

Historic and Architectural Resources  
of West Greenwich, Rhode Island:  
A Preliminary Report

RIHPC  
LIBRARY

CW



CW  
3.00

Rhode Island Historical Preservation Commission

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

PRELIMINARY SURVEY REPORT

TOWN OF WEST GREENWICH

This document is a copy of the original survey published in 1978.  
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.

OCTOBER 1978

For up-to-date information, please contact:

RI Historical Preservation & Heritage Commission  
150 Benefit St.

Providence, RI 02903

(401)222-2678

[www.preservation.ri.gov](http://www.preservation.ri.gov)

[info@preservation.ri.gov](mailto: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.

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

## PREFACE

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

The preliminary surveys are accomplished by driving all public rights-of-way in a given town and noting on large-scale United States Geological Survey maps (or other maps that may be more appropriate) each building or site of particular architectural, visual, cultural or historic significance. Each property is photographed and recorded on a standard data

sheet which includes a physical description and notations concerning history, use, condition and architectural style or period. The significance of each property is evaluated in a preliminary fashion and properties are designated as being in one of three categories: properties already on or approved at the State Review Board level for nomination to the National Register of Historic Places; properties recommended at the staff level for nomination to the Register; and other significant properties, some of which, with further study and review, may be determined to be eligible for the Register. Archeological sites are covered in separate preliminary surveys and are mentioned only incidentally in these studies in order to provide historical context.

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

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

TABLE OF CONTENTS

Preface..... i

Introduction.....iii

I. Analysis

Physical Setting..... 1

Prehistoric Occupation..... 3

Colonization..... 3

Incorporation..... 4

Settlement Patterns..... 4

Early Houses..... 5

The Nineteenth Century--Transportation, Roads... 8

The Nineteenth Century--The Textile Industry.... 10

The Nineteenth Century--Villages

Nooseneck..... 11

West Greenwich Centre..... 14

Escoheag..... 15

Public Buildings..... 16

The Nineteenth Century--Decline..... 17

The Twentieth Century..... 19

Summary..... 20

II. The National Register of Historic Places..... 23

III. Preliminary Inventory of Cultural Resources..... 25

Bibliography..... 37

Credits..... 38

## INTRODUCTION

The following study covers the historical and architectural resources of West Greenwich. It provides basic information needed so that cultural resources can begin to be properly considered in making future planning decisions at all levels.

The report includes an illustrated account of West Greenwich's architectural and developmental history in Section I.

Section II is a comprehensive list of properties in the town already listed in the National Register of Historic Places, followed by those approved by the Rhode Island Review Board for the Register and those recommended for nomination to the National Register as a result of the preliminary survey.

Section III is an annotated inventory of properties of historical and architectural importance in the town. The inventory numbers are keyed to the small-scale locational map at the rear of this publication. For more precise information on the location of properties, reference should be made to the large-scale, preliminary-broadbrush, cultural-resource survey map prepared by the Historical Preservation Commission and drawn at a scale of one inch to one thousand feet. This large-scale map is on file at the Rhode Island Historical Preservation Commission and in the West Greenwich Town Hall; copies have also been deposited with the State Department of Transportation, the Division of Statewide Planning and the Department of Community Affairs.

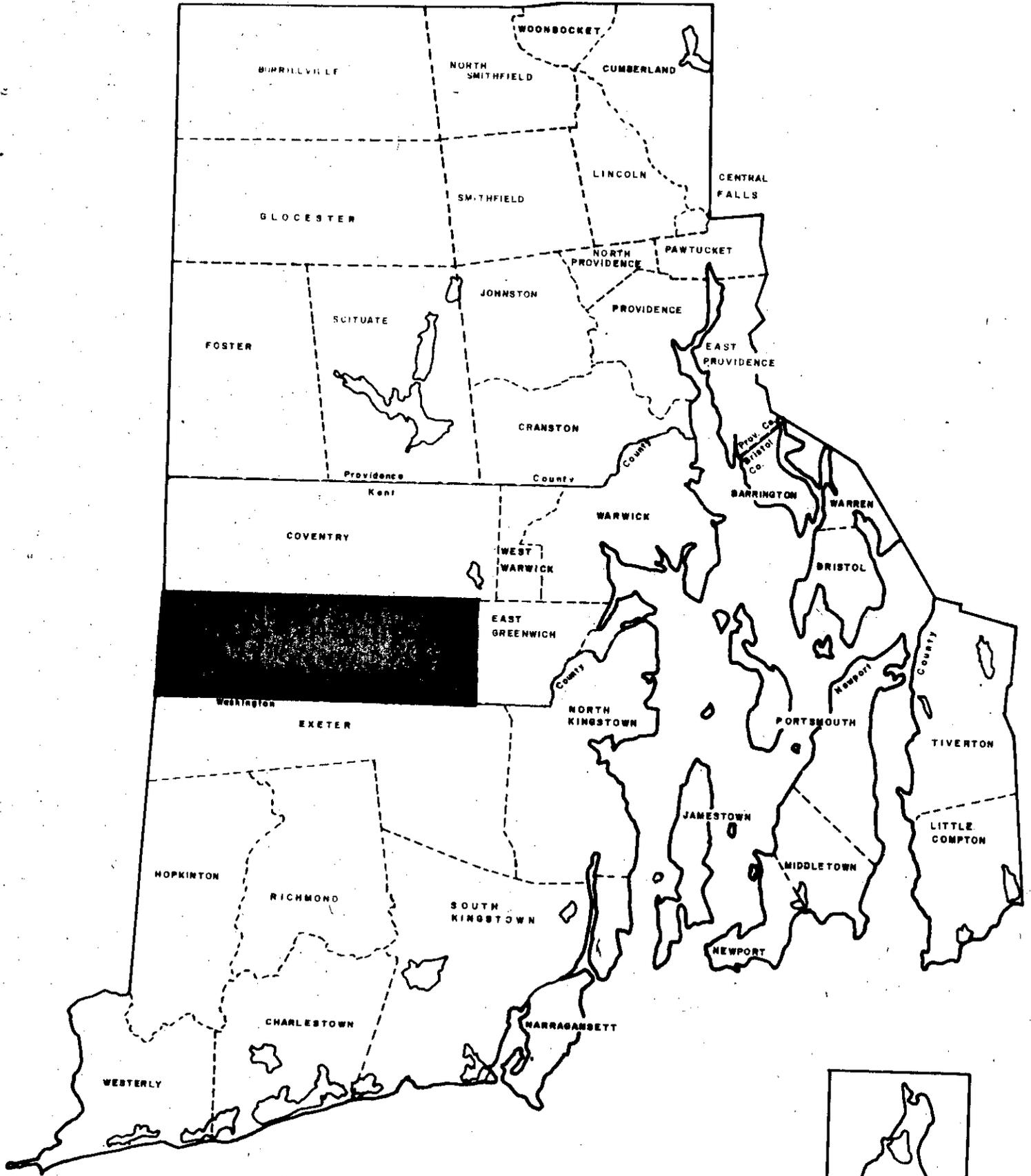
The Commission would like to thank the many West Greenwich officials, residents and scholars who assisted in the conduct of the preliminary survey and in the publication of this report. In particular, we would like to thank the Town Clerk, Cora Lamoureux, and the Town Planner, Lorraine Joubert.

## I. ANALYSIS

### PHYSICAL SETTING

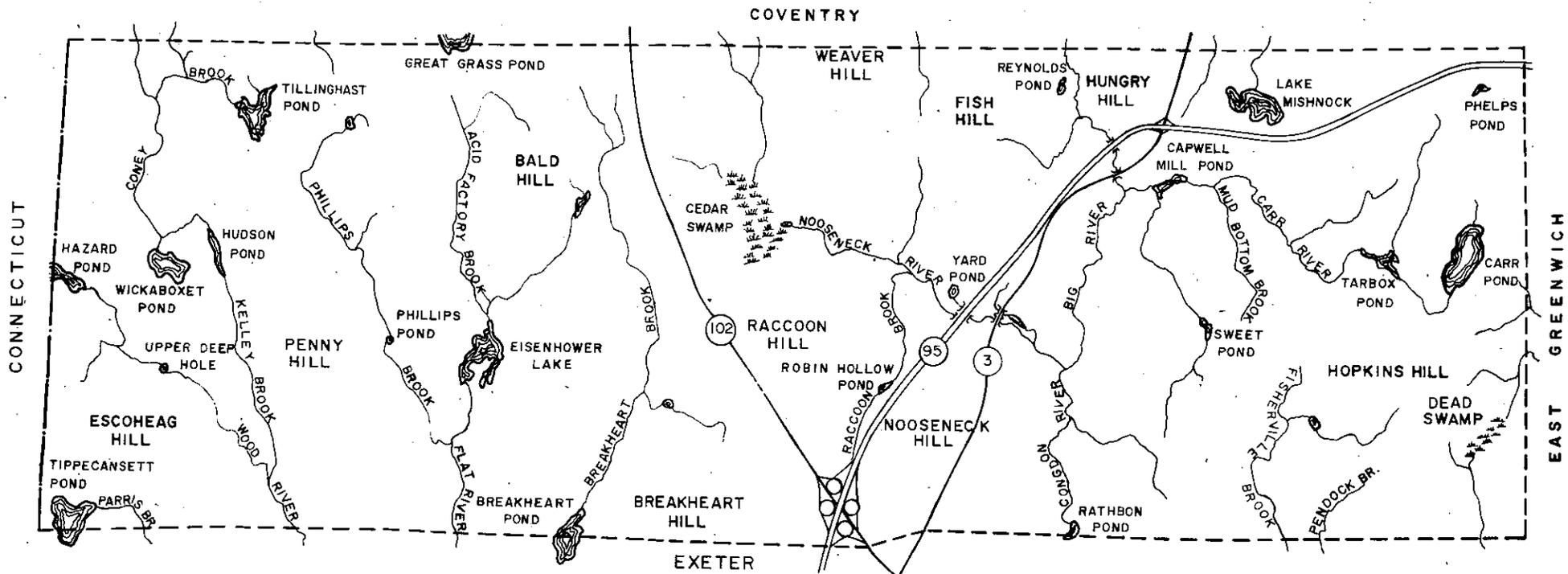
West Greenwich is located twenty miles southwest of Providence. A large rectangle, fifty-one square miles in area, it is bounded by the State of Connecticut on the west, the town of Coventry on the north, by East Greenwich on the east and by Exeter on the south. The town is located on Interstate Route 95, the principal north-south route through the metropolitan area. Route 102 (Victory Highway) crosses Interstate Route 95 and Route 3 near the Exeter Town Line. There is no major east-west route across the town. Most of the town roads remain unpaved and much as they were a century ago.

The basic topographic character of West Greenwich is glacial, a landscape of glacial till; stony, unstratified material deposited onto the plains by the continental ice sheets that once covered New England. The outwash soils are mainly stratified sands and gravels which were washed in from the meltwaters of the retreating glacier. The bedrock is granite; granite outcroppings are part of this rugged landscape--the most dramatic is Rattlesnake Ledge in Wickaboxet State Forest. The terrain is gently rolling, with nine major hills. These hills are made up of the debris deposited as the last glacier receded. The highest elevation is Bald Hill, rising to 629 feet above sea level.



WEST GREENWICH, RHODE ISLAND





WEST GREENWICH, RHODE ISLAND  
PHYSICAL FEATURES

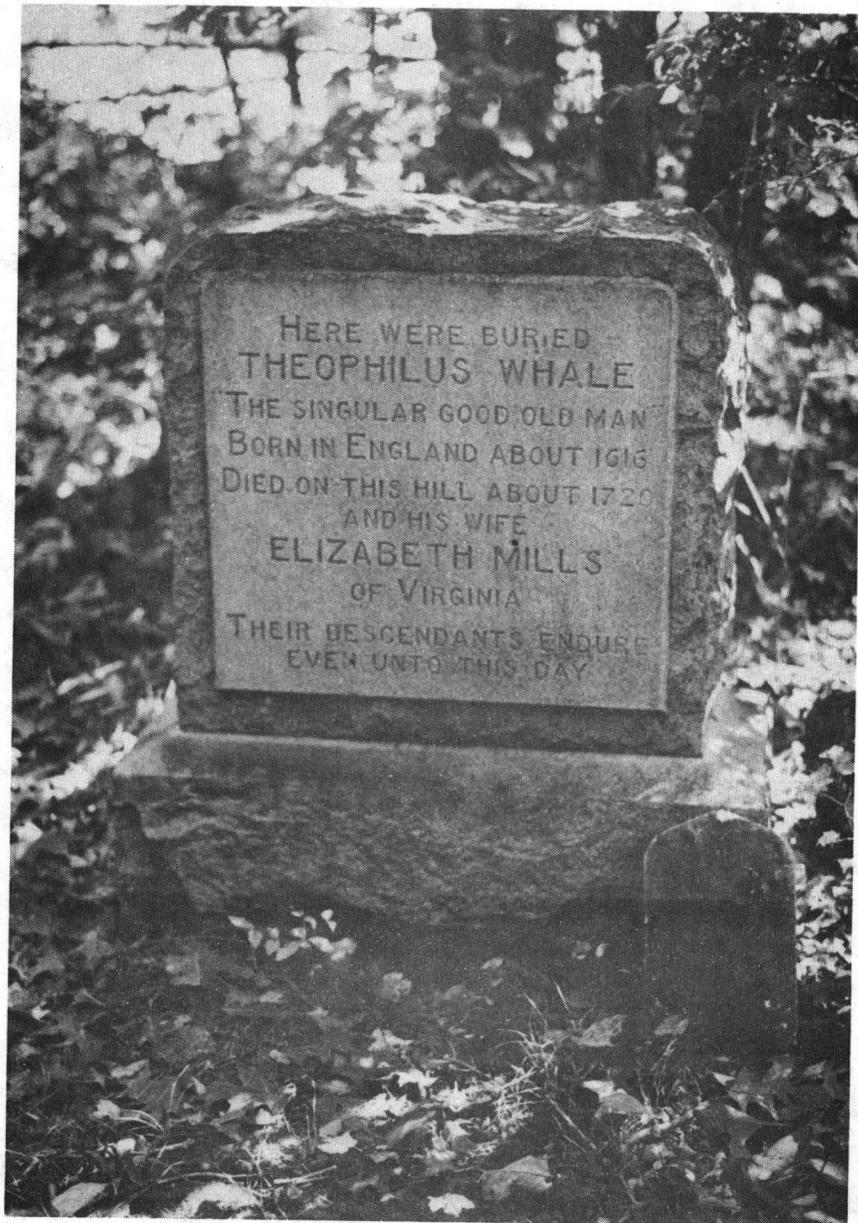


SCALE OF MILES

AUGUST 1978

The town is drained by two major streams, the Big and Wood Rivers. The Big River and its branches (the Mishnock, Nooseneck and Congdon Rivers) drain the eastern section of the town from south to north, flowing into the Pawtuxet. The western section is drained by the two branches of the Wood River (Muddy and Hazard Brooks), flowing from north to south, (forming two valleys) which unite at the southern border and flow into the Pawcatuck River. The resulting watershed is singular--creating a strong natural division between the eastern and western halves of the town.

The town has always been largely wooded; historically, it had extensive forests of white pine, oak, chestnut and birch. Ten thousand acres in the western section are state-owned land used for parks and recreation--taking full advantage of the attractive woodlands, ponds and streams. In 1966, the State of Rhode Island obtained a large portion of the eastern third of the town in and around the Big River area. Long-range plans call for this land to be flooded for the Big River Reservoir. A more immediate source of physical change is the fact that much of this condemned landscape is presently being denuded; logging activities as well as large-scale quarrying for sand and gravel are taking place.



Grave of Theophilus Whaley -- Cemetery #33;  
Hopkins Hill Road. (Map #15)

## PREHISTORIC OCCUPATION

The earliest inhabitants of this landscape of forests and streams were the Narragansett Indians during the Woodland Period (2500-200 B.C.). They were a seasonal people who hunted and fished, migrating inland for the winter season. What little food cultivation they practised took place in the coastal areas that they inhabited during the summer season. In West Greenwich, they occupied granite rock shelters, such as Rattlesnake Ledge, in Wickaboxet State Forest, and Witch's Rock, located off Hopkins Hill Road. These granite outcroppings served them as temporary winter campsites.

## COLONIZATION

Following Roger Williams' settlement of Providence in 1636, the area that makes up present-day West Greenwich was part of the "Vacant Land Tract not yet part of the Colony." This land encompassed not only West Greenwich, but East Greenwich as well. The land was not truly "vacant"; a number of people were already settled there--some, squatters, others, leasing land from the Narragansett Indians. In 1709, as a last device to put all the remaining Narragansett territory under control of the Colony, these lands were accepted by the Rhode Island General Assembly from Ninigret, Sachem of the Narragansetts, in payment for military defense, as well as other services. The subsequent sale (a lengthy process

beginning in 1709) by the General Assembly, conveying the entirety of West Greenwich to thirteen individuals for \$ 1100 appears to have been something of a political payoff. The thirteen men--the new proprietors went into partnership with forty-six others and the land was divided up, with the principals receiving approximately one thousand acres each.

#### INCORPORATION

Within fifteen years the territory (then known as East Greenwich) became settled. The increase in population by 1740 caused most of the larger Rhode Island towns to be divided. The inhabitants of the far-flung settlements could no longer easily gather for town meetings or militia training days. A petition was submitted to Governor Richard Ward requesting that the western area be set off as a separate town from East Greenwich. The General Assembly granted the petition and West Greenwich was incorporated in 1741.

#### SETTLEMENT PATTERNS

New settlement occurred rapidly; the population in 1748 was 760, by 1790, it was 2,054 (the highest in its history). The long roads into the interior encouraged settlement--roads like Division Street (the old Pequot Indian Trail) which connect West Greenwich with the maritime resources of East Greenwich, the nearest market town.

Good farm land was scarce; the colonial farmers found only a few fertile areas of sandy loam, well-drained by rivers and brooks. Most farming was at or just above subsistence level and very few cash crops were or could be produced. The thinner soils could only support livestock, which produced meat and dairy products. The average farmer in West Greenwich, frustrated by the sterile land, had to turn to the other natural resources to augment his agricultural efforts. One supplementary industry was quarrying--working the scattered deposits of bedrock granite. The other, more important natural resource available was the forestland. Paths were soon cut through the virgin forest for timbering; sawmills were built and wood-products included shingles, clapboards, floorboards and barrel staves and ends.

The early settlement pattern consisted of a lone farmhouse, on a large tract of land, set away from the road at the end of a long lane. The farmhouse was not commonly attached to the farm outbuildings. The barn was usually located some distance away, while the smokehouse was close by. The location of certain outbuildings seems to have been according to a male-female division of labor--with the female tasks taking place closer to home. By 1810, there were one-hundred-and-twenty-two farms occupied by single families.

#### EARLY HOUSES

The earliest buildings in the area were largely vernacular, not designed with an eye to being up-to-date with the

architectural style in vogue at the time--but utilitarian structures following familiar, inherited building forms. The typical frame farmhouse was built of heavy locally hewn timbers, using post-and-beam construction. Vertical posts, at the corners and at the intermediate points along the outside wall, support heavy horizontal beams or girts. Interior beams were framed around the masonry fireplace; the floor joists were notched into the beams, and the roof rafters rested on the uppermost beams, called plates. The posts are framed into the plates, at the roof level, and to the sills, at the foundation. The sill usually rested directly on a stone foundation. Individual framing elements were connected with notched or mortise-and-tenon joints held together by pegs.

Most of the early houses followed the central-chimney, two-room house plan. They were one-and-a-half stories high with a gambrel or gable roof--with one room on either side of the chimney. West Greenwich provides an abundance of good simple examples of mid-to-late eighteenth-century house types. Of these, the earliest (1740s to 1750s) are usually small, one-and-a-half-story, gambrel-roofed cottages such as the Tarbox House (Map Number 1)\* on Bates Trail and the

\*The numbers in parenthesis refer to the Inventory and to the survey map, which are located in Section III.



S. Congdon House (c. 1760); Escoheag Hill  
Road. (Map #6)



Stephen Allen House (c. 1787); Sharpe  
Street. (Map #37)

Matteson House (2) located on Burnt Sawmill Road. Small, one-and-a-half-story, gable-roofed dwellings, only three or four bays wide were also common; an intact example is the Matteson House (34) on Robin Hollow Road. For the most part, these smaller houses were expanded within a decade after construction. Two excellent examples of this type of dwelling, built in two stages, are the Arnold Homestead (36) on Sharpe Street and the Old Peleg Matteson House (30) on Plain Meeting House Road.

The initial rural prosperity of West Greenwich produced, by the turn of the nineteenth century, a new conservative style of architecture, but still on a very modest scale. The new houses continued to follow early eighteenth-century building techniques, but adapted certain new stylistic elements; while many of the older homes like the Harrington House (52) located on Widow Sweet's Road were rebuilt and expanded. In such rural farmhouses the new "Federal" style was interpreted as a gable-roofed, two-and-a-half-story house with a symmetrical, five-bay facade. A plain version of the new building type is the Congdon House (6), on Eschoheag Hill Road, which sports a simple doorway with a transom light. A more elaborate interpretation, also located in the northwestern part of the town, is the William Reed House (11) on Hazard Road--here the facade is distinguished by a pedimented doorway, supported by plain pilasters. Another noticeable change at the end of the eighteenth and the beginning of the nineteenth century is



William Reed House (c. 1800); Hazard Road.  
(Map #11)



Tillinghast-Hazard Place (1792-99);  
Molasses Hill Road. (Map #19)

that houses were being built closer to the road--creating a linear band of settlement along the major roadways.

## THE NINETEENTH CENTURY--TRANSPORTATION

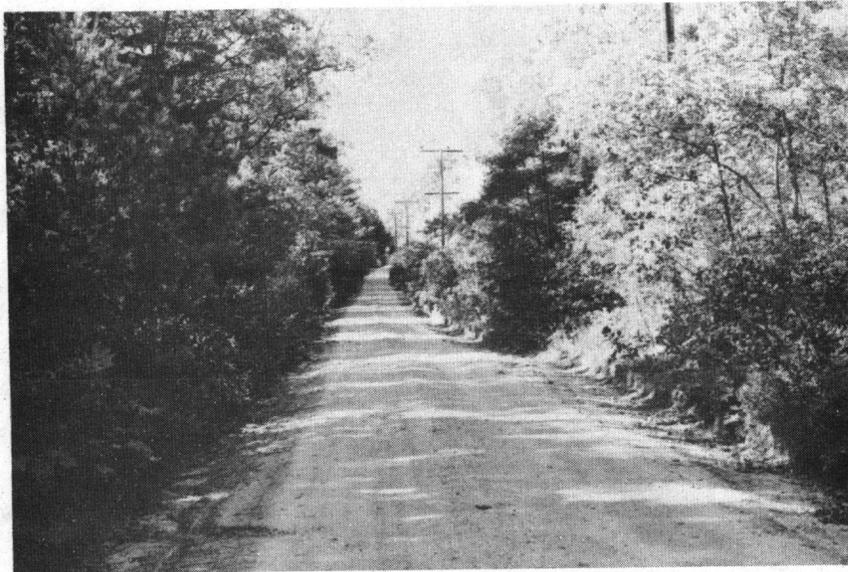
### ROADS

West Greenwich's earliest overland routes were Indian paths. The first real trails cut through by the 1730s were the "post roads," like Division and Sharpe Streets, which linked the hinterland with the civic, commercial and maritime center at East Greenwich. These roads served multiple purposes--stage lines operated over them, transporting passengers and mail; they were also well used by taking herds of livestock to market.

The only toll road--privately operated and manned by toll houses at regular intervals--to traverse West Greenwich was the New London Turnpike. Heralded at its opening in 1821 as "the greatest improvement that ever was made in this state,"<sup>1</sup> it was intended to shorten the trip from Providence to New York, by taking passengers on a direct overland route to meet the New York steamer at New London (twelve miles were thus eliminated from the Providence-Norwich-New London route).

The turnpike was considered an important communications and commercial link between the southwestern parts of the state and Providence. Business interests in Providence were told that

<sup>1</sup>Rhode Island American and General Advertiser, June 15, 1821.



New London Turnpike (1821). (Map #20)



Kit Matteson Tavern (c. 1784); Weaver Hill Road. (Map #45)

It opens to our market a new country, capable of producing everything of the food kind. It also opens to our market inexhaustible forests of excellent wood. It furnishes many of our excellent manufacturers with an easy communication to their respective establishments.<sup>2</sup>

Although it brought travelers into this area and spawned a community life along its route, like so many other nineteenth-century turnpikes in America, the New London Turnpike was a financial failure. Built late in the turnpike era, it faced much competition in the form of steamboats, railroads, and public roads. Tolls made shipping freight on this route very costly, profits remained low, and the road was not repaired.

There was one tollgate in West Greenwich--the Webster Gate (21) located at the corner of Hopkins Hill Road; the structure burned only recently. Many other turnpike-related structures were built; the turnpike was dotted with taverns and inns. Some, such as Horatio Blake's (demolished) at the intersection of Sweet Sawmill Road were respectable:

stagecoach passengers arrive from Boston to dine, and from New London to breakfast at Horatio Blake's elegant hotel, where he keeps the best productions of our market, and the choicest viands served up in the very best style.<sup>3</sup>

However, many had less savory reputations. As traffic on the

<sup>2</sup>Ibid

<sup>3</sup>Ibid

turnpike decreased, the whole area was considered a "backwoods red light district," where prostitution, gambling and murder were common. One especially notorious section in West Greenwich was known as Hell's Half Acre, located at the intersection with Congdon Mill Road. Several tavern foundations are still visible there. By the middle of the nineteenth century, the road had fallen into disuse--and so did the taverns. Apart from the local merchants and innkeepers, the only real mercantile interests to benefit from the turnpike, if only briefly, were the mill owners in Nooseneck Village.

By the turn of the twentieth century, most of the structures associated with the turnpike had collapsed or had been destroyed by fire. Today, the eighteen unpaved miles of turnpike passing through West Greenwich, Exeter and Richmond--especially the West Greenwich stretch--retains a strong sense of its original character and has been recommended for nomination to the National Register of Historic Places.

#### THE NINETEENTH CENTURY -- THE TEXTILE INDUSTRY

The first factory system industry in the United States, textiles, originated in Rhode Island in the 1790s in Pawtucket. The real spur to the growth of the textile industry came with Thomas Jefferson's Embargo Act of 1807, which cut off supplies of imported fabric. Immediately, and for the next two decades, small textile mills, mostly producing cotton yarn, were established all over the state.

West Greenwich had an abundance of water power--with many available sites for water privileges, but, because of its isolation and the high cost of transporting raw materials and finished goods, West Greenwich never fully utilized the industrial potential of its waterways.

Throughout the nineteenth century, the town continued to exploit its greatest natural resource--its forests. Largely seasonal saw and shingle mills persisted as an alternative or adjunct way of life to farming. Several widely separated hamlets grew up around these industrial activities. Liberty, located three quarters of a mile northwest of West Greenwich Centre was one of these millsites; a carriage shop was also located here. Robin Hollow, located one mile west of Nooseneck, was another early nineteenth-century hamlet, comprising sawmills, houses and a blacksmith shop. These hamlets have long since disappeared. Only one site, Nooseneck, proved profitable, prospering year-round, and fostering the growth of a village with a settled population.

#### THE NINETEENTH CENTURY--VILLAGES

##### NOOSENECK

Nooseneck, located on a plateau of Nooseneck Hill, above the Nooseneck River is the only settlement in West Greenwich that ever reached full village size. Several origins for the name "Nooseneck" exists. Local lore has it that it originated from the fact that a running noose was used to trap deer here. The theory proposed by Cole in his History of Washington and

Kent Counties (1889) is that the tract of land designated by the name "Nooseneck," as early as 1819, on Benoni Lockwood's Map of the State of Rhode Island, is a narrow neck lying between two streams which unite and become a tributary to the Pawtuxet River.

This fertile neck was considered to be the best water privilege in the town. The first mill rose here in 1800. A succession of mills, of stone as well as wood, were built thereafter, for manufacturing cotton yarn, wool and later braided sash cord, warp and twine. The era of greatest prosperity seems to have been between the mid-1830s and 1860s; David Hopkins, the town's largest mill entrepreneur, was the agent of that prosperity, owning several mills and many of the houses in the village. The Hopkins Mill, built c. 1867 (25) is the only mill left standing in West Greenwich. It is an extremely rare example of the smaller cotton textile mills of modest capitalization that proliferated along the lesser streams of the state in the mid-nineteenth century. Although listed in the National Register of Historic Places, the mill has been vacant for many years; studies have been made, but all efforts to save the mill by moving it elsewhere have failed. It now stands in the path of the proposed Big River Reservoir, as does the rest of the village of Nooseneck.

A Baptist congregation had been established here by 1809-- the present meetinghouse (41) has recently been moved from Nooseneck to Route 102, out of the way of the planned Reservoir.



Hopkins Mill (c. 1867); Nooseneck Hill Road.  
(Map #25)



West Greenwich Centre Baptist Church  
(c. 1825); Plain Meeting House Road.  
(Map #32)

Only a handful of the many residences along Nooseneck Hill Road remain standing in the village, several dating back to the eighteenth century. The nineteenth-century residences are mostly simple, country vernacular versions of the Greek Revival, like the David Hopkins House (24). Condemned by the reservoir plan, many are vacant, like the Ambrose Brown House (23), open to vandals. But, Nooseneck, even today, represents West Greenwich's largest collection of Greek Revival structures. All the residences are slated for demolition, unless plans to move them materialize. West Greenwich's only true village and most prosperous settlement, Nooseneck now resembles a ghost town. Very little remains of what was once the social, civic and industrial center of the town, site of the first post office in 1848 and the spot where town meetings were held informally since incorporation. The first town house (38) (built in 1937) on Town Hall Road in Nooseneck, although badly vandalized, is due to be moved to a spot near the Lineham School (27) to be re-used as a civic and community center.

The period of prosperity from the 1830s to the Civil War brought with it a new architectural style--the Greek Revival. The bilateral symmetry of the Federal style house was retained but the scale altered. The West Greenwich residences are lower, one-and-a-half-story structures with disciplined facades, framed horizontally by the cornice and the stone foundation and vertically by the cornerboards. Moldings create repetitious lines to mark the edges of clapboards, doors and window frames.

The elaboration of Greek Revival detailing is usually localized at the external openings-- on the door and window frames. Although taken from Builder's Guides, local interpretation reflects an incomplete knowledge of the classical forms.

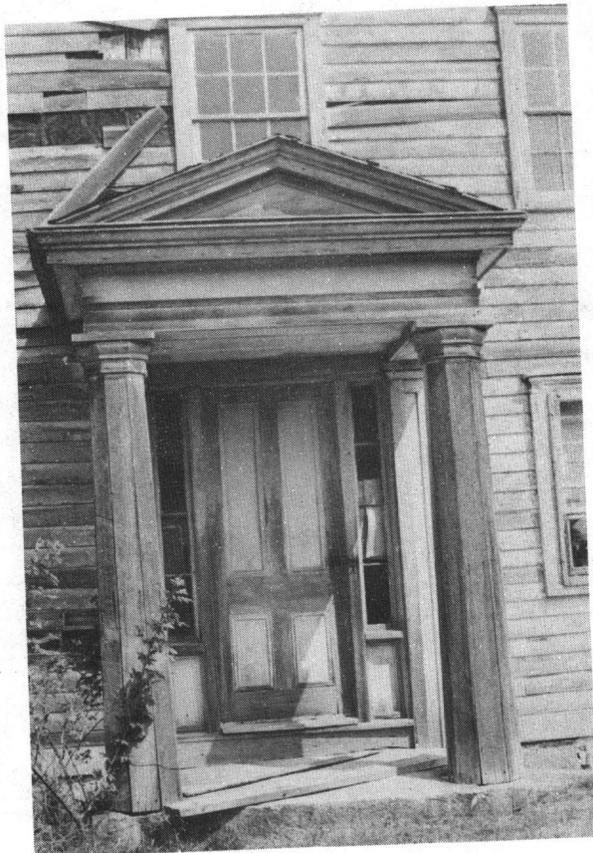
At the same time, throughout rural West Greenwich, eighteenth-century houses were being updated. A fine example of this phenomenon is the Stephen Allen House (37), located on Sharpe Street, which was remodeled in about 1830, in the Greek Revival style. The house is listed in the National Register. The most spectacular expression of the Greek Revival in West Greenwich is the Squire Oliver Matteson House (50) off Weaver Hill Road--a unique late eighteenth-century dwelling with a five-bay Greek Revival temple-front section added to the gable end of the original house; it is recommended for nomination to the National Register.

#### WEST GREENWICH CENTRE

The other village hamlet to emerge in the early nineteenth century was West Greenwich Centre, located centrally within the town. But, even at its height, around 1850, it consisted of two houses (one containing a post office), a store, and a church with a handsome cemetery. Only the church (32) survives, a modest clapboard structure built in 1825. A rare survivor of its type, it has been nominated to the National Register of Historic Places.



Squire Oliver Matteson House (c. 1790;  
1845); off Weaver Hill Road. (Map #50)



Squire Oliver Matteson House;  
Detail of front entrance.

## ESCOHEAG

The only other settlement of note was at Escoheag, located in the southwestern portion of the town, near the Connecticut and Exeter borders. This southwestern corner was settled in the late eighteenth century by the Tillinghast family in a linear band of settlement, running from north to south. The Tillinghast-Hazard Place, built c. 1792 (19) on Molasses Hill Road was used as a tavern in the mid-nineteenth century, a coaching stop for the East Greenwich to Hartford Stage. Although among the wealthier inhabitants of the town, the Tillinghasts and Hazards could not survive by farming alone--the need for a secondary livelihood was common throughout West Greenwich. The Tillinghast-Hazard Place was not only a working farm and tavern; a sawmill, gristmill and stone quarry were also located on the property. It is said that the Hazard family also ran a molasses factory on the property, pressing syrup from cane--a failed enterprise, but commemorated in the local name of the southern half of Hazard Road, Molasses Hill Road. A post office was located at Escoheag in 1848, run by Benjamin Tillinghast. A church was built in 1870 when Jason P. Hazard, a deacon of the West Greenwich Centre Baptist Church, broke with the congregation to set up his own. His Advent Church (7) still stands.

## PUBLIC BUILDINGS

All four nineteenth-century West Greenwich churches have survived-- only one, the Freewill Baptist Church (35) built circa 1862 on Sharpe Street, has been converted to a residence.

West Greenwich's only other nineteenth-century public buildings were its schools. In response to new state legislation, the town was divided into twelve school districts in 1828 and simple, frame, one-room schoolhouses soon dotted the countryside. No schoolhouses from the early period (those built immediately following the legislation) survive, but three dating from the late nineteenth century are still standing. Two have been converted to residences; the best remaining example is the Hazard District School (12) built in 1877 and donated by William Reed to the community.

A small, one-room town hall (38), (the town's first) built in 1937, did double duty as a school. Until 1971, the town had no need for a larger municipal building. The new town hall (42) on Victory Highway (Route 102) has become the focus for a developing civic center for the town, taking over the role the village of Nooseneck played in the nineteenth century. Nearby, also on Victory Highway, the former Louttit School (44) has been re-used, as the town library and the Community Baptist Church (41), moved from Nooseneck has been relocated here.

## THE NINETEENTH CENTURY -- DECLINE

By the late 1860s, the census shows a decline in agricultural output and an increase in manufacturing. People were leaving the farms for the many sawmills, shingle mills and the few cotton mills at Nooseneck. But industrialization did not boost the town's faltering population, it merely stabilized its faltering economy.

The period between 1880 and 1895 marks the beginning of the town's decline. The difficulties involved in bringing raw materials to the mills and taking finished goods to market had been mitigated, briefly, by the New London Turnpike; but, by the late nineteenth century, the mills no longer proved profitable. The railroad was the new form of transportation, but West Greenwich was bypassed completely. Neighboring East Greenwich had a railway line as early as 1837; the other nearest station was located at Greene, in Coventry, in 1854.

One of the last industrial ventures undertaken (1866-1883) in West Greenwich was prompted by the easy access to the station at Greene. Along Acid Factory Brook, now located on the southern edge of the U.R.I. campus (43), was an acid factory. Acetic acid was used in the manufacture of dyes for calico production. The only ingredients needed were hardwoods and water. The hardwoods, predominantly oak and ash, were distilled in large airtight ovens; a pipe

carried the vapors, which were then cooled. Once condensed, the acetic acid was shipped out in barrels or "hogs-heads" by horse or ox-teams to West Greenwich Centre then, via Sand Hill Road, through Hopkins Hollow to Greene in Coventry. Here it was loaded onto freight cars of the Hartford, Providence and Fishkill Railroad, bound for the B. B. & R. Knight Mills in the Pawtuxet River Valley. Few traces survive of the acid industry site due to a 1907 forest fire.

According to the 1890 Annual Report of the Commissioner of Industrial Statistics, West Greenwich was the poorest and most desolate town in the state. The population in 1890 was less than half of what it was a century earlier. Farms were being consistently abandoned; sixty-five formerly cultivated farms, covering more than 8825 acres (equal to about one quarter of the town's total land area and containing fifty-four buildings) were abandoned. Most of the mills had burned and the farmers were left depending entirely on the land for sustenance. An exodus of young people resulted--leaving the land for the manufacturing villages and towns. Only the old were left behind. On some farms the fields were still being cut, but for the most part the land was left unproductive and wild, with the remaining buildings rapidly losing their paint to poverty. A prolonged era of reforestation ensued.

By 1895, the population density was the lowest in the state--14.1 persons per square mile. The 1895 Everts and Richards map of West Greenwich still gives property-owners'

names--but now indicates whether or not the property is deserted as well. The area hardest hit was the more isolated western section; more than half the farmsteads in Escoheag are labeled "deserted." At a time when Rhode Island, as a whole, was primarily industrial and booming economically, West Greenwich's economic base was still agricultural. Little or no mechanization of farming activities took place; the subsistence farms were too rocky, too small and too marginal, economically, to merit such a capital investment. By the turn of the century, farming was no longer a viable industry, nevertheless it was the only way of life for the land-poor inhabitants of West Greenwich.

#### THE TWENTIETH CENTURY

The advent of the twentieth century brought little change to West Greenwich. Depopulation continued--by 1920 the population was down to three-hundred-and-sixty-seven people.

However, the building of Victory Highway (Route 102) and the improvement of U.S. Route 3 in the late 1920s, along with the increase in automobile travel, made West Greenwich more accessible. By the late 1930s the improved highways were bringing new residents--mostly seasonal ones--and vacation cottages sprang up around Lake Mishnock. This densely settled summer colony (18) is still flourishing, and many of the cottages are being lived in year round.

The period after 1930 has been a period of recovery for the town. The population has grown--from 407 in 1930 to 1,841 in 1970, with a projected population of 2,500 for 1978. The town has reached a vital turning point. The traditional agricultural way of life has been left behind. Only a small number of the town's residents are presently engaged in farm-related pursuits. Lumbering, however, still plays a part in the town's economy. Two portable sawmills (14) on Henry Brown Road, are still in operation processing lumber.

Most of the newcomers are part of a suburban movement. They have chosen West Greenwich because of its rough and rocky natural beauty, its crystal streams and extensive forests and have settled along the narrow, winding roads, many of them still unpaved and lined with stone walls.

#### SUMMARY

Only minimally developed and exploited in the eighteenth and nineteenth centuries, West Greenwich now faces major development challenges and pressures. History has shown that the poor soil in West Greenwich limits the areas suitable for residential and industrial development. Much of the land is too low, too porous or too rocky to support septic systems or prevent the pollution by sewage of ground water supplies. Now within easy commuting distance from Providence via Interstate Route 95 (which crosses the eastern section of the town diagonally)--subdivision developers are beginning to turn to West Greenwich. Suburbanization on a larger scale

will lead to necessary increases in public services which may strain the present tax base. Development will take place, but planners must take into consideration what the land can bear, physically, and what the town can support, economically.

With a hundred-years of isolation, population loss and agricultural poverty, little attention has ever been focused on historical preservation. Written primary sources are scanty, so the physical evidence must prevail-- the stone walls criss-crossing the forests and fields, traces of innumerable sawmill sites along the streams; and, most importantly, the lone farmhouses, set back from the main roads. Many early structures are abandoned and decaying and difficult to decipher historically. Only an analysis of the building types and a study of the maps and town records can reveal the information upon which a basic, rudimentary historiography can be based. The wealth of vernacular buildings and undisturbed archeological sites in West Greenwich present a rich body of material evidence mirroring the social and economic history of the town.

An understanding of, and respect for, the ordinary structures, as well as the outstanding landmarks of West Greenwich will be a key factor affecting the town's future status as a desirable residential community.

The resources for geographic expansion and total development are severely limited in West Greenwich by the natural environment itself. The existing fabric, the natural and the built environment, essential contributors to an environmental and historical identity, can serve as a substantial and positive base for the community's development.

## II. THE NATIONAL REGISTER OF HISTORIC PLACES

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

The Rhode Island Historical Preservation Commission is responsible for nominating Rhode Island properties to the National Register of Historic Places. Placement in the Register affords a limited form of protection from potentially damaging federal programs through a review process and makes property eligible for certain tax benefits and federally funded matching grants-in-aid for restoration. As a result of this survey a number of additional structures, sites and districts have been recommended for nomination to the National Register of Historic Places. Descriptions of these properties can be found in the Inventory.

Properties already listed in the National Register:

Hopkins Mill, Nooseneck Hill Road (Route 3) (map #25)

Properties approved for nomination to the National Register:

Stephen Allen House, Sharpe Street (map #37)  
West Greenwich Centre Baptist Church, Plain Meeting House  
Road. (map #32)

Sites and Structures recommended for nomination to the  
National Register:

The New London Turnpike (map #20)  
Kit Matteson Tavern, Weaver Hill Road (map #45)  
Squire Oliver Matteson House, off Weaver Hill Road (map #50)

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

### III. PRELIMINARY INVENTORY OF CULTURAL RESOURCES IN WEST GREENWICH

This inventory is an annotated key to the preliminary survey map of West Greenwich. The numbers refer to the map at the back of the report (e.g. 1--Tarbox House).

A more detailed map at a scale of 1":1000' which locates properties more fully and precisely is on file at the Rhode Island Historical Preservation Commission and in the West Greenwich Town Hall; copies have also gone to the State Department of Transportation, the Division of Statewide Planning and the Department of Community Affairs.

Material in this inventory is presented alphabetically by road with properties on those roads presented in order from east to west or north to south. Dating of structures, or their historical and architectural period, is determined by use of markers, written material, nineteenth-century maps and knowledgeable residents or by an examination of architectural style and the use of certain construction materials.

## BATES TRAIL

Tarbox House (c. 1745): Altered mid-18th-century, 1½-story, 4-bay, gambrel-roofed dwelling with a small, center chimney and a double shed dormer. It is located near the East Greenwich town line, where the Tarbox family quarried the several scattered deposits of granite in the area. Benjamin F. Tarbox, the owner in the late 19th century was the fence viewer for the town. (Map #1)

## BURNT SAWMILL ROAD

Matteson House (c. 1720): A small 1½-story, asymmetrical, gambrel-roofed cottage only 3-bays wide. It has been stuccoed in this century; a front porch has also been added. It is presently located within the proposed Big River Reservoir area. (Map #2)

## CONGDON MILL ROAD

George Dawley House (c. 1835): A 1½-story, 5-bay, Greek Revival, gable-roofed, center-chimney dwelling with a 3-bay ell. It has more than average Greek Revival detailing--panelled, pilastered corner boards and a handsome doorway with frieze. George Dawley was Town Treasurer in 1836. (Map #3)

## ESCOHEAG HILL ROAD

Robert Hazard House (c. 1840): A 1½-story, 5-bay, Greek Revival, gable-roofed dwelling with a typical plank cornice, pilastered corner boards and broad, flat-topped door enframement with Greek Revival detail and side lights. The house has several later, rear additions. Robert Hazard was a brother of Jason P. Hazard. (Map #4)

Lillibridge House (c. 1820): An early 19th-century, 1½-story, 5-bay, gable-roofed dwelling with a small center chimney, and a simple central doorway with transom. (Map #5)

S. Congdon House (c. 1760): A mid-18th-century, 2½-story, 5-bay, gable-roofed house with a large center chimney and a pronounced second-story overhang. The central doorway is plain with a transom. A row of formal granite posts line the road--the remains of what must have been a handsome fence. (Map #6)

Escoheag Advent Church (1870): A plain, 1-story, rectangular, gable-roofed structure, set gable end to the road, with a central doorway flanked by windows. Cemetery #7 is adjacent. The Church was built by Jason P. Hazard, once a deacon of the West Greenwich Centre Church, who broke with that congregation and decided to build his own place of worship near his home. (Map #7)

House (c. 1750): A small, much altered, 1½-story, gable-roofed, mid-18th-century dwelling located near the Exeter border. The massive, cut-stone central chimney is noteworthy. (Map #8)

Stepping Stone Stables: An early 20th-century stable complex, comprising several, long, low, 1-story frame stable buildings, located near the Exeter border. (Map #9)

#### FISH HILL ROAD

Fish House (c. 1810): An early 19th-century, 1½-story, 5-bay, gable-roofed dwelling with a center chimney. The house has undergone many alterations. The most notable changes took place in the 1840s, adding Greek Revival trim. More recent changes include rear and side additions, as well as large shed dormers. The mature and picturesque plantings on the property are unique. (Map #10)

#### HAZARD ROAD

William Reed House (c. 1800): A 2½-story, 5-bay, gable-roofed, center-chimney dwelling with a handsome pedimented doorway framed by plain pilasters. The house was owned by William Reed in the 19th-century, although it was probably built by a member of the Hazard family. Reed was a large landowner, and town benefactor. He built and donated the local district school to the town. (Map #11)

Hazard District School (c. 1878): A small, rectangular, shingled, 1-story, gable-roofed school building. The central doorway, flanked by windows, is located in the narrow end. The school was built by William Reed on his land and donated as a gift to the 7th School District (Map #12)

Stone-Reed House (c. 1850): A 1½-story, 5-bay, gable-roofed dwelling with a side ell. Transitional in style, it sports both traditional Greek Revival trim-- panelled, pilastered corner boards, dentil cornice and later Bracketed style trim seen in the pedimented window caps and the doorway detail. (Map #13)

## HENRY BROWN ROAD

Harrington's Sawmills: Two modern portable sawmills, protected by gable-roofed open sheds, still in operation. No 19th-century sawmills survive; these modern versions are West Greenwich's only example of an important and historic local industry. (Map #14)

## HOPKINS HILL ROAD

Cemetery #33; Grave of Theophilus Whaley: Theophilus Whaley is said to have been one of the three regicide judges of Charles I, who, at the Restoration in 1660, fled to America. He settled first in North Kingstown but spent his last years in West Greenwich on Hopkins Hill, with his daughter, Martha Hopkins. Their house, built in the first decade of the 18th century, no longer stands. Whaley died in 1720 at the venerable age of 103; he was buried with military honors in Judge Samuel Hopkins' cemetery. One of West Greenwich's earliest settlers, Whaley was certainly its most infamous early inhabitant. The grave marker itself is not original; it dates from the 1920s. (Map #15)

Barber-Whitford House (c. 1810): An early 19th-century, 1½-story, 5-bay dwelling with a steeply pitched roof and a new center chimney. Rear ells leads to outbuildings. Both the Barber and Whitford families ran sawmills in this area in the late 19th century. (Map #16)

## off LAKE SHORE DRIVE

Izzi House (c. 1940): An early 20th-century, 1½-story, gable-roofed stone house built on a point overlooking Lake Mishnock and located within the former summer colony area. It is constructed of dressed granite and distinguished by casement windows. A fine, matching, curved wall lines the driveway. Built as a summer home, it was always considered to be the most elaborate and substantial summer residence in the area and a tribute to the stonemason's craft. (Map #17)

## MISHNOCK ROAD

Mishnock Lake Colony: An early 20th-century summer colony, densely clustered around Lake Mishnock, comprising small, mostly 1-story, frame summer "camps"; most have been converted to year-round use. A recreation complex with a Merry-go-round, Penny Arcade and Refreshment Stand offer summer residents amenities. (Map #18)

## MOLASSES HILL ROAD

Tillinghast-Hazard Place (c. 1792-1799): Located in the westernmost part of the town near the Connecticut border, the house is surrounded by woods and swamp land. It is a 2½-story, late 18th-century, gable-roofed building, set gable end to the road. A 1-story porch spans the facade; it is now attached to a modern ell and barn. The building was used as a tavern in the mid-19th century. To the south is a plain, 1-story, rectangular, shingled structure with a large basement and an unusual stone vault. This building was used as a carriage house, stable and for the storage of spirits for the tavern. Also on the property are fine stone walls and enclosures, a root cellar and (near Hazard Pond) a small granite quarry, which was probably the source of stone for the foundations of the buildings. (Map #19)

## NEW LONDON TURNPIKE

The New London Turnpike (1821): Originally called the Providence and Pawcatuck Turnpike, this toll road was chartered in 1816 and opened to traffic in 1821. Built 3-rods wide, the West Greenwich stretch retains a strong sense of its original character. An unpaved, dirt road, it passes through secondary forest of oak and pine. The eighteen-mile stretch, extending from Hopkins Hill Road in West Greenwich through Exeter to Tefft's Hill in Richmond is recommended for nomination to the National Register of Historic Places. (Map #20)

Site of "Webster Gate," later known as "Greene Hotel" (1821): Located at the intersection of Hopkins Hill Road, on the west side of the turnpike was this building, only recently burned. The large, deep fieldstone foundation is cut into the bank very close to the road. The charred remains indicate a frame structure, using mortise-and-tenon construction with vertical plank siding. A smaller stone foundation of a collapsed building, a barn, is located a few yards to the south. This was the site of one of the six tollgates for the New London Turnpike, opened for traffic in 1821. (Map #21)

## NOOSENECK HILL ROAD (Route 3)

The Pines Motel (1930s): A cluster of "tourist court" cabins-- 1-story, clapboard, gable-roofed cottages of vaguely "colonial" inspiration with appropriate white paint and green shutters; such establishments are the precursors of the ever present motels of today. When Route 3 was upgraded in 1928, quite a number of roadside establishments grew up along the highway to serve the new automobile-born trade. These are the last remaining roadside cabins in West Greenwich. (Map #22)

Ambrose Brown House (c. 1835): A Greek Revival, 1½-story, 5-bay, gable-roofed dwelling with original detailing at the cornice line, windows and doorway. (Map #23)

David Hopkins House (c. 1835): A Greek Revival, 1½-story, 5-bay, gable-roofed residence with a side ell. Located north of the Hopkins Mill, the house is obscured by a close row of fir trees. David Hopkins was the most successful mill owner in West Greenwich and his enterprises helped spur the growth of Nooseneck, giving it village status. Hopkins filled many town offices in the late 19th-century and represented the town a number of times in the state senate. (Map #24)

Hopkins Mill (c. 1867): A 1-story, frame, former yarn and cord mill built by David Hopkins, a local mill owner and politician. Gable-roofed, it has a continuous clerestory monitor, as well as stair and water closet towers. The remains of a stone picker house on the southeast side of the mill are visible, as are parts of the raceway. The mill is well sited at the foot of the valley, on the Nooseneck River. Manufacture ceased in 1906. In 1915, the building was converted for use as a cattle barn. In 1968, the property was acquired by the State and slated for demolition, as it lay in the path of the Big River Reservoir (not yet constructed). Efforts to remove the building to Sturbridge Village, Massachusetts, failed. The building has been fully documented by the Historic American Building Survey (1971) as part of the New England Textile Mill Survey. The mill--typical of much earlier forms of mill construction and an excellent and rare (although deteriorating) example of the small, rural mills, located on minor waterways--is listed in the National Register of Historic Places. (Map #25)

House (c. 1820): A late Federal, 1½-story, 5-bay, gable-roofed dwelling with a 1-story, recessed side ell with an open porch. Although, the house has Greek Revival modifications, the simple, squared-off volute doorway remains original. (Map #26)

Mildred E. Lineham School (1950, 1957): A 1-story, rectangular, flat-roofed, stuccoed school building with large window openings filled with glass bricks, designed by Frank B. Perry as a 4-room elementary school. A hexagonal, mostly glass addition, designed by Lamborghini and Christoph is adjacent. Originally the West Greenwich Elementary school, the school was renamed in the mid-1960s for Mildred E. Lineham, one of the first teachers in the school. The Mildred E. Lineham School is a unique local example of a public building influenced by Bauhaus design principles. (Map #27)

#### PLAIN ROAD

Tillinghast Farm (c. 1845): The primitive Greek Revival, 1½-story, 5-bay, gable-roofed dwelling with a center chimney.

and a side ell is the focus of the farm complex. It has pilastered corner boards, a plank board at the cornice line, and molded lintels; the central doorway is pilastered and has side lights. It is set back from the main road; the complex includes rambling outbuildings in poor repair. (Map #28)

#### PLAIN MEETING HOUSE ROAD

Greene-Brown House (c. 1845): A fine, 1½-story, 5-bay gable-roofed Greek Revival dwelling with a side ell. The handsome full-blown Greek Revival facade is distinguished by a plank cornice and a panelled pilastered door enframement with side lights. (Map #29)

Old Peleg Matteson House ("Millstone Farm") (c. 1790): A late 18th-century, 1½-story, 4-bay, gable-roofed dwelling with a center chimney with side additions. The doorway is plain with side lights. On the property are the remains of a 19th-century sawmill. (Map #30)

Former Red/Plain School (c. 1886): A much altered 1-story, 1-room, gable-roofed schoolhouse. Shingle clad and set gable end to the road, the facade originally consisted of two doors with one window above and an oculus in the gable. The building has been changed and added onto in this century; and it is now used as a residence. The original outhouses at the rear of the building were only recently removed. (Map #31)

West Greenwich Centre Baptist Church (c. 1825): A modest, rectangular, 1-story, clapboard structure without a belfry or steeple. It faces south and is entered by two doors in its narrow, end-gable front elevation. The exterior retains much of its plain, molded, Federal style gable cornices with returns. The building was remodeled in 1856, and most of the rest of the exterior detailing, including the wide corner boards and unmolded frieze, the cornice-topped, wide-board-framed doorways, and the plain board window trim, however, is styled in a vernacular version of the Greek Revival. It is often referred to as the Plain Meeting House, because of its location on the "plain" at West Greenwich Centre. It was built by "The Independent and Union Society" as a union meetinghouse for the use of all christian congregations. One of the earliest church structures of its type still standing in western Rhode Island, it has been approved for nomination to the National Register of Historic Places. (Map #32)

## ROBIN HOLLOW ROAD

George B. Vaughn House (c. 1850): A 1½-story, 5-bay, Greek Revival dwelling with a gable roof, center chimney and two later period double shed dormers. An example of the full-blown Greek Revival, its detailing survives intact with panelled pilastered cornerboards, a plank cornice and a handsome central doorway with side lights. George B. Vaughn ran a mill near Nooseneck Hill in the late 19th century, turning bobbins and sawing shingles. (Map #33)

Matteson-Franklin House: A late 18th- or early 19th-century, 1½-story dwelling with a steeply pitched roof. Only 4-bays wide, the house faces south. This is one of two surviving houses in a hamlet once called Robin Hollow. Situated one mile west of Nooseneck village, it was the site of a yarn mill built by Lyman Hopkins in 1845. (Map #34)

## SHARPE STREET

Former Sharpe Street Baptist Church (1862): A simple, 1-story, rectangular, gable-roofed building, 3-bays wide, set gable end to the street. Originally a Freewill Baptist Church, the building has been converted for use as a residence. (Map #35)

Arnold Homestead (c. 1790): A late 18th-century, 1½-story, 5-bay, gable-roofed dwelling with a brick center chimney. The house was built in two stages: 3-bays wide originally, with 2 bays added at a later date. The Greek Revival doorway is also a later addition. The second chimney was added in 1928, as was the large, rear dormer. Although no longer a working farm, numerous outbuildings from c. 1918 give the property the look of a farmstead. (Map #36)

Stephen Allen House (c. 1787): A late 18th-century, 5-bay, gable-roofed dwelling with a large, center chimney. It was built by Stephen Allen, an affluent land owner and probably the town's only physician at that time. The 2-bay side ell dates from c. 1830, as does the main doorway--a simple enframingent with side lights, to create a modest Greek Revival allusion. A small shed on the property may have served as a local store in the mid-19th century. A schoolhouse once stood adjacent to the property; it burned in 1929. The farmstead, with its simple, well preserved house, shed, barn foundation, privy, fenced pasture and stone walls is illustrative of 18th-century farm life and has been approved for nomination to the National Register of Historic Places. (Map #37)

## TOWN HALL ROAD

Old Town Hall (1937): A small, 1-story, gable-roofed building with a simple portico entrance. It was the first Town Hall to be built in the town; it did double duty as a school classroom, as well as the center of West Greenwich's official town business. In 1970, a new Town Hall was built; the building is presently not in use and has been vandalized. Plans exist to move the building to a site near the Lineham School on Nooseneck Hill Road, where it will be converted for use as a Youth Community and Civic Center. (Map #38)

## off VICTORY HIGHWAY

Carpenter House (c. 1780): A late 18th-century, 1½-story, 4-bay, gable-roofed dwelling with a center chimney and a shed dormer. The 2½-story, Greek Revival addition probably dates to the 1830s--the work of Christopher Carpenter, the Town Treasurer in 1830; the structure now follows a T-shaped plan. The late 19th-century owner, Charles F. Carpenter, was also active in town affairs; he was a justice of the peace, the Town Auditor and also served on the school committee in the 1880s. (Map #39)

Old Victory Highway: Parallel to, and back about 30 feet from the present highway, are traces of an earlier road, probably dating back to the 18th century. It is flanked on one side by a 3-foot high stone wall. The wall starts 75-100 feet south of Sharpe Street. At the north end, the walls are three feet high and three feet wide, capped by large, flat rocks. Three metal rings are embedded in the top of the wall near the site of an 18th-century tavern. This section may be the "rum wall." Legend has it that the tavern keeper had the patrons add sections to the wall, if they could not pay for their drinks. (Map #40)

## VICTORY HIGHWAY (Route 102)

Community Baptist Church (c. 1891): A Late Victorian, rectangular, gable-roofed structure with a small, open belfry on the ridge. Access is through a single, central doorway in the gable end; a large cross surmounts the door. The church originally stood on Nooseneck Hill Road; the Nooseneck Baptist Church was organized in 1785 and its late 19th-century building was moved to this site in 1971. (Map #41)

West Greenwich Town Hall (c. 1970): A 1-story, gable-roofed, brick public building built in colonial idiom--a central pavillion with side wings, capped by a small cupola. The plans for the building were adapted from the design of the

Coventry Town Hall. Set back from the road, the front lawn includes a granite monument dedicated to Civil War Veterans, veterans of the two world wars, and to the memory of George E. Fiske. This is the second town hall; the first, built in 1937, still stands on Town Hall Road. (Map #42)

off VICTORY HIGHWAY (Route 102) along Matteson Plain Road and Game Farm Trail.

W. Alton Jones Campus--U.R.I. (1830, 1930s, 1965): The W. Alton Jones Campus covers 2300 acres, mostly woods, fields and ponds. Also located on the property is a Greek Revival (c. 1830), 1½-story farmhouse with 20th-century barns and sheds surrounding it. In the 19th century, this property was known as the Parker Farm; the Parker District School (burned) was also located here, as well as a Poor Farm. Remains of the Bela Clapp Acid Factory complex can still be discerned at the southern edge of the campus. The Hianloland Game Farm on the campus raises pheasants, Cornish game hens, wild turkeys, quail, partridge, snowshoe rabbits and white-tailed deer; a Biological Research Area and a Nature Preserve are also part of the environment. The other large complex on the campus is the Whispering Pines Conference Center comprised of three buildings. Whispering Pines and the Nettles, located overlooking a picturesque pond, are interesting 1930s' lodges, asymmetrical and using textured clapboard-ing to articulate the facades. These were part of the former hunting and fishing estate of the late W. Alton Jones, Chairman of the Board of Cities Service Oil Company. President Dwight D. Eisenhower visited here. In 1962, the W. Alton Jones Foundation gave the property to the University of Rhode Island. (Map #43)

VICTORY HIGHWAY (Route 102)

West Greenwich Public Library, formerly the Louttit School (c. 1936): A handsome, if modest, 1-story, gable-roofed, brick structure with an open belfry. Set end to the street, the pedimented gable is pierced by an oculus. Entrance is made through double doors within a shallow 4-columned portico. Built by Mrs. William Louttit as a one-room schoolhouse, it replaced the Sharpe Street School, which burned in 1935. Architecturally, it is unique, for it was designed as a replica of the school Mrs. Louttit attended in Nova Scotia. Historically, it is unique as it was given to the town in memory of William E. Louttit. The school closed in 1951; the building was recycled as the town's public library in 1966. (Map #44)

## WEAVER HILL ROAD

Kit Matteson Tavern (c. 1784 or earlier): A 2½-story, gable-roofed tavern building with a large center chimney; its banked situation creates a 3-story elevation on one side. It is located at the corner of Weaver Hill and Nooseneck Hill Roads, known as Kit's Corner. The only tavern to survive in West Greenwich, it is presently undergoing interior restoration. It has been recommended for nomination to the National Register of Historic Places. (Map #45)

Amos Sweet House (c. 1795): A 2½-story, 5-bay, Federal style, gable-roofed dwelling with a large center chimney. The central doorway has been altered by the addition of a Victorian door hood. Amos Sweet was the 19th-century owner. (Map #46)

## off WEAVER HILL ROAD

Jeremiah Matteson House (1812): A vernacular, Federal style, 2½-story double house, 8-bays wide with a gable roof. Jeremiah Matteson was a local blacksmith in the late 19th century. (Map #47)

## WEAVER HILL ROAD

Harrington-Fish House (c. 1800): A simple, 1½-story, gable-roofed, 5-bay dwelling; the windows are very close to the eaves. It has been much altered by two 1-story additions. (Map #48)

Johnson-Andrews House: An altered late 18th-century, 1½-story, 5-bay, gable-roofed dwelling with a side ell. The chimney has been replaced. The central doorway is narrow and surmounted by a two-light transom. (Map #49)

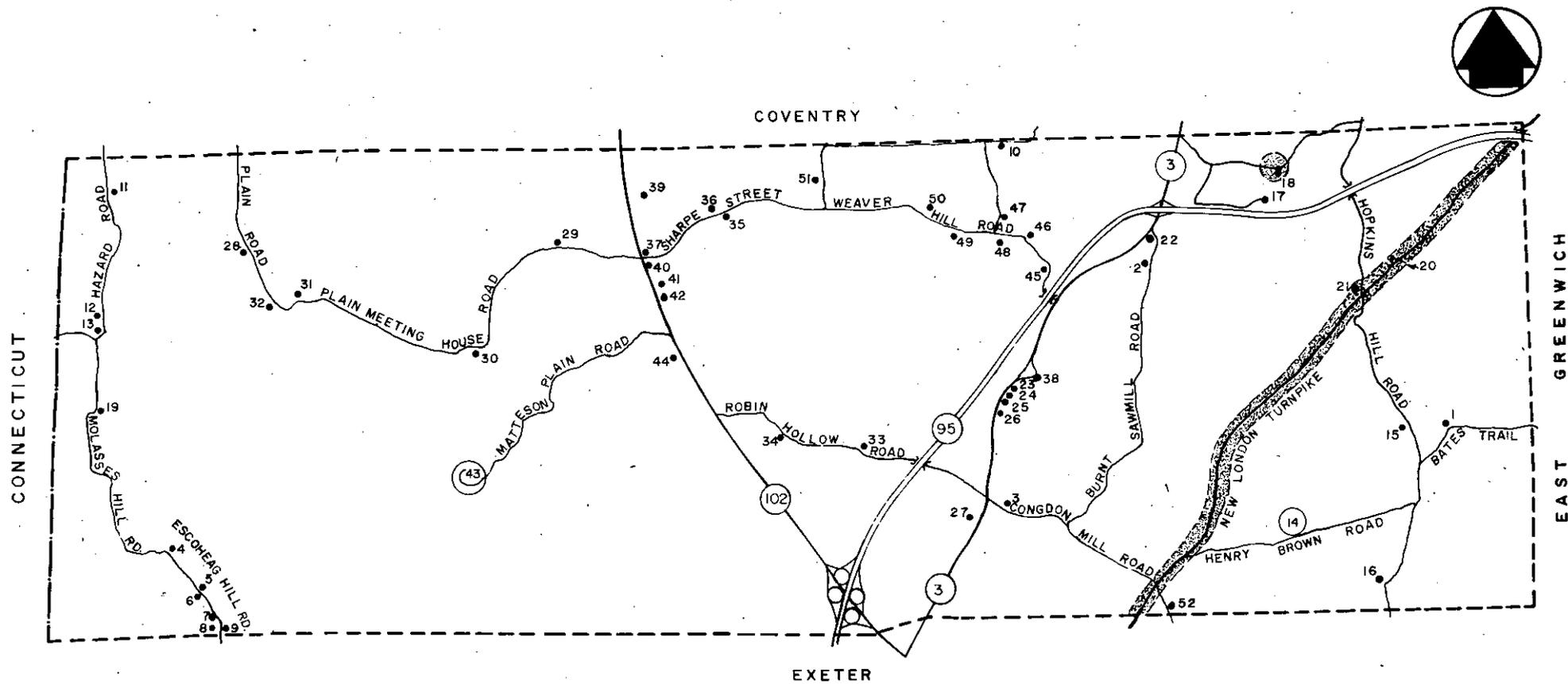
## off WEAVER HILL ROAD

Squire Oliver Matteson House: A late 18th-century, 2½-story dwelling with an unusual 5-bay, end-gable Greek Revival front section added to the original house. This gable-ended front is a unique example of the vernacular expression of the Greek Revival, temple-front form, focusing on a handsome pedimented portico supported by 8-sided tapered columns over a stone threshold. The late 19th-century owner was Judge James Rathbun, a wealthy landowner who left a considerable sum of money to Brown University. This unique vernacular structure has been recommended for nomination to the National Register of Historic Places. (Map #50)

Greene-Matteson House: A late 18th-century, 1½-story, gable-roofed dwelling with a side ell. The windows are very close to the eaves. The house is situated at the end of a long lane, set back from the main road. (Map #51)

#### WIDOW SWEET'S ROAD

Harrington House (c. 1760): A mid-18th-century, 1½-story, gable-roofed, shingled dwelling with a massive center chimney. Built in two stages, the 4-bay original section was enlarged by a 3-bay side ell. (Map #52)



WEST GREENWICH, RHODE ISLAND  
DISTRICTS, SITES & STRUCTURES



AUGUST 1978

LEGEND:

- COMPLEX
- SITES, STRUCTURES
- ▨ DISTRICTS
- == INTERSTATE HIGHWAY
- R.I. STATE HIGHWAY
- SECONDARY ROADS