbor. State and High Streets were filled in with houses, as were Bradford, Church, and Constitution Streets; in 1806 Union Street was platted for new houses. Central Street (opened in 1808), Congregational Street (1816), and Pleasant Street (1816) were laid out to bisect the original eight-acre squares and were soon filled with houses. A small cluster of houses was built near Wood and Franklin Streets; this area, known as New Goree, was home to a small community of blacks from the late eighteenth to the early twentieth century. In general, however, the residential and commercial building of this period evidences little segregation by use or class; on the still-unpaved streets of Bristol, the homes of the town's rich and working classes were interspersed with each other and with commercial buildings.

Outlying Areas

Outside the compact part of town, Bristol farmers continued to produce food for both the local market and for export, but with the growth of maritime trade, farming became a decreasingly important component of the economy. The production of onions as an export crop remained an important part of the town's rural economy. In addition, some outlying farms were used as country homes by wealthy people. Point Pleasant Farm, for example, was purchased by Providence merchant John Brown after the Revolution and was used by his family as a summer house. On Poppasquash and in the southern and northern ends of town, large farms were the country seats of the Church, DeWolf, Bradford, Howe, and Usher families.

The prosperity of the early nineteenth century in Bristol is represented by a number of institutional and governmental buildings erected to serve a growing population. The old Congregational and Episcopal churches were rebuilt, and new Baptist and Methodist churches were constructed on the Common in a town still exclusively Protestant. The town built schools in both the compact part of town and in the rural northern district; a private school, James DeWolf's Academy, was constructed on the Common. Bristol's

first library was established in 1798. Fire protection was initiated in 1784, and the Bristol Volunteer Fire Department was organized in 1820--it manned three engines kept in firehouses near the harbor. Bristol's premier public building of the period was the Bristol County Courthouse, built on the Common in 1816 and still standing; the Courthouse served as one of the meeting places for the state's General Assembly from 1819 to 1852.

The 1825 Depression

Bristol's long period of prosperity as a seaport came to an end in 1825, when George DeWolf's bankruptcy precipitated a crippling depression. The interdependency of the components of Bristol's economy and the reliance on the single base of the maritime trade exacerbated the effects of this crash. Several large merchant houses and many more small businesses failed, bankruptcies were numerous, trade fell off, and a significant part of Bristol's population migrated elsewhere. It was not until 1835 that the town's population again reached pre-crash levels. Bristol's foreign shipping continued after the depression, but it was never again the sole or even the most important part of the town's economy, and it never again produced the great fortunes it had before 1825. While it lasted, the dominance of the port had produced great growth and prosperity, but in the decades following 1825 the character of the town changed substantially.

The Architectural Legacy of the Early Republican Era

Building in Bristol between 1782 and 1825 flourished in an extraordinary manner. It is characterized by a wealth of elegant detail--in some cases delicate, in others bold in scale--and by an inventive, even playful handling of classical forms. The fresh, highly personal works produced by Bristol's housewrights, especially those of the town's premier builder-architect, Russell Warren, constitute a unique contribution to Rhode Island architecture. Many structures survive from this period; in large measure they help to define the town center's present visual character and special sense of place. In quality and extent, Bristol's rich architectural legacy from this epoch has few rivals anywhere in the nation.

During the last two decades of the eighteenth century and the first quarter of the nineteenth, many new houses were constructed for the expanding population, and a large number are still standing. Bristol carpenters continued to build square or rectangular houses, with a central entrance set flank to the street, just as they had through the eighteenth century; but the center-hall, four-room plan with two chimneys, with its opportunity for a grander entrance hall, became more popular than the five-room plan. Low hipped roofs appeared on some houses; the gable roof also remained standard, but gambrel roofs were seen less often.

The greatest change in domestic buildings of this period is in the style of the houses rather than in their form. The new Federal style, popularized by carpenters' handbooks and based on the work of the Adams brothers in England, emphasized delicate proportions and classical and Gothic ornament. By contrast with earlier houses, Federal houses exhibit a flatter exterior wall surface as window frames became less heavy and the windows themselves were made larger.

It is in the decorative embellishments created by Bristol's housewrights that the change from the colonial to Federal style is most clearly seen. From their handbooks, carpenters chose a variety of decorative designs, complex cornices, corner treatments, elaborate balustrades and, especially, doorways. Handsome pediments resting on engaged columns or colonettes are characteristic; many include a semi-circular window



Bristol County Courthouse (1816-17, 1836, 1934-35), on the Town Common. Courtesy of Rhode Island Historical Society, 1935 photograph. An outstanding Federal design, attributed to John Holden Greene or Russell Warren, this building served as one of the meeting places for the state's General Assembly from 1819 to 1852.



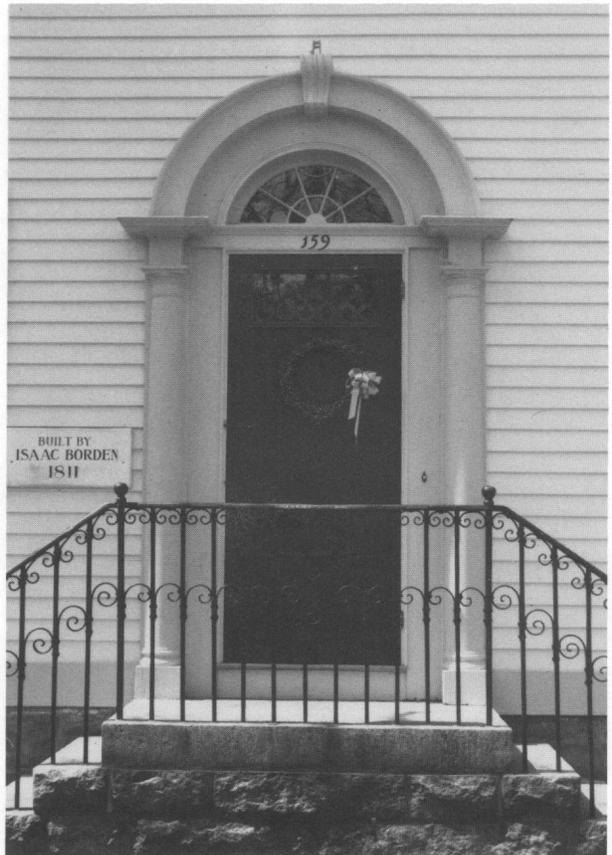
*Wardwell House (1808), 28
Central Street.*



*William Bradford House
(1818), 154 High Street.*



*Parker Borden House (1798,
1805), 736 Hope Street.*



*Isaac Borden House (1811), 159
High Street.*

Cornice detail, James and Josephus Gooding House (1807), 407-409 Hope Street.



Abraham Warren-Charles DeWolf, Jr. House, (1806-07), 15 Church Street. View to west with the William Throope, Jr., House (1805, c. 1870) at 9 Church Street in the background.





Linden Place/George DeWolf House (1810 et seq.), 500 Hope Street. Designed by Russell Warren, this landmark was acquired through a state bond issue in 1989 by the Friends of

Linden Place. The Friends are renovating this splendid Federal house, its outbuildings and site, for a public cultural and educational center.



Third floor hall, Linden Place. View west, showing curve of four-story spiral staircase on the left.



Garden, Linden Place. View to the east, showing lawn and statuary collected by Samuel P. Colt, owner of Linden Place from 1873 to 1921.

under the pediment, often divided by muntins into a fan, as on the Wardwell House (1808) at 28 Central Street and the Bradford House (1806) at 154 High Street, or divided into pointed arches, as on the Parker Borden House (1798) at 736 Hope Street. Semi-circular-headed doors are also seen, such as those on the Coit House (1818) at 259 Hope Street and the Isaac Borden House (1811) at 159 High Street. Another popular doorway form was the broad elliptical fanlight, sometimes seen with sidelights as on the Wardwell-Peck House (1784) at 649 Hope Street, or set under a broad entablature as on the Van Doorn House (1807) at 86 State Street. As with doorways, the cornices of Federal houses exhibit lightly scaled, elaborated decoration: modillions, dentils, delicate pointed arches, moldings, and frets, drawn by housewrights from their builders' guides. The cornice on the Gooding House (1807) at 407-409 Hope Street is a lively version which includes modillions, a fret course, swags, and a sawtooth band, but such elements are seen on many of Bristol's houses of the period. One of the most famous is the Howe House (1807) at 341 Hope Street, which has an elaborate cornice and a Chippendale roof balustrade with carved eagles mounted on the four corners.

The Warren House (1806) at 15 Church Street in many ways typifies Bristol's Federal houses. The house is a two-and-a-half story, flank-gable, clapboarded example with brick end walls. The central door is set under a pediment with a fanlight and is surrounded by engaged Corinthian columns. Ionic pilasters mark the corners of the house and support a modillion cornice. The six-over-six sash are set in narrow frames, capped by splayed lintels on the first floor. Such handsome houses may be seen on many of Bristol's streets.

It is in this period that grand houses of a significant scale were first built in Bristol. Earlier colonial houses, while varied somewhat in size, were constructed at a roughly similar scale. With the advent of the great fortunes produced by a maritime economy, rich Bristol residents displayed their wealth with large sophisticated houses, while the general prosperity of the town is reflected in the more modest but still stylish houses built by those of lesser means. The characteristic visual unity of the closely lined streets of the compact part of town dates from this period: modest Federal houses, repeating the form and rooflines of earlier dwellings though with up-to-date detailing, filled in the spaces between their colonial neighbors, and set off and framed the larger, grander houses.

Russell Warren, Innovative Builder-Architect

Bristol's most noted builder of this period is Russell Warren (1783-1860), who is significant not only for the quality, scope, and inventiveness of his work but for his part in the professionalization of architecture and the separation of the roles of the designer and the builder. Warren came to Bristol in 1800; several Federal houses from his first decade of work in the town still stand on State Street (numbers 82, 86, and 92). Beginning in 1808, members of the influential DeWolf family chose Warren to design four opulent houses; of the four, only Linden Place (1810) at 500 Hope Street, built for George DeWolf, remains to document the coincidence of this remarkable architect and his prosperous patrons.

Warren left Bristol in 1823 to establish his practice in larger cities, first in Charleston, South Carolina, and later in Providence. His later work reflected the broad spectrum of styles, including Greek Revival, Gothic Revival, and Italianate, popular during the mid-nineteenth century. Examples can be found in Providence, Newport, Fall River, New Bedford, and the South. Warren's ingenious, often fanciful adaptation of forms and uncommon sense of scale distinguish his work from other practitioners of the period. The competence and originality of his buildings have earned him a special place in the annals of American architecture.

AN INDUSTRIAL TOWN (1825-1920)

Between the mid-nineteenth and the early twentieth centuries, the old seaport of Bristol became an industrial town. While Bristol felt the impact of industrialization to a lesser extent than some Rhode Island towns, factory-based manufacture changed the methods of production and distribution and the skills and patterns of residents' work; industrialization rearranged the social organization of the town and created new classes of workers and changes in community leadership. In addition, the process of industrialization altered the visual character of the town, as new building types and modes of transport were developed. This new pattern of development did not destroy the pattern created by the maritime economy, but was overlaid across the old town so that both patterns are still clearly visible. The port at Bristol remained the focus of most development, but its form and function were altered.

The Port

Foreign shipping at Bristol remained a component of the town's economy in the first half of this period, although it was never as dominant as it had been in the early nineteenth century. Maritime commerce experienced a sharp decline in the late 1820s and early 1830s, but by the mid-1830s activity had partly revived. The Usher family, whose firm had purchased part of the DeWolf fleet, continued to ply the old coastal and Caribbean routes; James and John DeWolf survived the crash of 1825, and their ships sailed regularly from the harbor; Byron Diman's ships participated in the coastal and freight trades; and the Church brothers conducted a regular trade between Cuba and Bristol.

Bristol became a minor whaling port in the 1830s and 1840s; in 1837 there were nineteen whalers located here, though most were small ships. Nearby Warren was the principal Rhode Island whaling town; both Narragansett Bay ports were overshadowed by the great Massachusetts whaling towns. In the early 1840s, William Henry DeWolf built a small factory near the harbor to process and refine whale oil, but the Bristol whale fishery declined in the mid-1840s, its ships unable to compete with the larger Massachusetts whalers which had on-board processing facilities. In the 1850s, gas and kerosene began to replace whale oil for lighting, and whaling in Bristol came to an end.

While shipping from Bristol's port continued through the middle decades of the nineteenth century, the character of the sea trade had altered from the glory days before 1825. In the 1820s, slaving and privateering had become too dangerous to attempt. Political changes in South America and the Caribbean had closed some markets; by the 1830s the South American trade had largely ended, and the Caribbean trade had fallen off. Trading voyages to the far east were ended before the 1840s. American shipping became a more regularized activity, with scheduled trips, fixed routes, and established freight rates; the free-wheeling speculative voyages which had been Bristol merchants' specialty became less important. Major ports, especially Providence before the Civil War and New York after the war, came to dominate foreign shipping, and Bristol ships could not compete successfully.

The history of Bristol shipping through the 1860s and 1870s is one of intermittent but inexorable decline. While the port's shipping provided a living for some of the town's population, it produced no great fortunes after 1825. Even whaling did not yield the high returns on investment which had characterized the earlier period. By 1870 Bristol's foreign trade had ended (the Usher fleet was sold off in 1872), and the town's shipping consisted only of local freight and passenger business, a fact recognized by the federal government four decades later when Bristol was removed from the list of ports of entry.

Rail and Steam Lines

The construction of the railroad was an important factor in the changes in Bristol's shipping patterns and in the introduction of industry. In 1855 the Providence, Warren, and Bristol line opened service on its newly laid track, which ran from the west end of Franklin Street, north along the west side of Bristol Neck to Warren, and then on to Providence and Boston, the rail capitals of the region. The railroad provided cheap, efficient overland transportation for freight and passengers. Bristol was the end of the line for the railroad; no through rail service with Aquidneck was possible since only the ferry connected Bristol to Portsmouth. But the railroad provided an important link in the water-rail connections between Bristol and the commercial and industrial centers at Providence, Boston, and New York. From the 1860s to the early twentieth century, passengers traveled via steamship from New York to Bristol where they could board trains to Boston. In the early decades of the twentieth century, local steamship lines also connected Bristol to Fall River, Newport, Little Compton, and Providence. Steamships landed at the Steamboat Dock adjacent to the rail depot at the end of Franklin Street, at the State Street Dock, and, after 1903, at the Constitution Street wharf.

Manufacturing

As shipping declined through the mid-nineteenth century, Bristol's venture capital found new outlets in land-based manufacturing. Industrialism came relatively late to Bristol; the town did not participate in the earliest stages of factory building, since it had no large rivers to supply power. It was the innovation of the steam engine which released factories from their dependence on water power and allowed for the industrialization of areas like Bristol. The coal-fired steam engine made manufacturing feasible at Bristol; the docking and storage facilities at the harbor made it a good manufacturing site as mill operators could easily ship in their fuel and raw materials and ship out their finished goods.

As in many Rhode Island towns, Bristol's first factory-made product was cotton cloth. The Bristol Steam Mill Company built two large mills on the waterfront in the 1830s, the Namquit Mill (1836, rebuilt 1843) at the north end of Thames Street, and the Pokanoket Mill (1839, rebuilt 1856) also on Thames, between Church and Constitution Streets. These mills produced cotton cloth steadily to the Civil War. In the latter half of the nineteenth century, these mills changed hands several times and were in production intermittently. In 1904 the mills were purchased by Charles Rockwell, an innovator in the production of novelty textiles, and throughout the early twentieth century the old mills, now part of Rockwell's Cranston Worsted Mills, were used to make worsted fabrics, mohair, and novelty yarns.

Bristol's pre-Civil War industry was not limited to textiles but was characterized by a variety of relatively small-scale production facilities. A small oakum factory operated on Franklin Street until 1858. In 1849 a sugar refinery was built on Norris Wharf, between Franklin and Bradford Streets; it operated until 1870, and the building was demolished in 1920. Ambrose Burnside, best known as a Civil War general, began the manufacture of guns in Bristol in 1853 at a factory on Burnside Street. He had a brief success--the plant employed about fifty workers and produced about five hundred rifles each month--but in 1855 the company failed and the plant closed.

The production of rubber goods was Bristol's principal industry. In 1865 the National Rubber Company, headed by Augustus O. Bourne, began the manufacture of rubber goods using the vulcanizing technology recently released from patent protection. In a complex of factory buildings located on the east side of Wood Street, between

Franklin and Bradford Streets, the National Rubber Company made rubberized clothing, boots, and shoes; by 1870 six to seven hundred workers were employed here. The plant suffered a major fire in 1870, and production was also curtailed in the depression of the 1870s, but in the early 1880s a major expansion of the facilities, including eight large mills, was completed. In 1888 Samuel Pomeroy Colt purchased the National Rubber Company and merged it with several other rubber and footwear manufacturers in out-of-state locations to form the United States Rubber Company. By 1901 thirty-seven buildings filled the nineteen-acre Wood Street site; 1500 workers were employed in the manufacture of belting, packing, hoses, covered wire, and footwear. World War I increased the demand for many of the company's products and, during the war years, over 4000 people were employed here, making this factory Bristol's largest employer and Colt the town's leading citizen.

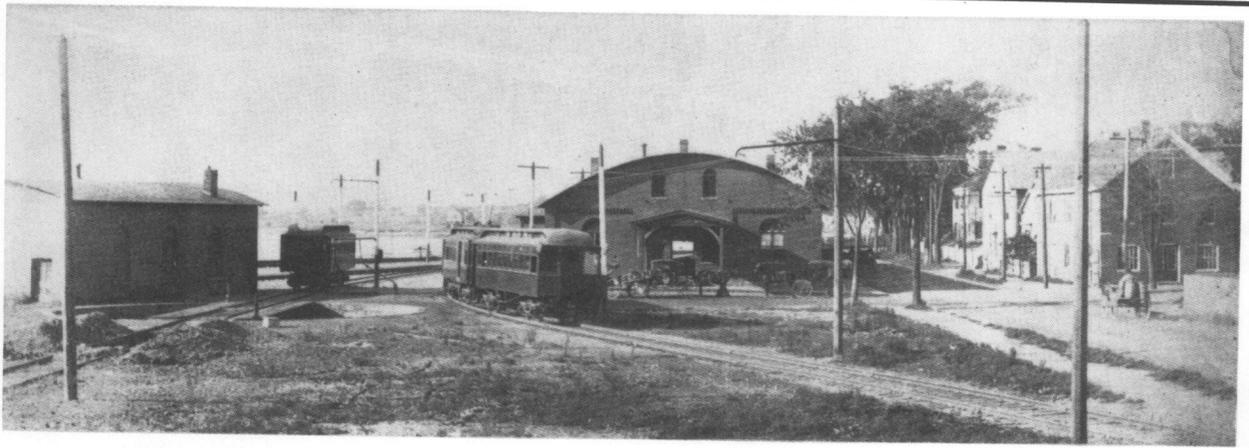
The construction and repair of boats and ships was also an important part of Bristol's industry. Joseph Gardner began the construction of steamboats in town in the 1840s, and in the decades following the Civil War, Thompson, Stanton and Company constructed boats in a yard near Pearce's Wharf, at the foot of Oliver Street. In 1889 Saunders and West began construction of yachts at Bristol.

Bristol's largest and most noted boat builders were the Herreshoffs, who achieved national renown for both their pleasure craft and their utility boats. John Brown Herreshoff started building skiffs and catboats in an old tannery building on Hope Street in 1863; the following year he moved operations to the vacant Burnside rifle factory at 18 Burnside Street, where he produced not only hulls but also engines and boilers with the assistance of his brothers James and Nathanael. In 1879 the Herreshoff brothers incorporated the business and constructed two large sheds and a yard on the waterfront near the foot of Burnside Street. By 1910 the Burnside Street location contained a foundry, paint shop, storage buildings, and sail loft. The Herreshoff boatworks achieved a national reputation for quality of design and engineering. They constructed a variety of boats, both sail and steam; while they are now most well known for the construction of sail yachts (between 1893 and 1920 the yard built five successful America's Cup defenders), they built passenger steamboats, schooners, fishing boats, and military craft as well. At the turn of the century, the Herreshoff boatyards employed nearly three hundred workers. During World War II, the company was purchased by a New York syndicate. Thus, by the early decades of the twentieth century, Bristol's industrial economy rested on three bases: textiles, boats, and rubber products.

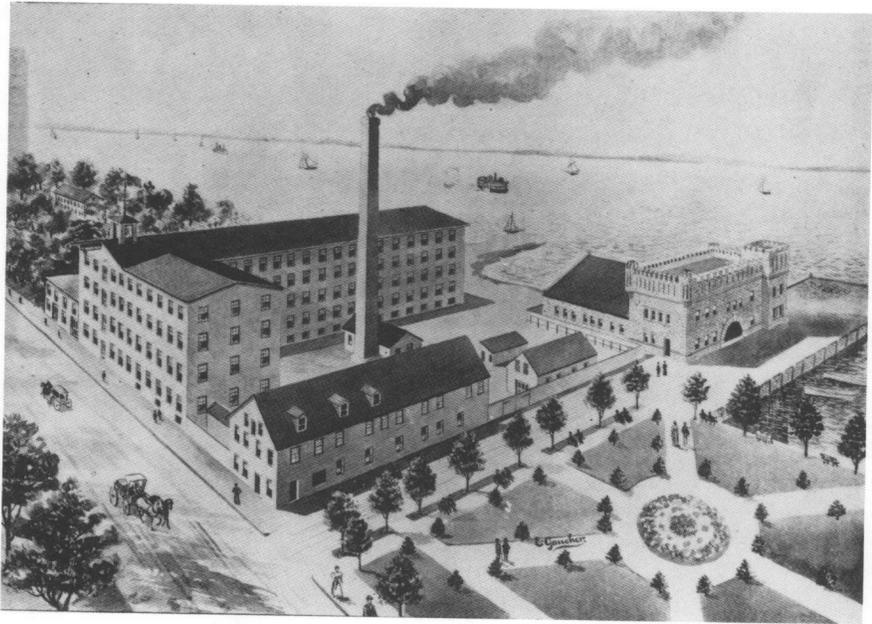
A Changing Population

Bristol's population grew only moderately before 1900--between 1840 and 1900 the town's population did not even double--but in the years between 1900 and 1920, as the rubber and textile mills reached their period of greatest expansion and were stimulated by the production requirements of World War I, Bristol experienced a bound in population from 6,091 to 11,375.

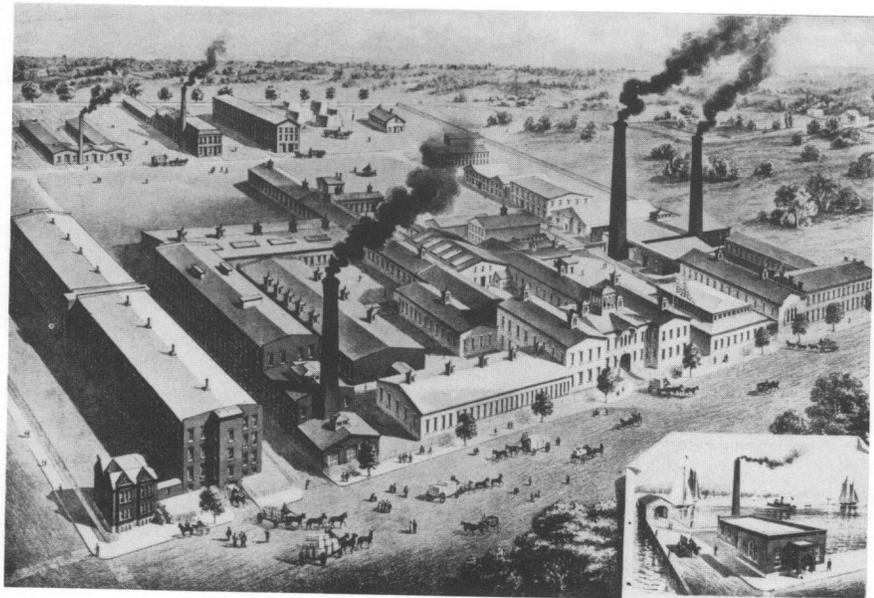
The advent of industrialism in the town altered not only the size of the population but its character as well, as new groups of immigrants were attracted to the town by the opportunities for work in the mills. In 1850 Bristol was still largely a native and Protestant town; less than ten percent of the population was foreign-born, mostly Irish who worked in the mills or as servants. By 1875 however, nearly a quarter of the town was foreign-born, and in 1900 fully one-half of the town was foreign-born. Among these new residents were small numbers of Germans, Scots, English, Poles, French, and eastern Europeans, but Italians and Portuguese were to dominate the history of immigration to Bristol. Italian and Portuguese immigrants began arriving in Bristol in large numbers in the 1890s, drawn especially by the opportunity for work at the United



Depot of the N.Y., N.H. & H.R.R. Company, at the foot of Franklin Street. Bristol Phoenix Souvenir Supplement, 1903 photograph. View of depot, demolished after the 1938 hurricane, and 19th-century houses, still extant, on the right, which were moved from Church's Wharf in 1855 to permit construction of the Providence, Warren & Bristol railroad line.



Cranston Worsted Mills (1839 et seq.), Thames Street between Church and Constitution Streets. Courtesy of Rhode Island Historical Society, 1904 lithograph. View southwest, showing the mill complex acquired by the Cranston Worsted Mills in 1904, with the Pokanoket Mill (1839) on the left, the last Long Wharf warehouse in the center, and the Naval Reserve Armory (1891) on the right.



National India Rubber Company Plant. Courtesy of Rhode Island Historical Society, 1901 lithograph. Aerial view to the east of the plant which included thirty-seven buildings spread over nineteen acres; inset shows company dock at foot of Church Street.

Herreshoff Machine Shop (c. 1863), 18 Burnside Street. View of the former Burnside rifle factory raised one floor to permit expansion of the Herreshoff boatworks.



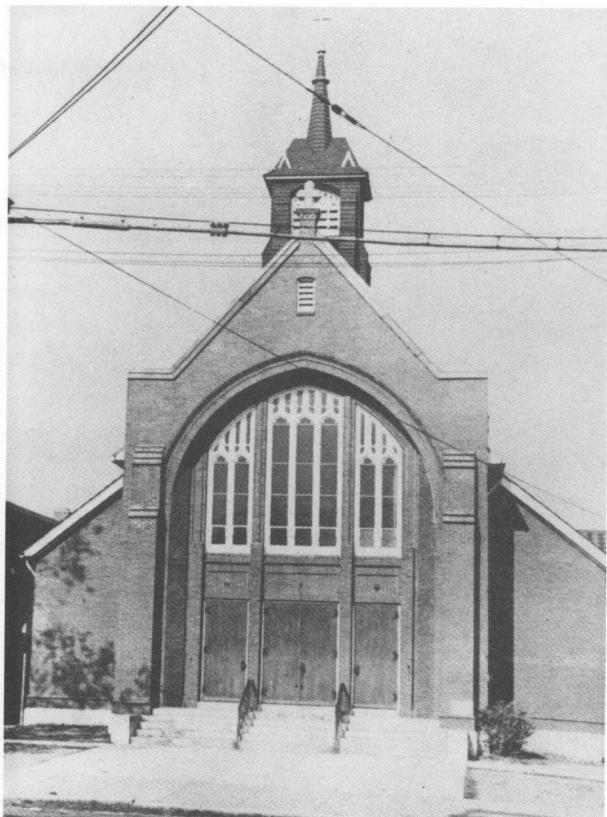
The "Old Tannery"/Boatworks, off Hope Street at the foot of Burnside Street. Courtesy of Herreshoff Marine Museum, 1866 photograph. View east, with James B. Herreshoff, partner Dexter G. Stone, John B. Herreshoff and father Charles F. Herreshoff on the wharf. The yacht Clytie is ready for launch, and catboat Fannie, yacht Qui Vive, and Julia III are on the right.

North and South Construction Shops (1879; demolished, c. 1945), on the waterfront at the foot of Burnside Street. Courtesy of Herreshoff Marine Museum, 1899 photograph. View east during manufacturers' trials prior to the America's Cup race. On the left is the Woodworking shed; in the center are the North and South Shops, and the defender Columbia is at the wharf.





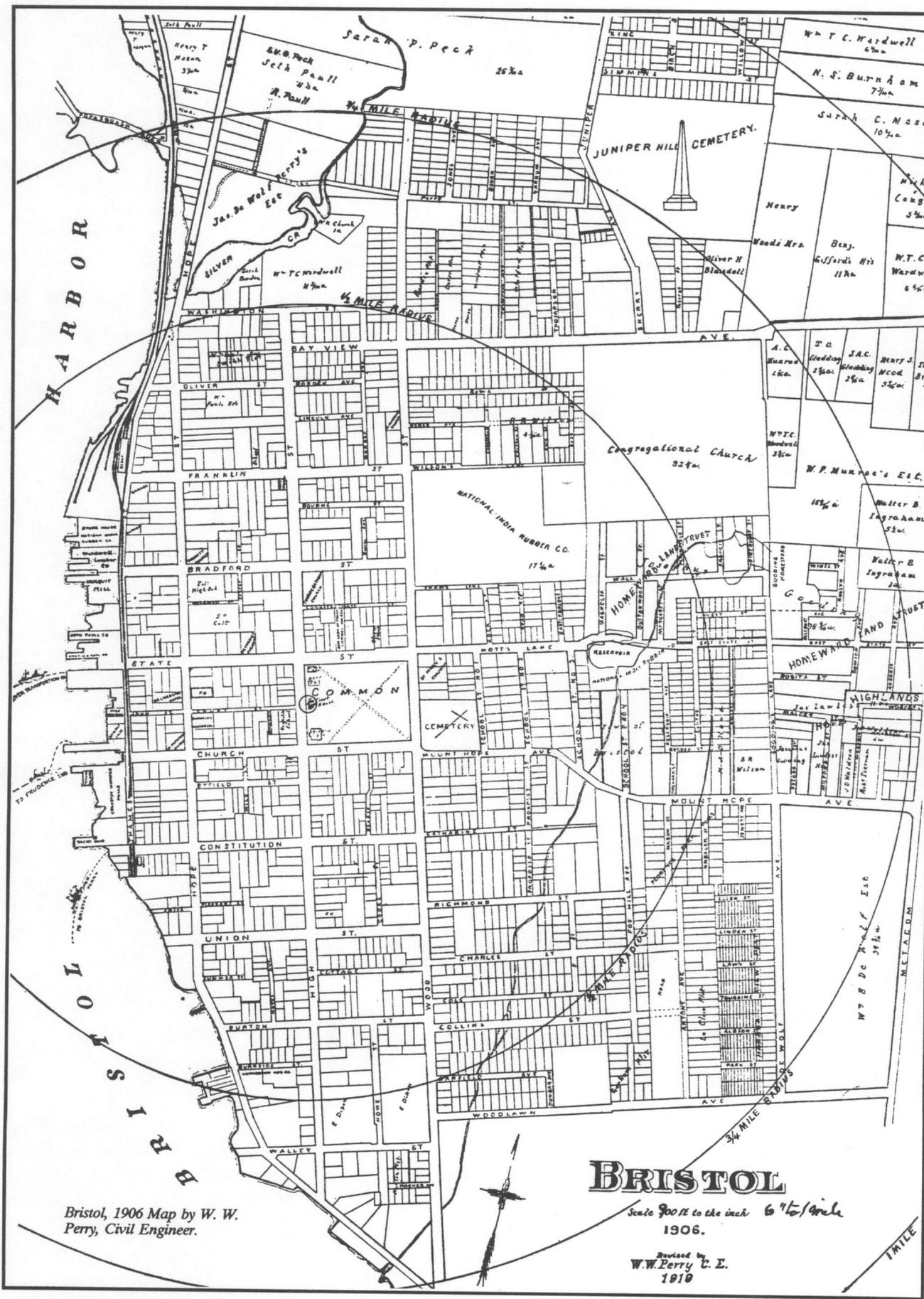
St. Mary's Church (1911), Wood and State Streets. Photograph, 1955. Designed by Murphy, Hindle & Wright.



St. Elizabeth's Church (1913, c. 1918, 1951-54), 570 Wood Street. Photograph, 1955. Designed by Murphy, Hindle & Wright.



Our Lady of Mount Carmel Church (1918-19, 1971), 141 State Street. Photograph, 1955, before alteration of the facade. Designed by Ambrose T. Murphy.



Bristol, 1906 Map by W. W. Perry, Civil Engineer.

BRISTOL
 Scale 900 ft to the inch 6 1/4" = 1 mile
 1906.
 Revised by
 W.W. Perry C. E.
 1919

1 MILE

States Rubber Company factory whose work force they dominated. Emigrants from Italy, Portugal, and the Portuguese islands continued to arrive in the town through the early 1920s. By contrast with the native Protestant population, these new arrivals to Bristol were largely Roman Catholic. Bristol was part of the parish of St. Mary's, Warren, established in 1849. Saint Mary's parish of Bristol began as a mission of the Warren church and built its first church in 1855, replaced in 1911 by the present building at Wood and State Streets. St. Mary's came to be identified particularly with Bristol's Irish Catholic community, as other parishes were started to serve other national groups. Saint Elizabeth's parish, founded for the town's Portuguese residents, built its church at 575 Wood Street in 1913, and the Italian community built Our Lady of Mount Carmel Church at 141 State Street in 1917.

Patterns of Growth

Industrial development changed not only the population of the town but its physical character as well. The greatest change took place along the waterfront as most factories were located here--of the town's major industries only the United States Rubber Company factory was not located at the port. Harbor activities still took place on a series of wharves which projected from Thames Street between Constitution and Oliver Street, but several large mills were built directly on the stone wharves, their long sides set on the length of the wharves. These brick and stone mills were the largest buildings yet constructed in the town, multi-storied and lined with regular repetitive windows. Along the waterfront the mills were interspersed with ship landings, shipyards, the Paull and Wardwell lumberyards, offices, freighthouses, coal sheds and bins, and minor workshops built by smiths, wheelwrights, and painters.

The location of Bristol's industry at the waterfront also reinforced the concentration of residential building in the compact part of town; the number of houses in the town center tripled during this period. These houses filled in and completed an already-established pattern. Some new minor streets, such as Bourne Street and Pearce's Avenue, were opened before 1870, but new buildings constructed in the first half of this period were for the most part built on available lots in the established plan and remained concentrated in the area between the waterfront and Wood Street.

Until the mid-nineteenth century, most buildings in the compact part of town were located west of Wood Street, the eastern limit of the seventeenth-century plan. In the 1860s, there were fewer than fifty houses east of Wood, while the blocks between Wood and Thames were very densely developed. As the town's population grew through the second half of the nineteenth century, new streets or extensions of the old east-west streets to the east of Wood Street increased the number of available building lots in the compact part of town. In the first two decades of the twentieth century, as Bristol's industries grew and the population expanded considerably, these new blocks were built up and filled in with houses. By 1920 there were roughly an equal number of buildings east of Wood as there were in the old section of town west of Wood Street, and dense residential development had filled in the area between Wood and Metacom Avenue. In the southern part of this area, long narrow blocks were created; in the northern section, shorter blocks were built out and around the large rubber factory on Wood Street.

With few exceptions, Bristol builders followed the pattern established in the town's early years; as landowners built for themselves or on speculation, they continued to favor wood-frame detached houses set on individual lots, usually built for a single family. Though Bristol was an industrial town, it never saw the development of the neighborhoods of multifamily houses which characterize other industrial areas; nor did Bristol's industries build large numbers of company-owned workers' houses. Late nineteenth- and early twentieth-century development in the compact part of town does

not exhibit extremes of social segregation by neighborhood; factory workers tended to live in the northeast and southwest sections of the compact area which were convenient to their workplaces. As in the early nineteenth century, larger houses were interspersed among modest ones throughout the town. Samuel Colt himself lived in the center of town at Linden Place.

Commercial and Institutional Growth

The compact part of town was also its commercial and institutional center. In the years between 1880 and 1920, Hope Street became the shopping center of Bristol, as storekeepers either modified early dwellings for commercial use (sometimes raising them a story) or constructed new shops at the sidewalk line, such as Easterbrook's (1899), a handsome brick structure with a cast-iron front at the corner of Hope and State Streets. By the turn of the century, Hope Street was lined with grocery and meat markets, pharmacies, dry goods stores, and other shops. Interspersed with the houses along Hope Street, such shops maintained the residential scale of the street and were often built with dwelling space on their upper floor, producing the pleasing integration of commercial and residential uses which is still characteristic of Bristol's shopping area today.

Government Buildings

The town center was the focus for Bristol's governmental buildings as well. The federal government constructed a new Post Office/Custom House at 440 Hope Street in 1858 and moved its offices from their former location at 37-39 State Street. The state's General Assembly continued to meet until 1852 in the Bristol County Courthouse, which has since served as the seat of the county court; the County Jail (1828), located at 38 Court Street, was expanded in 1854. The Bristol Train of Artillery met at its hall (1842) on State Street and a new state armory was constructed in 1903 on Long Wharf.

Rogers Free Library opened in 1877, and the town's offices moved in 1883 to a new town hall named for Ambrose Burnside. Schools accounted for most of the building by the town during this period. The town built several small schools in the 1840s; of these, the Middle District-Taft School (1841) on Hope Street, the Burton School (1842) at 140 High Street, the Hayman School (1842) on Franklin Street, and the Mason School (c. 1848) at 725 Metacom Avenue, still stand. In 1851 a school for black children was opened on Wood Street, but after the Civil War racial segregation in schools was abolished. In the late nineteenth and twentieth centuries, as the town's population expanded dramatically, the town built four large new schools: Byfield (1873) and Walley (1896) Schools on the Town Common, Oliver School (1901) on State Street, and Reynolds School (1918) on High Street. Bristol established secondary education in 1848; the town's first building constructed as a high school was the 1906 Colt Memorial School, on Hope Street, a gift from Samuel P. Colt to the town. In making this gift Colt was following a pattern established in 1840 by James DeWolf, who gave his Academy building to the town, and continued by Robert Rogers, whose funds built the Free Library in 1877. The tradition of leading citizens' construction of public buildings, once established, was continued well into the twentieth century.

Most of Bristol's public buildings were constructed in the compact part of town, reflecting the concentration of population here. Many were designed by leading architects, such as Stephen C. Earle of Worcester, Massachusetts, who designed St. Michael's Parish House, the Roger Library, and Burnside Hall. All were built at a larger scale than the residential and commercial buildings which surround them, adding to the heterogenous visual character of the town.



East side of Hope Street. Courtesy of Bristol Historical and Preservation Society, c. 1939 photograph. View north of the YMCA Building (1899, 1912,

1967), 448-452 Hope Street; the Sparks Block (late 18th century), was partially demolished for the Old Stone Bank in the 1950s.



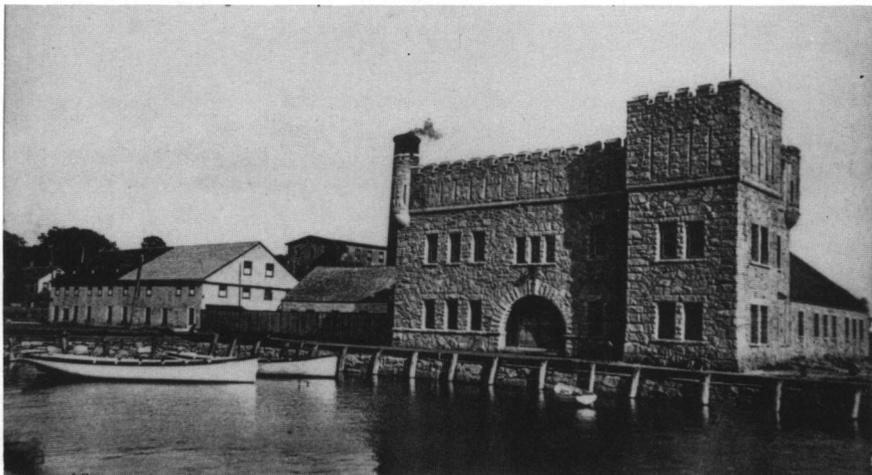
West side of Hope Street. Photograph, 1974. View north showing John W. Russell House (1810), 399 Hope Street; Gooding House (1807), 407-409

Hope Street; the John W. Bourn House (1804), 417 Hope Street; and the Belvedere-Harriet Bradford Hotel (1901).

Old Post Office and Customs House (1857, 1964, 1980s), 440 Hope Street. Courtesy of Rhode Island Historical Society, c. 1858 photograph. Original appearance before addition of hip roof and dormers; designed by Ammi B. Young.



Naval Building-Naval Reserve Armory (1891, 1894, 1935-39), 2 Church Street on Long Wharf. Courtesy of Bristol Historical and Preservation Society, c. 1910 post card view.



Burnside Memorial Building (1883), 400 Hope Street. Courtesy of Rhode Island Historical Society, c. 1885 engraving. Designed by Stephen C. Earle of Worcester, this building is in use for Bristol's town hall.



Public Services

The growth and expansion of the town center relied on a variety of public services. Gas lines were laid in the 1850s; Bristol's gasometer was located at Hope and Washington Streets. Telegraph lines were installed in 1855, and telephone lines were introduced in the 1880s. Water lines were installed in the 1880s, as were electrical lines. In 1900 the town's sewer system was begun. Paving of the town's dirt and graveled roads began in the 1890s. In the early twentieth century, trolleys provided intra-town transport and connected Bristol to Providence. Tracks were laid along Thames, Burton, and High Streets for the trolley cars which then proceeded along the rail track to the capital city. As population increased, the town had to organize fire and police protection. Several volunteer fire companies were chartered in the 1840s, and over the course of the late nineteenth century, small brick fire stations were constructed in the compact part of town; two survive, at 189 Thames Street (1881) and at 72 Franklin Street (1898). A night patrol, the forerunner of today's Police Department, was operating by the 1890s.

Agriculture

In the outlying areas of Bristol, farming continued to play a role in the economy of the town, but the patterns and products of agriculture were altered by the growth of the nineteenth century. In the middle decades of the century, Bristol farmers continued to grow crops (especially root vegetables) for export and produce and meat for sale in the town. But in the later decades of the century, dairying became the specialty of the agricultural economy. With the introduction of rail transport and changes in food storage technology in the late nineteenth century, there was a smaller premium placed on locally grown food; grain and cattle shipped from the midwestern states were produced as cheaply as local products. Bristol farmers then concentrated on supplying perishable products such as butter, milk, and seasonal vegetables to their local markets. Field crops of corn and hay were common, but these were grown largely to feed the dairy cows whose milk and butter were carried daily into town. For the most part, Bristol's farmers worked relatively small holdings, one to two hundred acres.

Some of the town's most desirable farming areas were removed from Bristol in 1873 when the Rhode Island General Assembly reset the boundary between Bristol and Warren; Bristol's north line was moved one mile south and the town lost about four hundred acres of farmland. This change had been requested by farmers in northern Bristol, who sent their children to Warren schools and whose houses were closer to central Warren than to the compact part of Bristol.

The town's small farms were concentrated in the northeast section of town; Bristol farmers often lived in early houses, but the agricultural outbuildings which were necessary to the operations of their farms were relatively fragile and rarely maintained after they had outlived their utility, so that the typical farmstead of the late nineteenth century consisted of an early house and later barns and sheds. The Coggeshall Farm at Colt Park and the Benjamin Bradford and Douglas-Gooding Farms on Metacom Avenue are typical in this respect. Such farms are an important component of the town's historic legacy.

In the later decades of the nineteenth century much of the farmland in the Poppasquash and Bristol Ferry area was developed as "gentlemens' farms": large farms with luxurious houses, well-tended stock and fields, operated as much as an agricultural hobby as for production, by owners whose principal living was made in the town's industries or even outside of Bristol and Rhode Island.

At Bristol Ferry, Herbert Howe operated Ferrycliffe Farm, one hundred and twenty acres of Bristol's best land stretching from Ferry Road east to Mount Hope Bay, where cattle and turkeys were raised. On Poppasquash the Case Farm occupied the entire southern part of the peninsula. On the northern end of Bristol Neck, Howard Clark, a Providence broker, operated North Farm. The best preserved of these gentlemen's farms was created on the north end of Poppasquash by Samuel Colt. The town's leading industrialist, Colt consolidated three small farms in 1902. He built a large house, which no longer survives, but many of the outbuildings constructed for Colt Farm still stand; the 1917 dairy barn, designed by Wallis E. Howe, is especially noteworthy.

As small holdings were consolidated into these large farms, the number of farms in Bristol declined. In 1885 there were 138 farms in Bristol; in 1895 that number had dropped over a third to 93. But despite the changes in size, number, and production, Bristol's agricultural development took place within an established pattern which was well preserved even at the turn of the century. The old Bristol plan of 1680 had laid out farms in long east-to-west linear strips and, in large measure, this pattern was preserved into the twentieth century. Even when family farms were consolidated into large units, the pattern of property lines running east-west between major north-south roads remained, and was often marked by stone walls or minor lanes.

Summer Visitors

While much of Bristol's outlying area was devoted to farming, the beautiful countryside and shoreline of the town began also to attract summer visitors in the second half of the nineteenth century. Ferry Hill at the southern end of the peninsula became the site of Bristol's first summer colony. On this isolated point with its magnificent view of Narragansett Bay large estates were developed as affluent Bristol families and out-of-towners built summer houses here. In 1851 John Rogers Gardner, a New York banker, built the first summer house at Ferry Hill. Alexander Perry, a Bristol banker, constructed Harbor Lawn on Ferry Road soon after the Civil War. By far the best preserved of the Ferry Hill summer estates is Blithewold (1894, 1906), built for Augustus Van Wickle, a Pennsylvania coal dealer, and rebuilt for the McKee family after a fire. Such seaside summer estates were characterized by large acreage; impressive houses, often sophisticated versions of prevailing architectural styles; elaborate landscaping, at times achieving the quality of art, as at Blithewold; and long meadows or lawns sweeping down to the shore.

By the turn of the century, the highly desirable areas outside the compact part of town were being built upon for families of moderate income as well. In 1901 the Narrows, a plat for forty-two houselots south of Narrows Road, was opened for construction; and in 1908 Bristol Highlands was laid out in houselots, beginning along Gibson Avenue.

Outlying Institutions

Rural locations were selected for some institutions thought to benefit from a pastoral location: the town operated a poor farm, located west of Hope Street on Asylum Road; the Benjamin Church Home for Aged Men (1908) was located on Hope Street; and in 1889 the state built the Rhode Island Soldiers' Home on Metacom Avenue to provide a retirement home and medical care for army veterans.

Casino (c. 1903; demolished c. 1978), at Colt State Park. Courtesy of Rhode Island Historical Society, 1921 calendar view. View east of Colt's summer house, showing urns in the foreground.



Coggeshall Farmhouse (c. 1750 et seq.), at Colt State Park. Photograph by Warren Jagger. A tenant farmhouse, built on one of three farms consolidated for Colt Farm about 1903, now part of a "living farm" museum.



Dairy Barn (1917), at Colt State Park. Photograph by Warren Jagger. Designed by Wallis E. Howe.





*Blithewold/Van Wickle-McKee
House (1906), Ferry Road.
Photograph by Warren Jagger.
Designed by Kilham & Hopkins
of Boston.*



*Great Hall, Blithewold. Ferry
Road. Photograph by Warren
Jagger.*



*Japanese Garden, Blithewold.
Photograph by Warren Jagger.
View west to Bristol Harbor.*

*Abandoned Poor Farm
(c. 1836; burned, 1952), Colt
Drive, Colt State Park. Cour-
tesy of Rhode Island Historical
Society, 1947 photograph by
Samuel Chamberlain.*



*Benjamin Church Home for
Aged Men-Benjamin Church
Senior Center (1903-09,
1972-82), 1014 Hope Street.
Courtesy of Lombard John
Pozzi, 1903 architectural
drawing. Designed by Clarke,
Howe & Homer, with Samuel
W. Church.*



*Rhode Island Soldiers Home-
Rhode Island Veterans Home
(1889 et seq.), off Metacom
Avenue. Photograph by Warren
Jagger. View north, showing
Commandant's House (c. 1890)
in the foreground and Water
Tower (1890) on the left.*



The Architectural Legacy

In the long period between 1825 and 1920, Bristol became the town it is today--most of the Bristol's existing buildings were constructed during this period, and the patterns of development set in the nineteenth and early twentieth centuries still characterize Bristol. Though often perceived as a colonial and early nineteenth-century town, Bristol is to a far greater extent the product of its industrial period than its earlier years. The architectural legacy of the nineteenth and early twentieth centuries is remarkable; the town's houses, factories, churches, public and commercial buildings remain to document this important stage of Bristol's development.

The town's growth into a small industrial center coincided with a period of great diversity and vitality in American architecture, as new building types and new technologies, forms, styles, and details were developed. Bristol buildings show evidence of many of these changes. Building by wealthy industrialists, merchants, and summer visitors in Bristol produced houses and public buildings designed in up-to-date styles, while, throughout the period, new architectural ideas filtered down into the more numerous vernacular buildings constructed for people of modest means--craftsmen, tradespeople, and factory workers.

The middle decades of the nineteenth century evidence the beginnings of these changes, as a new interest in the picturesque and the romantic led to a series of revivals of ancient, medieval, and Renaissance styles. The first and most popular of these was the Greek Revival. Greek Revival houses appeared first in Bristol in the 1830s and dominated Bristol building into the 1870s, long after the style had gone out of fashion elsewhere. Such houses were inspired by publications describing archeological excavations of Greek sites in the eighteenth and early nineteenth centuries and by American sympathy for Greece's struggle for independence in the 1820s. Greek Revival houses are, for the most part, rectangular boxy forms, with gable roofs (often turned gable end to the street), and are characterized by classical detailing--columns, pilasters, and entablatures--heavier, plainer, and more monumental in feeling than earlier Federal detailing.

Some Greek Revival houses imitated the classical temple form with a pedimented portico across the front of the house; Bristol has an unusual number of these temple-front houses. The Smith House (1834), moved to 27 Cottage Street, is typical: one-and-a-half-stories high, its gable end facing the street, the facade divided into three bays by four Doric columns which support a heavy, broad entablature.

Russell Warren, Bristol's most noted architect of the Federal period, worked in the Greek Revival style and produced several temple-front houses of real sophistication. His Dimond-Gardner House (c. 1838), 617 Hope Street, and Talbot House (1838), 647 Hope Street, are both well preserved examples of his work for the town's merchant elite; both have monumental two-story porches. Several Warren-designed temple-front houses in Bristol have been demolished, but these two rank among the best and most fully developed examples of the Greek Revival in the nation. They should be regarded as the irreducible minimum necessary to document the work of this gifted architect.

Smaller Greek Revival houses are found throughout the town and commonly exhibit the same proportions and detail found on Warren's great houses, but at a diminished scale, with the portico represented by corner pilasters and a wide entablature or fascia set across the base of the end gable, as on the Church House (c. 1830), 39 Church Street; the Tilley House (c. 1835), 328 High Street; and the Munro House (c. 1850), 310 High Street. Bristol's most modest Greek Revival houses exhibit Greek detailing reduced to the doorframe, as on the small, one-story Waldron House (c. 1835) at 44 Church Street. Since the gable end was turned to the street to imitate the pediment of

a temple, most Greek Revival houses have a side-hall plan, reflected in a three-bay facade with its door to one side. Some builders also applied Greek details to the older flank-gable, center-hall form, as on the Slade House (c. 1840), 41 Constitution Street. And some owners simply updated colonial or Federal houses with new Greek details; the Liscomb House (1787), 256 Hope Street, for example, was enlarged about 1840 and a bold Greek fret added to its west entrance.

By the 1850s, the Italianate had begun to replace the Greek Revival as the preferred style for Bristol's leading citizens. With its sources in the houses of the Italian cities and countryside, the style is characterized by broad, low, overhanging roofs; flat wall surfaces, sometimes achieved with stucco finish or flat board siding; and bold detailing, including heavily framed paired or triple windows, round-head arches, balconies, recessed entries, and brackets. Several large, imposing Italianate houses were built in Bristol; the Smith House (c. 1852) at 105 State Street, the Bullock House (c. 1850) at 89 State Street, and the Bennett House (c. 1852) at 631 Hope Street are fine examples of the style.

Far more typical, however, are vernacular interpretations of the Italianate, sometimes called Bracketed. The simplification of the Italianate style into the Bracketed was characterized by the retention of the three-bay, end-gable Greek Revival form or the even earlier five-bay, flank-gable form, now outfitted with brackets on cornices, door hoods, and bay windows. Such houses are typified by the Vaughn House (1854), 68 Franklin Street: a one-and-a-half-story, end-gable, side-hall-plan house, with deep eaves, cornice brackets, arched windows, and an Italianate portico; and by the Horton House (c. 1860), 275 Wood Street, and the Pierce House (c. 1862), 274 Wood Street: both one-and-a-half story, five-bay, flank-gable houses, with bracketed cornices, door hoods, and window lintels. The Bracketed mode was a durable fixture in Bristol building through the nineteenth century; the machine-made woodwork for Bracketed houses was readily available at Thames Street lumberyards, and Bristol builders applied it lavishly to modest houses built throughout the town well into the 1910s.

In the mid-nineteenth century, Bristol building was dominated by the Greek Revival and the Italianate, but the Second Empire (sometimes called the Mansard) and the Gothic Revival styles were also influential. Popular elsewhere, these are minor strains in the history of Bristol architecture, but they are evident in a few high-style buildings and in their influence on many modest houses.

In the years following the Civil War, a third classical revival, the Second Empire, was seen in Bristol. In its most sophisticated form, the style is exemplified by the Herreshoff House (1870), 64 High Street; the Codman House (1870), 42 High Street; and the Paull House (1879), 900 Hope Street. These three are large, high, imposing two-story blocks, three bays wide, capped with the double-sloped mansard roof, and are decorated with boldly scaled classical details. In its vernacular form, the Second Empire was reduced to the characteristic mansard roof, and in the 1870s and 1880s this roof was built on a number of small cottages in Bristol which otherwise bear little relation to the fully realized examples of the style. The Bedell House (1872), 97 Bradford Street; the c. 1875 house at 111 Franklin Street; and the Ingraham House (c. 1880), 97 Union Street are typical examples.

The Gothic Revival, based roughly on medieval sources and valued for its picturesque, asymmetrical quality, a vivid contrast with its contemporary classical revivals, made its first appearance in Bristol in the 1840s and influenced vernacular building through the 1870s. Longfield (1848) at 1200 Hope Street and the Sandford House (c. 1850) at 135 Ferry Road are good examples of the style as it was popularized by Andrew Jackson Downing, exhibiting steep cross-gable roofs, drip molds, and pointed-arch windows. These early Gothic houses are still classically symmetrical and simple in form, their Gothic character determined by their decorative details; later Gothic Revival houses

GREEK REVIVAL

Francis M. Dimond House (1838, c. 1970s), 617 Hope Street. View of large Ionic tetrastyle colonnade. Designed by Russell Warren.



Samuel Smith House (1834, c. 1870, moved c. 1884), 27 Cottage Street. View of Doric tetrastyle colonnade.



John B. Monroe House (c. 1850), 310 High Street. A typical three-bay Greek Revival house with the gable roof set end to the street.



John Slade House (c. 1840), 41 Constitution Street. A five-bay flank-gable-roof cottage with typical Greek Revival detailing.

ITALIANATE/BRACKETED

Richard D. Smith House
(c. 1852), 105 State Street. A
hip-roof Italianate house with
brackets, now owned by the
Knights of Columbus.



Clarke Vaughn House (1854),
68 Franklin Street. A transi-
tional house with bracketed
trim, arched windows and Itali-
anate portico.



James P. Pierce House
(c. 1862), 274 Wood Street. A
five-bay flank-gable-roof cot-
tage, lavishly trimmed with
machine-made brackets.



SECOND EMPIRE/MANSARD

*Codman House (1870-71, 1875)
42 High Street. A handsome
Second Empire house, now
converted to condominiums;
designed by George C. Mason of
Newport.*



*Seth Paull House (1879-81), 900
Hope Street. A large Second
Empire house with a projecting
central pavilion capped by an
ogee gable roof; it was built for
a successful lumber merchant.*



*House (c. 1885), 111 Franklin
Street. A cottage with mansard
roof, typical of the vernacular
Second Empire style.*



GOTHIC REVIVAL

Longfield/Charles Dana Gibson House (1848-50), 1200 Hope Street. Courtesy of Rhode Island Historical Society, c. 1907 photograph. View north showing Gothic Revival barge-board, now removed, on this picturesque cottage designed by Russell Warren.



Harbour Lawn/Congdon House (c. 1865, c. 1920), Ferry Road. Attributed to architect James Renwick of New York.

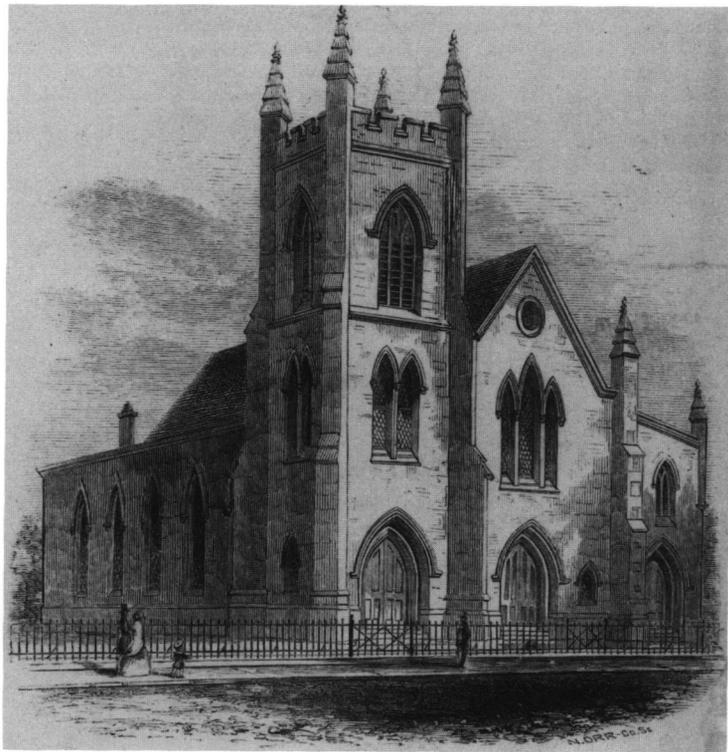


Nathaniel Carey House (c. 1855), 108 Union Street. A small vernacular Gothic Revival cottage with typical sawn barge-board.

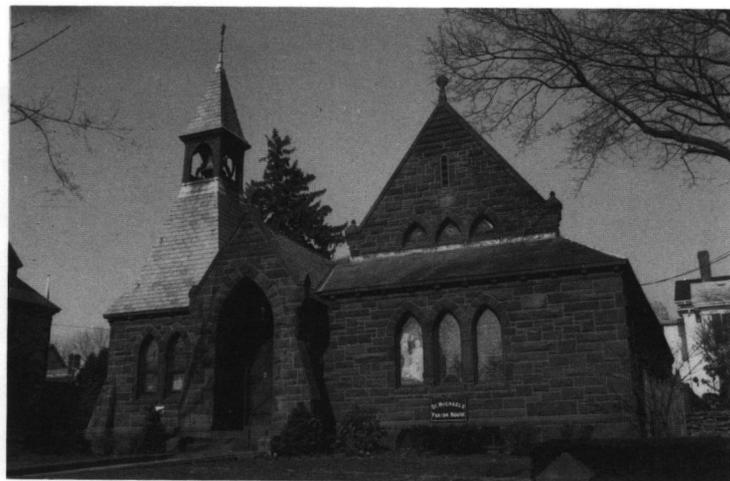
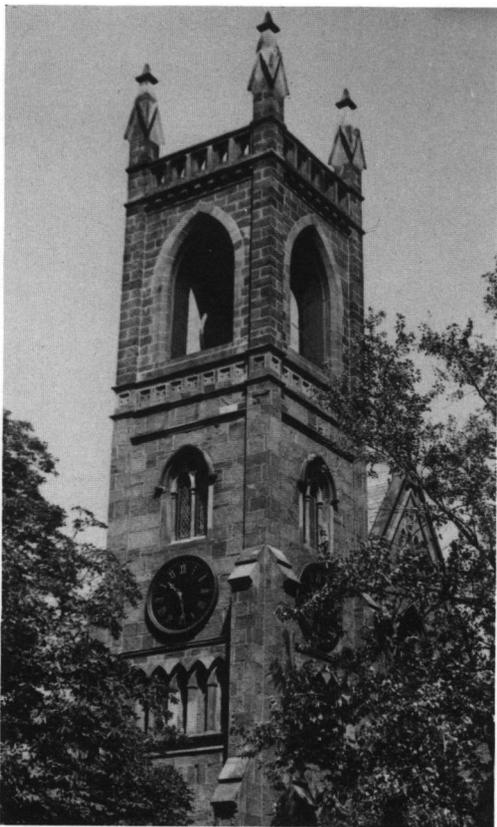


GOTHIC REVIVAL CHURCHES

Congregational Church (1856, 1869, 1961), 300 High Street. Courtesy of Rhode Island Historical Society, c. 1880 lithograph. Designed by Seth H. Ingalls of New Bedford, this is the first church in Bristol built in the Gothic Revival style.



Saint Michael's Episcopal Church (1860), 375 Hope Street. Designed by Saelzler & Valk, New York, and George Richter, Newark. Later additions include the 1871 clock and the 1891 square belltower.



Parish House-Chapel for Saint Michael's Parish (1869), 378 Hope Street. The first of three Bristol buildings designed by noted church architect Stephen C. Earle of Worcester.

show a greater interest in the picturesque and asymmetrical qualities of the style. The later Gothic Revival is represented by two important houses, both designed by the nationally important architect James Renwick: Harbor Lawn (c. 1865), Ferry Road, and Seven Oaks (1873), 138 Hope Street. A few small vernacular Gothic Revival cottages remain in Bristol; the Gorham House (c. 1855), 281 Hope Street, and the Carey House (c. 1855), 108 Union Street, both display the characteristic elaborate sawn bargeboards.

The influence of the Gothic Revival on Bristol building is most clearly seen, not in these houses, but in the town's churches. Though never very popular here for houses, Gothic was thought to be especially appropriate for churches, principally for its association with medieval religious life, and Gothic models were used for most of Bristol's architecturally noteworthy churches. The First Congregational Church (1855), 300 High Street, is the first Gothic church in Bristol. Saint Michael's Episcopal Church (1860), 375 Hope Street, as also its Parish House (1869), 380 Hope Street, are based on Gothic models, as is Saint Mary's Catholic Church (1911), on Wood Street. The Gate Lodge (1869) at Juniper Hill Cemetery is another good example.

In the mid-nineteenth century, Romanesque models were used for many institutional buildings, and their influence may be seen on several of Bristol's public buildings. The early version of the Romanesque Revival, recognized by a cubical mass, round-arch windows, and a heavy cornice, is exemplified in Bristol by the Post Office-Custom House (1858), 440 Hope Street, a symmetrical square brick block whose arches are outlined in granite. Later adaptations of the Romanesque, emphasizing rough masonry walls, asymmetrical and rounded forms, including towers and round arches, influenced the design of Bristol's Burnside Hall (1883) on Hope Street, and the Rogers Free Library (1877, altered 1956) at 525 Hope Street.

In the last decades of the nineteenth century, the picturesque effects sought in the Gothic found a new expression in the Queen Anne style, which enjoyed some popularity in Bristol. Queen Anne houses are characterized by bold massing, richly textured and varied surfaces, and details which reference a variety of historical sources; the addition of towers, bay windows, porches, and balconies to the mass of the building added to the picturesque and irregular effects. The Young House (1888), 212 Hope Street, and the Doran House (1891), 99 Franklin Street, both exhibit the characteristic mass and detailing of the Queen Anne as it was used in large, complex houses. Some early Bristol houses were extensively modified to create new Queen Anne compositions. The 1808 Bardin House, 23 Union Street, and the c. 1840 Bradford House, 51 Church Street, were both transformed by the addition of bays, towers, newly elongated roofs, and the application of patterned shingles in the 1880s.

Smaller houses, built on earlier patterns, especially the end-gable cottage, were sometimes dressed with details and textures made popular by these large Queen Anne houses. The cottages at 15 Burton Street (c. 1880) and 611 Wood Street (c. 1896), both end-gable designs, have recessed porches, bay windows, and shingled walls. Such simple late nineteenth-century cottages are found throughout Bristol, at their plainest making only a nod toward the popularity of the Queen Anne in their shingle work or the decoration of their front porches. The simple house (c. 1893) at 60 Richmond Street, for example, is an end-gable, three-bay house, covered in shingles, its otherwise plain porch decorated with turned posts and a screen.

By the 1890s, the exuberant designs of the Queen Anne, its bold and complex masses, tended toward greater simplification of form; and later Queen Anne houses show a tendency toward more regularized forms, the multiplicity of roof lines now reduced to a broad sweeping gable or gambrel line, towers pushed back into the enclosing line of the roof, and a reduction of surface and detail to simpler, more classic sources. Typical examples of the change in the Queen Anne style include the Dimond

House (1895), 60 Church Street, and the Lynch House (1896), 41 Woodlawn Avenue, both designed by Wallis E. Howe.

This simplification of the Queen Anne eventually developed into a new expression in the Shingle Style, which retained some of the complexity of form of the Queen Anne, but shifted the emphasis to a continuous smooth enclosing surface of shingles. In Bristol, the style is exemplified by the Grumont House (c. 1900), Poppasquash Road, a gambrel-roof composition with recessed porches, a bold two-story tower tucked back into the mass of the building, the whole covered with wood shingles. A later example is the Barnes House (c. 1920) at 221 Hope Street, a long, low, two-and-a-half-story, gable and hip-roof house. The landmark example of the style, the Low House (1887), once located off Low's Lane, has unfortunately been demolished. The Shingle Style was most popular in fashionable seaside resorts. In Bristol, at least, the style was not popular in the more urban setting of the densely developed center of town, nor was the style adapted for vernacular building.

By contrast, the Colonial Revival's influence on Bristol was significant and long lasting. The revival of interest in colonial and Federal design sources was a nationwide phenomenon which began in the third quarter of the nineteenth century and was given impetus by the centennial celebration of 1876; by the 1890s Colonial Revival houses were being built in Bristol. The style was especially apt for a town like Bristol, where examples of colonial and Federal architecture were both fine and numerous, and whose citizens perceived their town as "colonial." The influence of the Colonial Revival is evidenced throughout the town, in large houses, in adaptations of earlier houses to the new style, in institutional buildings, and in modest vernacular interpretations of the style. Clearly evident in the decades before 1920, the adaptation of colonial and Federal imagery persisted well into the twentieth century and still influences Bristol building today.

The most sophisticated expressions of the Colonial Revival in Bristol are several large houses which make use of early forms and details expanded to a larger scale and more freely interpreted than their early prototypes. Miramar (1893), 217 Hope Street, and Rockridge (c. 1905), Monkey Wrench Lane, for example, both have high, wide cross-gambrel roofs, symmetrical facades, and classical details, such as fanlit doorways and elaborate balustrades. The Franklin House (1917-19) at 192 Wood Street is a more modest example: a hip-roof block, divided into three bays with a center door, a classically inspired balustraded porch.

Some owners adapted earlier houses with new Colonial Revival details; the Greek Revival Richmond House (c. 1850) at 85 High Street, for example, was given a new two-sided Colonial Revival porch with Ionic columns about 1910. Samuel Colt added a Colonial Revival carriage house and ballroom to the estate grounds at Linden Place. The adaptation of the Colonial Revival to vernacular houses is most evident in the Dutch Colonial form. The Dutch Colonial was built throughout the 1910s and 1920s throughout Bristol; characterized chiefly by the gambrel roof adapted from colonial buildings in the mid-Atlantic region, such houses are typically two-and-a-half stories, set gable end to the street, with a three-bay facade and a one-story porch with classical details. Good examples are found in many Bristol neighborhoods; the houses at 37 Cooke Street (c. 1910) and 905 Hope Street (c. 1920) are typical.

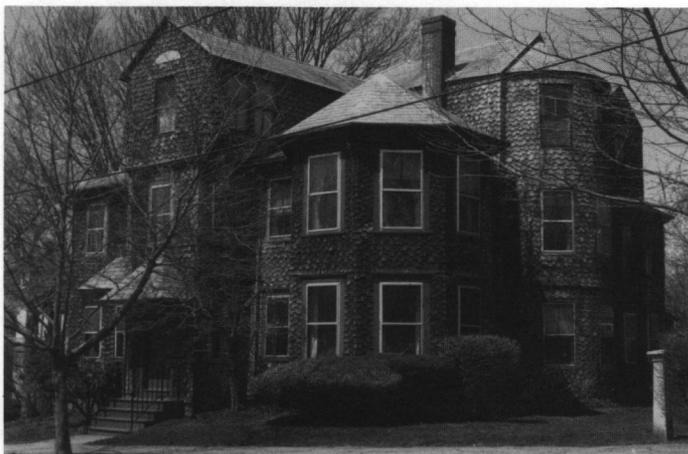
Bristol's institutional buildings of the early twentieth century also evidence the popularity of the Colonial Revival. The 1908 Benjamin Church Home, 1014 Hope Street, is a fine example of the style; repeating the form and elevation of early houses, it is two-and-a-half stories, five bays wide, with a center door, its details--entrance fanlight, corner quoins, window lintels, gabled dormers--referencing the Federal sources from which its design was derived. Classical influences are also seen on Bristol's schools

QUEEN ANNE

*Abbie M. Young House
(c. 1889), 212 Hope Street. A
typical Queen Anne house with
bold massing, used to create a
picturesque effect.*



*Bardin-Bradford House
(c. 1840, c. 1880), 23 Union
Street. A Federal house, exten-
sively remodeled by Le Baron
Bradford, who purchased the
property in 1872.*



*Dennis J. Doran House (1891),
99 Franklin Street. Noted for the
dramatic octagonal corner
tower and for its several shingle
patterns, a hallmark of the
Queen Anne style.*



QUEEN ANNE/SHINGLE



Andrew Lynch House (1891), 41 Woodlawn Avenue. A small example of a late Queen Anne style house with simplified detail, sweeping roof and classical detailing; designed by Wallis E. Howe.



Frank M. Dimond House (1895), 60 Church Street. An example of the later Queen Anne style with a more regularized form and broad sweeping gable roof; designed by Wallis E. Howe.



Low House (1887, demolished late 1950s), off Low Lane at Bristol Ferry. Courtesy of Rhode Island Historical Society, 1958 photograph. A landmark example of the Shingle Style, designed by McKim, Mead, and White, and characterized by a continuous surface of shingles.

COLONIAL REVIVAL

Miramar-The Tides/Joshua Wilbour House (1893, 1960s, 1980s), 217 Hope Street. Photograph, c. 1903, by Jeremiah D. Young. View southeast showing original appearance with elaborate roof balustrade and handsome fence. Miramar was designed by E.I. Nickerson, Providence; the recent rehabilitation is the work of the Newport Collaborative.



Richmond-Dixon House (c. 1845, c. 1900), 85 High Street. A Greek Revival house with a later Colonial Revival Ionic-columned porch.



Wall House, (c. 1910), 37 Cooke Street. A small, three-bay, gambrel-roof, Dutch Colonial house, set end to the street. This vernacular type was built throughout Bristol in the 1920s and 1930s.



MULTI-FAMILY HOUSING

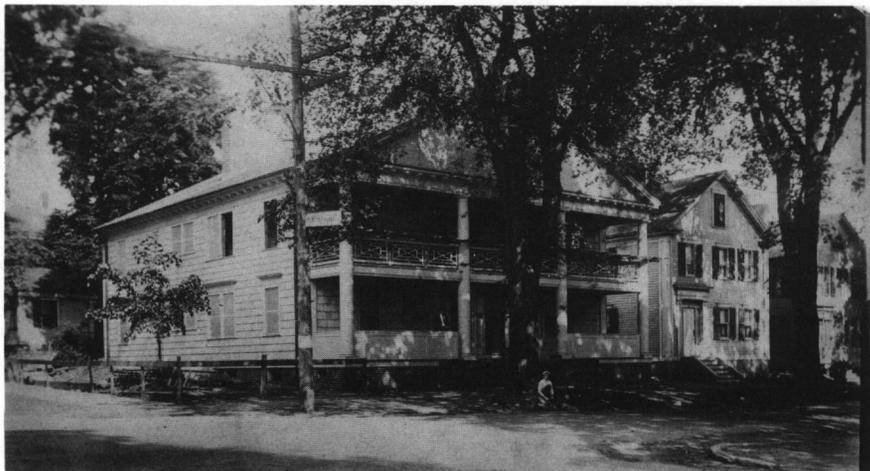
Apartment House (c. 1890), 278 Wood Street. A well-preserved example of a two-family house type, constructed throughout Bristol in the late 19th century.



Apartment House (c. 1905), 4-6 Washington Street. An example of a popular multiple family house type with bay windows and porches.



Colt Apartments (c. 1920), 262 Hope Street. The work of Wallis E. Howe, this is one of the first architect-designed apartments in Bristol. It has a full-width Doric-columned porch and Colonial Revival detailing.



of the period, in the modillion cornice and classically derived balustrades on the Oliver School (1901) on State Street; in the corner quoins and cupola of the Walley School (1896) on High Street; and in the balustrades and Corinthian portico of the Colt School (1906) on Hope Street.

In the first two decades of the twentieth century, Bristol's population doubled, signaling a greatly increased demand for housing and the introduction of multi-family house types. Some two-family houses had been built in the late nineteenth century, especially near the town's industrial centers at the waterfront and on and near Wood Street. The end-gable, two-and-a-half-story, side-hall-plan house was especially popular; well preserved examples can be found in both of these areas--typical are the houses at 142 High Street (c. 1880) and 278 Wood Street (c. 1890). This type remained popular throughout the 1920s, and later examples, often with bay windows and porches, are found throughout the compact part of town; good examples are located at 56-58 Union Street (c. 1900), 4-6 Washington Street (c. 1905), 400 High Street (c. 1920), and 48 Constitution Street (c. 1925). Houses built to accommodate three living units first appeared in Bristol in the 1880s. Number 129 Hope Street (c. 1880) is a particularly early example of this triple-decker form: a long, narrow house, with identical units on each of its three floors, full-height three-story porches, and a three-story bay. In the early decades of the twentieth century, a number of such triple-deckers were constructed in Bristol; the Nussenfeld Row along Oliver Street represents the single greatest concentration. A few apartment buildings were constructed in town; the Colt Apartments (c. 1920) at 262 Hope Street is a noteworthy example, a handsome Colonial Revival composition with a Doric-columned porch supporting a pediment. The construction of multi-family housing remained a minor strain in the history of Bristol building, however, and the local tradition of single-family houses remained dominant.

THE RECENT PAST (1920-present)

Since 1920 the physical character of Bristol has been greatly modified by a shift in the industrial base and by the process of suburbanization. The town's older industries--rubber goods, textiles, and boatbuilding--felt keenly the impact of technological changes and increased competition in the 1920s and the nationwide depression of the 1930s. While some manufacturing operations survived through the 1940s, revived by the material requirements of World War II, the old industrial base of the town was gradually eroded, to be replaced by newer, smaller scale, more diversified manufacturing. The decades of the 1920s, 1930s, and 1940s saw relatively little new building in the town, evidence of the enormous economic blow of the Great Depression and the diversion of resources to other arenas during World War II.

The history of Bristol's industries from the 1920s on is a story of successive sales and mergers, cutbacks, shutdowns, and closings. The town's principal industry, the manufacture of rubber goods at the U.S. Rubber Company's factory on Wood Street, was affected both by a severe drop in demand after World War I and a sharp challenge from imported goods, aggravated by a major strike in 1920. In the 1930s, the company's footwear production was moved out of Bristol, leaving rubber-coated wire as the sole product of the Bristol factory. The company survived the depression by cutting employment and production, until the requirements for Bristol's wire products during World War II revitalized demand. The town's principal textile manufacturer underwent a similar decline. The Cranston Mills, faced as were most Rhode Island textile operations with serious competition from southern and imported goods, were merged with a larger corporation in 1927 and came through the depression only by cutting production severely. Bristol's boatbuilding industry followed a parallel course. Part of the Herreshoff boatyard was closed in the early 1920s and reopened in 1924 when Rudolf Haffenreffer took over the company. Throughout the later 1920s and 1930s the yards,

operating at a reduced scale, produced some sloops and dinghies and two America's Cup defenders. The decline of Bristol's older industries through the 1920s and 1930s was exacerbated by the effects of the Hurricane of 1938, which damaged many waterfront buildings and incapacitated the railroad line; passenger service was abandoned and service has never been restored to Bristol.

Stagnation

The 1920s and 1930s were a period of virtual stagnation in the growth of the town. Bristol's population had doubled between 1910 and 1920, but population actually declined between 1920 and 1940 (from 11,375 to 11,159) as industrial production was cut and foreign immigration nearly ceased. The building rate also showed the effects of a depressed economy: only scattered houses and two new schools were constructed. Both schools were gifts to the town from local citizens who were following an already century-long tradition of private funding for the construction of town schools.

Mid-Twentieth-Century Buildings

The few buildings constructed between 1920 and 1950 represent in large measure the persistence of a special reliance on colonial and classical sources. Both new schools, for example, rely on classical models. The Guiteras Memorial School (1925), Hope Street, a large stone-and-brick composition, is centered on a massive full-height portico with Corinthian columns, which references an 1808 Russell Warren design for a DeWolf house which had been destroyed in 1919. The Andrews Memorial School (1938), 574 Hope Street, is a Georgian Revival structure, built in red brick and detailed with quoins, dentil cornice, pedimented central entrance, and a cupola. The few houses which were built in the period show a similar reliance on colonial antecedents. A few large architect-designed houses were built: the Dixon House (1931) at 20 High Street, the Palmer House (1937), and the Clay House (1953) on Poppasquash Road are large, two-story, symmetrical Colonial Revival houses, typical of this sort. More modest houses, such as those at 902, 904, and 914 Hope Street (c. 1930), followed the Dutch Colonial format introduced in the 1910s. "Cape Cod" houses were also seen: small, one and one-half stories in height, with a flank-gable roof. A few were modelled directly on old Bristol houses, as the early (c. 1920) example at 30 Summer Street whose center entrance and eaves detail were copied from the house at 70 Franklin Street; others were more generically colonial, such as the house (c. 1940) at 971 Hope Street. An alternative to these Colonial Revival-inspired forms was the bungalow. A few of these small houses were built in Bristol--they are characterized by low-pitched roofs, wide front porches, large dormers, and deep eaves. The Mello House (1928) at 149 Bay View Avenue and Moonshine House (1930) at 43 Munroe Avenue are typical. The preference for houses that reflected past traditions was a strong one, only rarely ignored; the International Style Herreshoff House (1938) at 151 Ferry Road, with its flat roof, bands of windows, and flat surfaces, is a notable exception.

World War II

During World War II, Bristol's declining industries geared up for wartime production. Six thousand people were employed in the manufacture of wire at the U.S. Rubber Company plant. The Herreshoff boatyards employed 2,000 people, making torpedo boats, transports, and mine sweepers. World War II represented the last industrial boom for Bristol, but it was only a temporary reprieve and could not balance the decline of the 1920s and 1930s. Following the war the rubber factory again cut production. In 1957 the plant was sold to the Kaiser Corporation, which operated it until

Harbour Oakes/John S. Palmer House (1938), Poppasquash Road. A large symmetrical Colonial Revival house, showing the popular reliance on Colonial design sources. Designed by Albert Harkness, Providence.



Mervyn Clay House (1953), Poppasquash Road. Designed by Wallis E. Howe, based on Byfield's "Point Pleasant" of the 1680s.



Henry C. Munro House (c. 1920), 30 Summer Street. A popular "Cape Cod" house, based on the Colonial house at 70 Franklin Street.



Arthur Mello House (1928), 149 Bayview Avenue. An example of the Bungalow type.

1977, when it moved to a modern factory in Portsmouth. That same year the old Cranston Mills were closed. Today, the Namquit Mill is operated by Premier Thread Company; the Pokanoket Mill is part of the Magic Carpet Company complex. In 1945 the Herreshoff yard closed when demand dropped off. The Pearson Company purchased the plant and used it in the manufacture of fiberglass boats until 1971, when a new owner moved operations to Portsmouth. Pearson's Bristol Yacht Company then opened a new plant in Bristol, on Franklin Street.

Suburbanization

The decline of Bristol's older industries and the changes which followed had a great impact in Bristol, as great as the changes which attended the shift from a maritime economy to an industrial economy in the nineteenth century. In the years following the second World War, Bristol's growth has been conditioned by yet a third pattern of development--suburbanization.

In the last four decades, Bristol has become a suburban town, part of the large metropolitan area centered on Providence. This suburbanization is part of the nationwide expansion of towns surrounding older core cities; as in many towns Bristol's broad landscape has been filled in with large tracts of single-family houses. The compact part of town has been influenced by suburbanization, but remains well preserved; in the outlying areas of Bristol, however, building for suburbanites has filled in much of the land which was open or farmed as late as 1950. Since 1964 eighty percent of Bristol's farmland has been subdivided and developed. The working farm is now a rarity in Bristol. The process of suburbanization is still influencing the development of Bristol, but has already had an important economic and visual impact on the town. As with earlier patterns, suburban developments have characteristic forms which have altered the look of Bristol.

Since 1950 the town's population has increased from 12,000 to 22,000, swelled by new residents drawn to the town by its beautiful seaside location, its historic small-town character, its proximity to Providence, and the many new houses built in speculative tracts throughout Bristol. Encouraged by the general prosperity of the post-war years and the pent-up demand for housing after World War II, many new families have moved to Bristol from other towns, from core cities like Providence, and from outside the United States as well. Immigration, halted by World War II, began anew in the 1950s; by 1970 almost thirteen percent of Bristol's population was foreign-born, mostly immigrants from Portugal.

Bridges and Highways

Though this suburban expansion has depended on a number of social and economic factors, it is above all the result of the popularity of privately owned automobiles and the roads and bridges built to suit them. For Bristol the construction of the Mount Hope Bridge in 1928-29 was a critical factor in the process of suburbanization. This bridge is an important artifact in the evolution of bridge technology and a particularly handsome example of its type; the replacement of the ferry service between Bristol and Portsmouth with a bridge designed to accommodate automobiles was a vital link in the development of a road system which connected Bristol to Aquidneck Island and allowed easy passage of cars along the length of the East Bay region. The Mount Hope Bridge ended Bristol's historic reliance on water transport, and the town was no longer the "end of the line" for land travelers.

Though no major highways were constructed in Bristol in the years after World War II, the building of I-195 in the 1960s linking Providence to Fall River provided access from east bay communities to a major network of new interstate roads. Bristol's link to this network is Metacom Avenue which, since the building of the Mount Hope Bridge, has become the most heavily traveled road in eastern Rhode Island, connecting all the east bay towns to the interstate system.

The construction of the highway system and the upgrading of Bristol's older roads have encouraged as well as allowed for automobile traffic, making it possible for Bristol residents to live far from their workplaces and making what were once outlying areas into attractive residential locations. Northern and eastern Bristol have been the sites of most suburban building, as historic farmsteads were built up with new housing tracts. Between 1946 and 1966, over 2,000 new houses were constructed in Bristol, almost all of them in a series of subdivisions in northern and eastern Bristol.

New Houses, Subdivisions, and Apartment Buildings

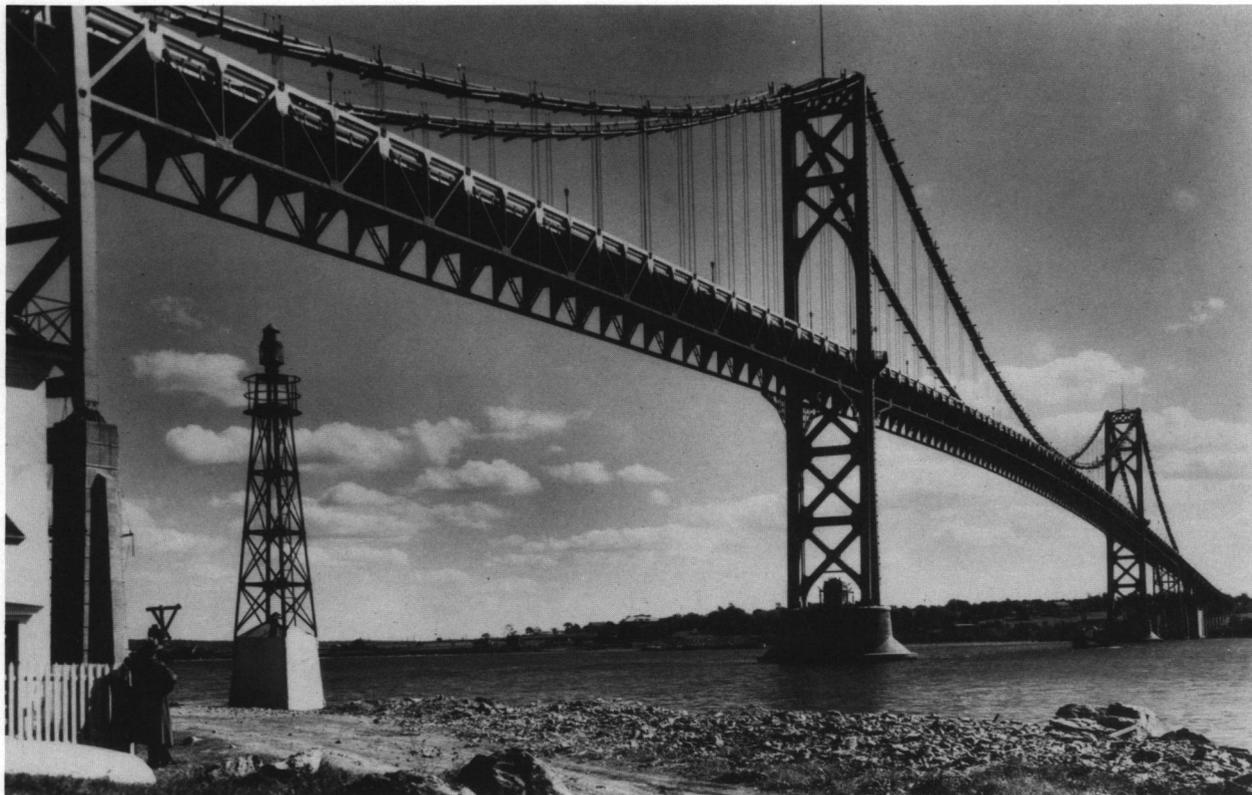
The designs of these new housing tracts and the houses which have filled them have their sources in a suburban ideal: a one-family house, with accommodations for automobiles, set back from the road, and set apart from its neighbors by lawns. It is an ideal whose source is affection for country living and one which has had great appeal, as the numerous tracts of Cape Cod, ranch, and split-level houses built in postwar Bristol can attest.

Some subdivisions were laid out on grid-patterned streets, such as Bristol Park Shores (1946-48), while others are arranged on short curved streets and cul-de-sacs, such as Cedarcrest Shores (1949-50) and Green Farms Plat (1966-70). By contrast with the compact part of town, where integration of residential, commercial, and institutional uses gives the town its special variety and character, the suburban subdivisions are exclusively residential.

In the last two decades, large apartment buildings and town houses have also been built in outlying Bristol. Especially noteworthy is North Farm, constructed on an expansive coastal site off Hope Street. A truly suburban form, such apartment complexes are wholly residential and a large portion of their land is devoted to avenues, drives, and parking lots provided for automobiles, but they consolidate living units and recreational facilities to preserve more open space than is possible in single-family housing developments.

Suburbanization has not only recast patterns of residential development but of commerce as well. Strip commercial development has been particularly characteristic of Metacom Avenue, where gas stations, auto dealerships, fast-food restaurants, and shopping plazas, most of them nondescript, line the road. Such commercial establishments are set back from the road and surrounded by parking lots, with large signs designed to catch the eye of passing motorists and to advertise the products sold within. They are as typical of their period as the earlier shops which line the old streets of the shopping area in the compact part of town. The adjustment to auto traffic in the commercial area of the densely developed part of town has, in some cases, altered its appearance, as at 300 Hope Street, where a new convenience store has been set back from the historic streetline to allow for a parking lot in front of the building.

The process of suburbanization has also affected industrial construction, and new manufacturing buildings share forms, materials, and arrangements as typical of their age as Bristol's multi-storied brick and stone mills were of theirs. The location of Bristol's nineteenth-century factories was determined by the presence of the port and railroad



Mount Hope Bridge (1927-29), Ferry Road (Route 114). Courtesy of Rhode Island Historical Society, 1950 photograph. View from Bristol Ferry Lighthouse south to Aquidneck Island.

Construction of this bridge, an important link in development of a state highway system, became an important factor in the suburban development of the town.



Architecture Building, Roger Williams College (1988), Ferry Road. Designed by Kite Palmer Architects of Providence. The Center for Historic Preservation,

an expanding program for training in architectural skills, materials conservation, and preservation planning, is part of the School of Architecture.

which allowed easy access for fuel, raw materials, and finished goods. For modern industries, which are powered by electricity and whose goods and materials travel by truck, other factors have become more important, especially access to highways, power, water, and sewer lines, and the availability of land, both for large one-story buildings with flexible floor space and for parking for employees' automobiles. Metacom Avenue has become a favored location for Bristol's new industries, which make plastic products, industrial machinery, and machine parts. The G.W. Dahl Company, a manufacturer of valves, constructed Bristol's first modern one-story factory in 1957, on Tupelo Street. A new industrial park is under construction on the former Bristol Golf Course.

Institutional Buildings

Institutional building in the last four decades also reflects the growth of outlying areas of the town. Bristol's largest and most important open space was acquired by the state in 1965 when Colt Farm was purchased as a park. A new elementary school, Rockwell (1950), was constructed in the expanding northern part of town. Bristol's Junior-Senior High School (1959) was located on Chestnut Street outside the compact part of town. And a large elderly housing project (1970) has been built just off Hope Street behind the Benjamin Church Home. A major addition to the institutional (and economic) life of the town began in 1965, when Roger Williams College acquired an expansive site in southern Bristol and began construction of a large campus here. The college has grown dramatically since its founding and is now the town's largest employer.

SUMMARY

Bristol has a long and varied history. Once the tribal seat of the Wampanoag Indians, who lived and farmed here before the arrival of white settlers in the late seventeenth century, Bristol developed into a farming and port town in the eighteenth century. Having survived the vicissitudes of the Revolutionary War, the town became a major port in the early nineteenth century, one whose ships plied the important trade routes and brought home substantial wealth. Following the decline of the port in the mid-nineteenth century, the town developed a substantial industrial base and produced textiles, rubber goods, and boats well into the twentieth century. The industrialization of Bristol drew thousands of new immigrants to the town and its population increased dramatically. The depression of the 1930s was a period of slow development as these older industries declined. Since World War II, Bristol has become part of the large suburban ring surrounding Providence, and much of the town's formerly agricultural land has been built up.

Bristol is a town whose past is still clearly evident. Throughout the town, the forms of earlier times emerge to remind residents of the presence of their predecessors. Each generation has left evidence of its presence in the use of the land, in the arrangement of streets, and in the patterns of the buildings themselves, evidence which is a special legacy for today's residents of Bristol.

RECOMMENDATIONS

Interest in and commitment to historic preservation stems from the belief that it is as vital to preserve the important elements of our man-made environment as it is to conserve and protect the quality of our air and water. It is now recognized that well-preserved evidence of a community's past will have a lasting and real value. An understanding of Bristol's history, of the people who built the houses, churches, wharves, factories, and farmsteads that make up Bristol's unique heritage, can serve as a framework for future planning.

There has long been an interest in preservation of buildings associated with an historic event, an important person, or a famous architect. This interest is now joined with an understanding that all historic resources have value--that the simple cottages, triple-deckers, or farm houses of an older neighborhood may also be significant.

Careful and thoughtful control of demolition, alteration, and new construction in an historical area is essential. With such care, Bristol will remain a beautiful, livable, and special place.

PRESERVATION IN BRISTOL

Preservation has a long history in Bristol: publications, surveys, exhibits, and public and private restoration projects have stimulated community awareness and pride. Commemorative publications have included "The Book of Bristol" (1930), published as an official souvenir for the 250th anniversary of the settlement of Bristol, and a similarly titled booklet published for the American Bicentennial; republication in 1977 of *The Story of the Mount Hope Lands* by the Bristol Historical and Preservation Society; and *Bristol: Three Hundred Years*, published for the Bristol Tricentennial in 1980.

Early surveys of historic buildings include the work of Agnes M. Herreshoff and Alice B. Almy, who transcribed and indexed Parson Wight's Diary during the 1940s and identified the locations of over two hundred historic buildings. In 1945 Herbert Burnham headed an effort by the Bristol Historical Society to document forty-four buildings moved from their original locations, an initiative continued by Helene Tessler, who added forty-five more to the list.

Other efforts to identify Bristol's historic resources include listings in the Historic American Building Survey (HABS), conducted in 1941, 1959, and 1973 by the National Park Service of the U.S. Department of the Interior. In 1979 students in the historic preservation program of Roger Williams College completed a study of architect Russell Warren's Bristol buildings, resulting in an exhibit at the Bristol Art Museum in 1980 and publication of a booklet "Russell Warren in Bristol, One Man's Legacy."

The use of Bristol's historic buildings for museum and community purposes has been an important factor in preservation. Examples include the Bristol Historical and Preservation Society (founded in 1936), in the Old Bristol County Jail; the Bristol Art Museum (organized in 1962), located at Linden Place; the Coggeshall Farm Museum, Inc., (incorporated in 1973), within Colt State Park; and Blithewold Gardens and Arboretum, at the Van Wickle estate. Others include the Old Post Office and Customs House, deeded to the Bristol YMCA in 1962, and the Benjamin Church Home for the Aged, reopened in 1972 as the Benjamin Church Senior Center.

Throughout Bristol, private and public restoration efforts have reinforced the public perception that Bristol is an historic town. The postwar decades have witnessed a dramatic increase in fixing up historic properties. This effort has been stimulated by the

rising cost of new construction, availability of financial incentives, and a steady increase in property values. The restoration of houses along Burton, Church, Congregational, Cottage, Franklin, Howe, and Union Streets, along with the splendid mansions and public buildings on Hope Street, clearly evidence this trend. It is especially important that these restoration efforts be directed by a balanced program of reasonable protection, information, and direct aid to continue sensitive preservation of Bristol's historic properties.

In 1971 the Rhode Island Historical Preservation Commission began a comprehensive survey of Bristol. The initial survey covered the compact part of town. As a result, the Bristol Waterfront Historic District was entered in the National Register of Historic Places. Further survey of outlying areas was undertaken in 1975 and 1985. This identification of the existing historic building stock of Bristol served as the basis for further listings in the National Register and as documentation for enactment of local historic district zoning. The Commission continues to be an active partner in Bristol's preservation program, providing architectural guidance, information, financial incentives, and support for local preservation initiatives.

Beginning in 1975, Roger Williams College has become a major partner in preservation efforts in Bristol. The college's historic preservation program, developed to prepare students for professional careers and graduate studies in historic preservation, became an academic department in 1988, and in 1990 the Center for Historic Preservation was established within the School of Architecture. Students are trained in preservation through course work, internships, field studies, and community projects. Student projects in Bristol have included deed research, renovation of the iron gate and fence at Blithewold Arboretum, reconstruction of a large Victorian barn for the Performing Arts Center, and restoration of the 1905 Carriage House-Ballroom at Linden Place.

In 1986 Bristol took an important first step in the development of a town preservation program. A historic district commission and a local historic district zone were established. The local commission acts as a design review board for all new construction, exterior alteration, moving, and demolition of designated structures. The four-by-six block area first designated was later expanded; the historic district zone is currently bounded by lots on the south side of Franklin Street, the east side of High Street to its junction with Hope Street in southern Bristol, and on the west by Bristol Harbor. Bristol qualified as a Certified Local Government (CLG) in 1989, making it eligible to receive limited federal funds for a wide range of preservation activities; these funds were used to resurvey the local historic zones with emphasis on streetscape features. The town is currently in the process of updating its comprehensive community plan, which will include a historic preservation component.

The following goals and strategies are formulated to strengthen and broaden preservation efforts in Bristol, to manage growth, and to recognize, protect, and enhance Bristol's special architectural heritage. These recommendations will provide a blueprint for decisions concerning Bristol's historic resources and the integration of preservation concerns into Bristol's planning program.

BRISTOL'S HISTORIC BUILDINGS

Bristol has a unique architectural legacy. Its historic houses, built over three hundred years, represent styles typical of all periods of American architectural development. Although often described as a colonial seaport overlaid with a wealth of Federal period buildings, Bristol has outstanding examples, large and small, of houses, churches, schools, public, and commercial buildings and factories from the nineteenth

and twentieth centuries also. Neighborhoods in both north and south Bristol have a distinct Victorian feeling, typified by houses with wide, bracketed porches, as seen along Burton, High, or Wood Streets. Large country estates with extensive gardens and lawns running to the shore, along Ferry Road and on Poppasquash Neck, and the few surviving farms and fields along Metacom Avenue, add variety and richness to the Bristol townscape. It is this mix that justifies the phrase "Beautiful Bristol."

Preservation of these older buildings and respect for their settings is clearly in Bristol's best interest. Bristol must weigh development pressures against the real economic and social advantages of historic preservation. Good renovation raises property values, re-uses the community's infrastructure, strengthens the pride of residents in the community, encourages participation in community decisions, and enriches the quality of life that gives Bristol its distinct character and beauty.

GOAL: TO PROVIDE EFFECTIVE PROTECTION FOR BRISTOL'S HISTORIC SITES AND BUILDINGS

1. Properties listed in Appendix A should be added to the State Register and the National Register of Historic Places. Entry on the Registers offers limited protection from disruptive projects which are funded or licensed by the federal and state government.
2. Entries on the State and National Registers should be publicized through the local media to inform citizens about preservation progress and stimulate further interest in preservation.
3. A brochure explaining the difference between State and National Register districts and local historic district zones should be created and distributed. Entry in the Registers, either as an individual property or as part of a district, does NOT provide control over private development.
4. Expansion of the local historic district zone should be considered by the town to extend the district from the north side of Franklin Street to the south side of Washington Street and west to Bristol Harbor; and additions to the list of individually designated properties should be considered.
5. Owners of historic properties should be encouraged to donate preservation easements to a recognized historic preservation agency, such as the Rhode Island Historical Preservation Commission. Such easements are an excellent tool for the long-term preservation of historic buildings, and may offer substantial tax advantages to their donors.

GOAL: TO PROVIDE INFORMATION ABOUT BRISTOL'S HERITAGE AND TO ENCOURAGE PUBLIC PARTICIPATION IN PRESERVATION ACTIVITIES

1. The Town should encourage development of a heritage education program for the Bristol school system, to increase awareness of Bristol's historic properties and their need for preservation.
2. The Historic District Commission should make available a manual on rehabilitation to any person planning renovation of residences, commercial or industrial buildings, or town-owned property. Such a manual would explain how to retain the character of the historic structure while accommodating present-day needs.

3. The Historic District Commission should sponsor a series of workshops or seminars for property owners, possibly in conjunction with Roger Williams College's historic preservation program, to stimulate and guide restoration and rehabilitation.
4. The Town should support renewal and expansion of the historic markers program, initiated by the Bristol Historical and Preservation Society during the American Bicentennial.
5. The Town and the Bristol Historical and Preservation Society should sponsor walking tours throughout historic Bristol on a regular basis. As an alternative, self-guided taped walking tours could be made for rental to visitors.

GOAL: TO PROVIDE FINANCIAL ASSISTANCE TO OWNERS OF HISTORIC PROPERTIES AND ENCOURAGE AN EXPANDED PROGRAM OF RESTORATION AND REHABILITATION

1. Eligible homeowners should consider using the new Rhode Island Residential Rehabilitation Tax Credit, administered by the Rhode Island Historical Preservation Commission.
2. Owners of qualified income-producing properties should consider using the 20% federal rehabilitation tax incentive, administered by the Rhode Island Historical Preservation Commission.
3. Owners of properties listed in the National Register should consider applying for low-interest loans from the Historic Preservation Revolving Fund, administered by the Rhode Island Historical Preservation Commission.
4. The Town should consider adjusting local property tax policies to promote restoration and rehabilitation of historic properties. Withholding increased valuations and higher taxes on rehabilitated property is one alternative.

BRISTOL'S HISTORIC DISTRICT

The original 1680 street pattern of the compact part of Bristol continues to exert a strong influence on the character of the historic downtown district. The character of a working waterfront, with streets leading off its spine to neighborhoods, is strong. From High Street, one is always conscious of wide streets sloping to the water and boats in the harbor. Historic structures, built by owners whose livelihood depended on the sea, still inform the character of the harbor. Most such buildings were constructed on the sidewalk line, with space at the rear for outbuildings and gardens. Mills, warehouses, and stores along Thames Street were also built close to the street with facades at the sidewalk. This pattern of development is very clear and should be considered a valuable component of Bristol's heritage.

Since 1900 Bristol has lost more than fifty percent of the houses and buildings that once lined Thames Street. Steamboats no longer dock at the foot of State Street, and trolley and passenger rail service have ended. The Prudence Island ferry remains as a reminder of past water transport.

Quahoggers continue to make their livelihood on the waterfront, and several fish markets are serving customers. Two large mill complexes, still producing textiles, dominate the north and south ends of Thames Street. Restaurants, small boutiques,

and craft and antique shops are beginning to fill historic buildings, once used as cooperages, markets, stables, and chandleries.

The remaining historic structures of the waterfront--houses, stores, mills, and warehouses, such as the DeWolf Wharf complex--are all particularly vulnerable to development pressures. Alterations of original facades, installation of vinyl siding, unsympathetic additions, demolition for parking, and poor signage have all taken their toll along Bristol's waterfront. Today along Thames Street there are large gaps in what was once a densely built seaport streetscape.

Recently, the historic commercial district, bounded by Bradford Street, Hope Street, Church Street, and Thames Street, and bisected by State Street, has become the focus for new preservation efforts, creating a lively mix of commercial, institutional, and residential uses. Owners have chosen to rebuild and renovate historic structures and the Town has initiated landscape improvements. Bristol residents not only walk to the library, the post office, the drug store, the banks, and the YMCA in this center, but also stop to talk and meet at three restaurants with outdoor seating. In the center of this activity is Linden Place, now being restored to create a cultural and educational center. These efforts clearly demonstrate how historic resources can contribute to economic and social renewal in Bristol.

GOAL: TO PROTECT AND ENHANCE THE SPECIAL CHARACTER AND ENVIRONMENT OF BRISTOL'S HISTORIC DISTRICT:

1. The Town should amend the Bristol zoning ordinance to establish a "build to the streetline" requirement (or within five feet of the street frontage) within the historic district to reinforce the rhythms and spatial relationships established by existing structures.
2. The Historic District Commission should promote its design guidelines to encourage new construction that will not adversely impact the historic district. New design need not imitate old buildings. Good infill design should relate to neighboring buildings with regard to height and width; roof form; composition of facade elements, such as window spacing and door openings; exterior detailing; materials and colors.
3. The Town should continue its streetscape improvement program, with appropriate facade, signage, and lighting, in cooperation with local businesses.
4. The Town should consider the impact of increasing automobile traffic on the visual character of the historic district in plans for parking. Provision of landscape buffers and use of appropriate paving should be encouraged.
5. When Town-owned historic properties are sold for private use, the Town should sell them subject to an historic preservation easement.
6. The Town should encourage the re-use of historic buildings when original uses are no longer appropriate or feasible; especially important are key landmarks in the historic district, such as the Bristol County Courthouse on the Common; the Harriet Bradford Hotel at 423 Hope Street; the DeWolf Wharf Complex at 267 Thames Street; and the National India Rubber Factory at 500 Wood Street.

OPEN SPACES, WATER, AND HISTORIC BUILDINGS

Bristol has a unique natural heritage which has influenced the course of its history. The fifteen-mile coastline and the natural harbor were prime motives for settlement and development. Mount Hope rises over 200 feet to form the highest peak on the Rhode Island shore.

Access to the water has been the most important single environmental factor in Bristol's growth. The 1680 town plan provided for public access to this harbor--Franklin, Bradford, State, Church, Constitution, and five other streets all ran from east to west down to the harbor. Thames and Hope Street merged to join Wood Street at the south end of town and provided access to the harbor by a short east-west road at Walker's Cove. Another east-west road, Griswold Avenue, traversed the Ferry area from the harbor east to Mount Hope Bay. In the compact part of town, only Constitution, Union, and Walley Streets remain open as public rights of way.

Bristol's founders provided common open space at the Bristol Town Common and elsewhere. These fields for grazing and watering livestock were located near existing waterways and were easily accessible to Hope Street and Metacom Avenue, historic north-south arteries. Of this system, only 3.1 acres of historic Broad Common (part of the Bristol Golf Course) and the Town Common are still open.

Major open spaces in modern Bristol include the 471-acre Colt State Park, the largest open space in upper Narragansett Bay; the 350-acre Mount Hope Grant, owned by Brown University; the 88-acre Rhode Island Veterans' Home, east of Metacom Avenue with over 1400 feet of shoreline; and the campus of Roger Williams College, which contains approximately 30 undeveloped acres. Smaller historic parcels include the 11-acre Silver Creek Conservation area, owned by the town; the 8.5-acre Children's Grove, off Gibson Road, a private conservation area; and the 8-acre Bristol Town Common whose use is still controlled by the compact of 1680.

In planning for open space, Bristol should consider the historic character of its open land, its views, its paths, and its wharves. Bristol's open spaces have an historic component which should be considered--broad views across salt marshes and fields such as those found at Mill Gut and Usher's Cove on Poppasquash, sweeping vistas of the bay islands and Mount Hope Bay from Bayview Avenue and Mount Hope, intimate views across the harbor to Poppasquash and Walker's Island, corridors of stately elms surviving along Hope Street and linden trees along Ferry Lane, and the skyline of the historic seaport visible to entering ships. Bristol residents for the most part take these historic vistas for granted and are beginning to recognize the need for a system of legal protection that will help to guard such resources.

GOAL: TO PRESERVE THE HISTORIC RELATIONSHIP OF OPEN SPACES, WATER, AND BUILDINGS IN BRISTOL

1. The Town should consider adopting a requirement for a historical and cultural impact statement for each new construction project which has an impact on historic properties.
2. The Town should seek designation of certain historic roads as scenic highways deserving special consideration by transportation planners and designers. Preservation of traditional stone walls and access to historical places should be considered in this effort. Areas to be designated could include Ferry Road, the southern part of Metacom Avenue, Griswold Avenue, and Poppasquash Road.

3. With the state and federal governments, the Town should develop a program for the protection of the Mount Hope Grant. This historic site, traditionally important to the Wampanoag Indians, has major prehistoric, Early American, and Colonial associations.
4. The Town should seek funds to acquire the Silver Creek Conservation area and the Deacon Nathaniel Bosworth House at 814 Hope Street to create a Silver Creek Park. This project, to include restoration of the oldest house in Bristol, removal of adjacent commercial structures and restoration of the historic landscape and gardens offers the opportunity to make a significant entrance to downtown Bristol, with a greenbelt from Chestnut Street southwesterly to Bristol Harbor.



*Silver Creek/Nathaniel
Bosworth House (1683 et seq.),
814 Hope Street. View to the
north, showing the changes to
the historic landscape of the
oldest house in Bristol.*



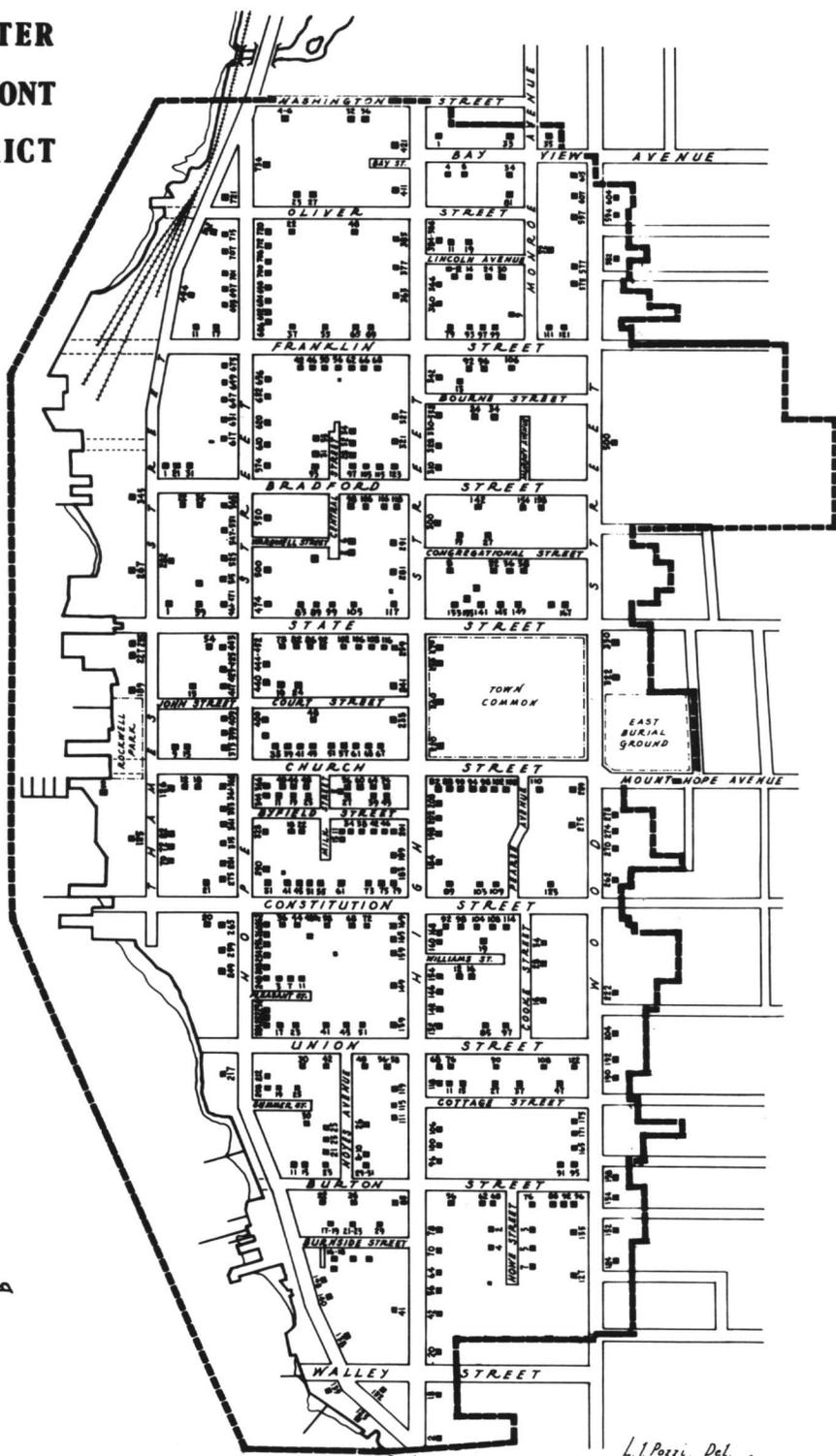
*Silver Creek/Nathaniel
Bosworth House (1683 et seq.),
814 Hope Street. Courtesy of
Bristol Historical and Preserva-
tion Society, c. 1910 postcard
view.*

NATIONAL REGISTER BRISTOL WATERFRONT HISTORIC DISTRICT

H A R B O R

L I S T O F

A



north
1974

Revised 1978

L.J. Pozzi, Del.

APPENDIX A: STATE REGISTER AND NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the nation's official list of properties which are significant in American history and worthy of preservation. The record is maintained by the National Park Service, United States Department of the Interior, and includes properties of national, state, and local significance, approved by the Secretary of the Interior. In Rhode Island, properties are also entered on the State Register.

The Registers are an authoritative guide and planning tool for federal, state, and local governments, non-profit organizations, and individuals concerned with historic preservation. Registered properties are protected from the adverse effects of federal and state projects by a review process.

Listing in the Registers is a prerequisite for eligibility for funds administered by the Rhode Island Historical Preservation Commission, such as planning grants, restoration grants, low-interest loans, federal tax incentives for the rehabilitation of historic income-producing properties, and state tax incentives for owner-occupied historic houses.

Listing in the Registers does not require an owner to preserve the property; control and authority over a property's use or disposition remains solely with the owner as long as public money is not involved. It does not block federal or state projects when these are shown to be in the public interest; and demolition of registered properties does not result in significant tax penalties.

The list of recommended properties should not be considered final. Additional research or changes in historical perspective may lead to the identification of other properties worthy of nomination.

The following Bristol districts are listed in the State Register and National Register of Historic Places:

BRISTOL WATERFRONT HISTORIC DISTRICT

POPPASQUASH FARMS HISTORIC DISTRICT

The following districts are recommended for consideration for the State Register and National Register of Historic Places:

FERRY ROAD HISTORIC DISTRICT, between the west side of Ferry Road and Bristol Harbor, south to Low Lane. Originally a farming area, the district includes a mid-nineteenth-century farmhouse, a remodeled schoolhouse, and several Victorian and early twentieth-century estates, set off from Ferry Road by historic stone walls.

NORTHERN HOPE STREET HISTORIC DISTRICT. A linear district extending from Silver Creek, 814 Hope Street, north to the Levi DeWolf House, 996 Hope Street. It includes Silver Creek, known as the oldest house in Bristol; the Joseph Reynolds House; several mid-eighteenth-century to mid-nineteenth-century farmhouses; an 1840s fire station; the Seth Paull House; a number of late nineteenth-century, two-family dwellings; and several fine examples of Colonial Revival architecture.

SAM WHITE'S CORNER HISTORIC DISTRICT, along Hope Street, bounded on the north by Cole Drive and on the south by Fort Hill Road. A busy country crossroad, dating from 1690, when Chestnut Street was laid out to provide access from the rural hinterland to the town center and waterfront.

BACK ROAD HISTORIC DISTRICT, an area of eighteenth- and early nineteenth-century farms, extending east of Metacom Avenue to the Kickemuit River and bounded south by Sousa Street. The land is still agricultural and includes the sites of an ancient Wampanoag village and Benjamin Church's Fort at Bristol Narrows.

RHODE ISLAND SOLDIERS HOME/RHODE ISLAND VETERANS HOME, on Metacom Avenue. A major state institution, built for retired Civil War veterans on the 88-acre Greene Farm. Several of the original buildings, centered around a fanciful water tower, remain.

MOUNT HOPE LANDS HISTORIC DISTRICT. The Mount Hope Grant, bounded on the north by land fronting on Tower Street and on both sides of Babbitt Avenue, on the east and south by Mount Hope Bay, and by Metacom Avenue on the west. Originally part of Mount Hope Farm, 307 acres were given to Brown University by the Haffenreffer family. The district is the location of several archeological sites, including King Philip's council meeting site; an early nineteenth-century farmhouse, and several early twentieth-century buildings housing the Haffenreffer Museum of Anthropology.

The following individual properties are listed in the State and National Registers of Historic Places:

Bristol County Jail, 48 Court Street

Blithewold, Ferry Road

Bristol Ferry Lighthouse, Ferry Road

Bristol County Courthouse, High Street

Old Post Office and Customs House, 440 Hope Street

Joseph Reynolds House, 956 Hope Street; also a National Historic Landmark

Benjamin Church Home for the Aged, 1014 Hope Street

Longfield/Abby DeWolf and Charles Dana Gibson House, 1200 Hope Street

Isaac Royall, Jr., House/Mount Hope Farm, Metacom Avenue

Mount Hope Bridge, R.I. Route 114 between Bristol and Portsmouth

The following properties are recommended for consideration for listing in the State and National Register of Historic and Places:

John DeWolf House, 70 Griswold Avenue

Edward Anthony, Jr., House, 100 Griswold Avenue

Guiteras Memorial School, Hope Street, at Silver Creek
Bosworth House/Silver Creek, 814 Hope Street
Seth Paull House, 900 Hope Street
George H. Reynolds House, 901 Hope Street
Levi DeWolf House, 996 Hope Street
Jonathan Peck, Jr.-Samuel Martin Farmhouse, 1237 Hope Street
James and William Usher House/Old Orchard Farm, 1240 Hope Street
Ferncliffe/James L. Tobin House, 1303 Hope Street
George Coggeshall House, 1343 Hope Street
John Howe Farm/Weetamoe Farm, 242 Metacon Avenue
DeWolf Farm, 158 Poppasquash Road
Point Pleasant Farm/Charles B. Rockwell, Jr., House, 333 Poppasquash Road
Juniper Hill Cemetery, off Sherry Avenue
George Locke Howe House, 4 Wood Street

APPENDIX B: 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, or cultural significance within each community.

Surveys are conducted by driving or, in densely settled areas, walking all public streets. Each property selected 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. Sources of information include town and county histories, reports, maps, newspapers, manuscripts, travel accounts, photograph and postcard collections, scrapbooks, and interviews with community residents.

The significance of each surveyed property is then evaluated in a preliminary fashion by Rhode Island Historical Preservation Commission staff. Properties which appear to meet the criteria for nomination to the State and National Registers of Historic Places are identified for further study and review. Properties already on, or determined by the federal government to be eligible for, the National Register of Historic Places are part of the review.

Finally, a written report is prepared to provide a context for evaluating the historical and architectural significance of properties in the survey area. Many aspects of local history are investigated to develop an adequate context for evaluation; the emphasis of the surveys is on existing properties. Known archeological sites are mentioned only incidentally in the report to provide historical context. Historic designed landscapes are treated in a similar manner.

APPENDIX C: INVENTORY

This inventory is a selective listing of sites, structures, districts and objects of historical significance in Bristol. Entries have historical or architectural significance, either in themselves, by association, or, in the case of some buildings, as representative examples of a common architectural type. This list is not all-inclusive--only a small portion of the buildings surveyed in Bristol are included.

Deeds, wills, inventories, and tax records were searched to determine the names of original owners and the construction dates of some inventoried properties. The archives of the Bristol Historical and Preservation Society and deed research undertaken by students in the Historic Preservation Program of Roger Williams College were both valuable. Time restrictions have precluded the completion of such extensive research for all properties; in many cases names and dates assigned are based on the study of old maps and the analysis of a building's design. Further research could change some of these designations.

Entries are listed alphabetically by street name and then in numerical order by street number. Entries having no street number (bridges, sites, unnumbered houses, and so on) have been included in their normal sequence.

Key:

- * Listed in the National Register of Historic Places and the State Register
- ** Recommended for Register consideration

BAYVIEW AVENUE (formerly Old Crooked Lane)

- 4 SAMUEL CARD HOUSE (c. 1905): By 1895 the section of Bayview Avenue west of Wood Street was laid out as the Green Lane Plat. Samuel Card bought lot no. 9 from Edward S. Babbitt in 1900, and built this modest 1-1/2-story, cross-gable-roof, vernacular Queen Anne house with a pent-roof front porch, patterned shingles, and several bay windows.
- 36-38 CABRAL APARTMENTS (c. 1910): This large 3-story, 11-bay, hip-roof apartment building has a symmetrical facade with half-hexagonal bays projecting under shallow gable roofs. Carved brackets trim the third-story cornice. A central 3-story porch has Doric columns, square balusters and geometric-design panels.
- 61 JONATHAN W. EDDY HOUSE (1886): This 3-bay, gable-roof, bracketed cottage has a porch similar to those nearby on High Street. On the 1895 map, Jonathan Eddy's house was one of two on this lower section of Bayview Avenue; his land extended west to meet William T.C. Wardwell's holdings near Silver Creek.
- 132 CHARLES H. CAREY 2ND HOUSE (1880-81): This handsome bracketed cottage, distinguished by its 2-story tower with a flared hip roof on the north east corner, was built for Charles H. Carey 2nd, a machinist. Detailing includes the scrolled brackets, Modern Gothic entrance porch, elongated windows with heavy molded lintels on the first floor and a

BAYVIEW AVENUE (continued)

- compound, round-head window in the gable end. Prominently set on a hill, this cottage is a local landmark.
- 141 **JOSEPH BORGES HOUSE (1929):** This wide-board-sheathed, hip-roof bungalow with a full-width porch is one of the best examples of its type in Bristol. Detailing includes paired porch columns and stained glass windows. Borges was employed at the rubber works.
- 163 **SAMUEL EASTERBROOKS HOUSE (1882):** This 1-1/2-story, 3-bay cottage, built for a rubber company worker, is similar to 61 Bayview Avenue. Of note are the bracketed porch and the original double door with round-head glass panels.
- 184 **MONRO HOMESTEAD (c. 1808, c. 1839, c. 1895):** The core of this 5-bay, gambrel-roof cottage was built by Ephraim Monro, a blacksmith. It is probable that it was his son, William Monro, the owner in 1839, who altered the facade by installing a Greek Revival entrance and window frames. In the 1850s George B. Munro, superintendent of schools and town treasurer, lived here. By 1895 an old schoolhouse was joined to the cottage; later, this structure was separated and moved to a site slightly south. The Monro family retained ownership until 1913. Twentieth-century alterations include raising of a section of the back roof and removal of the original chimney, vertical paneling, and mantels.
- 206 **JOHN A.C. GLADDING HOUSE (c. 1881):** In 1881 John A.C. Gladding, owner of a State Street restaurant, purchased this lot from William T.C. Wardwell. The large, 2-1/2-story, 3-bay, end-gable-roof, bracketed house with a full-width front porch and 2-story, projecting, gable-roofed bay on the west side is sited on the highest part of Bayview Avenue. A detail on the 1891 perspective of Bristol depicts this house's original setting.

BOURNE STREET

- In 1851 Bourne Street was an unnamed lane extending halfway through the block between High and Wood Streets, with two houses on the north side and one on the south. By 1870 it extended east to Wood and had been named for Augustus O. Bourn, founder of the National Rubber Company. This company's growth spurred development here.
- *13 **HOUSE (c. 1780):** This small 3-bay cottage retains its basic 18th-century form. John Howland Pitman (1814-1904), employed at Benjamin Tilley's ropewalk and as Town Hall janitor for more than 34 years, owned the house in 1870.
- *24 **HOUSE (c. 1855):** This 3-bay, end-gable-roofed cottage is a good example of a mid-19th-century vernacular type with Greek Revival and early Victorian detailing.
- *34 **JAMES J. WALSH HOUSE (c. 1905):** This Queen Anne cottage displays a balustraded, turned-post front porch and typically rich surface texture. Walsh worked nearby at the rubber company.

BRADFORD STREET (formerly Broad Street)

- *1 J. HOWARD MANCHESTER'S STORE/BRISTOL PHOENIX BUILDING (c. 1854, 1894, 1940s, 1970s): Nathaniel Reynolds constructed the first house on this site, c. 1680. About 1854 his house was demolished and J. Howard Manchester built this 2-1/2-story, end-gable-roof, Greek Revival store. Manchester was a contractor and did tin roofing, plumbing, and general job work; in 1879 he advertised as a dealer in parlor, office and cooking stoves. Today, the building houses the Bristol *Phoenix*, established in 1835 and originally located on the upper floor of the Old Bank of Bristol on DeWolf's Wharf. The *Phoenix* has occupied this building intermittently since 1894 and continuously since 1928; major renovations were completed in the 1940s and 1970s.
- *10-14 EPHRAIM GIFFORD HOUSE (c. 1853): In his will of 1853, Ephraim Gifford, a wealthy merchant and owner of nearby Gifford's Wharf, divided this 1-1/2-story, Greek Revival double house between his daughters Hannah G. Swan and Angenet Baker. The house remained in the same family through much of the 19th century, and by 1910 the west half had been altered for commercial use. Small double houses of this type were built throughout the 19th century; the turn-of-the-century storefront documents the evolution of the waterfront area from a residential neighborhood to a commercial zone.
- *21 SAMUEL ROYAL PAINE HOUSE (before 1775, c. 1862, c. 1900): Samuel Royal Paine inherited this lot from his grandmother, Priscilla Reynolds Paine, the daughter of Nathaniel Reynolds. In 1781 he sold the property with its 2-story, 5-bay, colonial house, originally 1-room deep in plan, to Samuel Wardwell. Wardwell (1755-1819) was part-owner of privateers *Abigail*, *Hero*, and *George* in 1778. By 1792 he established a distillery on Thames Street with Shearjashub Bourn. From 1798 to 1815, Wardwell operated a sawmill, gristmill and textile mill near Rome, New York; he sold this property in 1814. In 1815 Wardwell sold his New York enterprises and returned to Bristol; in May 1816 he repurchased his house. After his death, the building was used as a store. In 1843 William H.S. Bayley, publisher of the Bristol *Phoenix*, bought the property; Bayley used the lower west-side rooms for an office. His widow, Rachel, enlarged the house after 1862, adding a large 2-story ell on the northwest. Further additions were made in the early 20th century.
- *31 LINDSEY-GLADDING HOUSE (c. 1799, 1866): In 1798 William Lindsey, housewright, bought this lot from the Reynolds family. Lindsey probably built this 2-1/2-story, 5-bay Federal house with a center chimney; it has a fine, pedimented Ionic entrance with a semi-circular fanlight, stop-fluted pilasters, rope molding, and roses in the capitals. In 1801 Lindsey sold this house to Captain Nathaniel Gladding, owner and captain of several coastal traders. By 1846 Messadore C. Bennett, superintendent of the nearby Namquit Mills, bought the property. The Richmond Manufacturing Company acquired the house in 1866 and added the 2-story, gable-roof ell on the northwest. The 1-story, flat-roof addition on the northeast was made in the 20th century.
- *36 WILLIAM LINDSEY HOUSE (1795): In March 1774 Margaret Swan sold this land to William Lindsey, a merchant and housewright. Parson Wight recorded that William and Catherine Lindsey built a house here in 1795. By 1800 George Munro, who married the Lindseys' daughter

BRADFORD STREET (continued)

- Martha, owned this 2-1/2-story, gable-roof, 4-bay Federal house; he probably added the ell on the south side for use as a shop. By 1841 Martha, then a widow, granted use of the south part of the house to Melatiah Davis, husband of her daughter Sarah, and to George Munro II, who made furniture and coffins. The widow Sarah Davis became sole owner of the property in 1847.
- *63 PASTIME THEATER/BRISTOL CINEMA (1934): A 1-story, flat-roofed, Moderne style building of cast concrete, with its original marquee. It stands on the site of the 1784 Congregational Meetinghouse, which had been converted into a theater. Proprietor Lon Vail built the present structure after a fire destroyed the old meetinghouse/theater in 1934.
- *93 FIRST MARTIN BENNETT HOUSE (c. 1840, c. 1880): This 2-1/2-story, 3-bay, end-gable-roof, Greek Revival house was built for Bennett, cashier of the First National Bank and treasurer of the Bristol Institution for Savings. It has a full pediment, corner pilasters, and lunette window. Its design was influenced by Russell Warren's John Fletcher House at 601 Hope Street (demolished c. 1930). By 1851 a 2-story, hip-roof ell stood on the northeast, and in the late 1880s, a full-width, bracketed front porch was added. The house was sold to William J. Miller, superintendent of the Bristol Gas Light Company; this house and Linden Place were the first in Bristol to be lighted with gas, in 1855. Miller was a publisher; he served in the General Assembly and was a noted expert on Wampanoag culture.
- *98 CAPTAIN ALLEN WARDWELL HOUSE (c. 1760?, 1792; moved and altered c. 1907): Parson Wight recorded that Captain Allen Wardwell (1765-1840), a trader, originally built this 6-bay, gambrel-roof cottage on the northeast corner of Hope Street and Wardwell Lane. Wardwell owned the ships *Catherine* (1815-1820), *Cosmopolite* (1815), *Exchange* (1816-1819), *James* (1818), and *Catherine* (1815-1820). In 1882 Messadore T. Bennett, superintendent of the Namquit Cotton Mill, acquired the property, and in 1892 his heirs sold it to Samuel P. Colt. It was moved to the present site in 1907 to allow construction of the Colt Memorial High School. The Colonial Revival portico, Dutch doors, and side porch all date from the early 1900s; original 18th-century interior paneling is intact.
- *103 DANIEL GLADDING HOUSE (1808, c. 1880): Built for Daniel Gladding, rope and sail maker, this 2-1/2-story, 5-bay, Federal house remained in his family for nearly 150 years. Original exterior details include quoins, a dentil cornice and chevron frieze; an Italianate hood with heavy brackets, c. 1880, has replaced the original entrance.
- *106 PETER GLADDING HOUSE (1875-76): Peter Gladding, town clerk from 1847 to 1882, bought this lot from his father Daniel in 1862. He built this 2-1/2-story, 4-bay, end-gable-roof house with an unusual octagonal belvedere. The double-door entrance has a hood with Eastlake brackets.
- *115 LT. GOVERNOR NATHANIEL BULLOCK HOUSE (c. 1810, c. 1870): This 2-story, 5-bay, hip-roof Federal house with various additions was the home of a Bristol lawyer and politician. Nathaniel Bullock was born in Rehoboth in 1779, graduated from Brown University in 1798, taught school briefly in Charleston, South Carolina, and returned to Rhode Island in 1801, where he became a law student. He moved to Bristol in 1808 and

BRADFORD STREET (continued)

married Ruth Smith in 1812. He served in the General Assembly from 1815 to 1827, was Collector of Customs from 1827 to 1836, and lost an election for Governor on the "Law and Order" ticket. The Bullock House remained in the family until late in the 19th century. The door hood with heavy pendants over the double doors with glass panels, the 2-story semi-octagonal bay window at the southwest corner, and a 1-story wing at the northwest corner are all late 19th-century additions. The double stair with an original scrolled iron railing is noteworthy.

- *123 THE REVEREND HENRY WIGHT HOUSE (1804, c. 1900, c. 1970s): In 1804 the Reverend Henry Wight moved to this 2-story, 5-bay, hip-roof, brick Federal house, leaving the first parsonage, Pleasant Prospect, on State Street. Parson Wight was ordained in 1785 and served as pastor of the Congregational Church until 1815 and as associate pastor until his retirement in 1828. His diary is an unusual record of marriages, deaths, building, and events in Bristol from 1783 to 1831. His house has been badly neglected; in 1903 it was converted into a meat market and today is compromised by unsympathetic alterations.

BURNSIDE STREET

- *16-32 HERRESHOFF MANUFACTURING COMPANY/HERRESHOFF MARINE MUSEUM (1863 et seq.): John Brown Herreshoff (1841-1915) began building boats in 1863 in the Old Tannery at the foot of Burnside Street. By 1864 his business had expanded into the former Burnside Rifle Factory on the south side of Burnside Street. From 1864 to 1869, the boatworks built forty-three steam yachts, including the *Seven Brothers*, first steam-powered fishing boat in America. In 1876 the *Lightning*, first United States Navy torpedo boat, was completed; construction of larger craft followed, including the 94-foot *Stiletto*, considered the fastest boat in the world. The company's success was due largely to the design of the light-weight boilers and efficient steam engines. In 1879 the Herreshoff Manufacturing Company was incorporated by J.B. Herreshoff and his brother Nathanael Greene Herreshoff (1848-1938). Between 1884 and 1887, the North and South Construction Sheds, long 2-story, wood buildings (now demolished), were built on the waterfront and the Old Tannery was demolished. With the completion of the innovative *Gloriana* for Commodore E.E. Morgan of New York, the company became eminent in construction of sail yachts. Five Herreshoff-designed boats successfully defended the America's Cup six times between 1893 and 1920: *Vigilant* (1893), *Defender* (1895), *Columbia* (1899, 1901), *Reliance* (1903), and *Resolute* (1920). By 1900 the "Shop" lined both sides of Burnside Street.

J.B. Herreshoff died in 1915 and the company continued under N.G. Herreshoff until it was taken over by a syndicate of New York and Boston yachtsmen. During World War I the yards were idle. In 1924 Rudolf Haffenreffer became the major owner, continuing production with many of the original employees. Two more successful America's Cup defenders, *Enterprise* (1930) and *Rainbow* (1934), were built. The 1938 hurricane reduced the company's sheds and docks to rubble. Work revived and the plant expanded during World War II. Five buildings were built at nearby Walkers Cove. Operations halted shortly after the war, and the company closed in 1945. Many buildings were sold, and all the Walkers Cove structures were dismantled. Surviving elements of the complex include:

BURNSIDE STREET (continued)

- *16-18 EAST STOREHOUSE (1917, 1977): Built in World War I, this 2-1/2-story, end-gable-roof storehouse with a shed dormer was sold in 1925 to the Cranston Worsted Mills and used for storage. In 1931 it was resold to the Herreshoff company. By 1954 Harry Town, a former Herreshoff employee and founder of the Tiverton Boatyard, bought the property, which he then sold to C.L. Pearson, boatbuilders. The Herreshoff family repurchased the storehouse in 1971. A. Sidney Dewolf Herreshoff, son of Nathanael G. Herreshoff, opened the Herreshoff Marine Museum here in 1977 to commemorate the company as an innovator in design and development and as a builder of sailboats, power boats, and yachts which successfully defended the America's Cup six times between 1893 and 1920.
- *17 OFFICE (c. 1870, 1953): Charles H. and Mary MacDonald sold this flank-gable-roof vernacular cottage to the Herreshoff company in 1899. The semi-hexagonal bay on the front and large shed dormers are alterations.
- *20-30 MACHINE SHOP (c. 1864, c.1890): A 3-story, 9-bay, flank-gable-roof structure, incorporating the Burnside rifle factory. The 2-story factory on this site was purchased by J. B. Herreshoff in 1864. The first floor became a sawmill, and small boats were built on the second floor. In January 1890 the *U.S. Cushing*, the first steel torpedo boat for the United States Navy, was built here. The building was raised, and a new first floor built; the building was further enlarged on the east and west to house a pattern shop, storage and office space. In 1924 the Machine Shop was sold to the Cranston Worsted Mills and used for storage.
- *21-23 MACHINE SHOP AND SAIL LOFT (1898 et seq.): A 2-story, low-end-gable-roof structure lit by bands of double-hung 9-over-9 windows. Built to house a machine and mold shop on the first floor and a sail loft on the second, by 1903 the building was used for a paint shop and pattern storage.
- *25 ROBERT LOWDER HOUSE (c. 1880): A simple vernacular end-gable-roof cottage sold to the Herreshoff Company in 1899 for workers' housing.
- *29 GEORGE WILLIAM DIMAN HOUSE (c. 1870s): A Late Victorian end-gable-roof cottage, purchased by Herreshoff c. 1901. Detailing includes a heavy bracketed hood over a double door with round-head lights.
- *32 STOREHOUSE (c. 1900): This simple, 2-story, 3-bay, end-gable-roof structure was constructed during a period of company expansion. It is used today for a small boat shop.

BURTON STREET

- *11 SARAH L. HERRESHOFF HOUSE (1906): This 2-1/2-story, 4-bay, hip-roof, Colonial Revival house, designed by Franklin J. Sawtelle of Pawtucket, was begun for Sarah Herreshoff (1837-1906), the first wife of John Brown Herreshoff. It was completed by her daughter, Katherine DeWolf. The 1-story entrance porch has a modillion cornice and balustraded roof, forming a second-floor balcony. Two 2-story, semi-octagonal bays on the west side afford a sweeping view of Bristol harbor.
- *22 DIMAN COTTAGE (c. 1750): This small, 4-bay, colonial cottage with a center chimney is the oldest house in the southern part of the compact

BURTON STREET (continued)

section of Bristol. It has a typical entrance with a 5-pane transom and flanking pilasters. By 1903 a 1-story, gable-roof ell had been added at the rear and a semi-hexagonal bay had been added on the west side.

- *23, 24 **WILLIAM H. BUFFINGTON, SR., HOUSE (c. 1882) AND FRANK L. BOWEN HOUSE (c. 1879):** Two 3-bay, end-gable-roof vernacular cottages with typical full-width porches, displaying scrolled brackets and turned balusters. Number twenty-three was built for the proprietor of the Central Drug Store on State Street. Number twenty-four was built for Frank L. Bowen, an employee at the rubber works.
- *26 **LEONARD WALDRON, SR., HOUSE (c. 1820, c. 1900):** Leonard Waldron, Sr., a cordwainer, bought this land in 1818. He probably started the 2-1/2-story, 5-bay, Federal house shortly after his marriage to Elizabeth Wardwell in 1820. In 1900 the Herreshoff Company converted it to a boarding house, adding the front gable, the 3-story rear ell, and back porch.
- *29-31 **CHARLES H. WALDRON APARTMENTS (c. 1885):** This 2-1/2-story, 3-bay, gable-roof, Queen Anne building, a mirror image of 8-10 Noyes Avenue, was one of the first apartment buildings in southern Bristol and was built on speculation by two plumbers.
- *34 **JOHN WALDRON HOUSE (c. 1880):** A 2-story, 3-bay, end-gable-roof vernacular cottage built by John Waldron, a carpenter. Detailing includes elaborate lintels with small cut-out gables and bracketed sills.
- *68, 78 **HERRESHOFF MANUFACTURING COMPANY HOUSES (1880, c. 1885):** With the growth of his company, John Brown Herreshoff developed a series of houses for his workers along Burton and Howe Streets. Number 68 (c. 1880), a typical 3-bay, cross-gable-roof, bracketed cottage, has a wide front porch with square, chamfered posts and turned balusters. Number 76 (c. 1885), an end-gable-roof cottage, is a twin to 5 Howe Street. The projecting, paneled front bay has Modern Gothic detail.
- *95 **CHARLES H. DAVIS HOUSE (c. 1865, c. 1900):** This 1-1/2-story, 5-bay, center-chimney Greek Revival cottage was built by Charles H. Davis, a carpenter. Detailing includes a recessed entrance, with a transom, sidelights, and flanking pilasters. A Colonial Revival porch with Doric columns and turned balusters, c. 1900, was added on the east end.
- *96 **WILLIAM J. DARLING HOUSE (c. 1885):** William J. Darling, a local carpenter, built this dwelling for himself. It is a 4-bay, end-gable-roof cottage with a widened floor plan. Detailing of the full-width porch with turned posts, brackets, and balustrade is nearly identical to those at 23 Burton Street and 154 Wood Street, which may also be his work.

BYFIELD STREET

Nathaniel Byfield, one of the original purchasers of Bristol, laid out this narrow way as a driveway to his house, which stood on the site of number 19 until 1833.

BYFIELD STREET (continued)

- *11 LEONARD WRIGHT HOUSE (c. 1834): This 2-1/2-story, 3-bay, end-gable-roof house is a transitional design. The pedimented facade with paneled pilasters and a recessed side entrance with flat geometric parapet is Greek Revival in design; the window frames abutting the cornice on the second floor and the projecting frames with splayed lintels on the first floor are typical 18th-century features. By 1870 a large ell and side porch with serpentine balusters were added.
- *18 ALLEN WALDRON HOUSE (1822): A typical 2-1/2-story, 4-bay, center-chimney house with a Federal entrance displaying heavy reeded brackets and flat pilasters and low bases. In 1875, Davis Wilson purchased the house. He left it to the town in 1888 for use of the poor.
- *19 BENJAMIN TILLEY-ISAAC WILLIAMS HOUSE (c. 1833, c. 1900): In 1833 Benjamin Tilley, owner of a Wood Street ropewalk, built this 2-1/2-story, 5-bay, gable-roof Federal house, on the site of Byfield's house. He sold it to Isaac Williams, superintendent of the National India Rubber Company, in 1872. Williams served on the Town Council, in the General Assembly, on the town's school committee, and as chairman of the Republican Party's state committee. Detailing includes a central entrance with fluted pilasters supporting a wide entablature with guttae and a projecting molding. The side porch with chamfered posts and beaded board ceiling dates from c. 1929.
- *25, 27 SIMMONS COTTAGE AND HOAR COTTAGE (c. 1790): Near the intersection with Milk Street are two small, 5-bay cottages: number 25 has a gambrel roof and number 27 a gable roof. Both have rebuilt chimneys and pilastered entrances.
- *38 JOYCE SMITH YOUNG HOUSE (c. 1790): Joyce Smith, granddaughter of Richard Smith, original owner of the land on the north side of Byfield Street, married Isaac Young of Newport in 1753. They built this 2-1/2-story, 4-bay Federal house with paired interior chimneys. The flat-head entrance, with 16-light, diamond-pane transom, is especially handsome.

CENTRAL STREET (formerly Wardwell Place)

The southern part of Central Street was opened as a lane leading to the stable and outbuildings at Linden Place; the northern part was developed in 1808 by Samuel Wardwell, co-owner with Shearjashub Bourn of a distillery at the foot of Bradford Street.

- *6 COTTAGE (c. 1830): This is a 3-bay, end-gable-roof Greek Revival cottage. It was owned by Byron Diman, a banker, in 1851. Detailing includes the flathead entrance and bold corner pilasters that carry a wide frieze along the sides, similar to 385 High Street.
- *28, 32 WARDWELL HOUSES (1808): Two nearly identical, central-chimney Federal houses built by Samuel Wardwell; number 35, once similar, has been modernized. Number 28 is a 2-1/2-story, 4-bay house that has been carefully restored to its original appearance. The pedimented entrance contains a pierced, semi-circular fanlight with a central key block and sawtooth surround. A 2-story, hip-roof rear ell, added by 1870, was enlarged in 1915. A 1970s restoration, aided by a Rhode Island Historical

CENTRAL STREET (continued)

Preservation Commission grant, included documentation and reproduction of paint colors and restoration of original clapboards and hand-split shingles. Number 32 is a near twin to 28; however, the similar pedimented entrance with fanlight lacks the saw-tooth-patterned surround.

- *31 MARY SMITH BROWN HOUSE, (c. 1870, moved and enlarged after 1913): This 3-bay, end-gable-roof, Greek Revival cottage originally stood on the southwest corner of Bradford and Central Streets. William Fales, who made his fortune in the West Indies, built this house for his widowed sister, Mary Smith Brown. This cottage was one of twelve buildings moved to make room for the Colt Memorial High School. Later changes include the semi-hexagonal Victorian bay window on the facade.
- *33 CHARLES MANCHESTER HOUSE (1888): Charles Manchester, a banker, chose a design from a catalog of house plans published by George A. W. Kintz of Chicago for his fashionable 2-1/2-story Queen Anne house. With its complex massing and sweeping gable roof, broken by a 3-story octagonal turret and a steep gable-roofed dormer on the main facade, this is the near twin of 212 Hope Street. Surface variety is achieved by use of clapboards and rectangular and fish-scale shingles. The front porch, originally open, is now filled in with casement windows.

CHESTNUT STREET (formerly Malt House Lane)

- 405 JOSEPH GRAY FARMHOUSE (c. 1835): This 1-1/2-story, 5-bay, center-chimney Greek Revival cottage has internal evidence which suggests that elements of an earlier house were reused and that a much larger fireplace once existed. To the north of the house is a spring, enclosed in a fieldstone cistern. Late 17th- or early 18th-century cedar water pipes were excavated here in 1976. The pipes ran from the spring to Hope Street, then south to Bristol. Thomas Gray (1729-1803) bought a 43-acre tract on the west side of Metacom Avenue (Back Road) in 1769. Malt House Lane then extended only to Juniper Lane. Thomas willed this half of his farm to his son Pardon; in 1828 the farm was divided among nine heirs, and Joseph Gray inherited this property. By 1835 Malt House Lane extended east to Metacom Avenue, and Joseph built his house to face this new road. He sold the house to his brother-in-law, Simon DeWolf Liscomb, in 1847.

CHURCH STREET (formerly Queen Street)

- *2 NAVAL RESERVE ARMORY (1891): Warehouse Point was developed by Jacob Babbitt and Leonard J. Bradford, maritime traders, into Long Wharf in 1810. They divided it into five 50-foot sections, each containing a 2-story brick warehouse. Throughout the 19th century Long Wharf was the heart of burgeoning maritime and textile activities. In 1890 the last storehouse was demolished, and this 2-story, slate-roofed Romanesque Revival armory of uncoursed granite ashlar was built on the site. Details include corner turrets, a machicolated cornice, a massive square tower on the northwest corner, and a low round-arched entrance. Built for the Bristol Naval Reserve Torpedo Company of the Rhode Island Militia, the armory was used in the 1920s by the Coast Artillery and the National Guard. From 1935 to 1939, improvements were undertaken by the Works

CHURCH STREET (continued)

Progress Administration. After the 1938 hurricane damaged the building, a new armory on Metacom Avenue was opened. Bristol then purchased this building from the state for community use.

- *9 WILLIAM THROOPE, JR., HOUSE (1805, c. 1870): William Throope, Jr., a stonecutter, built this 2-1/2-story, 5-bay, Federal-style brick house for himself. It has a pedimented entrance with elliptical fanlight and a wooden dentil frieze along the eaves. The house was restored in the late 1970s.
- *12 WILLIAM HARRIS HOUSE (1807): In 1807 William Harris, chaisemaker, paid Simeon Potter's estate \$230 for this lot, taking out a mortgage in 1808 for \$439.54 with Benjamin Norris, housewright. Harris died before discharging his note so Norris became the owner; he sold the house to Susan Gorham in 1831. This 2-1/2-story, 4-bay, center-chimney Federal house has a handsome entrance with cylindrical dentils under the heavy lintel. Victorian additions include the front porch, the rear ell with diamond-shaped window panes, and colored glass.
- *15 ABRAHAM WARREN HOUSE/CHARLES DEWOLF, JR., HOUSE/ST. MICHAEL'S RECTORY (1806-07): Abraham Warren, carpenter-builder, constructed this 2-1/2-story, 5-bay, Federal house with brick end walls and paired end chimneys. He sold it to Charles DeWolf, Jr., in 1807. Lydia S. French, a later owner, gave the house to St. Michael's Church in 1858, stipulating that it be used as a rectory. The facade has a pedimented entrance with a delicate fanlight and engaged Corinthian columns. The 2-story, Ionic corner pilasters and modillion cornices are good examples of the craftsmanship of the Federal period in Bristol. An original double stair with a curving iron railing also survives.
- *18 HARRIET F. MUNRO HOUSE (c. 1840, c. 1870, c. 1880s): This 2-1/2-story, 3-bay, end-gable-roof Greek Revival house with later Victorian additions may have been influenced by Russell Warren's work. Details of the entrance, which is framed by rusticated pilasters under a wide entablature, and the flattened segmental-arched window in the pediment are similar to 617 Hope Street. Victorian additions, in place by 1870, when the house belonged to Mrs. Harriet F. Munro, include two ells. A late Victorian porch, with a concave hip roof, cut-out brackets, and turned drops and balusters, dates from the 1880s.
- *35 JONATHAN FALES-HANNAH MUNRO HOUSE (c. 1840): This 2-1/2-story, 3-bay, gable-roof Greek Revival house typifies the popularity of its form, built in Bristol from the early 1820s until the late 1860s. The pedimented facade with channeled corner pilasters has a side entrance with wide entablature, narrow transom, 4-pane sidelights, and flat Doric pilasters. In 1843 Hannah Munro bought the house at auction from the estate of her father Jonathan Fales. Hannah continued to live here, selling a two-third interest to William W. Heath next door. After her death in 1868, Mary Frances Heath inherited Hannah's interest in both number 35 and number 39. In 1896 Sophia L. Wardwell inherited the Heath estate; her sister Isabella willed this house to St. Michael's Church in 1941. In 1950 it was sold to Margaret S. DeWolf.
- *39 WILLIAM W. HEATH HOUSE (c. 1844): Housewright William Heath built this 2-1/2-story, 3-bay, gable-roof Greek Revival house for himself.

CHURCH STREET (continued)

Detailing includes a handsome portico with dentil cornice, Doric pilasters, and Ionic fluted columns. The corner pilasters are topped with an unusual floral detail. In 1844, in a double transaction, Heath acquired title to one-half of this house and two-thirds of number 35, where widow Hannah Munro lived. In 1868 Hannah willed her interest in both houses to her niece Mary Frances Heath. Sophia L. Wardwell inherited this house in 1896; her heirs sold it in 1917 to Augusta and Charlotte Coggeshall. In the 1950s it was the home of Judge Anthony Dennis, a former town clerk.

- *44 JONATHAN D. WALDRON HOUSE (c. 1840): Waldron, a Thames Street blacksmith, built this typical 3-bay, end-gable-roof Greek Revival cottage with trabeated entrance and paneled pilasters. Detailing is identical to that on 48 Church Street, probably built by the same carpenter.
- *48 RUFUS D. DROWN HOUSE (c. 1840): Housewright Rufus D. Drown built this 3-bay, end-gable-roof, Greek Revival cottage for himself. In contrast to number 24, the entrance is off-center and has no transom light.
- *56 GEORGE S. BOURNE HOUSE (c. 1840): This typical 2-1/2-story, 3-bay, end-gable-roof Greek Revival house has an unusual entrance with a 5-pane transom light and rusticated pilasters that support a heavy entablature containing a horizontal frieze with a zig-zag design. A side porch and a gable-roof rear ell were added about 1900. In 1837 Elizabeth Bourne deeded the "land on which the old house was lately taken down" to her son, George S. Bourne. By 1896 the house was acquired by Charles F. Dimond, who in 1959 left it to the First Congregational Church. By 1961 the property was sold to a private owner.
- *57 BENJAMIN PITMAN, SR., HOUSE (1806, c. 1807): Parson Wight's diary records that Captain Benjamin Pitman (1723-1848) built this 2-1/2-story, 4-bay, central-chimney Federal house in 1806. Pitman and his sons, Benjamin, Jr., and Josiah H., all sailed for the Usher brothers and later for the Church family. The house was subsequently occupied by his daughter, Mary, who was married to Thomas Norris, a cabinet-maker and undertaker. By 1870 a 2-story ell was added on the northeast corner.
- *60 FRANK M. DIMOND HOUSE (1895): This picturesque 2-1/2-story Queen Anne cottage with a steep, uneven gable roof extending in front to cover the front porch, was designed by Wallis E. Howe. It was built for Frank M. Dimond, owner of a Hope Street dry goods and clothing store. The facade is broken by a 2-story octagonal tower on the northwest corner and the east side by a 2-story, half-hexagonal bay. The wall cover is articulated into four levels, with narrow wood clapboards on the first floor and wood shingles on upper floors, separated by wide horizontal boards with a molded cap at the second-floor level. Shingles are set in diamond patterns at various points. Windows of different patterns include 2-over-1 and 3-over-2 double-hung sash, compound units with diamond-shaped lights in the upper sash, and a Palladian stair window on the west.
- *64 BENJAMIN HOAR HOUSE (c. 1810): At Benjamin Hoar's death in 1829, this 2-1/2-story, 5-bay Federal house passed to his son John W. Hoar, who operated a paint shop on Hope Street. Both the exterior and interior of this fine early 19th-century house are largely intact. Particularly

CHURCH STREET (continued)

noteworthy is the arched entrance design with a heavy molded keyblock and fanlight, similar to 159 High Street and 259 and 843 Hope Street.

- *82 **BYRON DIMAN COTTAGE** (c. 1835, c. 1880s): This end-gable-roof Greek Revival cottage, with a projecting full-height Doric portico, is one of the two small temple-front houses in downtown Bristol (see 27 Cottage Street). Facade detailing includes unfluted columns without bases, paneled pilasters on all corners, and a heavy entablature ornamented with individual dentils running along the flanks. By 1903 a 1-1/2-story, gable-roof wing was added at the rear. Diman was a leading Bristol banker and trader who built and owned a number of rental properties throughout the town.
- *88 **THOMAS HOLMES HOUSE** (c. 1814): In 1833 Thomas Holmes, a carpenter, paid \$950 for this 2-1/2-story, 5-bay Federal house with paired interior chimneys. The entrance, probably a later addition, is a Greek Revival type with a paneled lintel above a 5-pane transom. Other window frames are trimmed with lintels. A large 2-1/2-story rear ell was added by 1873, when Thomas's son sold one-half of the property to his sister Mary E. Holmes. By 1903 two more ells were built on the rear. The date 1814 was found marked under a shingle during a 1970s restoration.
- *108 **METHODIST EPISCOPAL CHURCH PARSONAGE/RICHARD PEARSE HOUSE** (1811): In 1805 the first Methodist Chapel was built on the southwest corner of the Bristol Common. In 1811 the Methodist Society constructed this 2-1/2-story, 5-bay, center-chimney Federal house for a parsonage at a total cost of \$1850. In 1818 the Society auctioned the house to pay its debts. It became the property of Captain Richard Pearse and remained in his family until 1930. Original window lintels and sills were removed with the addition of aluminum siding in the mid-1970s.

COLT STATE PARK

- * **COLT FARM/COLT STATE PARK** (c. 1905, et seq.): Samuel Pomeroy Colt (1855-1921), a Bristol industrialist, purchased three farms on Poppasquash Neck in 1905. The land included the site of the Bristol battery erected during the Revolution. Here Colt built a large, hip-roofed, shingled summer dwelling called The Casino. This house has been demolished; all that remains are two large urns which once flanked the entrance. Colt Farm was opened to the public in 1913.

Colt died in 1921. His will specified that Colt Farm not be sold and that it remain accessible to the public. Though he left a sum to operate the farm, it ran a deficit, and was leased to the Luther Brothers. The estate sold twenty-six acres north of Asylum Road to the Town as a beach. In 1957 Colt's heirs sought to void the will and requested court approval for a residential development on the farm. The objection of Colt's granddaughter, Elizabeth Colt Morey, who wished to use The Casino, prevented dissolution of the estate.

As early as 1935, the Metropolitan Park Commission recommended that the state buy Colt Farm. In 1965 after approval by Bristol voters, the state purchased 466 acres, creating the largest public park in upper Narragansett

COLT STATE PARK (continued)

Bay. A bronze plaque, set in a large boulder overlooking the salt marshes at Mill Gut Bridge, celebrates its dedication on August 3, 1965.

Today, under supervision of the Department of Environmental Management, thousands of Rhode Islanders enjoy hiking, biking, skating, riding, bird-watching, fishing, picnicking, and outdoor concerts in this outdoor setting. Major historic elements of Colt State Park include:

- * **COGGESHALL FARM (c. 1750):** In 1723 Samuel Viall purchased this farmland from Nathaniel Byfield, who had acquired most of the north part of Poppasquash. By 1799 a house and well are specifically mentioned in the deeds. The house is a simple 4-bay cottage with a large central chimney and offset 19th-century kitchen ell. The Coggeshall family worked this land as tenants in the 1830s. Chandler Coggeshall, who was born in the house and became a founder of the state agricultural school (later the University of Rhode Island) lived here with his brother until 1895, when the farm was sold to Augustus Van Wickle. In 1903 it was sold to Colt. Since 1968 the property has been leased to the Bristol Historical and Preservation Society. In 1973 the Coggeshall Farm Museum was incorporated to depict rural life in the late eighteenth century. Youth groups and Roger Williams College students have participated in the farm's restoration and development as a "living farm."
- * **THOMAS W. CHURCH HOUSE/ANDRADE HOUSE (c. 1801; c. 1854):** A 2-1/2-story, 5-bay, Federal house with a steeply pitched, curving, gable-breaking-gable roof with paired brackets and heavy returns. The house was started by Thomas W. Church (1761-1843). Over sixty years, Thomas developed a large farm, exporting potatoes and onions to Cuba and importing barrel hoops. One of his four sons, Samuel W., a successful merchant in the West Indies trade with his brother Stephen, inherited this part of the Church farm in 1843. After Samuel's second marriage in 1853 to Elizabeth Luther, he moved from his home at Mount Hope Farm to Poppasquash. Church raised the roof over the original lower gable roof to give more space. Other Victorian alterations date from this period. Church was chief promoter of the Providence, Warren & Bristol Railroad and became its Vice-President in 1854. Active in politics and banking, Church served in the General Assembly from 1859 to 1869. He was president of Freeman's Bank from 1852 to 1865. After Church's death in 1881, his estate was divided among six sons. A long 1-story ell on the west side of the house and a large barn and several outbuildings were still standing at this time. In the early 1900s, Samuel P. Colt acquired the Church farm for development of Colt Farm. For the last sixty years, this house has been home for the Andrade family.
- * **OLD MILL GUT BRIDGE (1906):** This is a 3-arch span of rough granite. It was originally adorned with five bronze and seven stone statues. Today the bridge is used for pedestrian traffic only.
- * **BULL GATES (c. 1913):** Two great bronze bulls, each six feet tall and weighing more than a ton, stand on white Georgia marble bases flanking the main entrance to Colt State Park. The figures were modeled by sculptor Isadore Bonheur after two of Colt's bulls, and were cast in Paris by Val d'Onse Company. The design of the bases was adapted from the sentry boxes at the Petit Trianon at the Palace of Versailles. Dedicated on

COLT STATE PARK (continued)

September 26, 1913, the gates carry the inscription, "Colt Farm. Private property, Public welcome."

- * COLT DAIRY BARN (1917): Designed by architect Wallis E. Howe and built to house a Jersey herd, this fieldstone barn complex has a 1-1/2-story, gable-roofed, steel-framed central section with a 2-story, ogee-domed tower at the southwest corner and two large silos. This picturesque complex included a cow barn, a calf barn, a maternity ward, a bull pen, and a dairy, arranged around a spacious courtyard. It was originally roofed with red-glazed pantiles. After a fire in the 1930s, the cow barn was covered with red asphalt shingles. Colt's office in its octagonal trophy room, originally decorated with murals and Rodin sculptures (removed to Linden Place), is now the park office. Bronze lions guard the gate.

CONGREGATIONAL STREET (formerly Congregational Lane)

The Catholic Congregational Society, incorporated in 1819, leased lots on Congregational Lane (a narrow way extending from High Street to Wood Street) just south of its lot at the intersection of Franklin and High Streets. Small-scale houses built from the early 1800s to the late 1880s line both sides of this narrow street.

- *8 JULIA FISH COTTAGE (c. 1846): A 4-bay, end-gable-roof, Greek Revival type, moved here from an unknown location before 1851.
- *19 CLARK VAUGHN LEASEHOLD COTTAGE (c. 1819): A 1-story, 3-bay half-house, an early to mid-18th-century type, with heavy, pegged window casings and corner quoins. Benjamin West, a blockmaker, sold his interest in this lot to Clark Vaughn, housewright, for \$225 in 1819; subsequent deeds all refer to the "leasehold" estate which returned to the ownership of the First Congregational Church in 1978. In 1982 the house, again in private ownership, was restored.
- *36 WOODBURY LINDSEY COTTAGE (c. 1850): A typical, 3-bay, end-gable-roof, Greek Revival house. Between 1887 and 1912, the Bristol Home for Destitute Children owned the house.
- *38 WILLIAM HANDY HOUSE (c. 1855): A transitional Greek Revival/Bracketed, 3-bay, end-gable-roof cottage. The mass, siting, and use of corner pilasters are typically Greek Revival; the brackets on the railing and eaves, round-headed windows on the second floor, and the entrance hood are in the picturesque Italianate mode.

CONSTITUTION STREET

- *1 BRISTOL YACHT CLUB/BRISTOL COUNTY LODGE #1860, BENEVOLENT AND PROTECTIVE ORDER OF ELKS (1939): Norman Francis Herreshoff designed this 2-story, flat-roof, modernist structure (now altered) to replace a 45-year old yacht clubhouse swept away by the 1938 hurricane. The design, intended to be hurricane-proof, includes steel diagonal braces in the kitchen partitions, anchored to the foundation. In 1955 the Yacht Club moved to Red Crest on Poppasquash.

CONSTITUTION STREET (continued)

- *2 UNITED STATES COAST GUARD STATION (c. 1933): With the opening of the Mount Hope Bridge in 1929 and termination of lighthouse service, the U.S. Coast Guard relocated to Thames Street. In 1931 it acquired this land. The light attendant station has two brick buildings: a 2-story, 3-bay house with a full-width porch and a 2-story storage building.
- *8 DR. EUGENE LECLAIR OFFICE (1904): In 1902 Dr. Eugene LeClair divided his lot on the corner of Constitution and Thames Streets and sold the west half to the New York, New Haven and Hartford Railroad for a small passenger depot. This 1-story, hip-roof building was built as his office. By 1938 the rear extension was added. The building has a front porch with grouped chamfered posts, lattice infill, and a saw-tooth frieze.
- *11 LEMUEL A. BISHOP HOUSE (c. 1866, c. 1876): This 2-1/2-story, 5-bay house has an unusually elaborate facade. Originally there was no porch, and the entrance had a bracketed hood. The porch, with a curving central section and decorative cornice that continues over flanking half-octagon bays (and some interior elements) came from a house in Warren that was demolished about 1876. In 1889 the house was sold to Albert S. Almy, general foreman of the Herreshoff Manufacturing Company.
- *12 ALLEN K. MUNRO HOUSE (c. 1835, c. 1865, c. 1876): Munro, a cordwainer, built this typical 3-bay, end-gable-roof, Greek Revival cottage whose slightly recessed entrance incorporates flat pilasters and a broad wooden lintel. The house was sold to Thomas L. Thurston in 1865, and to Hezekiah W. Church in 1876. Additions from this era include the full-width, balustraded porch with chamfered square posts and cut-out brackets (similar to porches at 23 Burton Street, 123 High Street and 154 Wood Street), paneled entrance doors with semi-circular glass lights, a half-octagon bay on the east side, and a large, hip-roof rear ell.
- *20 JOHN LAWLESS, JR., HOUSE (1820): Parson Wight recorded that John Lawless, Jr., started this typical 1-1/2-story, 4-bay, center-chimney Federal cottage. Twentieth-century additions, including a porch and dormer, have obscured the original form. The original trabeated entrance with a 5-pane transom and tapered pilasters survives. Lawless was a shipowner and master of the coastal traders *Lucy Ann* (1827) and *Lark* (1829).
- *21 MARY ANN HARGRAVES HOUSE (c. 1870, c. 1914): Hargraves, who owned a saloon on Thames Street, bought this lot in 1867. Her 1-1/2-story, 5-bay, cross-gable roof vernacular cottage was damaged by fire in 1914. It was sold to Josiah H. Peckham who probably added the Colonial Revival balustraded front porch and rear ell. In 1930 this house was purchased by Charlotte P. Young, local historian.
- *31 BERIAH BROWNING HOUSE/DIMAN PLACE (c. 1824, c. 1900): In 1823 the lot for this 2-story, 5-bay, hip-roof Federal house, built of brick with sandstone lintels and sills, was purchased by Beriah Browning, merchant and mariner. The house, known as Diman Place, changed hands frequently in the 19th century, and by 1903 it had been converted to a tailor shop. Today, the recessed, semi-circular-fanlight entrance to the house is covered by a flared cast-iron hood, and a modern metal railing has replaced the original cast-iron stair railing.

CONSTITUTION STREET (continued)

- *41 **JOHN SLADE COTTAGE** (c. 1855): John Slade, master builder, constructed this 5-bay, center-chimney, Greek Revival cottage with a trabeated entrance, heavy entablature, and flat pilasters, for himself. About 1865 he moved the Benjamin Doty Carpenter Shop (c. 1855), a small 1-1/2-story, 3-bay, Gothic Revival building with a steep gable roof and bargeboards, to the rear of this lot from 249 Hope Street. In 1919 Edna M. Wall inherited the property. Her husband, John Henry Wall, an inventor who built varnishing machines here, altered the carpenter shop by inserting a double door and removing the original side entrance with a gabled hood. The playhouse (c. 1895), a small 1-story house with a cross-gable roof, was moved here from the south side of Franklin Street.
- *48-1/2 **JAMES BATT, JR., HOUSE** (1810, moved c. 1911): This is a 2-1/2-story, 5-bay Federal house with a fine pedimented entrance, elliptical fanlight, central molded key, and fluted pilasters. The original center chimney was removed when this house was moved back from the street. Batt was a captain who sailed for the DeWolfs and the Babbitts.
- *52 **JOSEPH SPRINGER COTTAGE** (c. 1810): A simple 4-bay, gable-roof house with a flat-head entrance. Springer, a ropemaker, was probably employed at the former Samuel Sparks ropewalk on the next lot.
- *58 **JAMES SMITH, JR.-JOHN S. DOUGLAS HOUSE** (c. 1810, c. 1870): A 2-1/2-story, 5-bay, gable-roof, Federal house. It has a fine entrance containing a 3-pane transom and large console-shaped brackets, rising from molded pilasters to support a curving lintel. Smith, a merchant and ship-owner, sold the house in 1813 to Edward Jones, a mariner, who shared it with James Powell, another mariner. By 1845 it was sold to John S. Douglas, who added a 2-story rear ell and acquired the adjacent ropewalk on the east (no longer standing). Alterations include replacement of original sash and removal of chimneys.
- *68, 72 **ALBERT COGGESHALL BENNETT HOUSE** (1868-71): A handsome, 2-1/2-story, 3-bay, L-shaped, cross-gable-roof house. It has elaborate exterior detailing and intact interiors. The hand-carved porch balusters and the front fence were copied from the railings on Bennett's ship *Platinus*. While this house was under construction, Bennett lived at 72 Constitution Street, a 1-1/2-story Greek Revival house. On completion of number 68, Bennett had number 72 raised, adding the first floor and porch. The scrollsaw-cut spandrels on both houses are identical.
- *75 **FRANCIS BOURNE COTTAGE** (1779, c. 1900): This 4-bay, gambrel-roof, colonial cottage, with an early type of shed dormer, has survived with few alterations. The original chimney has been rebuilt, and a rear ell was constructed and enlarged in the 20th century. Typical exterior details are the heavy, pegged window casings with beaded edges; the simple entrance with 5-pane transom light and flat pilasters; and narrow wood clapboards.
- *79 **EZRA DIXON HOUSE** (c. 1855, c. 1890): The 2-1/2-story, 3-bay, end-gable roof, Greek Revival house, begun by Ezra Dixon c. 1855, was considerably enlarged in the 1890s. Turned wood posts with a large diamond design, balustrades, and screens are found on the wraparound front porch and portico on High Street. Ezra Dixon left the Namquit Mill in 1876 to found the Dixon Lubricating Saddle Company, manufacturers

CONSTITUTION STREET (continued)

of an improved textile spinning frame. In 1912 the Dixon Company consolidated its Providence and Bristol operations and by 1953 purchased all the former Herreshoff Manufacturing Company's buildings on the north side of Burnside Street. This house is now used for apartments.

- *104 **GEORGE M. COIT HOUSE (1836):** In 1835 Ephraim Monro, a blacksmith, sold Coit, a mariner, this lot for \$300. By 1866 this 4-bay, gable-roof Federal cottage passed into the Simmons family who then owned it for fifty years. Stylistically, the house is a typical early 19th-century type. Additions included a 2-story, shallow, gable-roof wing on the east side; a 1-story bay with a flat roof on the west side; and a small Victorian porch on the northeast with scrolled brackets and sawn balusters.

- *109 **ELIJAH PEARCE COTTAGE (c. 1800):** In 1820 Elijah Pearce of Gray, Massachusetts, a housewright, sold this lot with its "dwelling house and other buildings" to Mason W. Pearce, a mason. The simple 5-bay cottage with a central chimney is typical of early 19th-century workers' housing. Mason Pearce sold the house for \$1,000 to the Reynolds Manufacturing Company in 1866; by this time he had moved to his new and larger house at 270 Wood Street. This was house subsequently enlarged by addition of two rear ells and altered by loss of the original door frame.

- *110 **CHARLES SANDFORD COTTAGE (c. 1865):** A 3-bay, end-gable-roof, late Greek Revival house; additions include two 1-story wings and a flat-roof entrance on the east face. Sandford was a carpenter.

- *114 **ROYAL SANDFORD COTTAGE (1790, c. 1870):** A 4-bay, center-chimney, gambrel-roof house. The gabled dormers with brackets and two 2-story rear wings are later additions.

- *123 **NATHANIEL WALDRON COTTAGE (c. 1819):** Ownership of this lot passed among members of the Waldron family between 1817 and 1919, among them Ambrose, Billings, and John Waldron. In 1817 John, a housewright who was building cottages along Pleasant Street, sold this lot to Ambrose, his brother, who then sold it to Nathaniel Waldron, a cordwainer. The 5-bay facade has the common flathead entrance with a 5-pane transom light and Doric pilasters. In 1881 Nathaniel's heirs sold it at public auction to George W. Simmons, who added a 1-story, gable wing and three outbuildings.

COOKE STREET

The east side of Cooke Street was developed between 1866 and 1871. Nehemiah Cole, a teamster, and Charles L. Wardwell, a lumber merchant, began buying lots here in 1866 and built four vernacular cottages. Numbers 24 and 28 were originally built for Charles L. Wardwell and Numbers 32 and 34 for Cole.

- *24 **CHARLES L. WARDWELL COTTAGE #1 (1869):** A simple 3-bay, end-gable-roof cottage; the original appearance has been altered by application of natural wood shingle over clapboard, replacement of windows, and infill of the entrance sidelights.

COOKE STREET (continued)

- *28 CHARLES L. WARDWELL COTTAGE #2 (c. 1869): A relatively intact 3-bay, end-gable-roof cottage. Original detailing includes an entrance with a lightly scaled Greek Revival entablature, 4-pane sidelights, and double-hung windows with thin cornices.
- *32 NEHEMIAH COLE COTTAGE #1 (c. 1871): Another relatively intact 3-bay, end-gable-roof cottage, enlarged by addition of a small bracketed porch on the south side. In 1895 this house was inherited by Cole's son Charles and later owned by daughter Eva May (Cole) Moorby.
- *34 NEHEMIAH COLE COTTAGE #2 (c. 1871): Last in the row of four, this 3-bay, end-gable-roof cottage has a large window inserted on the south side and a contemporary brick front stoop; original blinds are missing. Charles Cole's widow Mary owned this property from 1896 to 1915.

COTTAGE STREET (formerly Smith Street)

In 1878 Samuel Smith's estate was subdivided into thirteen 50- by 90-foot lots, running east from High to Wood Street. Samuel Smith's house originally fronted High Street on the north side of the new street (see 27 Cottage Street). Small-scale vernacular cottages were built soon after 1878, and by 1882, the name of the street was changed to Cottage Street, reflecting this development.

- *11 THOMAS PEARSE COTTAGE #2 (1878, c. 1903): Built by Pearse, a carpenter, this is a 2-story, 3-bay, end-gable-roof cottage. The 20th-century changes include enlargement to two stories and addition of a 1-story flat-roof wing on the east. Original detailing includes flat scrollwork on all lintels and a triangular frieze on the cornice above the entrance.
- *15 THOMAS PEARSE COTTAGE #1 (c. 1878): The first house built by carpenter Thomas Pearse, this small 5-bay cottage with a flank-gable roof, has a typical late 19th-century entrance with a flat hood, supported by elaborate scrolled brackets with heavy pendants.
- *21 WILLIAM T. PEARSE COTTAGE (c. 1880, c. 1940): This 3-bay, end-gable-roof cottage was built for William T. Pearse and later sold to Thomas Pearse in 1893. Its heavy bracketed hood is supported by simple brackets. Additions include a 20th-century, 1-story, flat-roof wing on the northwest corner.
- *22 AMELIA COIT COTTAGE (c. 1880): This 3-bay, end-gable-roof cottage was probably the first house built on the south side of Smith Street. Relatively unaltered, this clapboard house has a recessed entrance with small scrolled brackets. Charles H. Waldron sold the lot to Amelia N. Coit, wife of David A. Coit, a painter, in 1879; two years later, she sold the property to Lawrence W. Smith, who lived here until 1886. By 1903 a 1-story flat-roof wing was added on the southwest corner.
- *23 HEZEKIAH S. INGRAHAM COTTAGE (c. 1877, c. 1900): Built on lot 5 of the Smith tract, this cottage is a simplified version of number 21: Twentieth-century additions include a 1-story, shed-roof wing on the northwest and a dormer on the west face.

COTTAGE STREET (continued)

- *27 SAMUEL SMITH HOUSE (c. 1834, c. 1870, moved 1884): Originally, this 1-1/2-story, gable-roof, temple-form Greek Revival house fronted on High Street. This house is one of two surviving examples of the full temple scheme used on a small domestic building in Bristol (see also 82 Church Street). It is mentioned in an 1834 sale of 1-1/2 acres to builder Marshall Waldron, for his own house on the corner of High and Union Streets. In the 1878 division of Samuel Smith's real estate, James M. Gooding acquired the house. By 1884 he sold it to Mary W. Lewis, a dressmaker, who probably moved it at that time to lot 6 on the Smith tract. Facade detailing includes fluted columns, triple-hung windows trimmed by paneled frames, a tripartite window in the pediment, and a simple paneled door frame. A gable-roof kitchen ell on the north and a hip-roof addition on the west both existed before 1870. In 1903 the property was sold to Lewis Herreshoff, a nephew of Mary W. Lewis.

COURT STREET (formerly Jail Lane)

- *48 BRISTOL COUNTY JAIL/BRISTOL HISTORICAL AND PRESERVATION SOCIETY MUSEUM (1828, 1859): This 2-1/2-story, 5-bay, gable-roof Greek Revival structure of uncoursed ashlar masonry was built to replace the 1792 jail on the same site. In 1843 Jail Lane, extending from the old Jail to the courthouse on the Common, was completed and renamed Court Street. In 1859 a 2-story, flat-roofed, granite cell block, slightly offset to the east side, was added to the 1828 structure. Mid-19th-century changes to the first section included installation of new doors and a transom light within the deeply recessed Greek Revival entrance (probably necessitating removal of sidelights), addition of a bracketed wooden hood over the sidewalk, and replacement of double-hung 12-over-12 and 12-over-8 sash with 2-over-2 units. The rear entrance fanlight dates from 1828. Many changes have occurred in the interior of the 1828 jail, both during its use as a jail, and, more recently, as the headquarters for the Bristol Historical and Preservation Society. The Society, founded in 1936, met in various quarters until moving here in 1959, soon after the jail was abandoned; in 1973, the Society purchased the jail from the state. The Society has completed major renovations with aid from the Rhode Island Historical Preservation Commission and the Rhode Island Foundation; the 1859 cell block has been converted into a museum.

DEWOLF AVENUE

- 138 JOSEPHUS GOODING FARM (1830, et seq.): This 2-story, hip-roof, stone and wood Greek Revival house, perhaps designed by architect Russell Warren, has been moderately altered. Parapets, similar to those at 281 High Street, have been removed, and the first floor has been covered with stucco. The recessed entrance retains original pilasters, sidelights, and a 2-panel door; intact Greek-style interior details include the staircase, mantels, and moldings. Josephus Gooding, brother of James Gooding (see 407-09 Hope Street), created a noted garden here in the late 19th century. Remnants of the orchard, shrubs, and garden layout are still evident. The ponds on the 100-acre farm supplied ice. Gooding's shop on the northwest corner of Hope and State Streets sold "clocks, watches and jewelry, fancy goods, blank books, stationery and musical instruments."

FERRY ROAD

- **SITE OF BRISTOL FERRY (c. 1681 et seq.) and BRISTOL FERRY LIGHTHOUSE (c. 1854):** In 1681 the Bristol Proprietors owned the ferry, the most direct link from Newport to Providence and Boston. Ownership of the ferry land changed frequently until 1753, when it was purchased by William Pearce, whose family operated the ferry and a nearby tavern until 1859. The site was fortified in 1776 and was the site of a skirmish during the Revolution. By 1826 a horse boat was in operation; four horses trod a revolving disc whose cogs turned a shaft which in turn operated the boat's small wooden paddle wheels. In 1854 George Pearce sold a small parcel to the U.S. government for a lighthouse and the remaining land, wharf, ferry boat, and franchise to Captain William H. West in 1859. West sailed passengers to Aquidneck Island in his sloop, the *Mount Hope*, until 1865, when the railroad to Newport opened. The lighthouse, a 1-story, gable-roof brick building built in 1854, has a square 2-story tower and two ells on the north side. With the opening of Mount Hope Bridge in 1929, the lighthouse was deactivated and sold for residential use.

- **MOUNT HOPE BRIDGE (1927-29):** From the seventeenth to the early twentieth century, crossing the narrow water gap between Mount Hope in Bristol and Aquidneck Island was accomplished by ferry. In 1926 the Mount Hope Bridge Commission was formed to replace the ferry service. Rhode Island voters rejected a plan for a cantilevered bridge, designed to provide a future second deck. Subsequently a private corporation, the Mount Hope Bridge Company, was formed. In 1927 the company awarded David B. Steinman of Robinson and Steinman of New York a contract to design a wire-cable suspension bridge at a projected cost of \$3,000,000. Steinman's design for Mount Hope Bridge included main towers rising 285 feet above the bay with the deepest foundation extending 54 feet below sea level; the clear height from the main span to the water was 135 feet. Cables were to measure 11 inches in diameter, containing 2,450 wires in each cable. Initially, a new heat-treated high-carbon steel wire was installed over Steinman's objections. The wire proved defective, and the cables proved unusable four months before scheduled completion. Dismantling and reerecting the Bridge consumed eight more months, costing McClintic-Marshall Company, the general contractor (who had guaranteed the new material), a million dollars. On October 24, 1929, Mount Hope Bridge was opened with great fanfare and optimism. Five days later the stock market crashed. The ensuing depression and low toll revenues led to the Mount Hope Bridge Company's default in 1931. At a public auction in 1932, the Mount Hope Bridge Corporation, representing bond holders and led by Rudolf H. Haffenreffer, purchased the bridge. In 1936 a state referendum to buy the bridge was rejected by voters. The Mount Hope Bridge Authority was created in 1953 and purchased the bridge in November, 1955. In 1929 this beautiful bridge was awarded the artistic bridge award of the American Institute of Steel Construction, recognizing both its technological and artistic achievements. Just north of the Toll House (1929), the Isabella L. B. Jones House (c. 1895), a 2-story, 3-bay, gable-on-hip-roof cottage, was acquired for use as the Mount Hope Bridge authority office, and today serves as an office for the Rhode Island Turnpike and Bridge Authority.

- **ROGER WILLIAMS COLLEGE (1967, et seq.):** In 1965 Roger Williams College, founded in 1948 and chartered as Roger Williams Junior College in 1956, acquired the southern 63 acres of Ferrycliffe Farm. Kent, Cruise

FERRY ROAD (continued)

& Associates, architects, designed a modern campus on this spectacular waterfront site just north of Mount Hope Bridge. Design and visual unity were achieved through use of geometric forms executed in rubblestone and white stucco in combination with glass panels and stained wood trim. Main buildings include the Library, a 3-story flat-roofed structure at the center of the campus, with a central pyramid rising above the roof; the Administration and Science and Mathematics Buildings (c. 1967) built on an east/west axis with a 2-story main section connected to 1-story office wings and to an octagonal lecture hall on the south that overlooks a small pond. Dormitory Units I and II, 3 and 4 stories in height respectively, are clustered on the hillside, overlooking Mount Hope Bay. The sharp contrast of the white stuccoed and dark-stained panels of these buildings, clearly visible from Portsmouth Landing and Mount Hope Bridge, has made the college a Bay landmark. In 1985 a national competition for the design of a new architecture department building was won by Kite, Palmer Associates of Providence. This firm created a handsome, 1-story, concrete and brick structure with a series of glass gable roofs. To the north is the Performing Arts Center, a 19th-century wooden barn, relocated here by the college's historic preservation program and renovated as a theater.

FERRYCLIFFE FARM (c. 1877): This farmhouse has evolved from a 1-1/2-story, 3-bay, gable-roof cottage to include a 2-story, square corner tower with a flared, pyramidal roof and a perpendicular 1-story, late 19th-century ell on the north side. Herbert Marshall Howe began the development of Ferrycliffe Farm in 1877. It became noted for its prize livestock, Jersey cattle, and turkeys. In 1965 the southern 63 acres of the farm (originally about 120 acres) were transferred to Roger Williams College by the Fulton family. Some of the original shingled barns (c. 1877) are used by Ferrycliffe Stables which opened in 1978.

** WIND HILL/JOHN B. MILLS HOUSE (c. 1890, 1922): New Yorker John B. Mills hired Trowbridge & Livingston to design his Tudor Revival style summer home on eighteen acres acquired from the John Rogers Gardner estate. The L-plan, 2-1/2-story house, with a steep cross-gable roof and foliated bargeboards, was enlarged in 1922. The second owner, Paul C. Nicholson, president of the Nicholson File Company, commissioned Wallis E. Howe to add the foyer and south wing, with its lower cross-gable roof, and Jackson, Robertson & Adams to do an enclosed swimming pool. Olmsted Associates produced a master landscape plan for the property.

** ST. COLUMBAN'S SEMINARY (c. 1934, c. 1952): In 1897 the Ferry Hill Improvement Company was formed by Augustus Van Wickle, Jonathan B. Mills, William G. Lowe, and Herbert M. Howe, neighbors along Ferry Road. Each contributed land to create a club that included a 9-hole golf course, a tennis court, and a club house. The club house (c. 1897) and the former John Rogers Gardner House (c. 1850), both now demolished, occupied this 24-acre site. In 1934 by the Chinese Mission Society of St. Columban acquired the property to develop a New England center. In the early 1950s, the society built an austere, 2-1/2-story, 12-bay, flat-roofed brick building, connected to a 1-story contemporary chapel with a shallow pyramidal roof and conical bell-tower, designed by Barry Byrne. St. Columban's Seminary remains active in Bristol's community life and each summer is host to the Stone Tower Camp for children.

FERRY ROAD (continued)

* **BLITHEWOLD/MCKEE HOUSE (1895, 1906):** Blithewold is a turn-of-the-century summer estate begun for Augustus Van Wickle, a Pennsylvania coal magnate. Blithewold today includes a large house, several outbuildings, extensive gardens, and an arboretum on 33 acres of well-maintained grounds stretching from Ferry Road to Bristol Harbor. Originally the property contained 41.6 acres west of Ferry Road and two lots on the east side. Van Wickle purchased the John Rogers Gardner property in 1894 after he visited Bristol as the guest of J.B. Herreshoff. He hired John DeWolf, designer of Prospect Park in Brooklyn, to landscape the grounds, and Mead and Taft of New York to design a large shingled house completed in 1896. Van Wickle died in 1898; his widow married William L. McKee, a Boston shoe manufacturer, in 1901.

The first house at Blithewold was destroyed by fire in 1906, and the McKees hired Kilham and Hopkins of Boston to design the present house, a fine example of the English manor style, popular for country houses in the early 1900s, combining Tudor and Classical Revival elements. The house has a rectangular, 2-1/2-story, stone and stucco main section, capped by a steeply pitched, slate-covered truncated gable roof broken by three symmetrically spaced cross-gables and a row of attic-story dormers; an attached stucco and half-timber service wing is offset on the south. The facade has a central gable of rubblestone rising above the main entrance, which is sheltered by a wood and stone porte-cochere with Ionic detailing. On the west or water side, the gables on each end incorporate porches on both levels, taking advantage of the sea breezes. The center gable has a loggia on the first floor, opening to a sheltered brick terrace, with a porch above it. All the major rooms on the first floor open to outside living spaces. Surviving outbuildings included the stable (c. 1895); the garage (c. 1907), with living quarters at both ends; the well house (1895), in the middle of the front lawn; the summer house (1895), an octagonal, shingled teahouse with an open porch in the garden; the pump house (1895); the Bath House (1895), a stone and wood structure, rebuilt as a boathouse after the 1938 hurricane; and the greenhouse (c. 1900), now L-shaped after removal of the fern house in the 1920s.

The historic landscape of Blithewold is of major importance. It reflects the natural landscape tradition of the Olmsted Brothers in its combination of large lawn areas with groupings of specimen trees and shrubs, the use of a formal garden near the house, and perennial beds along paths. John DeWolf's plan, developed from 1895 to 1912, is still intact. Although changes in the landscape have resulted from the hurricanes of 1938 and 1954, the Blithewold gardens and arboretum are outstanding in New England. Through the bequest of Marjorie Van Wickle Lyons to the Heritage Trust of Rhode Island, the estate is now open to the public.

** **HARBOUR LAWN/CONGDON HOUSE (c. 1865, c. 1920):** This was the first of the great Victorian estates built along Ferry Road. James Renwick was commissioned by Alexander Perry, a banker, and Perry's brother-in-law, Charles Bogart, to build a summer house for use by both families. Harbour Lawn is a 2-1/2- and 3-story Gothic Revival cottage with an H plan, covered by a complex cross-gable roof with a series of dormers and a squat, balustraded tower intersecting the southern cross gable. Renwick used a combination of random-course stone, shingle, and stucco with dressed granite quoins and decorative wood brackets to achieve

FERRY ROAD (continued)

a picturesque effect. Window types include French windows on the west or bay side, opening onto a bracketed porch, casements with stone lintels, and diamond-paned casements. Renwick also designed another Gothic Revival house in Bristol, Seven Oaks for Augustus O. Bourn (see 136 Hope Street). After a dispute between the Perry and Bogart families, the Renwick family assumed ownership of Harbour Lawn in 1875, and Renwick's mother summered here. By 1896 the estate was sold to Frank Pardee, the brother of Bessie Pardee Van Wickle, who lived next door at Blithewold. Caroline G. Congdon, who bought the estate in 1919, added the south wing and the house remained in the Congdon family until 1959. Surviving outbuildings included an original stone and stucco barn, a smaller barn, large root cellar, and a 20th-century garage. The Perry family repurchased Harbour Lawn in 1961.

- **135** **SANDFORD PLACE/ISAIAH SIMMONS HOUSE (c. 1845):** In 1834 Sally Sandford and Hannah Simmons inherited part of Hezekiah V. Sandford's onion farm. The 1851 map of Bristol identifies "Sandford Place" as one of only three houses on the west side of Ferry Road. This 2-1/2-story, 3-bay, cross-gable-roof Gothic Revival cottage originally had a front porch (removed after the 1938 hurricane) and bargeboards similar to Longfield (1220 Hope Street). Gothic detailing includes the central entrance, topped by a 6-pane lancet window, and 4-pane attic window. In contrast to the Gothic exterior, the interior has Greek Revival details. By the mid-1850s, Isaiah D. Simmons, a gardener, owned the house and by 1888 Samuel A. Ball, a builder and wood-carver, had acquired the property.
- **151** **NORMAN HERRESHOFF HOUSE (1938):** Architect Norman Herreshoff, a graduate of the Massachusetts Institute of Technology, designed this house for himself. One of the few International Style houses in Rhode Island, this 2-story, flat-roof house covered with asbestos clapboards has an open interior plan, including a sunken living room. The glazed walls of the living room and the attached dining room open to the view of Walker's Cove.

FRANKLIN STREET

- *3** **THE MUNRO-PEARSE BLOCK/SCOTTY DIXON'S RAILROAD RESTAURANT (1868):** This 2-1/2-story brick building with segmental-arch windows was built for Captain Samuel S. Munro and Captain John Wesley Pearse, on the site of a slaughterhouse, removed in 1840. It was operated as a grocery store by Captain Pearse until his death in 1880. Walter Scott (Scotty) Dixon then opened the Railroad Restaurant here, which lasted until 1896. Dixon, born a slave in Richmond, Virginia, came to Bristol in 1865 with William P. Tilley, sutler in the Union Army. Dixon's first restaurant was located in the depot just across Thames Street. This building has been enlarged by addition of a 2-story, flat-roof wing and garage on the east side.
- *11** **JOHN HOWLAND, JR., HOUSE (1807):** By 1801 John Howland, Jr., acquired this corner lot, between Thames and Franklin, from his father's estate. Parson Wight recorded that John built a store on the wharf lot just west across Thames Street in 1806 and a house here in 1807; after the Great Gale of 1815, Howland rebuilt his barn and slaughterhouse facing

FRANKLIN STREET (continued)

Thames Street. This 2-1/2-story, 5-bay, center-chimney Federal house is typical of building in this period; in 1844, John's widow, Mary, sold the property to James B. White. In 1892 this house was acquired by the Home for Aged Women, which owned it until 1924.

- *17 JEREMIAH LUTHER HOUSE (c. 1843, c. 1870): Jeremiah Luther, a cooper, bought this lot in 1843 from Josephus and Mary E. Gooding. His house is a 2-1/2-story, 3-bay, end-gable-roof, Greek Revival type with minor remodeling. Jeremiah Luther, Jr., a rubber worker, owned the house in 1879. It has been enlarged with a gable-roof rear ell. The Luther family retained ownership of this house until 1928.
- *37 SAMUEL D. WARDWELL JR., HOUSE (c. 1865, c. 1881): In 1863 Wardwell purchased this lot and began a 2-1/2-story, 3-bay, end-gable-roof house. In 1881 the house was sold to his neighbor, William H. Thompson, owner of the Thompson & Stanton Boatyard on Thames Street, and a rear ell was added. It has excellent bracketed detailing on the front porch, windows, and the roof cornice with chevron-design frieze.
- *46 AUGUSTUS R. PAULL HOUSE (c. 1868, c.1910): In 1868 Augustus R. Paull, a farmer, bought this lot and built a stylish 2-1/2-story, 5-bay house with a bellcast mansard roof cut by segmental-arched dormers on all sides. It is one of Bristol's few examples of the Second Empire style. The full-width porch is a 20th-century addition.
- *50 JOHN GLOVER HARDING HOUSE (1798, c. 1869): This 2-1/2-story, 4-bay Federal house, with a noted garden, was built for a Bristol shipowner. In 1860 Bennett Munro, a coroner, justice of the peace, and later publisher of the *Bristol Gazette*, purchased the house and added the 2-story rear ell after 1869. The house was restored in 1924 by George L. Millard of the architectural firm of Clarke & Howe. Millard, who was Munro's grandson, reused interior elements from 725 Hope Street and 41 Union Street. The house retains typical 18th-century exterior detailing, including a pedimented entrance with a 6-pane transom, Doric pilasters, and original pegged window casings with splayed lintels.
- *55 SAMUEL S. MUNROE HOUSE (c. 1840, c. 1880): This typical 2-1/2-story, 3-bay, end-gable-roof Greek Revival house was built for a whaling captain. Captain Munroe was part-owner and master of the *Portsmouth*, a three-masted ship out of Warren, from 1834 to 1850. The house was enlarged in the last quarter of the nineteenth century; additions include the 2-story, semi-octagonal bays on each side and the full-width front porch with beautifully decorated spandrels. A 2-story, gable-roof rear wing, existing by 1903, forms the present L-shaped plan. The house was owned by the Home for Aged Women from 1923 to 1971.
- *56 SANFORD BENTON MUNROE HOUSE (1873, c. 1910): The trend towards larger houses with more flexible floor plans which became popular in the middle of the nineteenth century is evident in the design of this L-plan, 2-1/2-story, 2-bay, end-gable-roof, bracketed house built by a carpenter-builder for himself. The handsome wraparound Colonial Revival front porch was added after 1900. An original, 1-1/2-story, carriage house with large sliding doors survives behind the house. The Munro family left

FRANKLIN STREET (continued)

- the property to the Bristol Chapter of the Daughters of the American Revolution in 1929. In 1962 the house returned to private ownership.
- *68 **CLARKE AND JULIA VAUGHN HOUSE (1854):** In 1853 John G. Easterbrook sold this lot to Julia A. Vaughn for \$305. Her husband, Clarke Vaughn, a housewright, built this 3-bay, end-gable-roof cottage which combines elements from the Greek Revival and Italianate styles. This transitional mode was particularly popular in Rhode Island. The siting and massing of the house are typically Greek Revival, but the lavish use of mass-produced brackets, heavy projecting lintels, round-head windows, and the front porch are all features of the Italianate style.
- *72 **HYDRAULION ENGINE & HOSE CO. NO. 1 (1898):** An earlier fire station was moved from this site to 856 Hope Street to permit construction of this 2-story Classic Revival brick building. Originally it had a hip roof, now replaced by a flat roof. Two double doors have been replaced by a single over-scale door. This company was formally organized in 1843. In 1977 the 1836 Hydraulion hand pump was restored by this company, one of the oldest volunteer fire companies in continuous service.
- *79 **MOUNT HOPE ACADEMY (1791, moved 1816 and 1873):** The Mount Hope Academy was divided and moved from the Town Common in 1873 to allow the construction of the Byfield School. This structure is one half of the Academy; the other half stands at 14 Prospect Street. Built by James DeWolf as a private school, the Academy was moved a short distance south of its original site to provide space for the construction of Bristol County Courthouse in 1816. Remodeled as a private dwelling, this 2-1/2-story, gable-on-hip roof Federal building has an elaborate pedimented fanlight entrance with Ionic pilasters, and three rows of small dentils along the cornice and the raking eaves of the pediment.
- *99 **DENNIS DORAN HOUSE (1891):** Doran, a local carpenter and cabinet maker, built this delightful 2-1/2-story Queen Anne house with a complex jerkin-head roof cut by various gable and jerkin-head dormers at two levels. The facade is dominated by a 2-story octagonal corner tower with a steep conical roof. Alternating bands of butt, fish-scale, and diamond shingles create the varied surface texture typical of this popular Late Victorian style. Doran also built 110-12 and 118 Franklin Street.
- *110-12 **LACKEY GILROY APARTMENT HOUSE (c. 1892):** Attributed to Dennis Doran, a noted builder and cabinet maker, this 2-1/2-story, 3-bay, end-gable-roof double house was built for workers at the National Rubber Company. Today, aluminum clapboards replace varied shingle patterns, but original detailing includes a full-width front porch with turned posts and square balusters in an unusual zig-zag pattern. Simple geometric bargeboards survive on the gable ends.

GRISWOLD AVENUE

- **70 **JOHN DEWOLF HOUSE/THE FARM (1787, 1798, c. 1900):** Known simply as The Farm, this 2-story, 5-bay, gable-roof, Federal farmhouse was built in three sections. After the Revolution, John DeWolf (1760-1841) gradually acquired land on both sides of Griswold Avenue until his farm stretched from Bristol Harbor to Mount Hope Bay. He began this house

GRISWOLD AVENUE (continued)

in 1787 as a summer home; he started work on his winter house at 433 Hope Street in 1789. In 1798 work on The Farm was resumed. A contract with his housewright Simeon Pierce is at the Bristol Historical Society. Fine period detailing survives both inside and outside. After John DeWolf's death, his son John (1786-1862), who represented Bristol in the General Assembly and taught chemistry at Brown University, lived here. Title to The Farm passed to two grandsons. John James DeWolf received the land west of Ferry Road (including the sites of Blithewold, St. Columban Monastery and Wind Hill) and A. Sidney DeWolf the land east to Mount Hope Bay, with this house. A. Sidney DeWolf's daughter Clara married Nathanael Greene Herreshoff, one of the founders of the Herreshoff Manufacturing Company, in 1885; the Herreshoffs lived here until her death in 1905. Remains of the gardens, laid out by John DeWolf in 1798 and developed by the Herreshoffs, are still evident. Among the specimen plantings is perhaps the largest lemonwood tree in America.

- **100 EDWARD ANTHONY, JR., HOUSE (1892, 1920, 1930s): The Anthony family had an onion farm on this land in the early 1850s. This 2-story, gable-roof, Late Victorian house with a gabled, central projecting bay was built for Edward Anthony, Jr., to replace an earlier house on the site. Anthony was an aide to General Burnside in the Civil War and was active on the 4th of July Committee for over 70 years, serving as chairman for many years. In the 1920s a north wing was added for an antique shop. Arthur H. Carr, president-treasurer of Carr Manufacturing, producers of elastic thread and golf ball tape, bought the house in 1936. He hired architect George Millard to replace bay windows and to add a front pavilion. This house has a fine garden sloping east to Mount Hope Bay.

HIGH STREET

- *2 CHARLES B. ROCKWELL, JR., HOUSE (1924): Wallis E. Howe designed this 2-1/2-story, 7-bay, gambrel-roof Dutch Colonial house for Rockwell, assistant treasurer of the Cranston Worsted Mills, owned by his father. Exterior surface materials include random-course ashlar, stuccoed stone, and a slate roof; two semi-hexagonal bays on the main facade flank a recessed entrance with Doric pilasters and 8-pane sidelights. A stone wall surrounding this corner lot has an iron gate with mythical creatures. Noted landscape architect Fletcher Steele worked on the grounds, which contain a Japanese garden, a rose garden, a teahouse, and a swimming pool with pool house. This property is the site of the Thomas Walker homestead. Walker, admitted as a citizen at the first town meeting in 1681 and a selectman from 1683 to 1686, is buried in the family graveyard to the rear of Rockwell's estate.
- *18 THIRD JONATHAN RUSSELL BULLOCK HOUSE (1879): This 2-1/2-story, 3-bay, flank-gable-roof dwelling with a projecting, pedimented central pavilion is the third one built for Bullock (see also 15 John Street and 89 State Street). Detailing on the symmetrical facade includes paired brackets on the full-width porch and on all eaves, a turned-post balustrade, and original double front door with iron grillwork. Bullock served in the General Assembly in 1844, 1845, 1846 and 1853; in 1859 he was elected to the State Senate and in 1860 became Lieutenant Governor. In 1862 he was appointed Associate Justice of the Supreme Court of Rhode Island and in 1864 was appointed to the U.S. District Court for Rhode Island.

HIGH STREET (continued)

- *20 WILLIAM DIXON HOUSE (1931): A fine example of the popular Colonial Revival style, this brick house was designed by the Providence firm of Howe, Church & Prout with George L. Millard, interior architect. The facade of this well proportioned, 2-1/2-story, 3-bay house contains a Georgian Revival central entrance with a broken pediment and urn and windows set into blind segmental arches, a pattern originally publicized by Asher Benjamin. The quarter-circle gable-end windows flanking the chimney are a typical Colonial Revival treatment.
- *41 LEMUEL C. RICHMOND HOUSE (1856, c. 1870, c. 1900): L.C. Richmond, president of the Eagle Bank, built this octagon house in 1856. Publication of Orson Squire Fowler's *A Home for All: or the Gravel Wall and Octagon Mode of Building* in 1854 brought brief popularity to octagonal structures throughout New York and New England. The octagon, according to its proponents, offered greater floor space, increased air and sunlight, and was a healthful natural form. Bristol's only octagon, with an octagonal cupola and elaborate bracketed porch, was enlarged by construction of a hexagonal kitchen addition on the northwest and a south bay in the 1870s, and addition of a north wing in the 20th century, when the house was owned by LeBaron Bradford Colt.
- *42 CODMAN HOUSE/CODMAN PLACE (1870-75): Bostonians Catherine Elizabeth and Maria Potter Codman commissioned Newport architect George Champlin Mason to design this 2-1/2-story, 3-bay, mansard-roof Second Empire house. The 3-1/2-story, hip-roof tower wing was added to the northeast corner of the house in 1875 for Henry, the Codman sisters' brother. Exterior detailing includes cast-iron cresting on rooflines of the house, tower, and porch; bracketed trim on the entire building; and a full-width bracketed piazza. The interior has a center-hall plan with the original library and dining room on the south and a double parlor on the north. These imposing symmetrical rooms have twin white marble mantels with etched-glass firescreens, each displaying one of the Codman sisters' initials. In 1914 the house was sold to Ezra Dixon, founder of the Dixon Lubricating Saddle Company, a forerunner of the Dixon Corporation, and became the home of his daughter, Fern Dixon Leahy, wife of Edward L. Leahy. This is the finest of the many Late Victorian houses in Bristol; its landscaping is virtually intact. Its carriage house, a 1-1/2-story, mansard-roof building, has been converted into an office. In 1984 this house was converted to a multi-family dwelling and renamed Codman Place.
- *56 JAMES DEWOLF HOUSE (1793, moved c. 1883): Parson Wight recorded that Levi DeWolf (1766-1848) built this 2-1/2-story, 5-bay, gable-on-hip roof Federal house in 1793 on a lot at the southeast corner of Hope and Court Streets, which he purchased from Simeon Potter for \$500. In 1795 Levi moved to 996 Hope Street and sold this property for \$3,300 to his brother James. In 1808 James moved to his new house, The Mount, and this house passed to his daughter Catherine DeWolf David, who lived here until its sale in 1853 to Ephraim Sprague, owner of Sprague's Wharf. Victorian alterations date from this period. In 1883 the house was moved to High Street to allow construction of Burnside Memorial Hall on its site. During the 1930s Anne P. Dixon hired George L. Millard (associated with Howe, Church & Prout, architects) to remodel the house. A Victorian porch was removed and the present Classical Revival pedimented portico

HIGH STREET (continued)

and terrace added; the Victorian bay windows on the south were retained. This well maintained house is a High Street landmark.

- *64 **JOHN BROWN HERRESHOFF HOUSE (1870):** John Brown Herreshoff, president and treasurer of the Herreshoff Manufacturing Company, built this house at the head of Burnside Street, overlooking his boat works. This 2-1/2-story, 3-bay, mansard-roof Second Empire dwelling has a projecting central entrance bay with a 2-level turret containing a barrel-vault dormer and a round window. The portico has Corinthian columns on square bases, a modillion cornice, and turned balustrade; the original full-width porch has been removed. Herreshoff lived here until his death in 1915; the house has been converted to condominiums.
- *85 **RICHMOND-DIXON HOUSE (c. 1845, c. 1900):** The core of this attractive home was a typical 2-1/2-story, 3-bay, end-gable-roof Greek Revival house built in the mid-1840s for the Richmond family. About 1900 Frederick M. Dixon bought the house and chose Wallis E. Howe to enlarge it in the popular Colonial Revival style, adding the wraparound porch with Ionic columns, an Adamesque balustrade with urns, and an oversize stair window topped by elliptical fanlight on the south facade. During this renovation, a 1-story ell and a conservatory were added to the south, and the interior was altered.
- *96 **JAMES F. AND LYDIA W. STOUGHTON HOUSE (1874):** In 1874 David A. Pierce sold this lot to Lydia, wife of grocer James F. Stoughton. This typical 2-1/2-story, 3-bay, end-gable-roof house is in a cluster of houses dating from the last quarter of the 19th century. All have bracketed porches with turned balusters. Exterior details include the bracketed, 2-story, semi-octagonal bay on the south side; sawn brackets on all roof cornices; the flat-head double door containing round-head glass panels; and a heavy bracketed door hood.
- NOYES PLAT:** By 1870 Seraphine Noyes owned the entire northeast section of the block formed by Union, High, Burton and Hope Streets. In 1881 her estate was platted into 27 house lots, and Noyes Avenue was opened. Along High Street is a row of 19th-century tradesmen's houses which are probably all the work of the same unknown carpenter.
- *111 **CHARLES S. DARLING HOUSE (c. 1885):** Built for a teamster, this 3-bay cottage has a full-width porch with cut-out "sea-serpent" brackets that are typical of this row.
- *115 **JOHN RUSSELL PEARSE HOUSE (c. 1886):** A 2-1/2-story, 3-bay, end-gable-roof house, built for a State Street grocer; its bracketed porch is elaborated by a cornice with pendants identical to those at 123 High Street.
- *119 **GEORGE W. DOUGLAS HOUSE (c. 1885):** A 2-1/2-story, 2-bay house, which has a distinctive bracketed entrance hood with vigorous, cut-out brackets nearly identical to those at 115 High Street.
- *123 **CONNERY HOUSE (c. 1881):** A 3-bay, end-gable-roof house with porch brackets nearly identical to those at 115 High Street.

HIGH STREET (continued)

- *128 **JAMES T. FREEBORN HOUSE (1843, c. 1900):** Marshall Waldron sold the south half of his house lot to James T. Freeborn in 1843. Freeborn, a master carpenter of the early 19th century who worked for architect Russell Warren, built this 1-1/2-story, 3-bay, gable-roof Greek Revival house for himself. Freeborn's journal, now in the Bristol Historical and Preservation Society, is a remarkable record of his apprenticeship, projects, and life from 1829 to 1840. Augusta H. Rich inherited the property and sold it to J.B. Herreshoff in 1900. By 1903 the property was extensively enlarged, including the addition of a 2-story, flat-roof wing on the northeast corner, gable-roofed and hip-roofed dormers, and a 1-story porch on the south flank.
- *132 **GEORGE DEVOL HOUSE (1811):** This 2-story, 5-bay, hip-roof Federal house with corner quoins is attributed to Russell Warren; it is typical of his early work. Two nearly identical entrances have wooden elliptical fanlights supported by half-round, Doric columns on high bases. Twentieth-century additions include a 2-story wing with a garage, offset at the north side, and a 2-story porch and conservatory on the south side.
- *139 **STEPHEN S. FALES HOUSE (1811, c. 1870, c. 1900):** Stephen Fales may have chosen Russell or James Warren to build this fine 2-story, 5-bay, hip-roof Federal house. The original Chippendale balustrade (derived from Linden Place and now removed) and Ionic columns similar to the Dimond House at 617 Hope Street, are typical of Warren's work. In 1813 William Fales, West Indian trader, purchased the house. James DeWolf then purchased it from Fales's estate for \$1250 in 1821, selling it to his son William in 1824. Additions include an ell and barn on the west, c. 1870, and the conservatory and rear ell, c. 1900.
- *140 **BURTON PRIMARY SCHOOL (1848):** This is a random-course ashlar, 1-story, 3-bay, end-gable-roof Gothic Revival school. This two-room building operated as a school until the 1950s. It then housed the Bristol Historical Society and later was a union hall for the United Rubber Workers, AFL-CIO. Alterations include filling of the original twin entrances with stone. Ghosts of the door lintels are still clearly visible.
- *149 **THOMAS MOORE HOUSE (1809):** Built for Thomas Moore, this 2-1/2-story, 5-bay Federal house with a pedimented fanlight entrance was purchased in 1857 by Sara Ford Howe Martial, wife of Antoine Michel Martial, a surgeon in Napoleon's army. Katherine Martin, her great-granddaughter, married Dr. Frederick Martin, who ran the Martin-Hall Institute for Voice Disorders here in the 1950s. Twentieth-century alterations include addition of the 1-story sun porch on the north and removal of one of the original paired chimneys.
- *154 **WILLIAM BRADFORD HOUSE (1808):** This 2-1/2-story, 5-bay Federal house with paired interior chimneys exemplifies the fine architecture of early 19th-century Bristol. Original exterior detailing includes a pedimented entrance with elliptical fanlight and delicate wood tracery, Doric pilasters, heavy projecting window frames with splayed lintels, and a modillion cornice. Bradford (1781-1851) sailed for his uncle James DeWolf, commanding the ship *Jane* in 1809 and by 1836 was one of the owners of the *Thomas Hall*.

HIGH STREET (continued)

- *159 **ISAAC BORDEN HOUSE (1811, c. 1900, c. 1945):** Isaac Borden, builder of many of Bristol's finest early 19th-century houses, erected this 2-story, 5-bay Federal house for himself. The arched entrance design with a molded key block, supported by engaged Doric columns, became Borden's trademark and was repeated on 259 Hope Street and 843 Hope Street. By 1903 a 2-story ell was added on the northwest, serving as Dr. Oswald Siegel's office; a breezeway and garage were added to the ell on the southwest in the mid-1940s. The iron fence and grillwork remain intact.
- *160 **NATHANIEL SMITH HOUSE (c. 1760, c. 1801, c. 1900s):** This 2-1/2-story, 4-bay, center-chimney Colonial house was built for Nathaniel Smith, who with Shearjashub Bourn erected a windmill on the Town Common in 1793. The simple pedimented entrance has a 5-pane transom and flat pilasters, and original splayed window lintels remain.
- *183 **BENJAMIN EASTERBROOKS HOUSE (1851):** This 2-1/2-story, 3-bay, end-gable-roof Greek Revival house was owned in 1851 by B. & W. Easterbrooks. Benjamin Easterbrooks, a tallow chandler, owned several other properties. By 1903 a gable-roof ell was added to the southwest corner and a 2-story Colonial Revival porch was added to the facade.
- *184 **NEMIAH COLE HOUSE (c. 1760, moved 1810):** Parson Wight recorded that this 2-1/2-story, 4-bay, center-chimney house was moved to this site for Nemiah Cole, a stone and brick mason. The entrance, of typical Federal design, has an elliptical fanlight and a pediment supported by Doric pilasters.
- *189 **JOSEPH AND CONTENT WHITING HOUSE (1804):** This 2-1/2-story, 4-bay, center-chimney, gable-roof house was built for Joseph Whiting, a mulatto, and his wife Content, a free black. The 4-room plan house has excellent Federal detailing. Whiting was lost at sea in 1822, and his widow had to mortgage the house in 1825 to attorney Nathaniel Bullock to pay for repairs. The property was acquired by ropemaker Samuel Sparks in 1832 and sold to Charles H. Allen of Providence by the Sparks heirs in 1874. Allen added a rear 2-story ell and created the narrow, deep 38-foot-wide lot when he sold the property in 1887 to Joseph Gifford.
- *198 **ELKANAH FRENCH HOUSE (1811):** Elkanah French, cashier at the Eagle Bank, purchased this lot in 1811 and built a 2-1/2-story, 5-bay, gable-roof Federal house. In 1866 Julia A. Manchester bought the property and probably added the 2-story, gable-roof wing at the northeast and the typical Late Victorian bracketed front porch.
- *201 **BENJAMIN EASTERBROOKS HOUSE (1846):** Benjamin Easterbrooks, a tallow chandler, bought this lot from Jonathan Alger in 1844, and built this typical 2-1/2-story, 3-bay, end-gable-roof Greek Revival house. Edward Spencer purchased it in 1848. In 1878 Alice Spencer sold the house to Samuel Whitmore, who probably enlarged the property by adding 2-story wings on both the north and south sides and the typical, full-width Victorian porch with square cut-out posts and geometric sawn brackets.
- *202 **WILLIAM C. LISCOMB HOUSE (1841, c. 1920s):** William Liscomb, a photographer, paid Thomas Holmes, \$325 for this lot in 1841 and then built this small, 3-bay, Greek Revival cottage. Extensive remodeling has

HIGH STREET (continued)

included the addition of a 1-story, shed-roofed wing at the northwest corner, which abuts a 2-story, flat-roofed rear wing and a long, 1-story, gable-roof garage wing. Large shed-roof dormers and a Colonial Revival porch have altered the house's original facade.

*207

UNITED BROTHERS SYNAGOGUE (1916): In 1900 the Congregation Cheura Agudas Achimaka was chartered. Many Jewish people had been attracted to Bristol by the rubber industry and by opportunities in retail trade. Early Jewish religious services were held in private houses, with high holiday services in the Bristol Train of Artillery Hall. In 1908 a house on John Street became the first synagogue. The present synagogue, a simple 2-story, flat-roof hall has a distinctive stained-glass Star of David on the facade. Donations from Bristol included pews from St. Mary's Roman Catholic Church and lecterns from St. Michael's Episcopal Church.

*

DREADNOUGHT HOOK, LADDER & HOSE COMPANY, NUMBER 1 (1900): A 2-story, brick Colonial Revival fire station with a hip roof octagonal cupola, and ladder-shaped weather vane. Designed by Providence architects Martin & Hall, this station replaced the Quickstep Fire Station (c. 1870), which burned in March, 1899. The building has been considerably enlarged and somewhat altered during the 20th century.

*

TOWN COMMON (1680): The Grand Articles of 1680 set off one 8-acre square (bounded by Bradford, Wood, Church and High Streets) for a Town Common. The 1684 Congregational Meetinghouse was the first structure built here, half-way between the north and south limits of the town. It was a square building with a cap roof and central bell tower, clapboarded on both the exterior and interior. From 1681 to 1698, Bristol's "training band," formed for protection against Indians and led by Captain Benjamin Church, held a drill and parade every Saturday. The Common was used for grazing; geese were banned in 1705 and swine in 1707. Burials near the site of the present courthouse began in 1718; these tombstones were later removed to the East Burying Ground. In 1732 a house was built for the church sexton; it was later used for a smallpox hospital near another burying ground in the southeast corner of the Common. After 100 years, the meetinghouse was demolished and its site used for James DeWolf's Mount Hope Academy of 1791. The Academy was the only building on the west side of the Common until 1805, when the First Methodist Church was built on the southwest corner, followed in 1809 by construction of the Brick Schoolhouse/Masonic Lodge on the northwest corner. In 1814 the Baptist Church was built and two years later construction of a new Bristol County Courthouse (1816-17) began. By 1851 five buildings lined the High Street side; four are standing today. A single row of elms defined the edges of the Common and its intersecting paths; by 1870 a double row of trees had been planted around the perimeter. The development of Bristol Common reflects changes typical of New England commons in the construction here of a variety of religious, educational, and political structures as well as the introduction of non-traditional uses such as a basketball court, baseball field, and tennis courts.

*

BYFIELD SCHOOL (1873): Designed by architect C.J. Emerson of Lawrence, Massachusetts, this is a handsome, square, 2-1/2-story brick school with a patterned-slate mansard roof. Granite trim is used on the sills and labels and for the arcaded double entrances. Its construction on

HIGH STREET (continued)

the southwest corner of the Common, requiring removal of both the Armory and the Mount Hope Academy of 1791, was the culmination of a long struggle for improved secondary school facilities. From 1848 to 1852, the Select School, precursor of the High School, had met in the lower part of the Academy. Further expansion resulted in the move in 1865 of the High School to the second floor of the First Congregational Church, relocated from the middle of Bradford Street to the north side of Bradford. Byfield School was modeled after the Coddington School in Newport. Byfield School served as a high school until the turn of the century when Colt Memorial High School was built in 1906. Now an elementary school, Byfield School is a key element of the Town Common.

* **BRISTOL COUNTY COURTHOUSE (1816-17, 1836, 1934-35):** Three major buildings have been erected on this site. Bristol's first Meetinghouse (1684) was replaced by the Mount Hope Academy (1791). By 1816 Bristol offered this 200- by 200-foot site to the state for a new courthouse. The Academy was subsequently moved south. The courthouse may well be the work of Russell Warren or John Holden Greene. A Federal-style stone building (faced with brick and subsequently stuccoed), it is 5 bays wide with a 3-story, gable-roof central mass flanked by 2-story, hip-roof wings. Above the center gable, a square, wooden, 2-stage belltower decorated with quoins and railings rises to an octagonal cupola with a flaring conical roof. The focus of the symmetrical facade is a Gothic window with granite quoins, echoing John Holden Greene's design for the First Unitarian Church (1816) in Providence. Over the years, the courthouse has undergone a number of alterations. As part of the 1836 state Bicentennial, stucco (originally rusticated) was added over the brick facing, and the exterior was painted a Gothic Revival sand color with darker trim, replicated in the 1976 restoration. First floor exterior shutters were removed, Victorian sash was installed on the first and second floors, and a ship-design copper weathervane added by 1871. During 1934-35 the building was refurbished as a PWA project under the direction of Bristol architect Wallis E. Howe, a partner in the firm Howe, Church & Prout. The original Tuscan-columned portico was replaced with a "Gothick" design of clustered colonettes, a ball-frieze design used by Russell Warren on the cornice of Hey Bonnie Hall was replicated, and the courthouse was painted a Colonial Revival scheme of yellow with white trim and green shutters. From 1819 to 1852, the courthouse served as one of the five state houses used in rotation by the Rhode Island General Assembly. In 1853 it reverted to courthouse use, a function which ceased in the early 1980s.

* **FIRST BAPTIST CHURCH (1814 et seq.):** A Baptist congregation was formed in 1811 and incorporated by the General Assembly in October of 1812. Barnabas Bates, also Collector of Customs for the Bristol and Warren District, was the first pastor. In February 1814 the town granted the congregation the privilege of erecting a meetinghouse on the Common. This 2-story, gable-roof Federal church is dominated by a shallow, projecting Ionic portico rising to a large square bell tower with corner quoins and Ionic pilasters which support an open, arcaded octagonal cupola. Known as the "Baptist Stone Chapel," it has undergone several changes. The original spire, blown off in the Great Gale of 1869, was never rebuilt. In 1882 Gothic compound windows with frosted Victorian glass were installed. Twentieth-century additions included installation of

HIGH STREET (continued)

an iron fence with spiked balusters and modern lighting. This is the oldest church building in Bristol that is still in use.

- * WALLEY SCHOOL (1896): In 1895 the South District school house was demolished to make way for a new elementary school. William R. Walker & Son, a leading Rhode Island architectural firm, was selected to design this 2-story brick school with a 4-bay, hip-roof main section and a slightly projecting, 2-story, pedimented pavilion flanked by hip-roof wings. Eclectic detailing includes Colonial Revival corner quoins in brown sandstone and a 25-foot, 2-level tower with an octagonal cupola and ornate weathervane; Italianate detailing includes Romanesque recessed entrances and round-headed windows in the pediment.

- *241 JOSEPH ALLEN HOUSE (c. 1850, c. 1868): The design of this 2-1/2-story, 3-bay, end-gable-roof house with two hip-roof flanking wings is unusual because of the long, hip-roof pilastered monitor, possibly a later addition. Essentially a late Greek Revival form, this house is a transitional type with a handsome Italianate-bracketed entrance hood. Begun by Joseph Allen, a dealer in tin, copper, and stoves, the property passed to Williams McCaw in 1868.

- *259 JOHN BULLOCK HOUSE (1807): A 2-1/2-story, flank-gable-roof Federal house which has been substantially enlarged. In 1849 clockmaker James M. Gooding sold it to Dr. Samuel S. Drury. Victorian additions include a large front gable and bay windows on both north and south sides. A bracketed portico conceals the entrance, with a semi-circular fanlight and Doric columns. The large ell on the west side existed by 1903.

- *281 JAMES DEWOLF'S BARN/GUITERAS HOUSE (1824, c. 1850): According to Parson Wight, this 2-story, 3-bay, hip-roof granite building was built as a barn for James DeWolf. His son William Henry DeWolf hired architect Russell Warren to convert the barn into a dwelling about 1850. Additions included a Gothic parapet (now removed) and 1-story, hip-roofed ell; dressed granite blocks were used to fill in the large barn door to make a new recessed entrance. In 1866 the house was sold to Benjamin Brayton. Brayton was master of the steamboat *Bristol*, owned by the Narragansett Steamship Company. His heirs sold the house to Gertrude E. Guiteras, wife of Dr. Ramon Guiteras, in 1917. Known as Guiteras House, the barn today serves as a parish house for the First Congregational Church, which acquired it in 1940.

- *291 WILLIAM H. DEWOLF-RAMON GUITERAS HOUSE (c. 1830, c. 1887): Originally a typical, 2-story, end-gable-roof, Greek Revival house of stuccoed stone, this structure was substantially updated for Ramon and Elizabeth Guiteras in the late 1880s. Fashionable Stick Style trim was applied across the facade, plus a full-width bracketed porch, and 2-story octagonal tower with cast-iron cresting on the north side. In 1834 James DeWolf sold this house to his son William Henry DeWolf (along with adjacent Linden Place). By 1857 DeWolf mortgaged the property (which included the stone barn just south) for \$10,000 to banker Byron Diman and in 1866 the Bank of Bristol sold the house to Guiteras. Since 1953 the house has been a parsonage for the First Congregational Church and was restored in 1977 to an 1880s color scheme with financial assistance from the Rhode Island Historical Preservation Commission.

HIGH STREET (continued)

- *300 **FIRST CONGREGATIONAL CHURCH (1856, 1869, 1961):** Gathered in 1683, the church originally held services at Silver Creek, the home of Deacon Nathaniel Bosworth. In 1684 a meetinghouse was built on the site of the present courthouse; the second church of 1783 stood in the middle of Bradford Street facing Hope Street until its relocation to a lot on the north side of Bradford Street in the 1850s. The Reverend Henry Wight, the chronicler of 18th-century Bristol, served as the sixth pastor from 1785 until 1835. This building, the church's third, was designed by Seth H. Ingalls of New Bedford and built during the pastorate of the Reverend Thomas Shepard, a leading advocate for public education in Rhode Island. This typical mid-Victorian Gothic Revival church has random ashlar walls trimmed with granite. Its asymmetrical design is dominated by a large, square, 3-level tower on the northwest corner, surmounted by crocketed finials. Later additions include the DeWolf Memorial Chapel (1869) and the modern church school (1961). The Colt Memorial Fountain (1903) stands in front of the church.
- *310 **JOHN B. MUNRO HOUSE (c. 1847):** This 2-1/2-story, 3-bay, gable-roof, typical Greek Revival house was built for John Munro, owner of a grocery store on Bradford Street. The well proportioned facade has a recessed side entrance with a wide entablature and paneled pilasters. It became the home of historian Wilfred H. Munro, professor of history at Brown University and author of *The Story of the Mount Hope Lands* (1880) and *Tales of an Old Seaport* (1917). In the 1970s a 19th-century store added on the southwest corner was removed and the facade restored.
- *328 **BENJAMIN TILLEY, JR., HOUSE (1849):** Tilley, owner of a Bristol lumber yard, purchased the land for this house in 1849. Influenced by Russell Warren, and possibly constructed by Warren's brother Samuel, this 2-1/2-story, 3-bay, end-gable-roof Greek Revival house has a fine portico with paneled square columns, Doric capitals, and a paneled parapet. The tripartite window in the pediment is typical of Warren's designs. Addition of a 2-story, hip-roof ell and a large, cinder-block storage building have compromised the original design. The interior has also been altered.
- *381 **WILLIAM H. SPENCE HOUSE (c. 1860):** This is a typical 3-bay, end-gable-roof Greek Revival cottage. By the late 1880s, the house had been "Victorianized," by the addition of a front bay window and a small porch with turned balustrade and screen.
- *384-86 **EDWIN MIDDLETON HOUSE (c. 1880):** In 1870 there were no houses on the east side of High Street between Oliver and Franklin Streets. This handsome 2-1/2-story, 3-bay, end-gable-roof house is a transitional Greek Revival/Italianate dwelling built on a lot sold by William H. Dunbar to Edwin Middleton, overseer, in July, 1878. The facade has a pair of round-headed windows with shutters in the gable end and a full-width front porch with square wood posts, turned balusters, and delicate cut-out brackets.
- *385 **SAMUEL BRADFORD-NATHANIEL CHURCH HOUSE (c. 1830):** Parson Wight's diary recorded a house built here in 1811; by 1815, Samuel Bradford was taxed for a house on this site. By 1825 during the town-wide depression caused by George DeWolf's financial collapse, Bradford sold the property to Nathaniel Church. Stylistically, this small, 3-bay,

HIGH STREET (continued)

gable-roof Greek Revival cottage dates from the 1830s, and is probably the second house on the lot. Vernacular Greek Revival interior and exterior detailing is intact. The house remains in the Church family.

HOPE STREET

*125 A. SIDNEY HERRESHOFF HOUSE AND MODEL ROOM (c. 1940): Built by A. Sidney Herreshoff, son of Nathanael G. Herreshoff, Bristol's famous naval architect, this contemporary house has two hip-roof units linked by a 1-story connector. The north unit is a dwelling and the south unit a model room used by Nat Herreshoff.

*132 JOHN GLADDING HOUSE (1795): This 2-1/2-story, 5-bay Federal house was built for John Gladding, a miller. The Gladding windmill stood on the opposite side of the street. Exterior detailing includes a Greek Revival entrance, added c. 1840, with a heavy entablature and narrow sidelights; the original chimney has been altered and a new end chimney added on the northwest. Original heavy window frames have been removed, although splayed lintels remain. John Gladding, Jr., who inherited the house, was a sea captain.

*136 SEVEN OAKS/AUGUSTUS O. BOURN HOUSE (1873): The second house in Bristol designed by New York architect James Renwick, Seven Oaks was built for the founder of the National Rubber Company. The design of this large, hip-and-cross-gable-roof Gothic Revival mansion includes twin turrets and iron roof cresting, and a large porte-cochere on the north with clustered, square columns and a roof balustrade. The stone walls of this picturesque building are soft gray. After Bourn was elected Governor in 1883, Seven Oaks became the site of many social and political gatherings. Although Governor Bourn lost control of the National Rubber Company in the 1890s, he rebuilt his business in Providence, and continued to live at Seven Oaks until his death in 1925. From 1937 to 1945, the house was owned by Harold Paull, a stockbroker. Seven Oaks is slated for development as condominiums. An original landscape design for the site showing many details of late Victorian gardens and outbuildings is in the library of the Bristol Historical and Preservation Society.

*140 HERRESHOFF MANUFACTURING COMPANY GUEST HOUSE (c. 1878): This 2-1/2-story, 3-bay Second Empire house was built by the Herreshoff Company to accommodate guests and clients. Detailing includes paired brackets under all cornices and tall French doors opening onto a bracketed full-width porch overlooking Bristol Harbor.

HERRESHOFF PLAQUE (1963): A simple marble stone with gilded letters, carved by the John Stevens Shop of Newport, it faces the site of the former North and South Construction Sheds. The monument reads:

The Herreshoff Manufacturing Company was started here in 1863 by John B. Herreshoff with his brother Nathanael G. Herreshoff as designer. The company designed and built many famous vessels including Sea Going Torpedo Boat No. 1, U.S.S. Cushing 1890 and the America's Cup Defenders Vigilant 1893, Defender 1895, Columbia 1899, Reliance 1903, Resolute 1914 and built Defenders

HOPE STREET (continued)

Enterprise 1930, Rainbow 1934. Herreshoff inventive design of hulls, sails, engines, and devices was an enduring contribution to yachting.

- *142 LEMUEL CLARK RICHMOND-HERRESHOFF HOUSE (c. 1800, c. 1870, c. 1926): Parson Wight recorded that Richmond (1797-1852) repaired his house on Hope Street in 1806. This 2-1/2-story, 5-bay, gable-roof Federal house was begun about 1800. Richmond was a wealthy whaler who owned nearly twenty ships, including the *Empress*, a Bristol-built bark. In 1854 the house was sold to William H.S. Bayley, publisher of the Bristol *Phoenix*. In 1856 it was rented to Charles and Julia Herreshoff, who moved here with nine children from their farm on Poppasquash. Rachel Bayles sold it to Julia Herreshoff in 1863. The house was moved back from the street and extensive rear additions made between 1870 and 1880. A nearby cottage was raised and attached to the large shed-roof kitchen ell to create additional space. In 1893 Lewis Herreshoff and Sally (Herreshoff) Brown owned the homestead. Lewis died in 1926 and left the house to his nephew Norman F. Herreshoff. A collector of Americana, Norman Herreshoff completed a series of renovations, including remodeling of the kitchen to be "old-fashioned" and replacement of the front porch with a small Ionic portico. Now a private museum, this house is open by appointment.
- *208 JAMES LAWLESS HOUSE (c. 1865, c. 1900): This 1-1/2- and 2-story, 5-bay Greek Revival/Italianate house, with a gable roof broken by a large intersecting gable on the facade, was built by Lawless, sea captain and naval architect, to live in while he enlarged another house. By the turn of the century, the large ell, with a half-hip roof and circular porch with jigsaw brackets, was added.
- *212 ABBIE M. YOUNG HOUSE (c. 1889): This 2-1/2-story Queen Anne house, with a sweeping roof broken by a 3-story octagonal tower on the main facade, was built for the wife of J. H. Young, who owned a pharmacy formerly at 481-483 Hope Street. This house is a near mirror image of 33 Central Street and may be the work of builder Dennis Doran.
- *217 MIRAMAR/THE TIDES (1893, 1960): Set on Bristol Harbor, this large, 2-1/2-story, hip-roof summer cottage with cross-gambrel-roof was designed by E.I. Nickerson for State Senator Joshua Wilbour, a banker. The dramatic Hope Street facade is ornamented with wraparound porches, a large porte cochere with Ionic columns, pilasters, an overscale lunette in the attic, quoins, and a modillion cornice. The 1938 hurricane destroyed the roof balustrade and large urn-topped fence posts. From 1900 to 1936, Miramar was owned by Isabella DeWolf. In the early 1970s, it was remodeled into apartments, and in 1986 was converted to condominiums.
- *221 BARNES HOUSE/WYNDSTOWE (1899, c. 1950s): In 1899 Isoline and Hattie Barnes built this large Queen Anne summer house, designed by Wallis E. Howe. The house, a 2-1/2-story structure with a complex cross-gable roof and an offset hip-roof wing, has been compromised by the addition of a modern wing on the north side. Varied surface materials, typical of this style, include brick with burnt ends set in Flemish bond on the first floor and weathered shingles, with every fifth row doubled, on the upper floors. Detailing includes paired Doric columns setting off the main

HOPE STREET (continued)

entrance and triple Doric pilasters on the corners. This house was willed to Wallis E. Howe in 1935; in the 1960s it was owned by his son George Howe, author of *Mount Hope* (1959).

- *224 **TIMOTHY FRENCH HOUSE (1803):** French, carpenter-builder of many of Bristol's early 19th-century dwellings, built his own house in brick. This small, 2-1/2-story, 5-bay house with end chimneys is a fine example of Federal architecture. The front cornice has dentils, run moldings, and modillions that are similar to but of a larger scale than those of the main entrance. Following an Asher Benjamin pattern, the entrance enframing is composed of fluted pilasters on low bases which support a pediment containing a semi-circular fanlight.
- *232 **FREDERICK A. EASTERBROOKS HOUSE (c. 1879):** This typical 2-1/2-story bracketed house, with a 2-bay facade and bay windows, has an elaborate 2-story porch on the south side. The porch was originally only one story in height. The balustraded entrance hood, with a pair of ornate brackets and pendants, is particularly fine. Easterbrooks joined with E. M. Wardwell in 1872 to sell groceries, domestic wares, and confections at 467-71 Hope Street.
- *248 **JEREMIAH DIMAN HOUSE (1794):** Diman, a cooper, started this 2-story, 3-bay, hip-roof house in 1794. The house displays both Colonial and Federal design elements. The original core is built around a large chimney on a 4-room floor plan (similar to 1030 Hope Street); exterior details include heavy pegged window casings with splayed lintels; a flat-head entrance, with small modillions and run moldings repeated in the roof cornice; cornerboards; and quoins. A rear kitchen ell leads to a large contemporary addition and an enclosed garden.
- *249 **EDWARD WAINWRIGHT BRUNSEN HOUSE (1862, 1910):** Brunsen, a sugar manufacturer, built this Italianate dwelling four years after his marriage to Mary Jane Pitman of Bristol. The main block of this 2-1/2-story house has a high hip roof with an elaborate cornice and balustrade. The 2-story north wing, with Colonial Revival detailing, was added by Dr. Frederick Williams for an office and servants quarters in 1910. Front and rear porches date from this remodeling. Of note are the original folding outer doors in the entry, paneled doors, etched-glass transoms, and rope moldings. Both the house and its stable have been converted to condominiums.
- *256 **JOHN LISCOMB-ISAAC CAMM HOUSE (1787, c. 1830, c. 1910):** The west section of this house, a 2-1/2-story, 3-bay end-gable-roof Greek Revival design was built in the mid-19th-century. The middle section dates from 1787, and a large rear ell and porch date from the early 1900s. The main entrance is a Greek Revival flat-head design with an overscale fret applied to the frieze and double pilaster on each side of an unusual 7-panel door. Camm (1823-1898), who emigrated to Bristol from England, was a master of the Usher brothers' ships during the 1860s, and acquired this house in 1865.
- *259 **JOSEPH COIT HOUSE (1818):** Isaac Borden, Bristol's noted builder, constructed this house for Coit, a ship-builder. Noted for its semi-circular entrance fanlight with a central molded key block, almost identical to Isaac

HOPE STREET (continued)

- Borden's own house at 159 High Street, this 2-1/2-story, 5-bay dwelling is a typical Bristol Federal house. Minor additions include the 1-story and 2-story rear ells, a small side porch and a rear dormer. Heavily damaged by fire in 1975, the house has been restored with assistance from the Rhode Island Historical Preservation Commission.
- *262 COLT APARTMENTS (c. 1918): Samuel P. Colt built this apartment house for employees of his U.S. Rubber Company. The Colonial Revival design was produced by Wallis E. Howe. A 2-story, tetrastyle Ionic portico is topped by a modillion-trimmed pediment. Details include a Chinese Chippendale balustrade on the second floor balcony, an applied fan design with scrolled ends flanking a single attic window, and triglyphs in the window lintels.
- *275 JOHN W. MUNRO HOUSE/LINDEN PLACE BARN (c. 1810, c. 1866): In 1866 Samuel Colt gave the barn that stood on the site of Linden Place's stable to Munro, a sutler, who moved it, raised the roof, and added the rear ell. Now a 2-story, 4-bay, gable-roof residence, it displays a handsome bracketed entrance hood. Munro operated a hardware and wallpaper store in the Mount Hope Block on Hope Street.
- *281 SUSAN GORHAM COTTAGE (c. 1855, 1867): One of Bristol's few Gothic Revival buildings, this small, 3-bay, end-gable-roof cottage has retained most of its fanciful detailing. Decorative bargeboard trims the steep main gable and are repeated on the gable entrance. A small rear addition was added by Mrs. Gorham in 1867. Twentieth-century additions include the side porch and second story of the rear ell.
- *289 PRISCILLA TALBEE LINDSEY HOUSE (1789): In 1787 Edward Talbee gave his daughter Priscilla, the wife of Samuel Lindsey, this lot. A small end-gambrel-roof cottage was built by Lindsey, a housewright, by 1789. Its heavy, projecting windows with flat, beaded casings and early sash, including double-hung 12-over-12, 18-over-18 and 12-over-8 units, are typical of late 18th-century construction.
- *328 BABBITT-SMITH HOUSE (1795, 1810): Parson Wight recorded that Jacob Babbitt and Barnard Smith, merchants, built a house, "both in one," on Hope Street in 1795. In 1810 Captain Daniel Morice, French refugee from Haiti, purchased the house. This beautiful, 5-bay Federal house with an unusual gable-on-hip roof, has an elaborate facade incorporating a pedimented Ionic entrance, a Greek fret and modillion cornice, and a lunette window in the front gable. By the end of the 19th century, a large 2-story ell had been added on the east side.
- *341 JOHN HOWE HOUSE/HOUSE WITH THE EAGLES (1808): John Howe began building this house after his marriage in 1807 to Louisa Smith. It is a 2-story, 5-bay, nearly square Federal house, noted for its Chinese Chippendale roof balustrade. A grandson of Mark Antony DeWolf, John Howe graduated from Brown University and was admitted to the bar in 1808. He served in the General Assembly from 1823 to 1842 and in 1844 was appointed Collector of Customs for the Bristol and Warren district. In 1822 Benjamin Churchill, captain of the famous *Yankee*, bought this house. Four American eagles, traditionally believed to have been carved by the *Yankee's* sailors, trim the corners, giving the

HOPE STREET (continued)

house its name. In 1825 Byron Diman, Governor of Rhode Island in 1846 and 1847, acquired the property and lived here, enlarging the house three times. Diman, a protege of James DeWolf, was active in whaling, the West Indies trade, and cotton manufacturing. Diman served as treasurer, then president of the Bristol Steam Mill, was a director of Pokanoket Mill, and was cashier of the Mount Hope Bank, then president of the Bank of Bristol. Today, this house is owned by a descendent of John Howe.

- *344 **ROYAL DIMAN HOUSE (1792, c. 1937):** Royal Diman, a cooper and trader, built this 2-1/2-story, 4-bay Federal house with a 4-room floor plan. Detailing includes a fine pedimented entrance with fluted Ionic pilasters, similar to 736 Hope Street. Marian Peckham Paull installed elaborate Federal woodwork from several Thames Street houses after 1937.
- *353 **WILLIAM FALES HOUSE (1797, moved c. 1879):** Originally this 2-story, hip-roof, 3-bay Federal house, built for a successful West Indies merchant, stood on the adjoining lot at the corner of Hope and Church Streets. By 1876 William H. Bell owned this property, and he moved the house one lot south to use the corner lot for his new furniture store, completed in 1879. The ell and the bracketed porch date from this period.
- *361-65 **WILLIAM H. BELL BLOCK (1879):** One of Bristol's few late 19th-century commercial structures, this handsome 2-1/2-story, mansard-roof, 7-bay building was built to take full advantage of a busy corner. Greene's *The Providence Plantations* (1886) described it as "one of the largest and best stocked furniture stores in the state, outside of Providence." Constructed of brick with granite trim, the building retains its original cast-iron storefront with flat pilasters at the corners and sides of the door, and Ionic pilasters separating window bays. The upper floor has been used for Masonic meetings since 1879.
- *366 **DAVID LEONARD HOUSE (1808):** The first house on this corner was built c. 1690 for James Burroughs and sold in 1748 to Simeon Potter; it burned in the British raid of 1778. In 1807 David Leonard, postmaster and editor of Bristol's first newspaper, the *Mount Hope Eagle*, bought the lot and built this handsome 2-1/2-story, 5-bay Federal house. Merchant John Wardwell acquired the property in 1817; he sold it in 1833 to Captain Isaac Bly of New Bedford. During the 1840s, owners included Gardner Willard and Joseph L. Gardner, partners in a saw and grist mill on Thames Street. The Bristol *Phoenix* noted in 1843 that a Mrs. Browning kept a fashionable boarding house here. By 1864 Captain Augustus N. Miller acquired the property and probably was responsible for the Victorian additions, including a mansard roof and porch. In 1943 it was converted into apartments.
- *375 **ST. MICHAEL'S EPISCOPAL CHURCH (1860):** This parish was established as one of the four original mission churches in Rhode Island by the Society for the Propagation of the Gospel in Foreign Parts. The first church (1720) was burned during a British raid in 1778. It was replaced in 1785 by a plain wooden meetinghouse. In 1833 it was replaced by a Gothic church which burned in 1858. Architects Saeltzer & Valk of New York City and George Ricker of Newark, designed the present brownstone Gothic Revival church. The nave, covered by a slate gabled roof, has a clerestory rising above shed-roofed aisles. The western apse

HOPE STREET (continued)

has a semi-octagonal conical roof. The facade is dominated by a 3-level square tower. A clock was installed in 1871. The original steeple was replaced in 1891. Four pinnacles, originally on the second level, now accent the square top of the third, executed in a different stone pattern. There is a large Gothic-arched entrance with a stained glass transom. An original iron fence encloses the property along Hope and Church Streets. Modern alterations include a classroom wing joining the church to 399 Hope Street on the north.

- *380 PARISH HOUSE/CHAPEL, ST. MICHAEL'S PARISH (1876): Architect Stephen C. Earle designed this Gothic Revival 1-story structure with a hip-roofed tower, surmounted by a steeper hip-roofed belfry, on the northwest corner. Earle combined Massachusetts brownstone with red mortar joints. The offset entrance porch has a large Gothic arch, matched-board doors, and a leaded, colored glass transom. Gothic window surrounds, used singly in the tower and in compound and triple units on the main part, replicate those forms on St. Michael's Church. A description of the flexible interior, subdivided with sliding, glazed screens, a forerunner of modern open-plan school design, appears in Munro's *History of the Town of Bristol* (1881). In 1961 a bell tower of red brick was built in the front yard by Anna C. Gross as a memorial to her parents. Its bells are from Trinity Church.
- *399 JOHN WILLARD RUSSELL HOUSE/ST. MICHAEL'S EPISCOPAL CHURCH OFFICE (1810): This is one of Bristol's many 2-1/2-story, 5-bay Federal houses, with two interior chimneys and a central-hall, 4-room floor plan. Russell (1770-1814) is noted for a series of letters to his wife written while he was at sea, compiled in the book *The Romance of an Old-Time Shipmaster*, containing a detailed account of a slave voyage and comments on life in Bristol. Russell's wife died in 1811, and that same year he moved into this new house with his four children. After his death, the property was sold to Dr. Jabez Holmes. His descendants left the house to St. Michael's Church in 1919.
- *400 BURNSIDE MEMORIAL HALL (1883): Stephen C. Earle of Worcester, Massachusetts, architect for the Rogers Free Library (1877) and St. Michael's Chapel (1876), designed this elaborate, polychromed, 2-story Richardsonian Romanesque public building. The main mass has a slate, cross-gable roof and a large 2-story, projecting hip-roof tower on the Hope Street elevation with an arcaded porch in its base. The main entrance, topped by a colored-glass fanlight, is recessed in a semi-circular arch. Colored glass is used extensively in lunettes on the second floor and in the tower. President Chester A. Arthur and Governor Augustus O. Bourn of Bristol dedicated the hall to the memory of General Ambrose E. Burnside (1824-1881), whose statue was intended to be the focus of the porch. In 1969 the majority of town offices were relocated to the adjacent town garage. This hall is a key architectural and historical element in the Hope Street commercial and institutional area.
- *407-09 JAMES AND JOSEPHUS GOODING HOUSE (1807): Built for James Gooding and his brother Josephus, this 2-1/2-story, 6-bay Federal dwelling was later converted to a double house. The southern section contains the original front door and stairway. Exterior detailing includes a cornice with modillions, Greek key and swag motifs, and elaborate

HOPE STREET (continued)

- Corinthian corner pilasters with small angels in the capitals. The Goodings operated a jewelry store on the northwest corner of Hope and State Streets, on the site of the Easterbrooks Block.
- *417 **JOHN W. BOURN HOUSE (1804):** Bourn, a wealthy shipmaster whose firm, Bourn & Marshall, owned 42 vessels, built this fine brick house. A 2-story, 5-bay Federal house with end chimneys, it has a facade elaborated by a slightly projecting, pedimented central entrance pavilion. At the second level of this bay is one of Bristol's few Palladian windows. In the late 1970s, sandblasting caused severe damage to the surface of the brick.
- *423 **BELVEDERE HOTEL/HARRIET BRADFORD HOTEL (1901):** John Brown Herreshoff, president of the Herreshoff Manufacturing Company, built this 4-story, nearly square, 100-room brick hotel to accommodate his business visitors. A glass-walled roof garden with a pyramidal roof (now removed) looked over Bristol Harbor. The Barnes House was moved to 16 John Street to permit construction of the hotel.
- *440 **OLD POST OFFICE AND CUSTOMS HOUSE (1857):** Ammi B. Young, Supervising Architect of the U.S. treasury from 1853 to 1862, designed this 2-story, 3-bay, Renaissance Revival structure. Constructed of red brick with a corbelled cornice and greyish sandstone moldings and granite trim, the building originally had a cast-iron balustrade on the concave-hipped roof; the balustrade, paneled chimneys, and dormers have been removed. The west facade contains a slightly projecting bay with a delicate iron balcony and three arched openings on each level. The north arch served as an entry to the customs offices on the second floor. The building has interior granite and cast-iron piers, brick arched vaulting, and cast-iron staircases. Of note are the square, cast-iron Corinthian columns on the first floor. In 1962 the post office moved, and in 1964, the adjacent YMCA bought this building. A modern swimming pool wing was added to the east. In the 1980s the arched doors were sealed, original double-hung, 12-over-8 arched sash boarded over, and interior changes made.
- *442-48 **YMCA BUILDING (1899, 1912, 1967):** Having outgrown space in the Commercial Bank Building at 565-67 Hope Street, the Bristol Young Men's Christian Association selected architect Wallis E. Howe to design this 2-1/2-story, 5-bay, gable-roof, Tudor Revival building as its headquarters. Originally, the first floor contained four stores. A large center arch led to public spaces on the second floor, including the Howe Library, a chapel, and the Rockwell auditorium and gymnasium. Howe created a rich effect with red brick and white mortar in combination with Tudor half-timbers, originally painted bottle green, and buff-colored stucco. In 1912 the new gymnasium was connected to the east side and in 1967, a new entrance and lobby, designed by Philemon Sturges, was constructed, linking the original YMCA to the old United States Post Office and Customs House.
- *443 **JOHN DEWOLF HOUSE (1789, 1799-1801, moved 1915):** DeWolf (1760-1841) began this 2-1/2-story, 5-bay Federal house with paired chimneys as his town house about the same time he began development of his farmhouse at 70 Griswold Avenue. Benjamin Norris, carpenter-builder, finished the interior of the northeast parlor in 1799 and the southeast chamber in 1801. DeWolf, ninth child of Mark Antony and

HOPE STREET (continued)

Abigail Potter DeWolf, was a ship captain. In 1788 he left the sea and became a farmer. He served in the state legislature in 1808 and on the Supreme Court from 1819 to 1822. His granddaughter Eliza, wife of Robert Shaw Andrews, Superintendent of Schools, acquired the house in 1868 and it remained in the DeWolf family until 1932. About 1915 it was moved back 15 feet from the street line and renovated; a Colonial Revival portico replaced the original entrance, a 3-bay porch was added to the north side, and the interior was remodeled.

- *461-71 **EASTERBROOKS-PAULL BLOCK (1899):** This handsome, 2-story, 5-bay, flat-roof brick store was built by Joseph L. Buffum for Frederick A. Easterbrooks, a grocer and merchant. Fire had destroyed Easterbrook's grocery in the original building, which also housed the Gooding Clock Shop and other stores. An original, cast-iron columned storefront survives on the first floor.
- *474 **HERSEY BRADFORD-NORRIS HOUSE (1792, moved 1845):** Bradford (1729-1808), who would become Deputy Governor of Rhode Island from 1775 to 1778, came to Bristol to practice medicine by 1758. His first house was burned in the British raid of 1778. Bradford replaced it with this simple, 2-1/2-story Federal house which he left to his son Hersey, owner of a ropewalk on Wood Street. By the mid-1840s, Hersey Bradford mortgaged the house to Francis Dimond. His daughter Isabella married Samuel Norris, a sugar refiner. The Norris family hired Russell Warren to renovate the house in the spring of 1845; it was probably at this time that the house was moved back from Hope Street and the third floor, the Ionic porch, the north wing, and the Chinese Chippendale-type balustrades were added. This house, one of Bristol's best known landmarks, remained in the Norris family until 1942.
- *500 **LINDEN PLACE/GEORGE DEWOLF HOUSE (1810):** Merchant George DeWolf (1779-1844) hired Russell Warren to design this 3-story, 5-bay, monitor-on-hip roof Federal house, the most elaborate in Bristol. A 2-story, tetrastyle Corinthian portico, surmounted by a balcony, rises to a Chippendale-type balustrade. The entrance design incorporates two delicate, superimposed elliptical fanlights framed by smaller, engaged Corinthian columns. In 1825 DeWolf went bankrupt and fled Bristol. Three years later, during the ensuing depression, James DeWolf, George's uncle, purchased the house. In 1834 it passed to his son William DeWolf, who commissioned Russell Warren to add the Gothic sunroom on the south and the ballroom wing on the north. Here DeWolf was host to President Andrew Jackson, whose portrait hangs in the hall today. William DeWolf's widow leased the house in 1856 to Captain William Wars, who added a large rear addition and operated a hotel here until 1865. The house was then put up for auction and purchased by Edward D. Colt, of Hartford. Colt transferred the property to his sister-in-law Theodora Goujoud DeWolf Colt, daughter of George DeWolf, who had spent her early childhood here. Mrs. Colt removed Wars's addition, relaid the marble path to Hope Street, and planted the linden trees for which Linden Place is named. Her son, Samuel P. Colt, enlarged the site and built the adjacent ballroom in 1905, which was designed by Wallis E. Howe. Howe's plan included relocation of the 2-story, wood carriage house (c. 1850), construction of a 2-story, yellow-brick garage and chauffeur's quarters on the east end of the site and a yellow brick wall

HOPE STREET (continued)

along Wardwell Street to define the northern property line. Colt filled the garden with classical sculpture and two gazebos: one a c. 1745 octagonal structure with a copper ogee-curved roof and the other a c. 1910 arcaded garden house. His son Russell married actress Ethel Barrymore; during their occupancy six bathrooms, outfitted with mirrored plate-glass walls and silver-tone fixtures, were installed in the house. In 1986 the Friends of Linden Place, a non-profit organization, was formed to acquire the site from Colt's last living grandchild and to restore and preserve this landmark for public use. In 1988 the voters of Rhode Island approved a \$1.5 million bond issue to help purchase Linden Place and restore it for use as a cultural and educational center.

* COLT MEMORIAL HIGH SCHOOL (1906-13): Bristol's most elaborate school building was given to the town by Samuel Colt in memory of his mother Theodora. Designed by Cooper & Bailey of Boston, this monumental, 2-story, hip-roof American Renaissance structure was built of white marble with 2-story, cast-bronze window bays. The symmetrical facade has a central tetrastyle Corinthian portico with fluted columns and a pediment containing cherubs around the Colt family crest. Marble, wood paneling and mouldings, and Corinthian columns ornament the vestibule and auditorium. Original plans called for a large museum building to be added to the east and construction of a columned gateway with heroic statues at the Hope Street entrance. Vandalism contributed to the abandonment of this elaborate plan in favor of construction of the marble path and terrace balustrade. Serving as an elementary school since 1966, and maintained in part by a bequest from Colt, the school is used by the town for special events and continues to be an important element of Hope Street's historic streetscape.

*525 ROGERS FREE LIBRARY (1877, 1957): After the death in 1870 of Robert Rogers, president of the Eagle Bank, his widow Maria executed his wish to build a free public library. Stephen C. Earle, of Earle & Fuller, Worcester, designed a 2-1/2-story, Romanesque Revival building with a steep hip roof, crested turrets, and hip-roofed dormers. This picturesque structure is built of random-ashlar masonry with tinted mortar. On the first floor, two suites of rooms were provided for banking and on the second floor, free space was provided for the YMCA, which moved to 448-52 Hope Street in 1899. The upper half of the building was destroyed by fire in 1956. Wallis E. Howe then completed a dramatic redesign, using a lower hip roof and creating a 1-story facade. Surviving elements include the 3-bay portico, massive columns, and curving iron hand rails. The basement was remodelled as a children's room in the 1970s.

*565-67 COMMERCIAL BANK BUILDING (1814, early 20th century): Bristol's second bank was formed in 1809. By 1820 with assets of \$150,000, it was the largest of Bristol's banking houses. The bank occupied this 2-story, 3-bay, hip-roof Federal building from 1814 until 1869. The Customs House moved here from 39 State Street in 1845 and remained here until the completion of the new Post Office and Customs House at 440 Hope Street in 1857. Later tenants included the Bristol YMCA, which rented the upper floor from 1863 to 1877, and the town clerk who had his office here in the 1870s. By 1903 the Providence Telephone Company had acquired the building for offices and altered the first floor for a cigar and candy shop. During this period the Bradford Street entrance was eliminated.

HOPE STREET (continued)

Today this important early 19th-century building is further compromised by the addition of an inappropriate storefront.

- *574 **ANDREWS MEMORIAL SCHOOL (1938):** In 1932 Robert D. Andrews donated funds for the Andrews Memorial School in memory of his father, Robert S. Andrews, former superintendent of schools. Designed by George Maxwell Cady, this 2-1/2-story, T-plan, brick and brownstone Georgian Revival structure has a symmetrical 9-bay facade with a pedimented, projecting central pavilion. A central hexagonal cupola crowns the cross-gable roof. In form, this building recalls 18th- and early 19th-century educational buildings such as Brown's University Hall.
- *610 **GILES LUTHER-CHARLES ROCKWELL HOUSE (1809, c. 1850, c. 1900):** Parson Wight recorded that the "elegant house of Giles Luther" was built in 1809. A 2-story, 5-bay, hip-roof Federal house, it has been substantially enlarged. Original detailing on the facade includes the Palladian window, modillion cornice, quoins, and wide-beaded window casings with splayed lintels. Luther (1775-1841), a shipmaster, merchant, and farmer, was first Grand Marshall of the Bristol Fourth of July Parade. In 1825 Luther's business failed; the Commercial Bank took this house and sold it in 1828 to Jacob Babbitt. Babbitt owned part of Long Wharf and in his will of 1849, he left the "use and improvement" of this house to his son Jacob, Jr. (1809-1862). The younger Babbitt probably added the rear ell and the Italianate triple-arched door and full-width porch with delicate cut-out posts and railings. Jacob, Jr., also assumed his father's roles at the Commercial Bank and the textile mills. He died at Fredericksburg in 1862. In 1897 Charles Rockwell of the Cranston Worsted Mills purchased this house. He added the sunporch and fieldstone fireplace at the rear. The property was donated by his daughter June Levy to the Bristol Nursing Association in 1915. In 1973 it returned to private ownership and restoration began in 1984.
- *617 **FRANCIS M. DIMOND HOUSE (1838, c. 1970s):** One of Hope Street's two remaining Greek Revival temple-form houses, this one was designed by Russell Warren for Dimond (1796-1858). One of the first Greek Revival houses in the state, it is a 2-story, end-gable-roofed building with a full-height tetrastyle portico of fluted Ionic columns. The entrance repeats the Ionic motif. A polygonal Gothic bay with lancet windows and applied quatrefoils projects from the dining room on the southwest corner. Interior Greek detailing, including marble fireplaces in the double parlor, is intact. One year after the house's construction, Dimond, who had served as Vice-Consul at Havana and later Consul at Port-au-Prince, declared bankruptcy. The property was sold to Joseph L. Gardner, merchant and owner of Gardner's Wharf on Thames Street.
- *620 **CHARLES COLLINS, JR., HOUSE (1805):** Parson Wight's diary described the construction of this "large brick house" in 1805. This 2-story, 5-bay, hip-roof, Federal house with paired interior chimneys has a shallow hip roof and displays stone quoins. It was set back approximately 50 feet from the street line, an unusual siting for this period. Collins was James DeWolf's brother-in-law and through his influence was appointed Second Collector of Customs in 1804. In 1817 Collins became first president of Freeman's Bank. Jacob Babbitt, Sr., a merchant, shipowner, stockholder and President of the Pokanoket Mill and the Commercial Bank, purchased

HOPE STREET (continued)

this house in 1833. After his death in 1850, his widow, Abby E. Babbitt, owned both this house and the one just south at 610 Hope Street. A wooden rear wing was added by 1870, and by 1903, a full-width Colonial Revival porch existed; it was removed in the early 1980s to reveal the original pilastered entrance with an arched fanlight.

- *631 **SECOND MARTIN BENNETT HOUSE (c. 1852-55):** This is a sophisticated 2-story, 3-bay, flat-roof, Italianate dwelling. The facade has a narrow, recessed center bay containing a round-head entrance, a form repeated in the arched entrance to the console-supported balcony above. Tripartite windows flank these doors on both first and second levels, and two identical porches with cut-out posts and screens are on the first floor. The flush-board siding simulating stone and the brackets under the projecting cornice and balcony are typical Italianate details. A strong similarity exists to 117 State Street. Martin Bennett was cashier of the First National Bank of Bristol and later treasurer of the Bristol Institution for Savings. His first house was at 93 Bradford Street.
- *647 **JOSIAH TALBOT HOUSE (1838, 1850s):** Designed by Russell Warren, this 2-story, 3-bay, gable-roof Greek Revival house is one of the finest in the state. Its facade has a pair of fluted Corinthian columns, set *in antis*, a contrast to the full tetrastyle portico of the Dimond House at 617 Hope Street. A simple side-hall entrance is framed by heavy Doric pilasters, supporting a broad, plain entablature. The walls are sheathed with horizontal flush boarding and clapboards. A rear ell was added in the mid-1850s. The original interior is virtually intact. Talbot was part-owner of a schooner, and owner and master of two brigs.
- *649 **STEPHEN WARDWELL HOUSE (1784):** This 2-story, 5-bay Federal house, built on the site of the Wardwell Tavern, is unusually well preserved. The facade centers on an elliptical-arched entrance with a delicate fanlight and sidelights, framed by engaged Doric columns. The double-hung 12-over-12 and 12-over-8 windows have heavy plank casings trimmed with splayed lintels. Stephen Wardwell's heirs sold the house in 1821 to Nicholas Peck, a merchant and shipowner. The house was then sold to the Paull family in 1902, who still retain ownership. Additions include the rear northwest ell and enclosed porch.
- *658 **GARDNER-BOSWORTH HOUSE (c. 1840, c. 1893):** The original 2-1/2-story, 3-bay, end-gable-roof Greek Revival form of this dwelling was strongly influenced by Russell Warren's designs. In 1850 the house was purchased by Moses Wood, superintendent of the Namquit Mill, from the estate of Benjamin Gardner. It was extensively altered by Orin Bosworth, who purchased it in 1893. Additions include a 2-1/2-story, octagonal tower on the southwest corner; a full-width bracketed porch; and a 1-story wing on the north. The original Greek Revival entrance, with a wide entablature supported by rusticated pilasters, remains within the porch. Bosworth, descendant of one of the town's first settlers, was an attorney with an office on Bradford Street. From 1897 to 1911 he was a judge of the Fifth District Court.
- *675 **JEREMIAH WILSON HOUSE (before 1751, c. 1835):** The first house on this lot was built c. 1709 for Samuel Woodbury, town surveyor. In 1750 his son Jonathan Woodbury split the lot and sold the eastern quarter-acre,

HOPE STREET (continued)

fronting on Hope Street, to housewright John Peckham. Within five months, Peckham built this 2-1/2-story, 4-bay, gable-roof Colonial house with a center chimney for Jeremiah Wilson. It has a fine pedimented entrance with pierced fanlight and geometric-patterned surround. By 1817 Wilson's heirs sold the house to Henry Wight, Jr., a merchant. Deacon Daniel Perry, of Fairhaven, Massachusetts, became owner in 1832 and by 1835 his daughters Eliza Bartlett Perry and Mary Laurence Nye inherited the house. The large rear ell may date from this period. In 1866 it passed to Gideon Gifford, remained in family ownership until 1922, and is now a 2-family home.

- *686 **CHARLES GREENE HOUSE (1879):** A 2-1/2-story, bracketed, end-gable-roof building with a 2-bay facade including a side-hall entrance under a bracketed hood with a balustrade, flanked by a 2-story, semi-octagonal bay. A 1-story porch is on the south. Greene (1822-1899) purchased the Bristol *Phoenix* in 1862 and remained its editor and publisher for thirty-one years. Active in public and civic affairs, he was first president of the Rhode Island Press Association, clerk of the Supreme and Common Pleas Courts of Bristol County from 1865 to 1868, a member of the General Assembly in 1873 and 1874, sheriff of Bristol County from 1875 to 1877, and a town council member from 1879 to 1881.
- *693 **DR. CHILLINGSWORTH FOSTER HOUSE (1780, 1810, c. 1921):** This 2-story, 5-bay, hip-roof Federal house was begun for Foster, ship's surgeon on the *Hiram*, which was lost in the West Indies during the War of 1812. The facade has a central Doric portico and a flat-head entrance with paneled pilasters and rope-design cornice, flanked by triple-hung, 6-over-6-over-6 facade windows. The house was moved back from the street line in 1810. A hip-roofed porch on the south side was added in the 1920s.
- *701 **DURFEE T. BRADFORD HOUSE (c. 1850):** This large, 2-1/2-story, 3-bay, L-shaped, cross-gable-roof house was built by Bradford, a shipmaster and commercial fisherman. Henry Goff of the Phenix Sugar Refining Company purchased it in 1857. This transitional Greek Revival/Italianate house reflects changes in taste and style occurring just before the Civil War. The handsome facade has a recessed Greek Revival entrance, with Ionic pilasters and modillion cornice and ornamental brackets trimming the windows and the eaves. A tripartite, round-head window unit, a popular mid-19th-century feature, appears in the center of the pedimented front gable.
- *707 **LEONARD J. BRADFORD HOUSE (before 1800):** This 2-1/2-story, 5-bay Federal house with interior end chimneys was the home of Bradford (1780-1812), a shipmaster and owner, in the early 19th century. This house retains fine interior woodwork. The entrance has a heavy cushion molding, a Greek frieze, and fluted pilasters with rope moldings. A 2-1/2-story, gambrel-roof ell had been added at the rear by 1798. Bradford's letters from Cuba to fiancée Sally Turner, written aboard a slaver in 1800, and their portraits by Cephus Thompson are in the collections of the Bristol Historical and Preservation Society's museum.
- *720 **JOHN PHILLIPS-ISAAC MANCHESTER HOUSE (c. 1740?):** A 2-story, 4-bay, gambrel-roof, center-chimney Colonial house with a deep projecting front cornice; the 2-story rear ell has a brick end wall. John

HOPE STREET (continued)

- Phillips, a cooper, built the house and sold it to merchant Thomas Church in 1751. Isaac Manchester (1768-1869) of Little Compton bought it in 1792, when he became a ship master for John and William DeWolf. In 1798 Manchester bought his own sloop. Forced into bankruptcy, he spent his final years as a clam peddler. In 1838 merchants Crawford Easterbrooks and Henry Manchester bought the house for 2-family use.
- *721 CALEB LITTLEFIELD HOUSE (1799): This 2-1/2-story, 5-bay, flank-gable-roof house was built for Littlefield (1775-1810) after his marriage to Hannah M. Bosworth. The pedimented entrance (now filled in) has fluted Ionic pilasters, typical of the fine Federal craftsmanship of Bristol. Parson Wight recorded that Littlefield also built a barn and two stables on Thames Street in 1804. Littlefield died at sea in 1810 and his son George, a shipmaster, inherited this house.
- *736 PARKER BORDEN HOUSE (1798, 1805): In 1798 shipmaster Borden began this dwelling near his Thames Street wharf. This 2-1/2-story, 5-bay house with two interior chimneys is a fine example of Federal construction. The elaborate pedimented entrance, with a semi-circular fanlight, engaged Ionic columns, and imaginative carving in the door and fanlight frames, and the unusual second-story Palladian window with carved garland trim are fine examples of the skill of Bristol craftsmen. Superb interior woodwork with rope molding survives in the northwest parlor.
- ** GUITERAS MEMORIAL BUILDING/GUITERAS JUNIOR HIGH SCHOOL (1925): Dr. Ramon Guiteras of New York left funds upon his death in 1919 to build a school in honor of his mother. His will stipulated that the structure replicate the Mudge House (1808), built for Mark Antony DeWolf by Russell Warren and burned in 1919, and that the building be white in color. Designed by Wallis E. Howe, this large flat-roofed building of pale buff brick and Indiana limestone has a 9-bay central pavilion flanked by 8-bay angled wings. This imposing structure is a Bristol landmark clearly visible from the harbor.
- **814 BOSWORTH HOUSE/SILVER CREEK (1683 et seq.): Known as the oldest house in Bristol, this structure was started by Deacon Nathaniel Bosworth, one of the original town incorporators, who named it for a Silver Creek that ran through the Bosworth family property in England. Silver Creek originated as a 1-room-deep, 2-story building with a massive stone chimney--as specified in the "Grand Articles." Today, the building is a 2-story, 5-bay, hip-roof house with a 2-1/2-story, gable-roof wing on the northeast. Deacon Bosworth conducted Bristol's first religious services here before the Congregational Meetinghouse on the Common was built in 1684. Ruth Bosworth, Nathaniel's great-granddaughter, married Shearjashub Bourn, a tavern keeper, in 1749. Their grandson Benjamin Bourn, an attorney, was Quartermaster General of the Second Rhode Island Regiment in 1776, a member of the General Assembly, a U.S. Congressman from 1790 to 1796, and a U.S. District Judge from 1801 until his death in 1808. In 1836 Julia Jones, Bourn's granddaughter, married James Perry. The Perry family owned Silver Creek until 1957. In the mid-1960s, the land was subdivided and a gas station and convenience store constructed to the south; the noted gardens to the north and east have disappeared. Silver Creek, now divided into apartments and bereft of its setting, is still an important architectural and historical landmark.

HOPE STREET (continued)

- 843 **JOSEPH REED HOUSE (1808, c. 1842, c. 1881):** In 1808 Reed began construction of this 2-1/2-story, 4-bay Federal farmhouse with a hip roof topped by a gable monitor. The Reed family sold the property to Thomas Church in 1842. The large, 2-story, gable-roof ell on the west probably dates from this time. By 1852 Hezekiah Church Wardwell had purchased the house. About 1881 Samuel Drury Wardwell added the heavy, flat-head hood and overscale, scroll-design brackets that now obscure the original Federal entrance; he also made extensive interior changes.
- 875 **GEORGE MARTIN HOUSE (1840, c. 1855, c. 1970):** James Freeborn's journal notes that he built this 2-story, 4-bay, hip-roofed Federal house for George Martin in 1840. Its facade has a 3-bay Ionic front porch. Originally the house had a Chippendale balustrade on both the main roof and front porch, similar to the ones on Linden Place. By 1843 Martin, an onion farmer, put his house up for sale, and in 1849 he sailed to San Francisco to seek his fortune in the gold fields. Interior renovations and the addition of 2-story Italianate bay windows on the south side date from the 1850s. The original hip-roof carriage house, overlooking Mill Pond, is now converted into apartments.
- **900 **SETH PAULL HOUSE (1879-81):** Paull, a lumber merchant whose warehouse and business were located at the foot of State Street, began construction of this house in 1879. This elaborate 2-1/2-story, hip-roofed, Second Empire dwelling has a 3-bay facade with a projecting central pavilion capped by an ogee gable roof. A 2-story tower on the southwest corner, topped by a turret with a copper finial, has elaborate brackets, diamond panels in wood, and a saw-tooth frieze. The entrance portico has clustered, square, chamfered columns; above it is a round-head Victorian version of a Palladian window. There was originally a sweeping driveway to the south. The corn crib at the rear was moved to 870 Hope Street in 1936 by Gladys Paull for use as an antique shop and is now enlarged for a residence. The original horse barn stands at 11 Hillside Road.
- **901 **GEORGE H. REYNOLDS HOUSE (1838):** This 2-1/2-story, 3-bay, end-gable-roof Greek Revival house has been dated by the discovery of 1838 newspapers used to fill the wall cavities. Extant Greek Revival details include corner pilasters and a flathead entrance with 4-pane sidelights and transom, partially obscured by addition of a delicate portico. Original window casings were recently removed to accommodate vinyl siding. Reynolds was involved in a number of ventures. In 1836 he was a blacksmith in partnership with J.N. Miller; by 1837 he sold shoes and groceries. In 1840 he was appointed postmaster.
- **932 **WILLIAM REYNOLDS-NICHOLAS PECK HOUSE (1808):** Parson Wight recorded that William Reynolds began this 2-1/2-story, 4-bay, gable-roof house in 1808. William began acquiring land from his father Joseph Reynolds in 1805 and enlarged the lot in 1814 to four acres. In 1823 the house was sold to merchant Benjamin Norris, who in turn sold it to Peleg G. Jones, captain of the brig *George*. Colonel Nicholas Peck bought the house from widow Fanny Jones and her sister Elizabeth Diman in 1833. Peck was a merchant in the West India trade and owner of Peck's Wharf at the north end of Thames Street. His youngest son Viets Griswold Peck (1814-1906), a real estate and dry goods dealer, acquired the house in 1870.

HOPE STREET (continued)

*956 **JOSEPH REYNOLDS HOUSE (1698-1700 et seq.):** Family records show that this unique early transitional Massachusetts-plan house was built in 1698-1700 by Joseph Reynolds (1677-1759) on the ten-acre lot that his father Nathaniel Reynolds, a leather worker from Boston, purchased in 1684. In 1708 Nathaniel willed the ten-acre lot with its tannery to Joseph and his own dwelling house in town to three daughters. Joseph Reynolds's house is unusually large for the period, rising three stories plus a garret, and may possibly once have had a cupola. Originally the house had a two-room, center-hall plan with chimneys built into the rear wall, as found in a number of early Massachusetts buildings. This plan was expanded in the late 18th century to make a four-room plan. The modified saltbox roof slopes from its full height on the west to a height of less than two stories at the rear. The main 5-bay facade has a rare plaster cove cornice following late 17th-century English precedents, one of two remaining examples in Rhode Island. A very early, 2-story, gable-roof ell, which may predate the main section and probably was only one-and-one-half stories high originally, extends on the east side. The house was remodeled about 1790: the ell was extended about six feet, its roof raised, and a side entrance and staircase added. The present pedimented front entrance facing Hope Street was installed, possibly replacing a wider double door. About 1820, during a second remodeling, interior changes were made and a Greek Revival door frame was added to the side entrance.

The interior structure is clearly visible, with corner posts, plates, girts, and summer beams encased. In the major rooms, this casing was marbled, a treatment which survived untouched until the 1940s, when it was painted white. Two rooms, the northwest parlor and the "Lafayette" bedchamber above, display rare heavy bolection-molded paneling, ranking among the most important examples of this finish in colonial America. The parlor paneling, damaged by fire in 1976, has been replicated. The bedchamber, which survived the fire nearly intact, has its original color scheme of red and yellow panels with light brown, dark red, and brown moldings, and lighter brown and yellow stiles. Much of the trim, including door casings, two-panel doors, and hardware, is original. The main staircase, with heavy torus-molded closed strings and newel posts with ball finials and acorn pendants, clearly reveals its early date and is comparable to the one in the Wanton-Lyman-Hazard House in Newport.

The Marquis de Lafayette used this house as his headquarters in 1778. Prominent family members include Joseph Reynolds III (1748-1818), chief justice of the Court of Common Pleas; Samuel Godfrey Reynolds (1801-1881), an inventor; and John Post Reynolds (1850-1915), a probate judge and superintendent of Bristol's schools for over thirty years. The house, called "Willowmere" in some records, remained in the Reynolds family until 1930. In 1982 the Reynolds House was designated a National Historic Landmark. This extraordinary early house is the most important and best preserved early transitional house in Rhode Island or Massachusetts.

996 **LEVI DEWOLF HOUSE (before 1771, 1798): Mark Antony DeWolf, the first of his family in Bristol, fled to Warren after the British burned Bristol in 1778. He returned in 1786 and purchased from Benjamin and Abigail Bosworth this farmhouse, which they had bought from Benjamin Reynolds's heirs in 1771. After Mark Antony's death, Levi DeWolf sold his house at 400 Hope Street and moved here. Between 1795 and 1801,

HOPE STREET (continued)

Levi purchased his siblings' rights to the house. This 2-story, 5-bay dwelling is notable for its elaborate pedimented entrance with a modillion and dentil cornice over a cushion molding. Housewright Simeon Pierce's accounts for 1798 note that he finished the house of John DeWolf in the "same manner as Captain Levi Dewolf's house is done," suggesting that Levi had this entrance added to the earlier Reynolds farmhouse. Original heavy pegged window frames, with splayed lintels and 16-over-16 sash, survive. The large center chimney has been rebuilt and reduced in height.

****1013** SAMUEL NORRIS HOUSE (c. 1750 et seq.): A 1-1/2-story, 6-bay, gambrel-roof Colonial farmhouse with many original exterior and interior details. In 1755 after Norris's death, his son John, a housewright, obtained this property and probably widened the original 5-room plan. In the 1850s it was owned by Captain Benjamin Norris, whose wharf stood between Franklin and Bradford Streets.

***1014** BENJAMIN CHURCH HOME FOR THE AGED/BENJAMIN CHURCH SENIOR CENTER (1903-09, 1972-82): This 2-1/2-story, 5-bay, hip-roof Colonial Revival building was designed by Clarke, Howe & Homer, with Samuel W. Church. It is an outstanding example of the Colonial Revival style by a major architectural firm. It has a 1-story, full-width porch on the facade with Doric columns. The home was designed to provide pleasant housing in a rural environment for aged men and later for aged women too. It was opened in May 1908 and continued to operate until 1966. The trustees of the home then granted the land and buildings to the Bristol Housing Authority to construct new housing for the elderly on the rear of the 11.5-acre site. Since 1972 the house has been renovated in four stages into a senior citizen center, with support from National Park Service grants. During this work, the original yellow and white exterior color scheme, confirmed by paint scrapings and old views, was restored.

****1019, 1021** WILLIAM B. GRAY HOUSE (c. 1800): A 2-1/2-story, 5-bay farmhouse with a center chimney. It has a pedimented entrance with fluted pilasters and a transom, splayed lintels, 12-over-8 sash, and 16-over-16 sash in the 1-story rear ell. In the 1870s Gray, a Thames Street produce dealer, owned this house. He probably constructed number 1021, a small 1-1/2-story, end-gable-roof structure, as a farm outbuilding. It is now a residence.

****1027** GEORGE PECKHAM COTTAGE (c. 1840): A 1-1/2-story, 5-bay Greek Revival cottage which retains typical exterior detailing. The 19th-century barn, in the rear of the lot, is largely intact. Peckham was a farmer.

****1030** JONATHAN REYNOLDS HOUSE (1792): A typical 2-story, 4-bay, center-chimney Federal farmhouse on the exterior, this house on a corner lot has a 4-room floor plan, including an angled fireplace. Detailing includes original heavy pegged window casings and narrow clapboards. Built by Jonathan Reynolds (1763-1845), a mariner, the house was owned in the mid-1850s by Samuel White, a dealer in beef, butter, and milk.

CIVIL WAR MONUMENT, Rhode Island Historical Cemetery (1902): A monumental column of the Composite order surmounted by a statue of a Union soldier holding Old Glory and a sword. Erected by the State of Rhode Island, the monument stands amid the graves of Civil War veterans.

HOPE STREET (continued)

MIDDLE DISTRICT SCHOOL/TAFT SCHOOL (1841): In 1802 a small brick school (formerly near Gooding Avenue) was built to serve families on Bristol Neck. It was replaced by this larger 2-story, Greek Revival school with a flank-gable roof and a square, bracketed, hip-roof belfry. Originally sited across Hope Street on part of the town asylum, the school house was moved by Samuel Colt in 1913 to permit construction of the Colt Farm Bull Gates. It was renamed Taft School in honor of Putnam W. Taft, a former schoolmaster (1853-63 and 1885-95) and remained in use until 1959. The building is now headquarters for Italian-American organizations.

DEFIANCE HOSE COMPANY NO. 2 (1928, 1977): Organized in 1905 to protect the North District, this company originally was housed in Defiance Hall on the first floor of the Taft School, north of the entrance to Colt State Park. In 1913 the Defiance Hose Company was incorporated and in 1926 acquired its first mechanized apparatus, a pumper known as "Ol' Puff." The present 2-story, flat-roofed brick building with a paneled parapet, built in 1928, has a large addition on the north side built in 1977.

*1200 **LONGFIELD/ABBY DEWOLF AND CHARLES DANA GIBSON HOUSE (1848-50):** Longfield was built between 1848 and 1850 for Charles Dana Gibson, grandfather of the artist of the same name who created the Gibson girl. Its name derives from the 60-acre meadow, part of the 300-acre Henry DeWolf farm, given to Abby DeWolf when she married Charles Gibson. The design of the house is attributed to Russell Warren. A symmetrical, 2-1/2-story, 3-bay house with a steep gabled roof, Longfield is an example of the Gothic Revival style, popular for suburban cottages like this. Exterior detailing includes the two Gothic casement windows above the front entrance, label moldings over all doors and windows, and pinnacles at the gable peaks. The interior, which exhibits a mix of stylistic detail including Greek Revival, Gothic, and early Italianate designs, has a traditional 4-room, rectangular floor plan with a long center hall. Changes to Longfield have been minor: about 1907, the front porch was rebuilt, and the side porch was enlarged. The original color scheme was a bright red with darker red trim. Josephine Gibson Knowlton recorded the history of the house and its era in two books, *Longfield* (1956) and *Butterballs and Finger Bowls* (1960). The acreage is now diminished and outbuildings moved, altered, or destroyed. Dependencies of Longfield are at 1195 and 1222 Hope Street.

1222 **GIBSON COTTAGE (c. 1850, moved 1881):** This 2-story, 3-bay cottage was built as a modest gable-roof building with board-and-batten wall cover for the caretaker of Longfield. In 1882 Henry Maitland Gibson moved it to this site. The double front and rear gables, clapboards and strapwork were probably added at this time. A former milk house from Longfield was also moved and joined to the cottage as a kitchen ell.

1223 **WILLIAM CHESHIRE HOUSE (1928):** This 2-story, hip-roof house was ordered from a Sears, Roebuck & Company catalogue and the prefabricated parts arrived by railroad. It is the "Americus" model of the Honorbilt Modern Homes Company. Originally designed in 1920, this California bungalow-inspired dwelling was painted yellow with dark-brown trim. This house was one of the first in Bristol to use gypsum board instead of traditional lath and plaster for interior walls.

HOPE STREET (continued)

- 1225 **ROCKWELL SCHOOL (1950):** Postwar population growth had made the North District's Taft School inadequate by 1950. Charles B. Rockwell, Jr., son of the founder of the Cranston Worsted Mills and assistant treasurer of the corporation, gave the funds for a new, 3-classroom school. Architects George Maxwell Cady and Wallis E. Howe collaborated on this symmetrical, 1-story, 11-bay, gable-roofed, red brick Georgian Revival structure. The copper roof cupola contains the bell from the Taft School, which closed in 1959.
- **1237 **JONATHAN PECK, JR.-SAMUEL MARTIN FARMHOUSE (before 1721, c. 1840, rehabilitated 1973):** This farmhouse was begun on part of the 600-acre Jonathan Peck Farm, stretching west to Narragansett Bay from Hope Street. In 1778 British and Hessian troops landed on its shore enroute to raid Warren and Bristol. The farm was acquired and the house was enlarged by Samuel Martin in 1835; it remained in the Martin family ownership for over one hundred years. There are two distinct sections: a 1-1/2-story, 3-bay, gambrel-roofed Colonial half on the east, and a 4-bay, Greek Revival section on the west. Original exterior detailing includes a simple entrance with a 5-pane transom light and heavy pegged window casings topped with splayed lintels. The shutters and weathered shingles are 20th-century additions.
- **1240 **JAMES AND WILLIAM USHER HOUSE/OLD ORCHARD FARM (1845 et seq.):** A 1-1/2-story, 3-bay, end-gable-roof Greek Revival house clad with narrow clapboards. Detailing includes a trabeated entrance flanked by full-length side lights, elongated compound front windows with blinds, and a small triple window in the front gable. Outbuildings include a 1-1/2-story milk house (c. 1920) to the east which was converted into an apartment in 1972; a second milk house (c. 1960); two long gable-roof henhouses; and two 2-stall garages. In 1838 William Usher bought the first farmhouse on this land, which was demolished upon completion of this house in 1845, according to a date marked in the attic. The farm once extended west to Narragansett Bay, but is now reduced in size.
- 1258 **PECK HOUSE/PARROTT GABLES (1765, c. 1870, c. 1900):** The core of this large dwelling is a 2-1/2-story, 4-bay, hip-roof, center-chimney Colonial farmhouse, now obscured by later additions. Horace Peck owned the property from the 1850s until the turn of the century. Additions from this era include the 2-1/2-story, mansard-roof ell on the northeast, a 1-1/2-story, shed-roofed wing on the north side, and numerous dormers. By 1903 the property had passed to Robert Turner, who extended the original gable roof in front, creating a full-width front porch; further changes include additional dormers at both the second and third floor levels. As modified, the house seems a large overscale bungalow. During Prohibition the house became a nightclub known as Parrott Gables. The barrel-vault-roof garage with cupola was built by the Herreshoff Boat Company in 1885 and moved here from John Herreshoff's home at 64 High Street.
- 1269 **JOSEPHINE GIBSON KNOWLTON HOUSE (1923):** Henry M. Gibson's heirs platted his land as Bristol Highlands between 1905 and 1908. This 3-bay bungalow with a jerkin-head roof and Colonial Revival detailing was built by his daughter, Josephine Gibson Knowlton. The central portico has an ogee-curved tin roof and clustered columns, sheltering a segmental-arched entrance framed by a blind wooden fan and leaded glass sidelights.

HOPE STREET (continued)

- **1303** **FERNCLIFFE/JAMES L. TOBIN HOUSE** (c. 1750, c. 1882): One of the most distinctive houses in Bristol, Ferncliffe has evolved from a simple Colonial farmhouse. By 1749 the 200-acre farm of Benjamin Church, containing this land, was divided among four daughters. Thomas Peck, a farmer, purchased this share in 1761; his deed refers to a house already on the property. In 1882 James L. Tobin, an undertaker, bought the property, which then extended west to Narragansett Bay. Tobin's daughter Mary named the house for the plants lining the waterside cliffs. The house has a 4-bay Colonial core; mid-Victorian additions include a flaring, bracketed roof; corner pilasters; a bracketed front entrance; and a 2-story bay window on the north. Late Victorian additions (c. 1882) include an overscale 3-story, pyramidal-roof tower on the southeast corner and a full-width front porch with strapwork. A large ell on the west was demolished in 1931. The interior has been extensively modernized, and the surrounding acreage has been developed with single-family houses.
- **1343** **GEORGE COGGESHALL HOUSE** (c. 1798): This 2-1/2-story, 5-bay, center-chimney Federal farmhouse with a central pedimented entrance is a good example of the dwellings built by farmers along Hope Street during the twenty years after the Revolution. Carefully restored in the late 1970s, the house retains much of its original interior and exterior detail. From 1813 to 1832, Nathaniel Bullock, later Lieutenant Governor of Rhode Island, owned this farm. The Coggeshall House now sits on a small lot, its farmlands the site of new construction.
- 1382** **THROOPE PLACE/ISAAH SIMMONS FARM** (c. 1687, 1760, c. 1850): In 1687 William Throope (1637-1704), who migrated to Bristol from Barnstable, Massachusetts, purchased this land. The original 1-room, 2-story house, with exposed framing, gunstock posts, and chamfered summer beams, stood approximately 50 feet north of its present location. Throope's grandson, Thomas, Jr., enlarged the house about 1760. A new 2-story, 4-bay, gable-roofed house was constructed, facing Hope Street, and the old house was moved and added to the rear. Windows on the front section with heavy casings, molded lintels, and 6-over-6 sash; windows on the older section with wide, flat casings and 12-over-8 sash; and a 1771 will which mentions two kitchens are clues to this merger. The farm passed to Isaiah Simmons, a dairy farmer, in 1830, and remained in the Simmons family until 1922. The ell on the back of the original section dates from the late 19th century. Reuse of the barns for apartments dates from the late 1950s.
- 1392** **NORTH FARM AND ARBORETUM** (mid-19th century et seq.): Now the site of modern development, North Farm is notable today primarily for its historic landscape. In 1832 Benjamin Hall (1752-1812), a State Street merchant, purchased a tract encompassing this property. His son George Rogers Hall (1821-1899) served as a physician in China before giving up medicine to become an exporter of oriental objets d'art. Dr. Hall subsequently moved to Japan and in 1861 began to ship unusual oriental plants to the United States. After his return to Bristol in 1862, the arboretum at North Farm was established as a result of his interest in horticulture. Hall is credited with introducing many exotic species to America, including zelkova (Japanese elm) and Japanese dwarf yew, examples of which can be found here. This property came to be called North Farm after a son-in-law, James M. Howe, purchased the northern part of Dr. Hall's estate in 1897. By 1902 Howard L. Clark, a Providence

HOPE STREET (continued)

banker, had purchased North Farm. Clark hired Charles A. Platt, the noted architect and landscape designer, to build a handsome Neo-Classical house and a magnificent Italian garden. In later years the estate was operated as a gentleman's farm owned successively by William B. MacColl, president of the Lorraine Mills in Pawtucket, and William S. Cherry, of the Cherry & Webb specialty store chain. North Farm was sold in 1953 to the Framingham Motor Inn Corporation, and Platt's house for Clark was demolished in the 1960s. The Rhode Island Land Company purchased North Farm in 1973 and began construction of condominiums. In addition to Dr. Hall's arboretum (c. 1862 et seq.) and remnants of Platt's garden for Howard Clark (c. 1902), surviving elements from earlier phases of development include a Gothic Revival outbuilding (c. 1855) erected during Benjamin Hall's tenure, now used as a pool cabana; a library (c. 1904) built for Howard Clark; and some early 20th-century stables and barns.

HOWE STREET

- *2, 3
4, 5
7
- HERRESHOFF MANUFACTURING COMPANY HOUSES (c. 1885): John Herreshoff, president of the Herreshoff Manufacturing Company, built these houses for his workers. They were sold to individual owners in 1987. Numbers 2 and 4 are 3-bay, end-gable-roof cottages with full-width front porches that have square, chamfered posts and low, turned balustrades. Numbers 3 and 7 are large 2-1/2-story, end-gable-roof, multiple-family dwellings with bay windows and hooded entrances. Number 5 is an end-gable-roof cottage with a recessed corner porch and a prominent front bay window. Numbers 2, 4, 5, and 7 retain original picket fences, a common feature of late 19th-century dwellings. These modest houses are well preserved examples of typical workers housing.

JOHN STREET

- *15
- FIRST JONATHAN RUSSELL BULLOCK HOUSE (c. 1838, moved c. 1900): This Greek Revival temple-form dwelling was designed by Russell Warren for Bullock, who opened his law-office with Joseph M. Blake in 1834. It originally stood on Hope Street. In 1896 J.B. Herreshoff bought its original site for construction of the Belvedere (now Harriet Bradford) Hotel. The Bullock House was moved around the corner to John Street, raised on a new foundation, and given a gambrel roof.

METACOM AVENUE

- **242
- JOHN HOWE FARM/WEETAMOE FARM (c. 1745, c. 1790, c. 1833): A 2-story, hip-roof Federal dwelling with a full monitor, bold quoins, and modillion cornice on three sides. The core of the house dates from c. 1745. Later Victorian additions include bay windows (c. 1870), a large 2-story east ell (c. 1880), and a wraparound Colonial Revival porch (c. 1900). Weetamoe Farm developed as part of Mount Hope Farm, owned by Henry MacKintosh in the early 18th century. His granddaughter Elizabeth Royall, wife of Isaac Royall, acquired the south half of Mount Hope Farm in 1744 and began construction of a house (see Mount Hope Farm). In 1776 the estate was confiscated by the State to raise crops for colonial troops. After the Revolution, Deputy Governor William Bradford bought Mount Hope Farm and gave this 33-acre part to his daughter Hannah Baylies. Hannah

METACOM AVENUE (continued)

conveyed her title to Weetamoe in 1811 to her cousin George DeWolf for \$8,000; her husband Gustavus retained the use of the farm. John DeWolf 2nd lived here from 1828 to 1832, until he sold Weetamoe to attorney John Howe in 1833. Howe added a Greek Revival Ionic porch and balustrade, now removed. His son Mark Antony DeWolf Howe (1808-1895), rector of St. Luke's Church in Philadelphia and later Bishop of Central Pennsylvania, made extensive additions to the house to accommodate his large family. The fields of Weetamoe, once used for cattle, sheep, onions, and a tree nursery, are defined by beautiful capped stone walls. Outbuildings include a summer house (c. 1795), once the cupola of James DeWolf's Mount Hope Academy which stood on Bristol Common; a milk house, a 1-story cross-gable-roof stone structure, partially below grade, just south of the house; a caretaker's cottage/office, a cross-gable-roof bracketed cottage, at the crest of the hill east of the house; and a playhouse (c. 1910), a small 1-story shed-roof building, overlooking Church's Cove. The grounds of Weetamoe have been developed with condominiums.

- * MOUNT HOPE FARM/ISAAC ROYALL, JR., HOUSE (c. 1745, c. 1840, c. 1914): Built in three stages, the 2-1/2-story, 5-bay, gambrel-roof main section of this house has a two-room plan with a central hall. Brick end walls, containing fireplaces for the main rooms on each floor, are covered with clapboard, a typical Massachusetts treatment. The west entrance is trimmed with a cushion frieze and fluted pilasters with capitals formed of flowers flanking an open book. The middle, 2-story Greek Revival section of the house, with a hipped-gable roof, was built about 1840, and the 2-story, gable-roof east ell was added about 1914. Mount Hope Farm, originally 550 acres in size, was owned in 1680 by Nathaniel Byfield, who sold it to his son-in-law Henry MacKintosh in 1702. In 1744 Elizabeth MacKintosh and her husband Isaac Royall inherited the land from Henry MacKintosh, her grandfather. Isaac Royall began construction of the house soon after. In 1776 Mount Hope Farm was confiscated by the state, after Royall, a loyalist, fled to Nova Scotia. William Bradford, Deputy Governor of Rhode Island (1775-78) and U.S. Senator (1792-96), bought the estate in 1783 and was host to President George Washington here in 1789. After Bradford's death, the estate passed to his daughter Ann, wife of James DeWolf. By 1837 Samuel W. Church, a Taunton merchant, purchased Mount Hope. In 1917 R.F. Haffenreffer II bought Mount Hope and began its restoration and development of its gardens. Surviving outbuildings include: a barn (c. 1860), a large end-gable-roof structure just north of the house; the tool shed (c. 1860), a small gable-roof, board-and-batten structure with a cupola and weather vane; and playhouse (c. 1930) with a gambrel roof, built by workers from the Haffenreffer boat works, located southeast of the main house, and several 20th-century structures, including a guest house, manager's house, tool shed, playhouse, and cabin, set at the far east of the site, overlooking Church's Cove. In the 1950s approximately 220 acres of the farm, including historic Mount Hope, were deeded to Brown University for the Haffenreffer Museum of Anthropology.

- 412 rear BABBITT FARMHOUSE (c. 1780): The west part of this 2-story, 5-bay hip-roof Federal house is its earlier section, with typical splayed window lintels, cornice, pedimented entrance, and traces of a dentil frieze. Location of windows and interior changes indicate that the house was originally only one-room deep in plan. In the early 1800s, the house was

METACOM AVENUE (continued)

owned by Jacob Babbitt, and one of the founders of the Bristol Steam Mill. The early deeds mention Crop Road running easterly to a wharf on the shore of Mount Hope Bay. Today, this road is Hopeworth Avenue. In 1947 the remaining acres of the Babbitt Farm were platted, and the old farmhouse sold with only 3 acres of land. The farmhouse is just north of Hopeworth Avenue and behind a gas station fronting Metacom Avenue.

- ** RHODE ISLAND SOLDIER'S HOME/THE RHODE ISLAND VETERANS HOME (1889-98, 1955 et seq.): The Rhode Island Soldier's Home was started in 1889 to house retired Civil War veterans, both men and women. Designed by architect Arthur L. Almy, the original complex contained nine buildings, constructed on the former Greene Farm, an 88-acre, partially wooded site sloping easterly to Mount Hope Bay. Of the original structures, five, reached by a long allee, remain. These Queen Anne-style buildings, formally arranged on a circular drive, lined with plane trees, surround a fanciful 66-foot water tower. About 1930 the red, buff, and green exterior colors of all these structures were changed to white. In 1955 a new hospital, a 1-story brick building, designed by Kent, Cruise and Associates, was built on the east portion of the site. The Pavilions (1890-96), the Hospital (1925), the Domestic Building (1890), the barns and original covered walkways were all demolished. In 1959 an additional wing, designed by Falcone and Salke, was added, and a new nursing unit, designed by the Robinson Green Beretta Corporation, was completed in 1976. In 1989 the Hospital Building was demolished. Over the years, the Veterans Home program has shifted from permanent care of veterans to a progressive rehabilitation program. Extant historic buildings include:
- ** WATER TOWER (c. 1890): A local landmark, this circular brick standpipe has a lower portion of rough-laid fieldstone, surmounted by a flared wooden tower covered with shingles. A projecting glazed observation platform is supported by large iron brackets that reflect an Art Nouveau influence; the conical roof above with ball finial was once slated.
- ** COMMANDANT'S RESIDENCE (c. 1890): A large 2-1/2-story, slate-roof Queen Anne house of frame construction with wood shingle exterior. The asymmetrical massing features two polygonal towers, a prominent gable dormer and expansive wraparound veranda. A tall brick chimney is bracketed to the roof by ornamental ironwork.
- ** BOILER HOUSE/PUMP HOUSE (c. 1890): A 2-story brick building with a gable-on-hip roof clad with slate. The interior contains intact original machinery.
- ** PRIVY/GARAGE (c. 1890): A 1-story, nearly square, hip-roof building; the original 5-bay facade has been altered by insertion of two vehicular bays. It retains its original slate roof and picturesque cupola.
- ** SURGEON'S COTTAGE/ASSISTANT COMMANDANT'S RESIDENCE (1898): A 2-1/2-story, gambrel-roof house with front gable orientation and short polygonal 2-story tower at the southwest corner; it is surrounded on the south and west sides by a Colonial Revival-style veranda. Now vacant, it served as an assistant commandant's house since the mid-1950s.

METACOM AVENUE (continued)

- **616** LEMUEL C. RICHMOND-USHER FARM (c. 1800 et seq.): A 2-1/2-story, end-gable-roof, center-chimney Federal house with a handsome entrance. In 1829 Richmond (1797-1852), president of the Eagle Bank, sold this farm to Benjamin Bradford, a shipmaster and owner. After his death, the farm was sold in 1858 to Seth Thayer. In 1941 it was sold to farmers John and Aaron Usher. The 110-acre tract includes the site of Church's Fort (1676) and a Wampanoag village along the west shore of the Kickemuit River; gravel extraction has disturbed the archeological remains.
- **648 rear** TIMOTHY FALES FARM (c. 1780): Sited on a slight rise east of Metacom Avenue, this 1-story, 5-bay Colonial farmhouse has been altered only slightly. Windows have been enlarged, but old, 12-over-12 sash survive on the north side and in the ell. Original glass is also intact in the 5-pane transom in a narrow door frame. Timothy Fales (1745-1784) was the son of Nathaniel Fales, a North District landowner. Parson Wight recorded that Timothy's widow Hannah built a barn on the farm in 1788. Still in use as a dairy farm, outbuildings include a modern barn and silo.

MONKEY WRENCH LANE

ROCK RIDGE/B. THOMAS POTTER HOUSE (c. 1905): Potter, a Providence realtor, built this imposing Colonial Revival summer cottage on a hillside site which has a sweeping view of Narragansett Bay. The large 2-1/2-story house has a massive cross-gambrel roof. Its facade is dominated by an end-gambrel pavilion bay, projecting above a broad entrance porch with Tuscan columns and a Chinese Chippendale roof balustrade. Second-story bay windows flank the central bay. In 1932 the Sisters of the Holy Cross and Passion acquired this 11-acre estate for a novitiate and summer retreat; in 1953, a college was chartered, and in 1960 the convent became the Institute of the Sisters of St. Dorothy.

NOYES AVENUE

- *8-10** WALDRON-BROWNELL APARTMENT BUILDING (c. 1885): This is a 2-1/2-story, 3-bay apartment building with Queen Anne detailing, built on speculation by two local plumbers.
- *21** RICHMOND COTTAGE (c. 1760, moved c. 1885): This is a 7-bay Colonial cottage with a widened floor plan. The house was moved here from the corner of Burton Street and Noyes Avenue by William H. Buffington, Sr.
- *23** HENRY SANDFORD HOUSE (1852, moved 1920): This is a typical 5-bay Greek Revival cottage, built by a cabinet maker. It was moved to this site from the north side of Smith Street by his grandson.
- *29** HOUSE (c. 1785, moved c. 1890): A 5-bay, gambrel-roof cottage, moved here from 6 Constitution Street. Victorian alterations include the front entrance, the corner bay, a rear ell, and the shingle cladding.

OLIVER STREET

- *23 ABNER MIDGET HOUSE (c. 1850): This transitional, 5-bay, flank-gable-roof cottage, with an offset ell, combines Greek Revival and vernacular forms. The facade has a Greek flat-head entrance with dentil frieze and paneled pilasters; the triple bay on the west side of the facade has typical 19th-century cornice brackets and elliptical glass panels set over wooden panels with applied geometric designs. Midget served as justice of the peace (1853), tax assessor (1855), and constable (1858).

PLEASANT STREET

- *3, 7, 11, 15 WALDRON, LISCOMB, WALDRON, AND ANTHONY COTTAGES (1816): On the north side of Pleasant Street four nearly identical, 5-bay, gambrel-roofed cottages were constructed on a plat laid out by Samuel Gladding's heirs. Of the four houses, the Samuel Liscomb Cottage at number 7 is least altered. Its flat-head entrance with a 5-pane transom light, flanked by tapered pilasters, is not obscured by facade alterations as on number 11, the Billings Waldron Cottage, and number 15, the Joseph Anthony Cottage.

POPPASQUASH ROAD

WINDMILL POINT: The Grand Articles of 1680 directed that "a farm was to be laid out upon Poppasquash Neck for the first four proprietors and other purchasers, a mill was to be built upon it and a road laid out to it." Windmill Point is a place name surviving from this settlement period. By 1870 both a windmill and a tide mill, constructed by Joseph Reynolds, had disappeared. In 1914 the Castle, a 1- and 2-story complex, was begun on this site as a summer home for Mary E. Codman. The Castle was demolished in 1985 for construction of new condominiums.

- * CHARLES H. CHURCH HOUSE (1881): A 2-1/2-story, L-plan, Modern Gothic dwelling with a main gable roof and lower gable-roof wings, punctuated by multiple triangular dormers trimmed with bargeboard and finials. Original details include a compound front door with etched-glass panels in a floral pattern, a wraparound porch (now screened) accented by strap-work brackets with chamfered edges, a saw-tooth frieze and dentils. Built for Church, the youngest of the six sons of Samuel W. Church, it is reached by a long driveway shared with the James C. Church House. Outbuildings include an original gable-breaking-gable-roof barn, a dog house and chicken coop.
- * JAMES C. CHURCH HOUSE (c.1886): This 2-1/2-story symmetrical, 3-bay, Bracketed house has a gable-on-hip roof with an intersecting front gable. Detailing includes a full-width front porch with ornamental strapwork and dentil cornice; brackets have a trefoil pattern which is repeated on the rear porch. A 2-story carriage house at the rear repeats the roof form of the main house. Church, one of Samuel W. Church's six sons, was treasurer of the City Savings Bank of Providence and a director of the Providence, Warren & Bristol Railroad, founded by his father.
- * HARBOUR POINT/JOHN W. CHURCH HOUSE (c. 1900, moved 1917): A 1-1/2-story, gambrel-roof Queen Anne summer cottage with a 2-story conical tower on the west facade. Detailing includes fish-scale and

POPPASQUASH ROAD (continued)

diamond-pattern shingles. It was moved here from the site of the Castle by the Church family. Severely damaged in the 1954 hurricane, the house was rebuilt by John W. Church as a year-round residence.

- * **SAMUEL CHURCH-THOMAS MANCHESTER HOUSE (c. 1770):** In 1723 Samuel Viall purchased 660 acres of Poppasquash farmland from Nathaniel Byfield. He willed this part to his grandson, Samuel Church (1730-1794) in 1749. Church probably began this 2-1/2-story, 5-bay, Colonial farmhouse before the Revolution. Detailing includes double-hung 9-over-9 windows with hand-blown glass and heavy moldings on the north side and 12-over-12 windows with pegged plank frames on the other sides. The interior is a modified 4-room plan with typical Federal-style mantles and 4-panel doors. The center chimney has been rebuilt; the entrance is a later alteration. Samuel married Anna Davis of Newport in 1755 and had eight children. Their son, Thomas, inherited this property as part of his large Poppasquash farm; he willed it to Stephen T. Church in 1843. It was occupied by tenant farmers, Thomas and William Manchester, in the 1850s and 1870s. In 1903 Stephen Church's heirs sold the house and its small lot to Albert H. Coggeshall who in turn sold it to the Palmer family in 1964. The house and garden are well preserved.
- * **YANKEE HEARTH/SECOND THOMAS CHURCH HOUSE (1801):** Thomas Church (1761-1843) built this house in 1801, a handsome 2-story, 5-bay, hip-roof Federal house with a large central chimney. Exterior detailing includes a fine pedimented entrance with an elliptical pierced fanlight, console blocks, and hand-carved Ionic capitals. A Greek key frieze surrounds three sides and quoins trim the corners. Outbuildings include the large Early Victorian barn directly to the north.
- * **RED CREST/BRISTOL YACHT CLUB (1868, 1881, c. 1955):** Originally built for James H. West, a local boatbuilder, this 2-story, 3-bay, hip-roof Early Victorian summer house has been extensively remodeled for use by the Bristol Yacht Club. The name "Red Crest" refers to its color scheme of red with green trim. By the mid-1860s, this structure was owned by Captain Oliver Hazard Perry, whose widow Mary sold the house to Theodora DeWolf Colt. In 1881 Gouverneur Kortright of New York purchased the property for his mother, Sarah Taylor. She added a hexagonal turret on the east, a 3-story tower with cresting on the west, a wraparound bracketed porch with elaborate 3-story portico on the harbor side, and a large ell on the north. Samuel and Edith Wardwell purchased Red Crest in 1921 and sold it to the Bristol Yacht Club after the 1954 hurricane. Since then many interior and exterior changes have been made.
- *125 **HARBOUR OAKES/JOHN S. PALMER HOUSE (1938):** Providence architect Albert Harkness designed this painted-brick Georgian country house for John S. and Abbie G. Palmer. The 2-1/2-story, 5-bay center portion is framed by brick end chimneys and flanked by 1-1/2-story ells. This is one of the most handsome country houses in Bristol and has a fine view of the harbor. It typifies the large residences designed by Harkness in the 1920s and 1930s and is a fine example of his work.
- * **MERVIN CLAY HOUSE (1953):** Wallis E. Howe designed this house for Mervin Clay, secretary of the Bristol Lace Works. Howe modeled the facade after Nathaniel Byfield's Point Pleasant (c. 1680, burned 1925). This

POPPASQUASH ROAD (continued)

is a 1-1/2-story, end-gambrel-roof, Colonial Revival brick structure with a low 1-story, gable-roof ell connected to a garage. The house commands a view north past orchards and meadows to Mill Gut and Narragansett Bay. Outbuildings include a shed- and gambrel-roof playhouse.

**158 DEWOLF FARM (c. 1740, c. 1860, c. 1950): A 2-story, 5-bay Colonial farmhouse with a very large central chimney, this has been substantially enlarged from its original 1-room-deep plan. Early Victorian alterations include addition of a full-width bracketed porch and a projecting, central entrance bay with a truncated-hip roof. The large gable-roof ell, leading to a smaller ell and garage are 20th-century additions. In the early 1800s, this farm was the home of Francis LeBaron DeWolf (1797-1824). The house remained in the DeWolf family until 1952, when it was sold to William S. Cherry, Jr. The fifty-two acre farm contains a variety of barns, sheds and storage buildings used today for a tree nursery.

**333 POINT PLEASANT FARM/CHARLES B. ROCKWELL, JR., HOUSE (1938): In 1938 Rockwell, director of the Cranston Worsted Mills, purchased 50 acres here from the Herreshoff family. Wallis E. Howe designed this large, 2- and 2-1/2-story, Tudor Revival country house, named for Nathaniel Byfield's 1680s dwelling, which stood to the south. Cladding combines white and red brick with stone; large picture windows alternate with 3- and 4-unit casements, many with curving copper hoods. The grounds of this harborside estate, landscaped by Fletcher Steele of Boston, include a formal courtyard to the west and a sunken garden to the south, flowering shrubs, an apple orchard, and several outbuildings.

STEPHEN C. MILLETT HOUSE (1971): A 1-story house of contemporary design, composed of six pavilions set around a courtyard to permit maximum penetration of natural light, designed by Hugh Newell Jacobsen of Washington, D.C. It has weathered, vertical wood siding and a modified saw-tooth roof. This important site, with its panoramic view of Bristol, was the location of Nathaniel Byfield's Point Pleasant.

GROSS HOUSE (1961) AND CASE FARM OUTBUILDINGS: The main house here is a Bermuda-type H-plan, built for Anna Cherry Gross in 1961 to replace a large Victorian farmhouse. The first farmhouse burned; its barns, outbuildings, caretaker's cottage, garden and orchard are intact. This 76-acre farm is roughly half of the historic Church Farm, which encompassed all the south end of Poppasquash. The Case family owned the farm from 1880 to 1919 and built the outbuildings still standing. In 1919 the south half was divided into four lots. In 1980 the north half was platted for development.

DING DONG BELL/HOVEY T. FREEMAN HOUSE (1929): This 1-1/2-story, L-plan, gambrel-roof Colonial Revival summer house was converted into a year-round residence in the 1960s. It was built on the Case Farm lot acquired by Hovey T. Freeman, a Providence banker. Six lots for the Freeman children were laid out around the house, creating a family compound. A large private dock just east of the house is near the site of a Revolutionary battery identified on the Charles Blaskowitz map of 1777; the battery was unfortunately destroyed by hurricanes and erosion.

PROSPECT STREET

- *14 MT. HOPE ACADEMY (1791, moved c. 1817, moved 1873): This thoroughly remodeled building is half of James DeWolf's Academy, originally located on the Common and moved twice, first to make way for the courthouse, then again to create space for the Byfield School. It is a 2-1/2-story, gable-on-hip-roof Federal structure. The south side is the original facade. Surviving details include some flared lintels on the north and south sides and an elaborate pedimented entrance on the east facade.

SHERRY AVENUE

- ** JUNIPER HILL CEMETERY (1855 et seq.): A 22-acre wooded hillside, known as the "Juniper Lot," this land was purchased from the heirs of farmer Levi DeWolf in 1855 by a group of Bristol residents for a private cemetery. N.B. Schubarth, noted Providence engineer, was hired to lay out a curvilinear plan of intersecting avenues and paths, each with a Biblical name. Many rare trees and shrubs were planted, and the cemetery became famous for its collection of funeral sculpture.
- ** JUNIPER HILL GATE LODGE (1869): A 1-1/2-story cross-gable-roof Gothic Revival building, designed by Providence architect Clifton A. Hall. Granite blocks found on site provided material for this picturesque building with typical Gothic steep gable dormers and window labels.
- ** CODMAN CHAPEL (1913): Built by Mrs. Arthur Amory Codman, this 1-story Colonial Revival chapel was designed as a receiving tomb. Somewhat deteriorated, copper doors and one Tiffany glass window survive.

STATE STREET (formerly Charles Street, then King Street)

- *1 HOLMES BLOCK (1884): This corner has long been in commercial use. It was known as Gifford's Corner in the 1850s, from Gifford's Wharf, west across Thames Street. Three small buildings crowded the site by 1870. In 1877 Hugh Holmes operated the Peoples Market here, and in 1884 he built this 2-1/2-story brick building with a slate mansard roof and bracketed wooden cornice. The main, 7-bay, State Street facade has a 2-story, hip-roof tower. The first floor has been altered by the addition of a 20th-century rubblestone storefront with a central entrance and square windows.
- *18 WILLIAM H. ALLYN HOUSE/JAMES TOBIN'S FURNITURE STORE (c. 1880, c. 1930): A 2-story, 4-bay, hip-roof building. Art Deco storefront windows have been inserted on the first floor; original paired projecting bays appear on the second floor. Extensive additions include a large brick storage area at the rear, connecting with a 2-story, early 19th-century storehouse facing south onto John Street.
- *37-39 FREEMAN'S BANK/OLD CUSTOMS HOUSE BUILDING (c. 1811): This is a 2-1/2-story, 5-bay, brick Federal building with end walls of African stone. It was built by Nathaniel Bullock, an attorney. Between 1817 and 1878 it housed the Freeman's Bank, and between 1817 and 1857 the Customs House for the Bristol and Warren District. In 1890 Harriet Bullock sold the bank building to Richard S. Gladding, who used it as a stove and tinsmith shop. The first floor facade has been altered.

STATE STREET (continued)

- *37-39 rear VAN DOORN HOUSE (c. 1740?): This is a 2-1/2-story, 5-bay, gable-roof Colonial house. Boarded up, it is now used for storage.
- *54 CAPTAIN JOHN DEWOLF'S STORE (1806): John DeWolf established his fur trade business in this 2-story, 2-bay, end-gable-roof brick store in 1808, shortly after its completion by Jonathan Slade and Asa Hart. The building has been altered and enlarged, but is one of the few Federal-period commercial buildings remaining in Bristol.
- *82 THOMAS NELSON HOUSE (1810): Designed by Russell Warren, this is a 2-story, 5-bay house with a shallow hip roof with a monitor and four chimneys. By 1870 the 1-story wing on the southeast had been added, and by 1903, a 2-story wing attached on the southwest facade. The main portico also dates from the early 20th century. In contrast to the Federal exterior detailing, the parlor has Gothic woodwork.
- *86 WILLIAM VAN DOORN-RUSSELL WARREN HOUSE (1807-11): Van Doorn hired Russell Warren to build this 2-1/2-story, 5-bay Federal house with a center hall plan and two interior chimneys. It has unique slanted quoins and a 2-story entrance bay containing a slightly recessed flat-head portal flanked by splayed side panels, free-standing fluted Doric pilasters, an elaborate lintel trimmed with Gothic dentils surrounding a delicate elliptical fanlight, and a large second-floor window framed by Doric pilasters. In contrast to the elaborate facade, the interior contains simple Federal detailing, including seven fireplaces. Warren himself acquired the house in 1813 and sold it when he left Bristol in 1823. Evelyn Bache bought it in 1896 and opened a school for private English classes. George E. Howe purchased the house and restored the interior in 1956.
- *89 SECOND JONATHAN RUSSELL BULLOCK HOUSE (c. 1850): This 2-story, 3-bay, stone Tuscan villa with a patterned slate hip roof is attributed to Russell Warren. The symmetrical facade has a bracketed, triple-arched portico with paired square columns rising to a triple-arched window. Tall, triple-hung windows with heavy stone lintels and sills flank the portico. The unusual interior, based on a center-hall plan, has a half-octagon hall and a combination of Romanesque and Gothic arched doorways. Bullock opened a law office with Joseph M. Blake in 1834 and was active in politics, serving in the General Assembly from 1844 to 1853. In 1859 he was elected Lieutenant Governor, and in 1862 was appointed associate justice of the Rhode Island Supreme Court. Two years later he was appointed to the U.S. District Court.
- *92 RUSSELL WARREN HOUSE (1810): Russell Warren purchased this lot in 1807 and built this 2-story, 5-bay, hip-roof Federal house for himself. The elaborate interior is finished with Georgian fireplaces, arched alcoves, and a spiral staircase. In 1813 Warren moved next door to number 86. A 1-story wing at the rear was added by James M. Gifford, a shipowner involved in the coastal trade, who lived here from 1854 to 1911.
- *99 ANTONIO F. D'ANGELO HOUSE (1939): William M. O'Rourke of Warren designed this 2-story, 3-bay, hip-roof Colonial Revival house. The well-proportioned facade is flanked by 1-story wings with a double garage added to the east. It stands on the site of the landmark Methodist Episcopal Church (1855), destroyed by the 1939 hurricane.

STATE STREET (continued)

- *105 **RICHARD D. SMITH HOUSE (c. 1852):** Smith, a ship captain and partner of the DeWolfs, built this 2-story, 3-bay, hip-roof, bracketed Italianate house. Interior detailing is reminiscent of Longfield (1200 Hope Street), designed by Russell Warren in 1848. Since 1921 this structure has been owned by the Knights of Columbus. The high stone wall along High Street is all that remains of an earlier building project. In 1822 James DeWolf began construction of a large house here, which was never finished.
- *106 **JOSEPH BROWN HOUSE (1804, c. 1860):** Brown, a cabinet maker, built this 2-1/2-story, 4-bay Federal house with brick end chimneys. It has a fine pedimented entrance containing a fanlight, with Ionic pilasters which have carved angels in the capitals. An elaborate modillion cornice with a Greek fret reflects the influence of Asher Benjamin's handbooks.
- *117 **LEMUEL W. BRIGGS HOUSE (1849):** This is a 2-story, 3-bay Italianate house with a shallow hip roof and slightly projecting gable-roof bays on the facade. The center arched entrance is in a recessed bay. Both flush boarding and wood clapboards cover the walls. There is a barn with a cupola and a wood-and-granite fence. Dr. Briggs studied at Harvard Medical College, graduated from the Medical College of Castleton, Vermont, and practiced with Dr. Joseph Clark in Middleborough, Massachusetts, before he returned to Bristol. The house is now a convent for the Church of Our Lady of Mount Carmel.
- *133 **BRISTOL TRAIN OF ARTILLERY HALL (1842, 1869):** The Bristol Train of Artillery began this hall in 1842 during the Dorr War. The building was originally a 1-1/2-story, 3-bay, end-gable-roof Greek Revival structure. In 1869 the hall was raised a story and remodeled in the Italianate mode. This artillery company was organized in 1776, chartered in 1794, and was active in World War I.
- *141 **OUR LADY OF MOUNT CARMEL CHURCH (1918-19, 1971):** Designed by Ambrose T. Murphy, this end-gable-roof brick and limestone church is based on Italian Renaissance models. Its distinctive campanile, centered on the facade, is roofed with green-glazed tile. In 1971 the facade was altered by the addition of an open arcade, designed by Oresto DiSaia. This church was built to serve the Italian immigrant community in Bristol. Services in Italian were first held in the Advent Church on High Street; in 1917 Father Joseph Poia became pastor and began to seek support for this new church. The Thomas Morris House was purchased and moved to its present location on State Street to serve as a rectory. The parish school, a 2-story brick structure at State and High Streets, was built in 1952.
- *149 **CONGREGATIONAL CHURCH PARSONAGE/PLEASANT PROSPECT (1787):** In 1787 the Bristol Congregational Church built this 2-1/2-story, 5-bay Federal house with paired interior chimneys for a parsonage. Two years earlier the second church building had been constructed. Parson Henry Wight was the first resident. Additions include a rear ell, c. 1820, and a Colonial Revival-style porch, c. 1900. The carriage house, one of Bristol's earliest, was built in two sections; the west part in 1789 and the east in 1905.
- * **OLIVER SCHOOL (1900, c. 1960):** William R. Walker & Son designed this 2-story, brick, Georgian Revival school. The facade is symmetrical; at

STATE STREET (continued)

its center is a 5-bay, projecting, gable-roof pavilion, flanked by 2-story, hip-roof wings which contain twin arcaded entrances. A square steeple was removed about 1960.

SUMMER STREET

- *19 JEREMIAH INGRAHAM HOUSE (c. 1786, moved 1893): This is a 2-1/2-story, 4-bay Colonial house which was originally built at 217 Hope Street. Some original interior woodwork is intact and the wraparound porch dates from about 1900. Ingraham was a shipmaster and merchant.
- *23 BENJAMIN THOMAS MUNRO HOUSE (c. 1870): This is a 3-bay, end-gable-roof, vernacular cottage with a full-width front porch.
- *25 JOHN NELSON WEST HOUSE (c. 1865): A 5-bay flank-gable-roof vernacular cottage built shortly after the Civil War. The interior plan is basically intact.
- *30 HARRY C. MUNRO HOUSE (1920s): This is a 3-bay colonial cottage or Cape, of a type popular in Bristol in the years following World War I.

THAMES STREET

- *34 LUCINDA T. MANCHESTER HOUSE (c. 1879): This is a small, 2-story, 3-bay, end-gable roof cottage with its original exterior detailing intact. Between 1919 and 1954 the house was owned by the Cranston Worsted Mills.
- *38 LECLAIR APARTMENTS (c. 1890, moved c. 1938): A 2-1/2-story, 3-bay, end-gable-roof, late 19th-century building with a typical bracketed entrance hood. It was moved to this site from the northwest corner of Thames and Constitution Streets about 1938 to permit expansion of the mills on the west side of Thames Street.
- *50 WILLIAM C. MANCHESTER HOUSE (c. 1835): This is a 2-story, 3-bay, end-gable-roof, Greek Revival cottage. It was the first house built on the corner lot sold to Manchester by Benjamin T. Easterbrooks in 1831. Manchester was part owner of the *Thomas Hall*, a 66-foot schooner, registered in Bristol during 1836-37.
- *60 SECOND FRANCIS BOURN HOUSE (c. 1840): This is a simple, 2-1/2-story, 3-bay, end-gable-roof Greek Revival house. Corner pilasters are covered by composition siding. The narrow lot was set off from the lot at 70 Thames Street. Bourn was a housewright. The house was sold to John B. Pearce, a harness maker, in 1891.
- *70 FIRST FRANCIS BOURN HOUSE (c. 1835): Bourn built this 2-1/2-story, 3-bay, end-gable-roof Greek Revival house for himself. The pedimented facade has a fine recessed entrance; front and inside faces of the pilasters and the underside of the lintel have an applied Greek key design. A modern window has been inserted on the facade.

THAMES STREET (continued)

- *72 **WILLIAM M. BLY HOUSE (c. 1840):** In 1835 Bly bought this lot from Charles Henry DeWolf, a Bristol trader and Cuban planter. He built a fashionable 2-1/2-story, 3-bay, end-gable-roof Greek Revival house shortly before his marriage in 1842. A captain of ships owned by Jacob Babbitt and Mark Antony DeWolf, Bly became part owner of a schooner in 1818. In 1849 he died at San Francisco. His property, which included 72 and 82 Thames Street, was sold to manufacturer Albert Knight in 1865. the installation of aluminum siding has resulted in damage to lintels and sills.
- *82 **WIDOW PHILLIPS HOUSE (before 1790):** In 1826 Seth Lincoln, a mariner, sold this property to Mayberry Lincoln, captain of the brig *Governor Hopkins*. This 3-bay end-gambrel roof cottage is a Colonial type, probably moved to this lot and raised one story for commercial use below. Original details include pegged plank frames with splayed lintels and narrow wood clapboards. Known as the Widow Phillips House in deeds, it was sold in 1835 to William Bly with 72 Thames Street. Both houses were sold to Albert Knight in 1865.
- *125 **POKANOKET MILLS (1839 et seq.):** This is a large complex of six mill buildings. In 1839 the Pokanoket Steam Mill, a 4-story, 5-bay, end-gable-roof, brick cotton factory with freight doors at each level, was built here. Bristol's second cotton factory, it burned in 1856, was rebuilt and expanded by addition of a 4-story, 6-by-3-bay, flank-gable-roof wing on the north side. The Reynolds Manufacturing Company produced sheetings and yarn here in the late 19th century. In 1891 Charles B. Rockwell, founder of the Cranston Worsted Mills (established 1886), purchased the property, which had been idle for ten years. Rockwell closed his Cranston plant, moved his machinery to Bristol and began a period of major expansion. The Pokanoket Mill was used for drawing, spinning and twisting, with ancillary buildings for dyeing, drawing, spooling, washing, counting and shipping. By 1911 new units included a 4-story, 9-bay, brick addition with larger segmental-arch windows on the north and a 4-story, 11-bay addition on the south, built between 1911 and 1927. The near-flat roofs permitted more light on the top floors. In 1921 a large, 4-story, 6-bay by 12-bay mill was added on the corner of Thames and Church Streets. This new mill had large windows with handsome granite sills and a stringcourse at the cornice. In 1927 Cranston Mills merged with the Collins & Aikman Corporation, specialists in high-grade automobile upholstery. In 1940 a large, 4-story, flat-roof mill of brick pier-and-spandrel construction was added on the corner of Thames and Constitution Streets. This sequence of construction has created a solid wall of 4-story mills on the west side of Thames Street from Church to Constitution Streets, now in multiple ownership following their sale by Collins & Aikman Corporation in 1955.
- * **ROCKWELL PARK (c. 1920):** A small park and beach given to the Town of Bristol by Charles B. Rockwell. The park occupies the site of the 1895 DeWolf Inn, which had replaced five small colonial buildings, including a wagon shed, carriage house, blacksmith shop, and two houses.
- *126 **WILLIAM RICHMOND HOUSE (1807, c. 1900):** Richmond, a mariner, built this 2-story, 5-bay, hip-roof, brick Federal house, on the site of an earlier house belonging to Simeon Potter. The house has a Palladian window on the second story. Details include splayed lintels and a fine modillion cornice. The balustraded portico is a Colonial Revival addition.

THAMES STREET (continued)

In 1861 it was sold to the Reynolds Manufacturing Company; Reynolds, and later Cranston Worsted Mills, used it for workers' housing. It is one of the few early 19th-century houses on the waterfront.

- *189 KING PHILIP FIRE STATION/EVER READY ENGINE AND HOSE COMPANY NO. 2 STATION (1881, 1974): The King Philip Engine Company No. 4 built this brick, 2-story, 3-bay, flat-roof, L-shaped fire station. Founded in 1846, the company was first located on Constitution Street, and later at the corner of Hope and State Street. After a dispute in 1923, the town evicted the company from the Thames Street location; some younger members of the company subsequently reorganized as the Ever Ready Engine and Hose Company No. 2 in 1924 and returned to this firehouse. Alterations in 1974 included removal of the life-size carving of King Philip from the facade, flattening of the arched doors, and addition of a 3-bay wing on the south.
- *205, 211 JOHN GLADDING STORE AND HOUSE (c. 1859, c. 1865): John Gladding, 3rd, a tin worker, purchased this lot on Potter's Wharf in 1859 and built number 205, a 2-1/2-story, 3-bay, end-gable-roof Greek Revival store to sell stoves and tinware. Number 211, a simple, 1-1/2-story, 3-bay, end-gable-roof house, was built when Gladding expanded his business and purchased additional land. In 1885 four structures crowded this site: a 1-1/2-story oyster house in the rear yard and another building to the north. These last two have been demolished.
- *227 USHER'S WHARF/POTTER'S WHARF (before 1794): John Usher sold this water lot to his two sons in 1794. Hezekiah and George Usher were both mariners and slavers. Hezekiah was master of the *Nancy*, and both owner and master of the *Eunice*. After he died off the coast of Africa, his widow sold the wharf to Benjamin Norris, a housewright, in 1809. When Norris mortgaged it to Jacob Babbitt, a merchant, the property included a "wharf, store, dwelling house and blacksmith shop." Number 227, a 2-1/2-story, end-gambrel-roofed store (with living space above) has housed a variety of commercial uses, including Wardwell's store, J.P. Pierce's dry goods and paper hangings, and the Benjamin Brothers' Grocery Store; today it is an antique shop.
- *235 JOSEPH LINDSEY HOUSE/BENJAMIN HALL'S STORE (before 1804): In 1772 Joseph Lindsey, a housewright, bought this lot. A dwelling house existed and was mentioned in the sale to Restcome Hart, a blacksmith, in 1804. Benjamin Hall, a farmer, purchased this 2-1/2-story, gambrel-roofed stone building (with living space above), occupying a key location just south of the town market house, in 1826. Hall operated a store here until 1873, when the property was acquired by Otis Munro. The building continued in various commercial uses, first as a grocery store and saloon, then as a general store. Changes from the original appearance included the addition of a false-brick facade with a parapet facing Thames Street in the 19th century and a 20th-century storefront. Recent remodeling for a studio-residence has included removal of the parapet, replacement of all sash, and modernization of the interior.
- *267 DEWOLF'S WHARF AND ADDITIONS (1797): In the late 18th century, the DeWolf brothers developed this wharf for their extensive maritime activities. By 1861 the wharf had become the property of Seth Paul who

THAMES STREET (continued)

developed an extensive coal and lumber yard, later carried on by his son until its sale in 1952 to the J.T. O'Connell Company. DeWolf's Wharf remains a key historic node in the Thames Street area. Four historic structures standing today in this complex include:

- * **OLD BANK OF BRISTOL (1797):** Originally an elegant, 3-story, 5-bay, hip-roofed, Federal brick structure, built by James and William DeWolf as Bristol's first bank. After 1834, when the bank moved to the southwest corner of Hope and Bradford Streets, the building's upper floors housed the *Bristol Gazette and Companion* and its successor, the *Bristol Phoenix*, between 1835 and 1838. After the 1938 hurricane, this structure was reduced to its present, 1-story, flat-roofed form and exterior windows were filled with brick. Only a Greek frieze in brick on the south wall gives a clue to the structure's original detailing.
- * **DEWOLF WAREHOUSE (1818):** To the west of the center building is a long, massive, 2-story, gable-roofed structure of African stone, built by James DeWolf to store cargo. During Seth Paull's ownership, the first floor was used to saw and store lumber and the second floor for produce and hay storage.
- * **BYRON DIMAN'S COUNTING HOUSE (c. 1835):** Facing Thames Street, is a 2-1/2-story, end-gable-roofed Greek Revival structure, used as Diman's office in the 1850s. Diman, a DeWolf protege, became a leading trader and banker. After 1861 the building was used as the office for the Seth Paull Company and is today the hardware store and office of the J.T. O'Connell Company.
- * **WILLIAM R. TAYLOR'S STORE (c. 1838):** To the north of the center building is a 2-1/2-story, end-gable-roofed Greek Revival store, used originally as a ship chandlery with the upper floors used first for the *Bristol Phoenix* (1838-1843), then as a sail-loft; by the 1890s this space was used to store sash, blinds, and doors. Today, a complex of modern wood, cinder block, and metal sheds crowd the rear yard.
- *282 **SAMUEL PITMAN-MARTIN BENNETT HOUSE (1801; c. 1870):** This is a 2-1/2-story, 5-bay, center-chimney Federal house, built by Pitman, ship owner and master. It was sold to Martin Bennett, also a ship captain, in 1824, and was enlarged in the late 19th century. Once part of a row of waterfront houses, the house is isolated today. The house has been covered with aluminum siding but retains a fine pedimented entrance with engaged Ionic columns, similar to the Borden House at 736 Hope Street, and a fine modillion cornice.
- *345 **BRISTOL STEAM MILL/WHITE MILL/NAMQUIT MILL (1843):** In 1836 the Bristol Steam Mill Company erected Bristol's first cotton mill on this site. This mill burned in 1843 and was quickly rebuilt. Typical of Rhode Island's second generation of mills, the structure was originally a 5-story, 5- by 20-bay, end-gable-roof Greek Revival structure of rubblestone, with an offset square stair tower on the southeast corner. The tower has lost its original roof and belfry. A deeply recessed main entrance with a limestone surround, key block, pilasters, and leaded glass transom survives. In 1880, after several changes in ownership, the Namquit Mill (or White Mill) was owned by the Richmond Manufacturing Company, which

THAMES STREET (continued)

also owned the Pokanoket Mill on southern Thames Street. These prosperous plants contained 21,152 spindles and 484 looms, producing print cloth and sheeting. In 1903 the mill was used for weaving, carding, frame spinning, rug spinning, and dressing. The Cranston Worsted Mills purchased the property in 1904, expanding operations already established in the Pokanoket Mill. In 1914 the Namquit Mill was used primarily for spinning. By 1927 the Cranston Mills merged with Collins and Aikman Corporation. C&A used the mill to produce automobile fabrics. C&A built an additional factory, Plant J, a large, 3-story, brick-, concrete-, and glass-walled weaving mill, in 1942, just north of the 1843 Mill. The Premier Thread Company acquired this complex in 1966 and has added some 1-story, prefabricated steel buildings.

- *392 NATHANIEL PHILLIPS HOUSE (1785): This is a 2-1/2-story, 5-bay Federal house altered by the substitution of two chimneys for its original central chimney, the addition of a 19th-century door hood, shingle wall cover, and a 1-story flat-roof wing across the north side. Phillips was the master of the sloop *Lavinia*.
- *400 MILLER BLACKSMITH SHOP (c. 1800, moved after 1870): This is an end-gable-roof cottage set on a raised basement. It was probably Miller's blacksmith shop, built on Thames Street and moved to this lot after 1870.
- *406 FANNY DIMAN JONES COTTAGE (c. 1839): Jones, a widow, bought this lot in 1833 and built this small, end-gable-roof Greek Revival cottage. Camp, Brunsen & Sherry, owners of a sugar refinery across the street, acquired the property in 1841. The bracketed porch was added c. 1880.
- *468 BENJAMIN B. SLADE HOUSE (1839): Slade, a housewright whose shop stood just west on Thames Street, bought this lot in 1839. His house is a small, 3-bay, gable-roof vernacular cottage. Later alterations include a large 1-story ell at the rear, shed-roof dormers, and a gabled door hood.
- *482-84 SAMUEL W. CHURCH HOUSES (c. 1855): In 1851 Church, a ship owner and owner of the wharf across Thames Street, bought this land. Both numbers 484, a small, end-gable-roof Greek Revival cottage with paneled corner pilasters, and 482, a 2-1/2-story, end-gable-roof, shingled storehouse, were probably moved from Church Wharf about 1855, to permit construction of the railroad depot.
- *494 HAZARD-CHURCH HOUSE (before 1809): Thomas Church (1761-1843), a trader and Poppasquash farmer, bought this lot and house in 1809, together with the "shore-flats or water lot" on the harbor. The design of this 2-1/2-story, 5-bay house with brick end chimneys and center hall plan is a popular Federal form; its detailing includes a later Greek Revival entrance and pilasters on the corners. A large, 2-story brick ell with a hip roof was added in the nineteenth century. The Church family retained ownership until 1916.
- *572 JONATHAN SLADE HOUSE AND BOAT SHOP (1816): Only the basic gambrel-roofed shape and siting of this 2-1/2-story structure give clues to its original use. Parson Wight recorded that the first floor was used as a boat shop with living space above. Considerably altered over the years, the house was recently remodeled into a single family residence.

THAMES STREET (continued)

- * CHURCH'S WHARF AND PECK'S WHARF/NEW YORK STEAMBOAT WHARF/INDEPENDENCE PARK (1722 et seq.): The historic waterfront site between Washington Street and Franklin Street was the location for Bristol's first commercial wharf, constructed for Parker Borden in 1722. By 1851 four wharves were built along this section of Thames Street: the Thompson Stanton Shipyard, the R. T. Butt Factory's Wharf, Church's Wharf, and Peck's Wharf. When the Providence, Warren & Bristol Railroad opened in 1855, its station was built on Church's Wharf. In 1870 the site was enlarged by infills and a terminal for the New York Steamboat Wharf was built on a railroad spur here. A crescent-shaped train shed, designed by Thomas Tafft, stood just south of the depot. Passenger service was discontinued after the 1938 hurricane. Freight service continued into the early 1970s. The Town of Bristol now leases the site from the State of Rhode Island for Independence Park.

UNION STREET

In the late 1790s, Stephen Smith, owner of a ropewalk on Constitution Street, owned all the undeveloped land on the north side of this street between Hope and High Streets. No houses had been built on the south side. Smith's heirs platted the land in 1806. By 1851 seven houses stood on the north side and three on the south side; the Noyes family owned the entire northeast section of the block formed by Union, High, Burton and Hope Streets. Division of Seraphine Noyes's estate, after 1881, was followed by further building.

- *16 SAMUEL LISCOMB HOUSE (c. 1850): This 4-bay cottage, facing west to the harbor, was built by a local builder for himself. A good example of a mid-19th-century transitional type, reflecting Greek Revival massing and Italianate detailing, brackets trim the central entrance and heavy returns are at the gable ends. The full-width porch dates to c. 1880.
- *17 MRS. SMITH'S HOUSE (c. 1845): This small 4-bay, end-gable-roof Greek Revival house was moved c. 1850 to this lot from nearby Smith Street (a lane running west from Hope Street to the proposed extension of Thames Street on the 1851 map of Bristol). The recessed entrance with a wide entablature is flanked by full length, narrow, 4-pane sidelights. Late 19th-century additions include the side porch and ell. This house was sold to Sarah C. Munro in 1923.
- *23 BARDIN-BRADFORD HOUSE (1808, c. 1880): Parson Wight recorded that the 2-story, 4-bay, hip-roof Federal house at the core of this structure was built by Bardin, a housewright, for himself. It was extensively remodeled into a picturesque Shingle Style house by LeBaron Bradford, treasurer of the Providence Institution for Savings, who purchased the house in 1872. His additions included a projecting 3-story entrance bay, a door hood, a 2-story octagonal tower on the southeast corner, a 3-story semi-circular tower on the east elevation, and a bay window on the facade. Original window frames with projecting caps and sills were filled with 2-over-2, double-hung sash, and wood clapboards were covered with staggered butt shingles left to weather.
- *38 CHARLES H.O. THOMPSON HOUSE (1885): Built for the author of *The History of Bristol and the Mount Hope Lands* (1880), this 3-bay, end-

UNION STREET (continued)

gable-roof cottage shows the long-lived preference for a basic vernacular form. The facade has a simple entrance portico with a 5-pane transom light, 4-pane sidelights, narrow fluted pilasters, and long, triple-hung windows with shutters. Additions include the flat-roof, 2-story ell and an early gable-roof kitchen ell.

- *41 ASA FENNER HOUSE (1811, c. 1913): This is a 2-1/2-story, 5-bay Federal house with a pedimented center entrance with an elliptical, leaded-glass fanlight, and sidelights. About 1913 Bernard V. Morris commissioned Clarke & Howe to remodel the house. The interior elements were replaced (some were later re-used at 50 Franklin Street) and a Colonial Revival portico and side porch were added.
- *42 M. ELLA THOMPSON HOUSE (c. 1885): This is a 2-1/2-story, 3-bay, end-gable-roof, Italianate-bracketed house, with corner boards, windows, and brackets similar to 38 Union Street (built for Charles H. Thompson, father of Ella). Detailing on the front porch, posts, scrolled brackets, and elaborate cornice are similar to those on 68 Constitution Street, and may indicate the same builder.
- *45 NATHAN BISHOP HOUSE (1812): This 2-1/2-story, 5-bay Federal house retains its large central chimney and most of its original exterior and interior detailing. There is a pedimented entrance, with an elliptical fanlight, molded keystone, and fluted pilasters; the windows have splayed lintels. Wood clapboards have been covered with shingles.
- *48 BRISTOL CHILDREN'S HOME/MARTIN HALL (1886): This handsome 2-1/2-story, 3-bay, end-gable-roof house was built as a children's home. The front portico, a Queen Anne design, has square chamfered posts rising to an elliptical arched screen; balustraded benches are incorporated into the sides of the porch, in a manner similar to 98 Bradford Street. In the 1950s the building was operated as Martin Hall, a speech clinic.
- *68 MARSHALL WALDRON HOUSE (c. 1834, c. 1890): Constructed by builder Marshall Waldron for himself, the transitional design of this 2-story, hip-roof, Federal/Greek Revival house has been attributed to architect Russell Warren. Of note are the Doric portico and entrance with rusticated pilasters and applied Greek key frieze. A beautiful and rare Greek Revival cast-iron fence surrounds this corner lot. By 1903 a large, 3-story, turreted addition and wraparound porch were added. The house is now converted to apartments.
- *97 MYNDRET L. INGRAHAM HOUSE (c. 1880): One of Bristol's few small Second Empire cottages, this 3-bay, mansard-roof house has gable-roof dormers, brackets on sills and cornices, and a bracketed front porch.
- *108 CAREY COTTAGE (c. 1855): One of Bristol's few Gothic Revival cottages, this small house has a characteristic steep gable roof with bargeboards. A 2-story, gable-roof wing on the rear and a 1-story, hip-roofed ell on the west have doubled the size of the original house. The bargeboard pattern is very similar to that on the Doty Carpenter Shop at 41 Constitution Street. Nathaniel Carey worked at the rubber factory.

UNION STREET (continued)

- *122 JOHN LEONARD HOUSE (1856): This 1-1/2-story, 4-bay, end-gable-roof Greek Revival house has a typical Greek Revival entrance with a heavy entablature, flat pilasters, and narrow, four-pane sidelights. Channeled pilasters trim the corners.

WALLEY STREET

- *6 LOVE ROCKS/NATHANAEL GREENE HERRESHOFF HOUSE(1833): Built for Herreshoff, co-founder of the Herreshoff Manufacturing Company, Love Rocks stands on a prominent site with a panoramic view of Bristol Harbor. Originally only two stories over a raised basement, the third story, with its hip roof, dormers and balustrade, was added by Herreshoff to provide a design studio and model room. A lower, 2-story, gable-roof wing leads to a 2-story wing on the east side and a long hipped-gable roof extends to the second floor on the north side. Modern glass doors and porches were added on the west side when the house was converted to multi-family use in the 1960s.

WOOD STREET

- **4 GEORGE LOCKE HOWE HOUSE (1929): Howe (1898-1977) was an architect and designed this house for himself early in his career, while he still worked in the office of his father, Wallis E. Howe. The 1-1/2-story, rambling, asymmetrical house, built of painted brick, with a complex cross-gable roof, is one of several dwellings inspired by Norman farmhouses which Howe designed in the late 1920s and early 1930s. Following a period of employment during the 1930s for the Public Buildings Branch of the U.S. Department of the Treasury, Howe's private practice flourished in Washington, D.C. His career also included commissions in Providence and New York. After World War II he turned to writing; his *Mount Hope* (1956) is about Bristol.
- *135 JAMES MCCORMICK HOUSE (c. 1899): This 3-bay, end-gable-roof Queen Anne cottage was built for a teamster; it is typical of the small-scale workers' and tradesmen's houses built along Wood Street at the turn of the century. Details include sawn balusters on the entrance porch and a half-octagon bay window on the facade.
- *154 ALVIN F. COLE HOUSE (c. 1885): A 2-1/2-story, 3-bay, end-gable-roof house; minor remodeling includes the addition of 20th-century hip-roof dormers on the south side and rear porches. Cut-out brackets on the front porch are identical to ones at 23 and 96 Burton Street. An original barn survives. Cole, a rubber worker, sold the house in 1891 to Nathan N. Cole, a dealer in coal, hay, wood, and straw with a shop on Thames Street near Bradford Street.
- *190 HENRY BATCHER HOUSE (1880): This 3-bay, end-gable-roof cottage, now converted to apartments and clad in aluminum siding, nevertheless retains much of its detailing. Its door hood is supported by cut-out brackets similar to those on 119 High Street, and the original 3-panel walnut door with carved ornaments and panels of etched satin glass remains. Batcher, a German immigrant who worked at the rubber factory, bought this lot in 1876 and built the house in 1880. A surviving bill from a lumber dealer documents the materials used in the house's construction.

WOOD STREET (continued)

- *192 WALTER FRANKLIN HOUSE (1917-19, et seq.): Franklin, superintendent of the National India Rubber Company, selected Clarke & Howe to design this 2-1/2-story, hip-roof Colonial Revival house. Craftsmen from the factory worked on the house during slack periods. Interior woodwork, original mantels, and lighting fixtures are intact.
- *262 ALFRED PEARCE HOUSE (c. 1860): This simple, 1-1/2-story, end-gable-roof Greek Revival house was enlarged by addition of a 1-story ell. Relatively unaltered, it has recently been restored on the exterior and is now used for apartments. By 1885 five members of the Pearce family had built houses in this section of Wood Street.
- *270 MASON W. PIERCE, JR., HOUSE (1868): This 3-bay, L-plan, cross-gable-roof cottage was built for a mason. It has unusual brackets under the flat-head hood and on each face of the paneled corner pilasters, paired brackets with applied bull's-eyes under the window caps, and astragal panels between brackets under the eaves. Interior detail remains intact.
- *274 JAMES P. PIERCE HOUSE (c. 1862): Built for a dry goods dealer, this 4-bay, bracketed house was probably erected by the same contractor who built 275 Wood Street. Triple-hung windows with original hinged blinds flank the center entrance. Ornate brackets trim windows and cornices.
- *275 LEONARD WHEELER HORTON HOUSE (c. 1860): One of Bristol's most beautiful bracketed cottages, this 5-bay dwelling was built by a whaler. It displays stylish, mass-produced trim: brackets on the entrance hood are repeated in a larger scale at the eaves, and linear cut-out brackets trim the side porch. An early octagonal well house is set in the garden.
- *289 DAVID WALDRON HOUSE (c. 1840, c. 1894): Waldron, a storekeeper, built this 2-1/2-story, 3-bay, end-gable-roof Greek Revival house facing Wood Street. His heirs sold it to Henry B. Martin, a rubber worker, in 1894. The Martin family added a 2-story, hip-roof wing to the southwest corner by 1903, then sold the house to Thomas and Mary Doyle in 1929.
- * ST. MARY'S CHURCH (1911): This 2-story, gable-roof Gothic Revival church of buff brick and limestone, dominated by an off-center, 4-level, turreted tower, was designed by Murphy, Hindle & Wright for Bristol's Irish parish. In 1849 St. Mary's parish, Warren, was founded to serve Warren residents and Irish and French Canadian immigrants in Bristol. In 1855 the first St. Mary's Church in Bristol, a plain wooden structure, was built on a lot north of here and operated as a mission of the Warren church. In 1874 the Bristol church became an independent parish.
- *404 ROHAN-RUGGIERO HOUSE (c. 1850): A small, 3-bay, end-gable-roof, vernacular cottage, built before development of the National Rubber Company in 1864 grew to dominate the north end of this street. Distinctive mid-19th-century details include round-headed windows on the second floor and a full-width bracketed porch with sawn balusters and a curved stair.
- *500 NATIONAL RUBBER COMPANY/U.S. RUBBER COMPANY/KAISER ALUMINUM AND CHEMICAL CORPORATION (1864 et seq.): A large industrial complex on the east side of Wood Street. The rubber factory was the cornerstone of Bristol's economy for over three

WOOD STREET (continued)

decades and is a major component of its industrial legacy. Building began in 1864 when Augustus O. Bourn (1834-1925) organized the National Rubber Company, a spin-off of the Providence Rubber Company, producers of rubber tent blankets for the Union Army. A handsome, 2-story, 7-bay office building with a square, hip-roof arcaded belfry, designed by Providence architect Clifton A. Hall, was built from stone found on the site. In 1870 fire destroyed part of this building, but it was quickly rebuilt. Several new brick buildings and a fieldstone addition north of the main office were added. During 1881-82 a major expansion occurred: three large, 2-story buildings of local stone were added to the south of the main building, extending to the corner of Shaw's Lane; a long, 3-story brick building, 5 by 49 bays, was built on the north corner of Wood and Franklin Streets, to complete construction on the Wood Street frontage. A new barn and a 2-story, 150-by 50-foot brick storehouse plus various auxiliary sheds were constructed in the yard, and a brick pumping station was built on the north side of Mount Lane to provide water to the factory. By the late 1890s, the mill complex had grown from a hollow-square configuration, formed by the original stone buildings, to an expanded E-shaped plan. In 1907 a 2-story brick mill was added on a north-to-south axis on the east section of the enlarged 18-acre site. In 1957 a large addition was made abutting the west side of this 1907 wire mill, and in 1968 the original courtyard was filled in, absorbing almost all the unused space. When this great plant closed in 1977, 46 buildings covered the site.

Economic problems in 1887, while Bourn was in Europe, resulted in a reorganization of the company by Samuel P. Colt (1855-1921). Colt reopened the plant as the National India Rubber Company and served as president until 1892, when he merged it with several others to form the United States Rubber Company. Colt was president of this giant corporation from 1901 to 1918, during a period of major expansion. The company was Bristol's largest industry and major employer; it employed 1500 workers and produced 24,000 pairs of rubber boots and shoes daily. Colt introduced profit sharing, stock subscription plans, and pension plans.

Prior to 1892, the major products were rubber clothing, hose, boots, rubber-soled shoes and druggist's specialties. By 1912 the plant specialized only in wire and canvas-rubber footwear, producing 53,000 pairs of shoes per day. By 1931 production of rubber footwear ceased, due to sharply declining sales and foreign competition, and the plant produced wire and cable exclusively. During World War II over 6,000 persons were employed. Products included portable communications wire and heavier wire for ships and tanks. "Wire to Win the War" was a popular local slogan. In 1957 the plant was acquired by Kaiser Aluminum and Chemical Corporation, as the company's center for production of aluminum cable. However, by the early 1970s, technological advances and the weight of new machines made the giant factory obsolete. Kaiser closed the plant in 1977 and moved to a new factory in Portsmouth; the entire complex was given to Roger Williams College. Plans to renovate the site for a community educational/residential/industrial complex failed to gain zoning approval; the plant was sold and is again in partial industrial use as the Bristol Industrial Park.

*570, 573,
577

ST. ELIZABETH CHURCH COMPLEX (1913, c. 1918, 1951-54): This 1-1/2-story, red-brick, end-gable-roof church, with a hip-roof pinnacled belfry, was designed by architects Murphy, Hindle & Wright for a

WOOD STREET (continued)

Portuguese-American parish of 3,000. The facade is dominated by a large arch in a slightly projecting bay with three flat-head doors, surmounted by tall stained-glass windows. From 1918 to 1932, the Reverend Francisco G. Vieira led the parish; he purchased adjacent land for a school. Number 577, a 2-1/2-story, 3-bay, truncated-gable-roof, clapboard and shingle house, was acquired for a rectory. Number 573, a 2-story, flat-roof, contemporary brick school, was designed by architects Samuel Morino and William M. O'Rourke of Warren. This building has facilities to seat 1,000 and was dedicated in September 1954.

- *588 **SONS OF ITALY CLUB/PORTUGUESE INDEPENDENT BAND CLUB** (c. 1915): A modest 1-story, 3-bay, hip-roof, early 20th-century hall; alterations have included replacement of windows with modern units. Originally built for the Sons of Italy, this structure now serves as a center for the Portuguese community. It was purchased by the Portuguese Independent Band, organized in 1919 and chartered in 1921. This group originally met in the former Hall of the Holy Spirit (now the Colonial Santo Christo Club) at 195 Franklin Street, then at the old Columbia Hall (demolished) on Munroe Avenue. It continues as an active organization with a membership of over 400.
- *594 **GODOLA'S MARKET** (1908): A 2-1/2-story, 4-bay, gable-roof commercial and residential building. Detailing includes the recessed panelled storefront on the southwest corner with a 6-panel Victorian door; a side entrance to the apartments above has sawn brackets with applied ornament that support a half-hip-roof hood.
- *615 **OWEN MORRIS HOUSE** (c. 1893): This is small, 4-bay, cross-gable-roof cottage with a typical bracketed front porch, supported by chamfered posts, and brackets at the eaves. An attractive picket fence defines the lot. Morris was a worker at the rubber factory.

WOODLAWN AVENUE

- 41 **ANDREW LYNCH HOUSE** (1896): Designed by architect Wallis E. Howe, this modest 2-1/2-story, end-gable-roof, shingled Queen Anne house relates in scale to the larger house at 45 Woodlawn, also designed by Howe. It has a typical full-width 3-bay porch.
- 45 **PAULL HOUSE** (c. 1896): Designed by architect Wallis E. Howe early in his career, this is a large 2-1/2-story Colonial Revival shingled house, now converted to apartments.

BIBLIOGRAPHY

- As The Yarn is Spun, The Story of a Lively Experiment.* Bristol: Cranston Worsted Mills, 1927.
- Beautiful Bristol...Souvenir Supplement.* Bristol: *Bristol Phoenix*, 1903.
- The Book of Bristol: published as an official souvenir of the 275th anniversary of the settlement of the Town.* Bristol: Franklin Printing Company, 1955.
- The Book of Bristol: published as an official souvenir of the celebration of the 250th anniversary of the settlement of the town, 1680-1930.* Bristol: Bristol Phoenix Publishing, 1930.
- Bristol. Town Clerk. Deeds, highway plats, and subdivision plats, 1680-1990.
- Bristol. Town Tax Assessor. Records and plats, 1680-1990.
- Bristol Historical and Preservation Society. Deed Research and Genealogy, 1971-1990. Typescript.
- Bristol Phoenix.* Bristol, 1835-1990.
- Carter, Samuel III. *The Boatbuilders of Bristol.* Garden City, N.Y.: Doubleday, 1970.
- Census of Rhode Island, 1895.* Providence, 1896.
- Church, Colonel Benjamin, *Diary of King Philip's War 1675-76, with an introduction by Alan and Mary Simpson....* published for the Little Compton Historical Society. Chester, Conn.: The Pequot Press, 1975.
- Cirillo, Susan E., ed. *Bristol, Three Hundred Years.* Providence, 1980.
- Coleman, Peter J. *The Transformation of Rhode Island 1790-1860.* Providence: Brown University Press, 1963.
- Coughtry, Jay. *The Notorious Triangle, Rhode Island and the African Slave Trade 1700-1807.* Philadelphia: Temple University Press, 1981.
- Dimond, F. Reginald. *Life and Times of Benjamin Church 1842-1905, Benjamin Church Home for Aged Men....* Bristol, 1989.
- Dow, Joy Wheeler. "The Bristol Renaissance," *The White Pine Series of Architectural Monographs*, vol. III, no. 5 (October 1917).
- Downing, Antoinette Forrester. *Early Homes of Rhode Island.* Richmond, Va.: Garrett and Massie, 1937.
- Field, Edward, ed. *State of Rhode Island and Providence Plantations at the End of the Century: A History.* 3 vols. Boston and Syracuse: The Mason Publishing Company, 1902.
- Fox, Edward J. "A Detailed History of North Farm." North Farm Homeowners Association, 1986. Typescript.
- Greene, Welcome Arnold, et al. *The Providence Plantations for Two Hundred and Fifty Years.* Providence: J.A. & R.A. Reid, 1886.
- Herreshoff, Lewis Francis. *Capt. Nat Herreshoff, the Wizard of Bristol.* New York: Sheridan House, 1953.
- Herreshoff Manufacturing Company, Designers and Builders of Sailing and Power Craft Since 1861.* Providence: J.C. Hall Company, n.d.
- Hitchcock, Henry-Russell. *Rhode Island Architecture.* Providence: Rhode Island Museum Press, 1939. Reprint. Cambridge: M.I.T. Press, 1968.
- Howe, George. *Mount Hope, A New England Chronicle.* New York: Viking Press, 1959.
- . "The Bristol Story." *Rhode Island Yearbook.* 1967.
- Jordy, William H., Christopher P. Monkhouse, et al. *Buildings on Paper, Rhode Island Architectural Drawings 1825-1945.* [Providence:] Bell Gallery, List Art Center, Brown University; The Rhode Island Historical Society; and Museum of Art, Rhode Island School of Design, 1982.
- Knowlton, Josephine Gibson. *Longfield: The House on the Neck.* 3d ed. Providence: Oxford Press, 1956.
- Munro, Wilfred H. *The History of Bristol, R.I., The Story of the Mount Hope Lands....* Providence: J.A. & R.A. Reid, 1880.

- _____. *Tales of An Old Seaport*. Princeton, N.J.: Princeton University Press, 1917.
- Olsen, Stephen, Donald D. Robadue, and Virginia Lee. *An Interpretative Atlas of Narragansett Bay*, Coastal Resources Center, Bulletin 40. South Kingstown: University of Rhode Island, 1972.
- Pardee, Alice DeWolf, assisted by Norman Herreshoff; updated with assistance of Alice B. Almy and Charlotte A. Young. *Architectural & Historical Bristol, Rhode Island*. Bristol: Town of Bristol Society, n.d.
- _____. *Blithewold*. Bristol, 1978.
- Partial Report upon the Census of Rhode Island, 1865*. Providence, 1866.
- Rhode Island Department of Economic Development. *Rhode Island Basic Economic Statistics, 1979-1980*. [Providence,] 1980.
- Rhode Island State Census, 1885*. Providence, 1887.
- Report Upon the Census of Rhode Island, 1875*. Providence, 1877.
- Skemp, Dory Ann. "The Bristol Town Common: 300 Years and 8 Acres of Public Housing." Paper, Roger Williams College, Bristol, R.I., 1986.
- Survey of Federal Archives, Works Progress Administration. "Ship Registers and Enrollments, Ship Licenses Issued to Vessels Under Twenty Tons, Ship Licenses on Enrollments Issued Out of the Port of Bristol-Warren, Rhode Island, 1773-1939." Providence: National Archives Project, 1941. Mimeo typescript.
- Taylor, William Leonhard. *A Productive Monopoly, The Effect of Railroad Control on New England Coastal Steamship Lines, 1870-1916*. Providence: Brown University Press, 1970.
- Thompson, Charles O.F., *Sketches of Old Bristol, Rhode Island*. Providence: Roger Williams Press, 1942.
- Wight, Henry. "Buildings Erected in Bristol, R.I., 1783-1831...copied and arranged for the Bristol Historical and Preservation Society by Agnes M. Herreshoff and Alice B. Almy." Bristol, 1984. Typescript.

MAPS:

- Beers, D.G. and Company. *Atlas of the State of Rhode Island and Providence Plantations*. Philadelphia: 1870.
- Blaskowitz, Charles. *A Topographical Chart of the Bay of Narragansett*. 1777.
- Bristol, Rhode Island, Selected Historical Buildings and Sites*. Bristol: 1975.
- Everts and Richards. *Map of Bristol, New Topographical Atlas of Surveys, Southern Rhode Island, comprising the counties of Newport, Bristol, Kent and Washington*. Philadelphia: 1895.
- General Highway Map, Barrington, Warren, Bristol*, Department of Public Works, Division of Roads and Bridges, State of Rhode Island, 1954.
- Plan of Town of Bristol, A True Copy*. Bristol: 1682-1697.
- Sanborn Map Company. *Bristol, Rhode Island*. New York: 1897.
- _____. *Bristol, Rhode Island*. New York: 1911.
- Walling, Henry F. *Map of Bristol County, Rhode Island*. Providence: 1851.
- _____. *Map of the State of Rhode Island*. New York: 1862.

PICTORIAL COLLECTIONS:

Bristol Historical and Preservation Society Library
 Bristol Phoenix Newspapers
 Friends of Linden Place, Inc., Collection
 Herreshoff Marine Museum
 Lombard John Pozzi Collection
 Providence Journal Company
 Providence Public Library, Rhode Island Collection
 Rhode Island Historical Society Library

THE RHODE ISLAND HISTORICAL PRESERVATION COMMISSION
The Old State House
150 Benefit Street
Providence, Rhode Island 02903

His Excellency Edward D. DiPrete
Governor

Antoinette F. Downing
Chairman

Frederick C. Williamson
State Historic Preservation Officer

Edward F. Sanderson
Executive Director
Deputy State Historic Preservation Officer

Authors:	Elizabeth Sargent Warren Pamela A. Kennedy
Staff Review:	Antoinette F. Downing Robert Owen Jones Edward F. Sanderson Wm McKenzie Woodward
Survey and Research:	Elizabeth Sargent Warren Virginia A. Fitch Frank D. Hurdis, Jr. Lombard John Pozzi Stephen J. Roper
Survey Interns:	Catherine Armsden William C. Butler Shelley Wilson
Photography and Graphics:	Warren Jagger Lombard John Pozzi Elizabeth Sargent Warren
Design and Layout:	Joyce Gray Baker
Production Coordinator:	Robert Owen Jones
Word Processing:	Ann Angelone
Printing:	Des Offset, Inc.