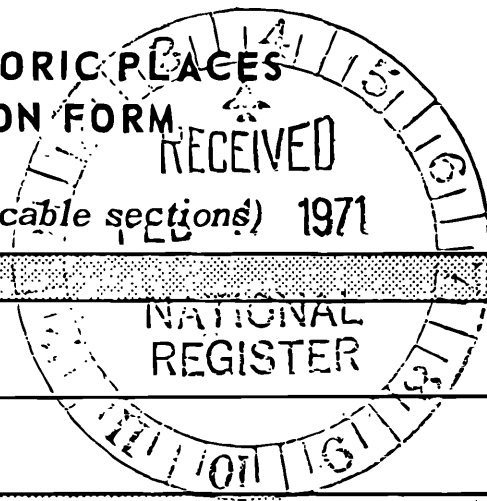


NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections) 1971

STATE: Rhode Island	
COUNTY: Providence	
FOR NPS USE ONLY	
ENTRY NUMBER 71,544,0010	DATE 5/6/71



1. NAME

COMMON: Blackstone Canal

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: From Front Street Bridge To Steeple and Promenade Streets

CITY OR TOWN: Lincoln Providence

STATE: Rhode Island CODE: 0044 COUNTY: Providence CODE: 007

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>	Public <input type="checkbox"/> Private <input type="checkbox"/> Both <input checked="" type="checkbox"/>	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input type="checkbox"/>	Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment <input type="checkbox"/>	Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum <input type="checkbox"/>	Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific <input type="checkbox"/>	Transportation <input type="checkbox"/> Other (Specify) <input checked="" type="checkbox"/> <u>Unused</u>
			Yes: in part <input type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input checked="" type="checkbox"/> No: in part <input checked="" type="checkbox"/>

4. OWNER OF PROPERTY

OWNERS NAME:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Lincoln Town Clerk City Hall

STREET AND NUMBER: 100, Old River Road Dorrance and Washington Streets

CITY OR TOWN: Lincoln Providence STATE: Rhode Island CODE: 44

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 16.9

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Not so represented

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: COUNTY: ENTRY NUMBER: DATE: FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	Excellent <input type="checkbox"/>	Good <input checked="" type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)		
	Altered <input checked="" type="checkbox"/>	Unaltered <input type="checkbox"/>		Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Blackstone Canal was designed to connect Providence, Rhode Island, and Worcester, Massachusetts--forty-five miles apart--for the transport of commercial good, primarily, and also of passengers. It was constructed during the years 1824--1828. In northern Rhode Island it partly parallels and partly combines with the Blackstone River and in Providence becomes a part of the Moshassuck River. Twenty or more feet wide throughout, it was where necessary stone-walled, both to contain the canal stream and to support the path required for horses towing the canal-boats. Because of a drop of 451 feet in altitude from Worcester to Providence, granite-walled locks had to be constructed at numerous points, but little visibly remains of these locks--now, only outside Providence--and nothing of their mechanisms.

From the intact Lincoln, Rhode Island, portion of the canal (already a separate nomination to the National Register), it flows under the Front Street Bridge in that town, through Scott Pond and--now--beneath the Sayles Finishing Plant, next combining with the Moshassuck River channel. Thence it continues southward for four and one-half miles under new streets and past mill complexes to Interstate Route 95, within the Providence area. In this section there are no remains of walls or tow-paths. South of Route 95, however, the canal retains its original granite walls--at least on the eastern tow-path side and often on both--for almost the entire remainder of its course into the city of Providence. This is now about one and one-half miles, terminating at the intersection of Steeple and Promenade Streets. In its time of use the canal ended finally at Market Square, some blocks south, where there was landing, a stair and a shelter for the transfer of passengers and cargo. These last stretches and the basin end of the canal are now covered by a network of modern pavements and squares.

The remaining Rhode Island sections of this canal display various types of stone wall construction, both with and without mortar. In most places they have maintained themselves sturdily; in others they have sometimes been repaired or rebuilt. Their general condition appears good. As one exception in Providence, there are remains of what once might have been a set of locks above Mill Street, for such were shown in an early survey. The canal remains a long finger through a good part of Providence, and it still flows.

SEE INSTRUCTIONS



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1823-1828

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | | | | | |
|----------------|-------------------------------------|--------------|-------------------------------------|----------------|-------------------------------------|-----------------|-------------------------------------|
| Aboriginal | <input type="checkbox"/> | Education | <input type="checkbox"/> | Political | <input type="checkbox"/> | Urban Planning | <input checked="" type="checkbox"/> |
| Prehistoric | <input type="checkbox"/> | Engineering | <input checked="" type="checkbox"/> | Religion/Phi- | | Other (Specify) | <input type="checkbox"/> |
| Historic | <input type="checkbox"/> | Industry | <input type="checkbox"/> | losophy | <input type="checkbox"/> | _____ | |
| Agriculture | <input type="checkbox"/> | Invention | <input type="checkbox"/> | Science | <input type="checkbox"/> | _____ | |
| Art | <input type="checkbox"/> | Landscape | | Sculpture | <input type="checkbox"/> | _____ | |
| Commerce | <input checked="" type="checkbox"/> | Architecture | <input type="checkbox"/> | Social/Human- | | _____ | |
| Communications | <input type="checkbox"/> | Literature | <input type="checkbox"/> | itarian | <input type="checkbox"/> | _____ | |
| Conservation | <input type="checkbox"/> | Military | <input type="checkbox"/> | Theater | <input type="checkbox"/> | _____ | |
| | | Music | <input type="checkbox"/> | Transportation | <input checked="" type="checkbox"/> | _____ | |

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

The Blackstone Canal was at its beginnings (thought of in 1823, opened for use in 1828) another with many canals being stretched throughout the eastern United States. In the first third of the XIX Century occurred what might be called a frenzy of canal-building, induced by swift industrial and commercial development and the consequent need for a transportation network. All are familiar with the Erie Canal; there were also the Chesapeake and Delaware, the Philadelphia State, the Chesapeake and Ohio, the Louisville and Portland, the Morris--Delaware and Raritan, the Georgetown etc. The Blackstone Canal justifiably takes a place among them in national history, and in Rhode Island it certainly takes a notable place in local history.

Here, its functions were to assist in commerce between Providence and Worcester and to stimulate the industrial development of intervening towns and villages along the Moshassuck and Blackstone Rivers. These it did during its useful life of about twenty years, ended by the introduction of a Providence--Worcester railroad. It had forty-nine locks, as well as "tow-paths, basins, dams, wharves, embankments, toll houses, and other necessary appendages" demonstrative of the engineering and building skills of the times. Its Rhode Island management was in the hands of a corporation which had been formed by such prominent citizens as Edward Carrington, Stephen H. Smith and Moses B. Ives. Another corporation financed and managed the construction and operation of the canal's Massachusetts portions.

In Rhode Island there are still many parts of the canal visibly intact (while in Massachusetts there remain only a few vague and swampy evidences of its existence at all). In these sections we have historically valuable survivals of the engineering and transportation ambitions and technology of the 1820's. We can see the masonry retaining walls, variously built, some tow-paths and wharfage areas, and the path of the canal into the centre of Providence. In many northern parts of the

(See Continuation Sheet)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Cady, John Hutchins: The Civic and Architectural Development of Providence, 1636-1950. (Providence, R. I., 1957).
Map of the Blackstone Canal (based on the original survey), 1828-1830
 (at Rhode Island Historical Society, Providence).
 Greene, Welcome Arnold: The Providence Plantations for Two Hundred and Fifty Years (Providence, 1886).

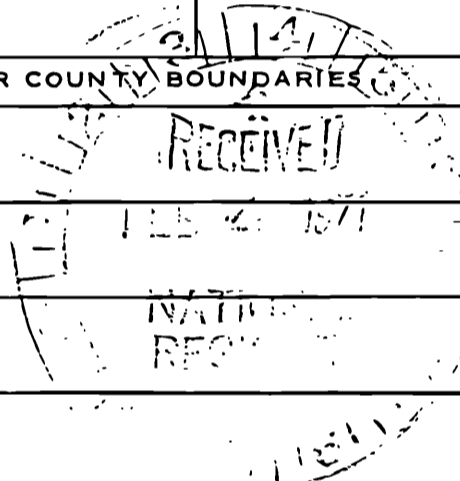
19/098240/46455520
 12-11-75
 19/300560/4642120-

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE		
CORNER	LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	71°	24'	26"	41°	54'	22"
NE	71°	24'	00"	41°	54'	22"
SE	71°	24'	22"	41°	49'	36"
SW	71°	24'	50"	41°	49'	36"

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS
 19/300560/4642120-

11. FORM PREPARED BY

NAME AND TITLE:
 Richard B. Harrington, Consultant

ORGANIZATION: Rhode Island Historical Preservation Commission DATE: July 28, 1970

STREET AND NUMBER:
 State House, 90, Smith Street

CITY OR TOWN: Providence STATE: Rhode Island, 02903 CODE: 44

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: Richard B. Harrington

Title: State Liaison Officer

Date: January 22, 1971

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Ernest A. Connolly
 Chief, Office of Archeology and Historic Preservation

Date: MAY 6 1971

ATTEST:

William H. Murray
 Keeper of The National Register

Date: APR 8 1971

19/300560/4642120-
 19/300560/4642120-

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

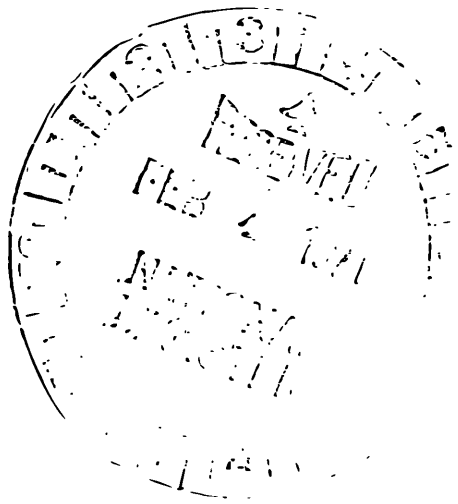
STATE Rhode Island	
COUNTY Providence	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
71.5144.0010	5/6/71

(Number all entries)

8. Significance.

city--a section not lately noted for its beauty but scheduled for improvement--segments of the canal with water still flowing, railed and sometimes overhung by trees, provide almost the only, alive, picturesque thing to be seen and watched.

In many cities "pocket parks" of green have lately been created. In the remains of the Blackstone Canal, Providence has pocket streams of running water between ruggedly handsome old masonry. They are interesting now to discover; in future, freed of débris, they can form even more pleasurable accents in developed areas. Above all, they should be kept as visible and tangible parts of the city's and the state's history of growth, planning, commercial ambition and prosperity.



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Rhode Island	
COUNTY: Providence	
FOR NPS USE ONLY	
ENTRY NUMBER 7012440018	DATE 12/18/70

1. NAME

COMMON: Paul Ronci Memorial Park

AND/OR HISTORIC:
Blackstone Canal

2. LOCATION

STREET AND NUMBER:
from Front Street north to the Ashton Dam

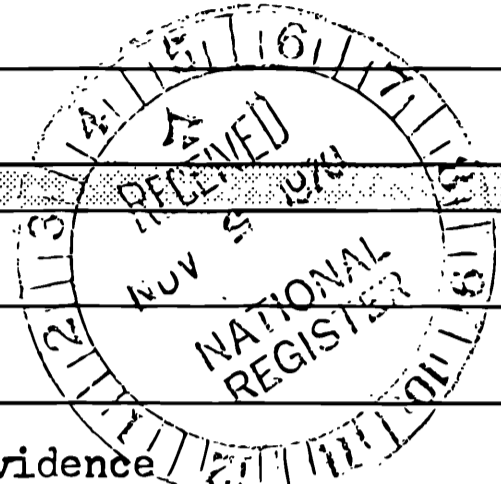
CITY OR TOWN:
Lincoln

STATE
Rhode Island

CODE
44

COUNTY:
Providence

CODE
007



3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/>	Public <input type="checkbox"/>	Public Acquisition: <input type="checkbox"/>	Occupied <input type="checkbox"/>	Yes: <input type="checkbox"/>
Building <input type="checkbox"/>	Private <input checked="" type="checkbox"/>	In Process <input checked="" type="checkbox"/>	Unoccupied <input checked="" type="checkbox"/>	Restricted <input type="checkbox"/>
Site <input checked="" type="checkbox"/>	Both <input type="checkbox"/>	Being Considered <input type="checkbox"/>	Preservation work in progress <input type="checkbox"/>	Unrestricted <input checked="" type="checkbox"/>
Structure <input type="checkbox"/>				No: <input type="checkbox"/>
Object <input type="checkbox"/>				

PRESENT USE (Check One or More as Appropriate)

Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input checked="" type="checkbox"/>	Transportation <input type="checkbox"/>	Comments <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>	
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>		
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>		

4. OWNER OF PROPERTY

OWNERS NAME:
Frank Ronci Company, Inc.

STREET AND NUMBER:
2, Atlantic Boulevard

CITY OR TOWN:
North Providence

STATE:
Rhode Island

CODE
44

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Lincoln Town Hall

STREET AND NUMBER:
Old River Road

CITY OR TOWN:
Lincoln

STATE:
Rhode Island

CODE
44

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 3 1/4 acres

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Not known to be represented in any survey

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

SEE INSTRUCTIONS

STATE:

COUNTY:

FOR NPS USE ONLY
ENTRY NUMBER DATE
7012440018 12/18/70

7. DESCRIPTION

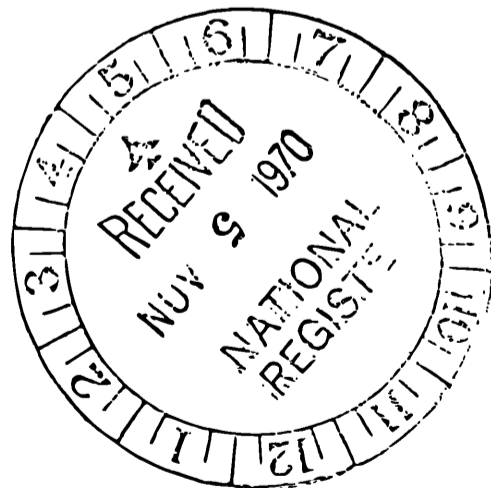
CONDITION	(Check One)				
	Excellent <input type="checkbox"/>	Good <input checked="" type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)	
	Altered <input type="checkbox"/>	Unaltered <input checked="" type="checkbox"/>		Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The stretch of the Blackstone Canal beginning at Front Street in Lincoln and extending four miles north to the Ashton Dam comprises the Paul Ronci Memorial Park. It is the longest segment of the original forty-five mile canal still intact. Both the canal and the tow-path exist in good condition. There are no locks or engineering structures along this stretch of the canal. The width of the canal varies between thirty-two and forty-five feet at the top. The bottom width is eighteen feet. Present water level averages between three and four feet in depth.

The land for use as a park includes the canal, tow-path, and fifteen feet on either side of the canal. The canal banks have a ground cover of brush and small-to-medium-size trees. The walls of the canal for the last two thousand feet at the northern end are lined with cut-stone blocks. The physical appearance to-day is, in short, much the same as it was during the years 1828 to 1848 when the canal was in use, transporting goods between Providence, Rhode Island, and Worcester, Massachusetts.

SEE INSTRUCTIONS



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| Pre-Columbian <input type="checkbox"/> | 16th Century <input type="checkbox"/> | 18th Century <input type="checkbox"/> | 20th Century <input type="checkbox"/> |
| 15th Century <input type="checkbox"/> | 17th Century <input type="checkbox"/> | 19th Century <input checked="" type="checkbox"/> | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| Aboriginal <input type="checkbox"/> | Education <input type="checkbox"/> | Political <input type="checkbox"/> | Urban Planning <input type="checkbox"/> |
| Prehistoric <input type="checkbox"/> | Engineering <input checked="" type="checkbox"/> | Religion/Philosophy <input type="checkbox"/> | Other (Specify) <input type="checkbox"/> |
| Historic <input type="checkbox"/> | Industry <input checked="" type="checkbox"/> | Science <input type="checkbox"/> | _____ |
| Agriculture <input type="checkbox"/> | Invention <input type="checkbox"/> | Sculpture <input type="checkbox"/> | _____ |
| Art <input type="checkbox"/> | Landscape <input type="checkbox"/> | Social/Humanitarian <input type="checkbox"/> | _____ |
| Commerce <input type="checkbox"/> | Architecture <input type="checkbox"/> | Theater <input type="checkbox"/> | _____ |
| Communications <input type="checkbox"/> | Literature <input type="checkbox"/> | Transportation <input checked="" type="checkbox"/> | _____ |
| Conservation <input type="checkbox"/> | Military <input type="checkbox"/> | | _____ |
| | Music <input type="checkbox"/> | | _____ |

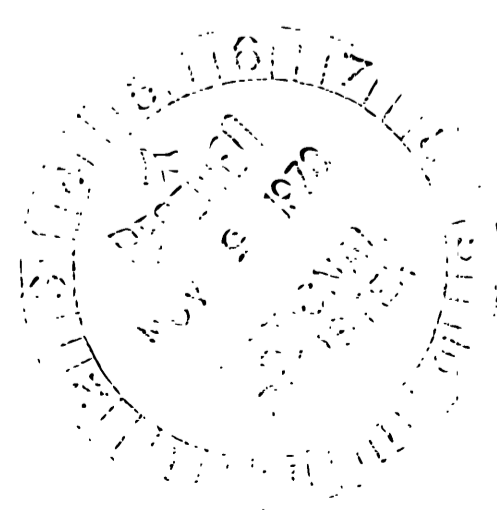
STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

The canal was constructed between the years 1824 and 1828. It linked the cities of Worcester, Massachusetts, and Providence. The forty-five-mile stretch, with a drop of 451 feet in altitude, employed granite locks. The canal was not built as one independent and continuous stretch for its entire length, as it utilized the parallel Blackstone River at various points, thus saving some construction costs.

Built at the height of the canal frenzy, the Blackstone had a life of nearly twenty-five years--few of them prosperous. To begin with, it was too late in coming. John Brown of Providence had seen the advantages of such a canal opening up country markets for Providence trade in the late 1700's; but when his fellow-merchant, Edward Carrington, brought that vision to realization in the 1820's the coming of the railroad already heralded a faster and better way of moving goods and passengers. In addition, the canal project was underfinanced. Also, hasty planning had failed to provide a proper system of reservoirs to maintain a continuous water level; droughts and diversions of water by mill-owners resulted in frequent interruptions of service.

To-day few sections of the canal remain. There are no known locks still to be seen, though some of their remains may exist. In several places in Massachusetts the canal has been filled in. The canal bed in Rhode Island, however, is largely intact.

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

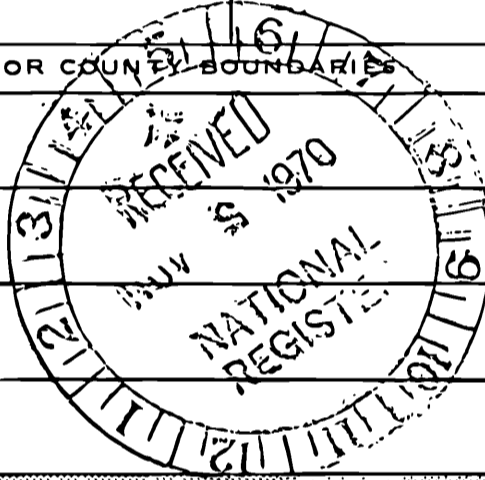
Carrington, Edward: Papers (at Rhode Island Historical Society, Providence).
 Blackstone Canal Company: Account books (at Rhode Island Historical Society, Providence.)
 Blackstone Canal, Trustees of: Minutes (in Thomas A. Jenckes Collection at Rhode Island Historical Society, Providence).
Map of the Blackstone Canal (based on the original survey, 1828-1830).
 (at Rhode Island Historical Society, Providence)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	41° 56' 15"	71° 26' 02"		0	0	
NE	41° 56' 15"	71° 24' 02"				
SE	41° 54' 24"	71° 24' 22"				
SW	41° 54' 24"	71° 26' 02"				

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
 Albert T. Klyberg, Director

ORGANIZATION: Rhode Island Historical Society

DATE: Oct. 2, 1970

STREET AND NUMBER:
 52, Power Street

CITY OR TOWN: Providence

STATE: Rhode Island, 02906

CODE: 44

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: Frederick C. Williams

Title: State Liaison Officer

Date: October 9, 1970

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Ernest A. Cannally
 Chief, Office of Archeology and Historic Preservation

DEC 18 1970

Date _____

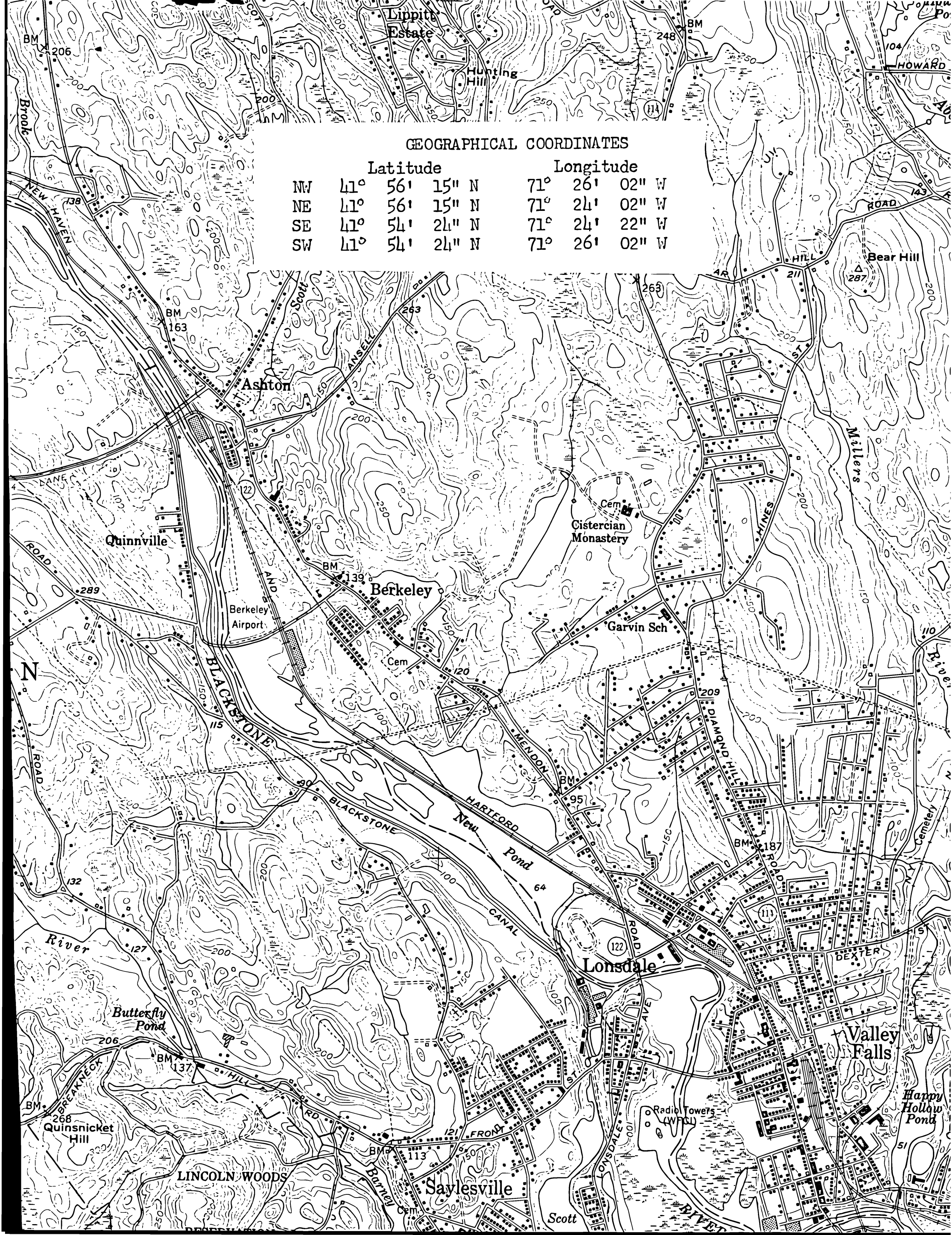
ATTEST:

William J. Schmitz
 Keeper of The National Register

Date: NOV 27 1970

GEOGRAPHICAL COORDINATES

	Latitude			Longitude		
NW	41°	56'	15" N	71°	26'	02" W
NE	41°	56'	15" N	71°	24'	02" W
SE	41°	54'	24" N	71°	24'	22" W
SW	41°	54'	24" N	71°	26'	02" W



**United States Department of the Interior
National Park Service**

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Blackstone Canal Providence County, RHODE ISLAND

71600030

ADDITIONAL DOCUMENTATION APPROVAL

Baldwin Savage 11-1-91