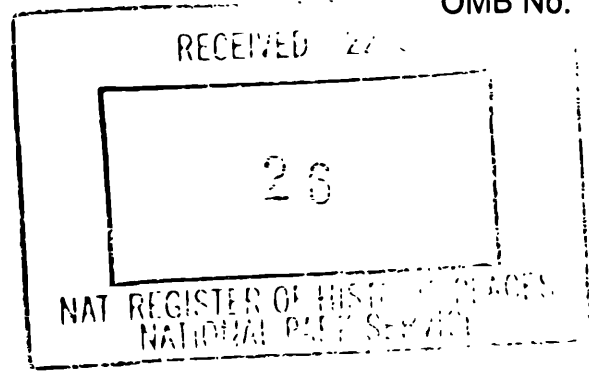


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

9/2



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Exchange Street Historic District

other names/site number

2. Location

street & number (multiple) N/A not for publication

city or town Pawtucket N/A vicinity

state Rhode Island code RI county Providence code 007 zip code 02860

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Frederick C. Williamson

Signature of certifying official/Title Frederick C. Williamson, State Historic Preservation Officer  
R. I. Historical Preservation & Heritage Commission

Date

State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

- I, hereby certify that this property is:
  - entered in the National Register
    - See continuation sheet.
  - determined eligible for the National Register
    - See continuation sheet.
  - determined not eligible for the National Register
  - removed from the National Register
  - other (explain):

Signature of the Keeper  
Wilson A. Beall

Date of Action

9/6/02

Exchange Street Historic District  
Name of Property

Pawtucket, Providence County Rhode Island  
City/Town, County, and State

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

(Check only one box)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
7	0	building
0	0	sites
1	0	structures
0	0	objects
8	0	Total

**Name of related multiple property listing**

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

1

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

EDUCATION: school

TRANSPORTATION: road-related

DEFENSE: arms storage

INDUSTRY: manufacturing facility

**Current Functions**

(Enter categories from instructions)

COMMERCE: Professional

EDUCATION: school

TRANSPORTATION: road-related

VACANT/NOT IN USE

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Colonial Revival

Romanesque

Second Empire

**Materials**

(Enter categories from instructions)

foundation STONE: Granite / CONCRETE

walls BRICK / SYNTHETICS: vinyl / METAL: steel /

WOOD: weatherboard

roof STONE: slate / ASPHALT / METAL: copper

other

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

Exchange Street Historic District  
Name of Property

Pawtucket, Providence County Rhode Island  
City/Town, County, and State

### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

#### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

### 9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

#### Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

#### Areas of Significance

(Enter categories from instructions)

- ARCHITECTURE
- COMMERCE
- COMMUNITY PLANNING AND DEVELOPMENT
- EDUCATION
- ENGINEERING
- INDUSTRY
- MILITARY
- SOCIAL HISTORY
- TRANSPORTATION

#### Period of Significance

1874 - 1928

#### Significant Dates

- 1874 – Nickerson-Charland Building built
- 1928 – Exchange Street Bridge built
- (first and last resources constructed)

#### Significant Person

(Complete if Criterion B is marked above)

N/A

#### Cultural Affiliation

N/A

#### Architects

- Monahan & Meikle, Stone & Carpenter,
- William R. Walker & Son

#### Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Joseph Spaulding House, Pawtucket, RI

Exchange Street Historic District  
Name of Property

Pawtucket, Providence County, Rhode Island  
City/Town, County, and State

## 10. Geographical Data

Acreage of Property 10.47 acres

### UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19            302372            4639063  
Zone            Easting            Northing

2. 19            302478            4639152  
Zone            Easting            Northing

3. 19            302558            4639146  
Zone            Easting            Northing

4. 19            302505            4639010  
Zone            Easting            Northing

See continuation sheet

### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

## 11. Form Prepared By

name/title Matthew Kierstead, Ind. Historian, Christine Longiaru, Arch. Historian, Mary Varden, Arch. Assistant

organization PAI date June 2002

street & number 210 Lonsdale Avenue telephone 401-728-8780

city or town Pawtucket state RI zip code 02860

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

### Property Owner

(Complete this item at the request of the SHPO or FPO.)

name (multiple-see attached property owner list)

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Park Service

## National Register of Historic Places Continuation Sheet

Property Name Exchange Street Historic District, Pawtucket, Providence County, Rhode Island

Section number 7

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### Description

The Exchange Street Historic District is a 10.47-acre district in Pawtucket, Rhode Island, containing eight contiguous contributing elements: seven buildings and one structure, the Exchange Street Bridge. The district is located on the northeast fringe of the downtown Pawtucket central business district, immediately northeast of Pawtucket City Hall and the Slater Mill National Historic Site. It sits in a wedge of land between the Blackstone River, which forms its western boundary, and Broadway and Interstate Highway 95 to the east. Mixed residential/industrial/commercial zones border the district to the north, east and south. The district includes industrial, commercial, educational, and military buildings and an engineering structure, all of which reflect important themes in Pawtucket's history. The district is situated on the east river terrace and bank, and the topography slopes moderately to the west and drops abruptly at the river's edge, providing a dramatic elevated setting for the buildings bordering the river. The orientation and relationships of the buildings in the district are defined on its west edge by the north-south line of the east bank of the Blackstone River, and through its center by the east-west axis of Exchange Street, an important east-west road crossing the Blackstone River. The district also includes two side streets extending from the spine of Exchange Street. Front Street is a dead end street at the southwest corner of the district, immediately east of the Exchange Street Bridge, that extends south to a parking lot serving several buildings included in the district. Fountain Street is a through street extending northeast from Exchange Street at the northeast corner of the district.

Pawtucket, Rhode Island, is a compact industrial city of 8.94 square miles. It is located immediately northeast of Providence, and is a component of the heavily urbanized greater Providence metropolitan area. The city is located on gently rolling coastal plain with a maximum elevation of 182 feet above sea level. Pawtucket is drained by three rivers: the north-south running Blackstone/Seekonk River at its center, the Moshassuck River to the west and the Ten Mile River to the east, all of which flow to Narragansett Bay. The largest of these, the Blackstone River, divides the city into two east-west halves, a situation that historically influenced political geography. At Pawtucket Falls, just downstream from the district, the Blackstone River falls some 30 feet to the tidal Seekonk River. Street patterns in downtown Pawtucket are oriented to historic river crossings, including the 1871 Exchange Street crossing at the west edge of the district. Modern Pawtucket is a densely developed and populated industrial city, and its downtown area, of which the district is at the periphery, has been redeveloped periodically since it was settled. Pawtucket's building stock largely dates from 1860 to the present, and includes predominantly wood frame residences. The balance of the buildings are wood or masonry industrial, commercial, civic, and institutional buildings such as those represented by the densely grouped resources in the Exchange Street Historic District (Roper 1980:7:2-4).

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Viewed from the west across the length of the Exchange Street Bridge, the buildings at the west edge of the district appear as an imposing wall above the Blackstone River, divided by the gap of Exchange Street. South of Exchange Street stand the industrial buildings of the Lebanon Mills (1901) at 10 Front Street and the George H. Fuller & Son Company (1880) at 145 Exchange Street. The Lebanon Mills complex consists of several attached, brick-walled, flat-roofed mill buildings and includes a prominent brick chimney. The George H. Fuller building is a long, narrow, clapboard-sided, gable-roofed industrial structure. These buildings are built on the steep, approximately 40-foot-high river bank bluff, and their high, west (rear) elevations fall straight to the water's edge. Their shorter east (service) elevations front onto Front Street, which is at the crest of the bank. At the west edge of the district, carrying Exchange Street over the Blackstone River, is the Exchange Street Bridge (RIDOT Bridge No. 964) (1928), a two-span, reinforced concrete structure with granite block facing and ornamental lampposts. North of Exchange Street stands William E. Tolman High School (1926) at 160 Exchange Street, a massive, symmetrical, Colonial Revival style, brick-walled building with flanking wings and a central tower and cupola, which faces the river and dominates the west edge of the district. The Tolman High School property includes its associated playing fields to the northeast, bordered by Blackstone and Fountain streets. Proceeding east and uphill on Exchange Street, the district includes buildings on both the north and south sides of the street. East of Tolman High School is the Pawtucket Armory (1895) at 172 Exchange Street, a massive, granite and brick, Romanesque Revival style building divided into a crenellated headhouse with prominent corner towers and a gable-roofed drill hall to the rear. To the east, across Fountain Street, stands the John Little Company (1914) at 190 Exchange Street, a two-story, flat-roofed, brick-walled building with decorative cast stone and tapestry brick features. Immediately south, across Exchange Street, stands the Nickerson-Charland Building (1874) at 189-191 Exchange St., a three-story, wood-frame, Second Empire style commercial building with prominent first-floor plate glass windows, a mansard roof, and original Italianate detailing. To the west stands the Rhode Island Card Board Company complex (1880) at 163 Exchange Street, which consists of two multi-story, brick-walled, flat-roofed industrial buildings connected at the street elevation by an overhead pass-through and incorporating a prominent flat-roofed service tower.

### INVENTORY

The inventory includes all buildings within the Exchange Street Historic District; contributing buildings are defined as those constructed within the district's period of significance, related to an important theme of the district's historical significance, and retaining sufficient integrity to document their significance.

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All buildings and structures in this nomination are contributing.

### EXCHANGE STREET

Exchange Street Bridge (RIDOT Bridge No. 964) (1928): Located southwest of Tolman High School and northwest of the George H. Fuller & Son Company, and carries Exchange Street over the Blackstone River. The bridge is a two-span, reinforced concrete arch structure measuring 201 feet long by 64 feet wide overall and built at a 10-degree skew to its abutments. The underlying concrete structure is entirely concealed by cut stone sheathing. There are sidewalks and stone parapet railings on both sides of the asphalt road deck, which descends westward in a continuation of the grade of Exchange Street. The two parabolic arches are of unequal length, with the east span 96 feet long and the west span 80 feet long. The arches spring from a central river pier with chisel-shaped, smooth-dressed granite icebreakers on its upstream and downstream ends. The arch ring stones are rectangular, radially splayed, rough-faced, gray granite blocks of unequal lengths, with a smooth, curved intrados and stepped extrados. The spandrel walls are sheathed in mortared, rectangular, flat split blocks of gray, green, and brown igneous rock, laid in a random ashlar pattern. Stepped buttresses with dressed granite capstones are located at the ends of the spandrel walls and above the center pier. The spandrel walls extend upward into the parapet railings, which are capped by an overhanging, smooth-dressed granite capstone course with widely spaced, blocky corbels on the outer (river) faces. Each railing carries five reproduction "gaslight-style" fluted cast iron lampposts with plastic urn shaped globes, mounted on square cast concrete bases atop the granite capstone course. The new lamps are the only alteration to the bridge, which retains a high degree of its physical integrity.

- 145 George H. Fuller & Son Company (1880): Located at the west edge of the district, southwest of the Exchange Street Bridge and immediately north of the Lebanon Mills. The complex is built into the steep east bank of the Blackstone River. It is a complex cluster of attached wood frame buildings measuring approximately 166 by 98 feet overall. All sections are clad in vinyl clapboard siding, and fenestration consists almost entirely of replacement, one-over-one, double-hung windows. The siding and windows are the only significant material alterations. Otherwise, the building retains its overall physical integrity.

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### EXCHANGE STREET (continued)

The main building is a 166- by 36-foot, three and one-half story, wood frame building with a brick first floor, vinyl clapboard siding on the upper floors, and a slate clad gable roof. This 24-bay long building is built into the river terrace, and has three stories above grade on the west side and two stories above grade on its east elevation. The brick foundation rests on a mortared fieldstone retaining wall that begins at the east abutment of the Exchange Street Bridge and extends south under the Lebanon Mills. The roof has vinyl clad soffits and incorporates four skylights with copper frames and ventilators and copper roof ridge flashing. Two square brick chimneys rise from the west roof plane. A tall, cylindrical, steel pipe chimney rises from a concrete base at the river and is stabilized by two steel brackets connected to the roof. The chimney base is reached by a paneled wood door in the bottom story of the mill that leads to a wood catwalk. Between the second and third floor windows is a sign with the words "Geo. H. Fuller & Son Co." and a circular logo bearing the letter "F" at its center. The south gable end is only several feet from the north wall of the Lebanon Mills boiler house, and contains paired attic windows. The Exchange Street (north) elevation is four bays wide and includes a sidewalk entrance consisting of a wood door located at the center of the elevation with a projecting pediment hood with paired brackets, flanked by original multi-pane wood sash windows. Above this door, within the gable, is a freight door with a projecting wood hoist beam sheltered by a flaring projection at the roof gable peak.

Several attached wings project east from the long main block. The largest is a 62-foot long by 42-foot deep, seven- by three-bay, flat-roofed office block located at the north end of the main block. It has an overhanging front cornice and double-hung replacement windows and a replacement steel door with a single light transom. A square brick chimney rises from the roof. The distinctive feature of this elevation is an original three-sided projecting bay window with original double-hung, one-over-one wood sash windows, a shallow pitch roof, and a projecting wrought metal bracket with a hanging sign bearing the words "Geo. H. Fuller & Son Co. Office." South of this projection is a similar, 36- by 25-foot, two- by four-bay ell with a shallow pitch gable roof. This ell is raised on brick piers and massive timber posts, providing open space underneath it. South of this ell are two attached shed-roofed additions. The first is a 22- by 22-foot, clapboard sided shed, and the southernmost one is a 48-foot long by 26-foot wide garage with vertical plank siding, eight-light steel sash windows, and a plank floor.

The east side of the property is reached by a southward-sloping concrete driveway excavated from the crest of the river terrace, descending from Exchange Street to the second story of the



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### EXCHANGE STREET (continued)

building. A high concrete retaining wall topped with a wrought and cast iron fence is located east of this driveway, and supports Front Street above.

- 160 William E. Tolman High School (1926): Located at the northwest corner of the district. It is located on the north side of the street, west of the east bank of the Blackstone River. It is north of the George H. Fuller & Son Co. building and the Rhode Island Card Board Co. building located on the south side of Exchange Street, and west of the Pawtucket Armory. Its imposing main (west) entrance elevation rises from the crest of the river terrace and dominates the western approach to the district from Roosevelt Avenue and the Exchange Street Bridge. A paved driveway extends from Exchange Street and wraps around the building. The building has undergone some changes to its original fabric, including installation of replacement windows and removal of some small sections of roof balustrades. The most significant alteration was the replacement of the shallow central entrance portico with a flush pediment. Despite these changes, the building retains a high degree of its original design and materials.

The school is a massive, four-story, Colonial Revival style building constructed on a shallow H-shaped plan with a raised cast-stone foundation and decorative trim, brick walls, and copper-sheathed gable roofs. The building is 342 feet long by 144 feet wide overall, and houses 59 classrooms. It consists of a central section oriented on a north-south axis, measuring 192 feet long by 80 feet wide, flanked to the north and south by east-west oriented wings measuring 144 feet long by 75 feet wide. A small 60-foot by 28-foot wing extends from the east side of the central section. The school's overall decorative scheme includes a raised cast stone ground floor with prominent stringcourse above the windows, brick upper story walls with cast stone ornamentation, heavy terra cotta cornices, engaged classical porticoes and pediments at the centers of the facades of the main block and wings, and a central cupola. Fenestration is replacement throughout, and consists of rectangular openings with the top two-thirds filled with glass block and the bottom third by awning-style operable aluminum sash units.

The central section is fifteen bays wide and is dominated by a central, four-bay engaged portico with four cast stone pilasters, full entablature, and pediment. This portico replaced an earlier projecting pavilion that was later removed to expand the parking area. The pediment is plank sheathed and incorporates an elaborate molded escutcheon encircling the superimposed letters "P H S," with flanking swags. The school's primary entrance is located at the center of the west elevation. It is located at the second story and is flanked by flights of concrete steps with

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## National Register of Historic Places Continuation Sheet

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### EXCHANGE STREET (continued)

metal railings. The entrance consists of paired metal replacement doors under an arch set in a classical surround with pilasters and a broken scroll pediment. Secondary entrances are located in the end bays of the east and west elevations. The roof is flat, with a copper-sheathed central monitor. A two-tiered brick cupola base with brick quoins, wood cornices, round windows, and urn-shaped finials rises from the center of the central block. This base is surmounted by an eight-sided cupola consisting of a drum with arched, multi-pane windows, balustrade, and urn-shaped finials, capped by an open belfry with an ogee-profile copper roof and elaborate weathervane. The two-by four-bay east ell houses the cafeteria kitchen, and includes a large, square brick boiler chimney and double-leaf steel service doors with multi-pane windows.

The north and south wings are nine bays long by five bays wide, with engaged porticos with pilasters, full entablature and pediment on all three elevations, and cross-gabled copper-clad roofs. Decorative details include arched second-story windows and cast stone panels with molded swags between the pilasters, flanking windows with protruding pediments with volute brackets, and terra cotta pediments containing oval windows with "spider web" mullions and flanking molded swags. The south wing contains a 1,400 seat auditorium with balcony, orchestra pit, organ, and elaborate painted woodwork and coffered ceiling. This space was recently restored. The west elevation of the auditorium wing incorporates five double-leaf steel doors, and a concrete-walled alley leads to a single service door at the center of the south elevation. The north wing contains a swimming pool at the ground level and a gymnasium in the upper floors. The pool is a notable architectural feature with its original two-tone blue tilework.

The property includes the 2.39-acre playing field located northeast of the building, bordered by Blackstone Street on the north and Fountain Street on the east. A rectangular lawn with a wrought iron perimeter fence is located at the south end of the property, between the school building and Exchange Street. The driveway on the west side of the building widens to include angle parking. This parking lot and driveway are built on fill, and a massive concrete retaining wall is located at its west edge above the riverbank. An ornamental railing runs along the edge of this wall, and bows out opposite the main entrance to the building to accommodate a flagpole with a base incorporating cast bronze volute brackets and a square stone plinth.

- 163 Rhode Island Card Board Company (1880): Located at the center of the district, west of the Nickerson-Charland Building, east of George H. Fuller & Son Company across Front Street, northeast of Lebanon Mills, and south of the Pawtucket Armory across Exchange Street. The

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### EXCHANGE STREET (continued)

buildings are the remaining sections of a larger complex that was partially demolished for parking. The remaining sections, most importantly the Exchange Street elevation, retain a high degree of their original architectural integrity, although some rear areas have been clad in metal siding.

The building is U-shaped in plan, with the open end facing south, and consists of two rectangular main blocks on the east and west linked by a short connector, forming a continuous Exchange Street (north) facade. All sections have granite block or brick foundations, brick walls, and flat, built-up roofs. The fenestration is mostly original and consists of multiple pane, double-hung wood sash windows with granite sills and segmental-arch brick lintels.

The west block is 100 feet long by 50 feet wide overall, and includes an elevator tower projection on the southwest corner. The building is six bays wide on the Exchange Street elevation, and extends thirteen bays deep to the south. The granite foundation is constructed of regularly coursed, quarry faced blocks on the Exchange Street elevation, and random ashlar split face granite on the Front Street elevation. The roofline incorporates an overhanging wood cornice with exposed rafters and plank soffits. The primary entrance is located on Exchange Street, and consists of a single leaf replacement door with the original transom. The middle bay on the west elevation is a freight bay containing paneled wood double doors with massive granite lintels and sills at each floor, and a hoist beam projecting from the roofline. The first-floor windows on the north elevation are original twelve-over-twelve, wood sash windows, and the windows on the upper stories are covered by vertical plank shutters. The windows on the east elevation are also blocked. The south elevation is clad in modern corrugated metal siding, and all of the windows on this elevation are one-over-one double-hung metal sash replacement units. The elevator tower is a 2- by 2-bay, six-story structure with a corbeled brick cornice with dentils and machicolations. The tower has exposed horizontally sliding metal clad fire doors on the first four stories. All tower windows are covered by modern shutters.

The east building is 110 feet long by 60 feet wide overall. The building is six bays wide on the Exchange Street elevation, and extends thirteen bays deep to the south. The primary entrance is on Exchange Street, and consists of a double-leaf, paneled wood door. Third- and fourth-floor pedestrian entrances are located on the east elevation and are accessible by a modern wood staircase. The east elevation has a blank wall that was originally a party wall to a building that is no longer standing. The windows on the north elevation are original, multi-pane wood sash on

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### EXCHANGE STREET (continued)

the first and second floors. The third and fourth floors are clad in vinyl clapboard and have one-over-one, double-hung replacement windows. On the south elevation, the first, third, and fourth floors have original multi-pane, wood sash windows, and the second floor has one-over-one replacement windows. The west elevation includes a first-floor entrance consisting of a paneled wood door reached by a short flight of concrete steps with a metal railing. The first and second floors contain original multi-pane, wood sash windows, and the third and fourth floors have one-over-one replacement double-hung windows. The southwest corner originally included a passage to an adjacent building, marked by a vertical band of white-painted brick with sliding metal clad fire doors at each floor level.

The connector linking the two main sections is located at the north end of the 35-foot wide gap between the two main buildings. The connector is two stories high, four bays wide on the Exchange Street elevation, and extends three bays to the south. The main entrance to the offices in the building is located in the west end of the Exchange Street elevation and consists of a wood door with a large glass pane protected by a wrought iron grill. The three first-story window openings are covered by vertical plank shutters and are shaded by a modern canvas awning. A large, one-story, rectangular vehicular passage with a modern wrought iron gate is located in the east end of the connector, and leads to the open area between the main buildings. The second-floor windows are two-over-two, double-hung, wood sash units. The connector has a corbeled brick parapet topped with a battlement. The open space south of the connector, between the two main east and west buildings, contains a small landscaped gravel courtyard with plantings and a bench.

The gravel lot south of the building originally contained a large attached wing of the Rhode Island Card Board Company mill that was demolished to make way for the parking lot. The south wall of the west block now sheathed in the corrugated metal siding and the walls of the elevator tower at the southwest corner of the east block were originally party walls to the demolished building. The east edge of the parking lot is bounded by a fieldstone retaining wall with large square joist pockets, and was part of the foundation for the demolished building.

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### EXCHANGE STREET (continued)

The following description incorporates elements of the description included in the Pawtucket Multiple Resource Area nomination (Roper 1980) with additional information by PAL.

- 172 Pawtucket Armory (1895): In the center of the district, at the corner of Exchange and Fountain streets, east of the William E. Tolman High School and west of the John W. Little Company building across Fountain Street. The building rises from the edge of the Exchange Street and Fountain Street sidewalks to the south and east, and an asphalt driveway wraps around the north and west sides. The Pawtucket Armory is a massive, Romanesque Revival style, granite and brick masonry building measuring approximately 200 feet by 100 feet overall. It is composed of two distinct major rectangular sections—a headhouse to the south and a drill hall to the north—and includes projecting towers and an attached garage. With the exception of the replacement of its windows, the building retains a high degree of physical integrity.

The headhouse is a three-story, rectangular, seven- by three-bay, 100- by 60-foot building with a granite foundation, brick walls, and a flat roof. The first floor, slightly battered in profile, is constructed with large, quarry-faced, pink granite blocks. The upper story walls are brick. The headhouse's most prominent features are its two cylindrical corner towers. The southwest tower rises from the foundation and terminates one story above the roof parapet. The southeast tower is a bartizan projecting from the top of the first floor. A pair of slim, rattail-shaped brackets in the first-story wall flare upward and outward to form a bulging, bulbous granite-block base for this tower, which rises two stories above the roofline. The towers and roof parapet are capped by copper-clad crenelations. The main entrance is located at the center of the Exchange Street facade, and consists of a massive, rough-cut granite block entry arch topped by a second-floor balcony with a wrought iron railing. The arch contains a high, ornate wrought iron gate closing a deeply recessed alcove sheltering three massive, paneled wood doors with heavy ironwork. The entrance is flanked by a pair of cast iron cannons set vertically into the sidewalk. All headhouse windows are replacement, one-over-one, double-hung, metal sash units, with rough sandstone sills and lintels. The first-floor windows are arched and protected by wrought iron grills. The tower windows are tall and narrow, emulating arrow slits. The windows in the walls are grouped in horizontal bands of two, three, or four units. The intricate detailing of the walls and towers includes alternating rough- and smooth-faced red sandstone stringcourses, battlements, and cast terra-cotta pendants, brackets, plaques, and parapet caps. Elaborate, multi-sided, corbeled brick chimneys with terra-cotta floral designs rise above the roofline at the northeast and northwest corners. The interior is essentially symmetrical, with office and storage spaces on all floors.

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### EXCHANGE STREET (continued)

Interior finish includes heavy wood moldings and carvings, carved newel posts on the staircases, brick fireplaces with carved brownstone mantels, and carved round-arched window reveals.

The drill hall fills a 144-foot long by 90-foot wide rectangular ell at the rear, with a shallow granite foundation, brick walls, and a slate sheathed gable roof. The long, twelve-bay side elevations incorporate a rhythmic masonry treatment including stepped-buttress piers with red sandstone caps and a corbeled cornice. Original rectangular, one-over-one, double-hung wood sash windows with wrought iron grilles and quarry-faced sandstone sills and lintels are located in alternating bays. The east and west roof planes each include two hip roof dormers, each containing four original 2-over-2, double-hung, wood sash windows, and a molded wood cornice, plank soffits, curved brackets, and exposed rafter tails. A small square tower at the northeast corner echoes the larger towers on the headhouse in its details. The rear (north) elevation is divided into seven bays by brick piers with sandstone caps. The rear center entrance consists of a double-leaf steel replacement door with a massive sandstone lintel. The roofline is marked by a copper-clad stepped parapet. Fenestration consists of five large half-round lunettes with 6-pane wood sash, located in the five center bays and following the gable roofline, with multiple-course brick arch lintels and sandstone sills. The interior of the drill hall is a single, wide, uninterrupted space accessed through a central doorway at the rear of the headhouse. The drill hall roof is supported entirely by a series of arched steel trusses containing some decorative curved and circular members. A shallow, wooden second-floor balcony at the south end overlooks the drill hall. A pair of narrow partitioned storage enclosures stands against the south wall to either side of the entrance to the headhouse. The basement is partitioned into offices and storage spaces.

A short gable-roofed brick connection at the northwest corner of the drill hall links it to the garage. The garage is a rectangular, 92-foot long by 55-foot wide, one-story, five- by four-bay building with a concrete foundation, brick walls, and a moderate-pitch asphalt shingle roof. The south elevation includes a steel door and two modern metal rolling overhead garage doors. The building is lit by rectangular, multi-pane, steel sash windows located high on the walls below the eaves.

- 189 Nickerson–Charland Building (1874): Located on the east edge of the district, south of the John W. Little Company, across Exchange Street, and east of the Rhode Island Card Board Company. The building retains a high degree of physical integrity.

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### EXCHANGE STREET (continued)

The Nickerson–Charland Building is a Second Empire style building with a mansard roof and Italianate detailing. The building is rectangular in plan and has an attached garage located on the western elevation, and a small shed attached to the south elevation of the garage. It is built into a steep knoll that rises to the south from Exchange Street, so that the first story is at ground level on the street (north) facade and the second story is at grade on the rear (south) elevation.

The main block of the building measures 45 feet wide on the street (north) facade by 40 feet deep, and has a brick foundation, wood frame, clapboard siding, and an asphalt shingled mansard roof. It is three stories high, and five bays wide on the north elevation by four bays wide on the east elevation. The ground floor of the Exchange Street elevation consists of an original storefront divided into seven bays separated by Doric pilasters. The two primary entrances are located in the second and fifth bays and consist of concrete steps leading to double-leaf paneled wood doors with tall single-pane windows and two-light transoms in recessed alcoves with paneled walls. The other bays are occupied by tall three, four, and six pane wood sash windows above a wood-paneled wainscot. Decoration includes triangular panels with cast floral medallions atop the pilasters. The second story is sheathed in clapboard siding, and has plank corner boards and window surrounds. Fenestration consists of original two-over-two, double-hung, wood sash windows with horizontal projecting hoods on wood volute brackets. The north elevation includes a central paired set of one-over-one, double-hung, wood sash windows. The walls are capped by deeply projecting eaves with molded fascia, plank soffits, and modillion brackets. At the corners, oversize scroll brackets project below the fascia and down the corner boards and include carved knobs, barrels, fluting, and floral motifs. The mansard roof includes wood corner boards, fascia, soffit, and cornices. Each roof plane incorporates three dormers with gable roofs, Doric pilasters, pediments, and original two-over-two, double-hung, wood sash windows. A short brick chimney rises through the roof near the east elevation. Additional entrances include a paneled wood door with four-over-four-light transoms at the top which is accessible from a flight of concrete steps cut into a high fieldstone retaining wall on the east side of the building. The rear (south) elevation includes two wood paneled doors with three-light transoms.

Attached to west elevation of the main building is a 45- by 20-foot, two-story, two-bay, brick-walled, flat-roofed garage. The Exchange Street (north) elevation includes two paneled wood rolling overhead doors with single bands of windows. Above these doors are two second-story windows with original two-over-two, double-hung, wood sash windows with cast stone sills



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### EXCHANGE STREET (continued)

and lintels. The street facade is topped by a corbeled brick parapet. The west wall is blank with three shallow brick projecting piers. Attached to the rear (south) elevation of the garage is an 18-by 8-foot garden shed with a concrete foundation, rusticated concrete block walls, three wood doors, and a shallow pitched shed roof. There is a high fieldstone retaining wall in the backyard on the south side of the house.

An empty lot is located immediately to the west, between the attached garage and the Rhode Island Card Board Company, and serves as a parking lot. The high masonry walls at the back of this lot are the surviving foundations from historic buildings that have been demolished.

- 190 John W. Little Company (1918): Located at the northeast corner of the district, east of the armory and north of the Nickerson-Charland Building across Exchange Street. With the exception of some replacement windows and a modern rear addition, the main section of the building retains a high degree of physical integrity.

The building consists of two sections: a main building (dated 1914) and a newer addition north of the main section. The main building is a two-story brick-walled structure and the rear addition is a utilitarian one-story building constructed of concrete blocks. The main section is L-shaped in plan with a chamfered southwest corner at the intersection of Exchange and Fountain streets. It measures 108 by 81 feet overall, and has a raised concrete foundation, brick walls, and a flat roof. The primary entrance is located on the five-bay south elevation and is a modern installation consisting of a paneled wood door with sidelights and a transom. The windows on the south elevation of the main building are original paired sets of six-over-six, double-hung, wood sash units with original three-light transoms. They all have concrete sills, and straight brick lintels on the first story and segmental-arch brick lintels on the second story. The windows on the ten-bay west elevation are replacement units together with a mix of single-pane and one-over-one sash. The elaborate decorative scheme on the street facade includes a cast stone stringcourse at the first floor sill line, a cornice with triangular pendants, and a parapet cap with a cast stone panel over the center bays bearing the inscription "1886-John W. Little Co.-1921." Decorative brickwork includes pilasters, soldier course brick lintels, and tapestry-brick panels between the windows. There are also cast stone, tag-shaped medallions at the first floor corners reading "John W. Little Co. Tags, Labels, Mill Printers" with the company shield in bas relief. The date inscription and style of the decorative brickwork suggest that this facade was added to the original 1914 building. There is a three-bay deep notch at the southwest corner containing a steel



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### EXCHANGE STREET (continued)

access door and a second-story freight door with a projecting hoist I-beam and the original wood doors with six light transoms. The east elevation includes replacement windows with the original transoms on the first floor and segmental-arch lintels on the first and second floors.

The rear addition measures 96 by 70 feet in plan, has a raised concrete foundation, concrete block walls, and a flat, built-up roof. It is six bays wide on the north elevation by four bays wide on the west elevation. Fenestration consists of one-over-one and one-next-to-one, single pane, fixed sash windows. The addition includes a loading dock with a steel rolling overhead door and door in a recess in the west elevation at its junction with the main building.

### FRONT STREET

- 10 Lebanon Mills (1901): Located at the southwest corner of the district, on the steep east edge of the Blackstone River and immediately south of the George H. Fuller & Son Co. building. It is a complex, L-shaped cluster of attached buildings measuring approximately 250 by 190 feet overall. All major buildings have granite foundations, brick walls, and flat roofs, with the exception of a small wood frame connector. Fenestration is almost entirely original throughout and consists predominantly of multi-pane, double-hung, wood sash windows with wood plank sills and segmental arch brick lintels. The building retains a high degree of its physical integrity. The complex can be broken down into sections that correspond to fire insurance maps.

The largest section, Building No. 1, is a 19-bay long, narrow, five-story, brick-walled, flat-roofed building measuring 200 feet long on its north-south axis and 53 feet wide on its east-west axis. The building is of pier-and-spandrel construction, with all upper-story fenestration consisting of paired 9-over-9, double-hung, wood sash windows with wood plank sills and segmental arch brick lintels. It is built into the steep east river bank, with five full stories and a basement rising from the river's edge on its 19-bay west elevation, and only three stories above grade on its east elevation. A high concrete retaining wall at the south side of the building bears the mill yard above the original steep riverbank. On the west elevation, the building rises on a random ashlar, mortared fieldstone foundation. The basement is lit by a row of shallow segmental arch windows with replacement panes. The facade is broken by two narrow, shallow towers with segmental arch, six-light windows. One tower is located at the center of the

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### FRONT STREET (continued)

elevation, and is flush with the roofline. The other is located toward the south end of the elevation, and rises one story above the roofline. The flat roof has an overhanging cornice with exposed rafter ends. The inscription "Lebanon Mills Co. Knit Goods" is painted in block letters with drop shadows between the third and fourth stories north of the central tower. The north elevation is four bays wide and includes an elevator tower that fills the inner halves of the central window openings and rises one story above the roofline. The Front Street (east) elevation includes a seven-bay, 77-foot wide; two-bay, 25-foot deep ell extending east from its south end, leaving the twelve north bays of the elevation exposed. Four of the piers on the east elevation are treated as stepped buttresses with granite caps. This elevation includes two entrances: a loading dock and a fire escape. The northern of the two entrances is the most elaborate, with double-leaf, paneled wood doors of diagonal planking located under a heavy gable-roof hood carried by diagonal wood brackets. The truck loading dock extends east from the northeast corner. This 25-by 15-foot, one-story, wood frame structure has a high concrete foundation, imitation brick asphalt siding, vertical board and batten siding, and a flat roof. In plan the northeast and southeast corners are chamfered, and contain rolling overhead doors with a single band of windows.

Building No. 2, a boiler house, is attached to the north end of Building No. 1. It is a 45- by 40-foot, two-story ell with a brick first story and a wood-frame, flat-roofed second story with wood shingle siding and gable roof monitors with asphalt shingles. The north elevation of this attached section is immediately south of the George H. Fuller & Son Company building. Immediately east of this section, a cylindrical, tapering, corbeled brick chimney rises from a paved asphalt pad north of the loading dock.

Immediately east of and attached to the seven- by two-bay ell at the south end of the east elevation is Building No. 3, a two-bay, 28-foot wide; six-bay, 80-foot deep, three-story, wood-frame, flat-roofed pass-through with painted asbestos shingles. The second and third levels are lit by 12-over-12, double-hung, wood sash windows. A full-width awning shelters the first story, which includes a band of multi-pane windows, several mailboxes, and a modern entrance with a paneled wood door and milled wood surround. A simple, plank framed sign between the second and third floor windows bears the word "Vesta" bleeding through a coat of paint.

The pass-through leads east to Building No. 4, a four-story building with concrete foundation, brick walls, and a flat roof with overhanging eaves and exposed rafter tails. This building is built

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### FRONT STREET (continued)

into a hillside, so that ground level access is at the first floor at its north elevation and at the fourth floor at its east elevation. The building is divided into two attached sections, a rectangular section to the south and a wedge-shaped section to the north. The wedge-shaped section is 70 feet long on its east-west axis, and tapers from 47 feet at its west end to 21 feet at its east end. Its northeast elevation is eight bays wide. A loading dock with double-leaf plank doors and heavy granite sill is located at the west end of the ground floor. The second and third story windows are original 4-light, wood sash windows with plank sills and segmental arch brick lintels. The fourth floor is lit by eight 12-over-12, double-hung wood sash windows. The two-bay, 21-foot wide east elevation incorporates a pedestrian entrance with a modern door in a two-bay deep setback at the northeast corner. The larger, rectangular section of the building, located to the south, measures 74 by 82 feet. The east elevation incorporates three raised loading docks with heavy granite sills, flanked by original 12-over-12 windows. The center bay is sheltered by a heavy gable-roof hood supported by diagonal brackets. The south elevation includes ten original 12-over-12, double-hung, wood sash windows with wood plank sills and segmental arch lintels.

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### Photographic Information

Photographer: Matthew A. Kierstead  
Date of Photographs: May 2002  
Negatives on file at Public Archaeology Laboratory, Inc.

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210 Lonsdale Avenue  
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### Index to Photographs:

1. View of Exchange Street Historic District, looking northeast, showing William E. Tolman High School at left, Exchange Street Bridge at center foreground, Pawtucket Armory at center rear, Rhode Island Card Board Company at rear right, and George H. Fuller & Son Company at right
2. View of Exchange Street Historic District looking west, showing Nickerson-Charland Building at left, Rhode Island Card Board Company and George H. Fuller & Son Company at center, Pawtucket Armory in right background, and John W. Little Company at right
3. Lebanon Mills, looking southeast, showing George H. Fuller & Son Company at left
4. George H. Fuller & Son Company, looking southwest, showing Rhode Island Card Board Company at left and Lebanon Mills at right
5. Exchange Street Bridge, looking south, showing George H. Fuller & Son Company, and Lebanon Mills at left
6. William E. Tolman High School, looking southeast, showing Exchange Street Bridge, George H. Fuller & Son Company, and Lebanon Mills at right
7. Pawtucket Armory, looking northwest, showing drill hall at right and William E. Tolman High School at left
8. John W. Little Company, looking northwest, showing Pawtucket Armory and William E. Tolman High School at left

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9. Nickerson-Charland Building, looking southwest, showing Rhode Island Card Board Company at right
10. Rhode Island Card Board Company, looking southwest, showing George H. Fuller & Son Company and Pawtucket Armory at right

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### Statement of Significance

The Exchange Street Historic District contains seven buildings and one structure of varied historical functions which reflect Pawtucket's late nineteenth- and early twentieth-century era as a mature, proud, and prosperous industrial city. The district is eligible for listing in the National Register of Historic Places at the local level under Criteria A and C. It is eligible under Criterion A for its association with key themes in the historical development of the City of Pawtucket. It is eligible under Criterion C as a distinguishable group of associated resources that reflect the distinctive characteristics of several styles and types of late nineteenth- and early twentieth-century architecture and construction. The 1895 Pawtucket Armory, which is included in this district, was previously listed in the National Register of Historic Places in 1980 as part of a Multiple Resource Area nomination (Roper 1980).

The construction dates of the resources span from 1874, the beginning of the district's period of significance, to 1928. The resources embody and reflect various broad patterns of Pawtucket's late nineteenth- and early twentieth-century historical and architectural development.

The resources in the district are significant in several areas of history. Five of the resources in the district are significant for their association with manufacturing and fabrication industries characteristic of the region, including textiles (Lebanon Mills) and jewelry (George H. Fuller & Son Company), as well as support and service sector industries such as the manufacture of packing boxes (Rhode Island Card Board Company) and labels (John W. Little Company), and metalworking (Nickerson-Charland Building). The district is significant for its association with the development of public education—specifically Pawtucket's consolidation of high schools in the early twentieth century—as represented by the William E. Tolman Senior High School. The theme of transportation is represented by the post-Civil War extension of Exchange Street to link both sides of the Blackstone River, leading to the growth of the city and construction of the Exchange Street Bridge. The current Exchange Street Bridge typifies the ongoing early twentieth-century regional trend of replacing outmoded transportation structures with more up-to-date facilities. The district is also important for its collection of architectural types and styles, including the Romanesque Revival, Second Empire, and Colonial Revival. Two important Rhode Island architectural firms—William R. Walker & Son and Stone & Carpenter—are associated with, respectively, the Pawtucket Armory and the George H. Fuller & Son Company. The Pawtucket Armory is an excellent example of a castellated Romanesque Revival armory, while the William E. Tolman Senior High School is an excellent example of a Colonial Revival institutional building. Representative examples of vernacular industrial architecture in the district include the Rhode Island Card Board Company, and Lebanon Mills. The George H. Fuller & Son Company is an unusual large wood frame industrial building. The Nickerson-Charland Building is a representative example of a mixed commercial and

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residential Second Empire-style building. The Pawtucket Armory is significant in local military and social history, specifically for its role in early twentieth-century labor riots and as a local public meeting place.

From the seventeenth century to 1862 the Blackstone River served as the political boundary between Rhode Island and Massachusetts, and "Pawtucket Village" evolved on either side of Pawtucket Falls, located approximately 800 feet downstream of the district. From early times the falls was a strategic place, as the river could be forded there. The village on the west bank was part of Providence until 1765, when it was set off as part of a new town, North Providence. The village on the east bank, including the area of the district, was part of Rehoboth. Set off as part of Seekonk in 1812, the village on the east bank became the town of Pawtucket, Massachusetts, when Seekonk was subdivided in 1827. This area was the subject of a long-standing state boundary dispute, and in 1862, Pawtucket, Massachusetts, became part of Rhode Island as a separate town. In 1874, a portion of North Providence was merged with the town of Pawtucket to form the present political boundaries, and Pawtucket was incorporated as a city in 1885 (Roper 1978:4).

The first documented European settler in the area on the east bank of the Blackstone River now including Exchange Street was John Hazel, who in 1649 owned 600 acres of land there. About 1652 William Bucklin purchased this land, and subsequently divided it among his three sons (Stein 1999:16). This land was used for agricultural pasture until after the Civil War. "A Map of Pawtucket" by Edmund Walcott (1827) (Roper 1978:11) and "Map of Pawtucket Village" (Walling 1855) (Roper 1978:15) both show the district area as unpopulated, empty land. By 1855 Exchange St. is confined to the west side of the river, extending east from the Pawtucket railroad station, and the east side is undeveloped land.

The last fifty feet of drop in the Blackstone River occurs in the last two miles, in Pawtucket. This waterpower potential made it an early industrial community, but mostly on the Rhode Island side, at Pawtucket Falls just downstream of the district. The Jenks family began industrial activities there in the mid-seventeenth century, and by the 1740s the Jenkses were operating an extensive ironworks at the falls, and were a noted maker of ship anchors. Beginning in the 1770s the family produced muskets and cannon for colonial forces and dominated industrial activity at the falls (Roper 1978:5). The east side of the falls hosted a potash factory, linseed oil mill, and blacksmith's and wheelwright's shops. A series of dams and canals were built around the falls to power them. The falls also marked an important link in east-west travel, and a series of wooden bridges were built at the falls beginning in 1713.

Pawtucket Falls became a birthplace of the American Industrial Revolution. In 1790 the mechanical skill of the Wilkinson family and the textile machinery knowledge of Samuel Slater combined to

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demonstrate that it was feasible to establish water-powered textile manufacturing in this country. In 1793 Slater joined with the mercantile firm of Almy & Brown to open the first successful mechanized cotton spinning factory in the U.S., now the Slater Mill National Historic Site, a National Historic Landmark. Pawtucket industries grew slowly until the 1840s, picked up with the construction of the Providence & Worcester Railroad, and grew quickly during the Civil War boom until the Panic of 1873. Pawtucket became an important producer of yarn, thread, and specialty fabrics, including calicoes, woven hair cloth, worsted braid, cotton wadding, and boot laces. Also, mill supply became an important business, and included metalworking and machine tool building and the manufacture of nuts, bolts and screws, and leather belting. Within Rhode Island, Pawtucket eventually became second to Providence in population and industrial importance (Roper 1978:3, 15).

Located in an elevated riverbank area, the Exchange Street Historic District lacked hydraulic resources and was bypassed by the early, water-powered phase of industrial development. The coming of steam power during the post-Civil War period allowed industries to locate in the district. The 1870s was a period of civic improvements in general. Pawtucket's population grew from 3,300 residents in 1830 to 18,464 in 1875 (Roper 1978:19, 26). Transportation infrastructure played a role in the development of the district after the section east of the Blackstone River here became part of Rhode Island in 1862. At that time, Exchange Street extended east from the commercial center of Pawtucket and ended at the west bank of the Blackstone River. After the Civil War, Exchange Street became increasingly important to Pawtucket transportation and commerce, and there was a need for a bridge connecting both sides of the Blackstone River between the 1858 Main Street Bridge to the south and the 1853 Central Avenue Bridge to the north. The first bridge here was an iron truss built in 1872. It was replaced by the existing Exchange Street Bridge in 1928.

Early commercial and residential development of the Exchange Street area began following its subdivision. In 1873, Providence County Sheriff Elias Nickerson, who was also a real estate speculator, initiated the first development venture with his acquisition of four lots at the corner of Broadway and Exchange Street, within the Alanson Thayer Plat. By 1874, the Nickerson-Charland Building was the first building to be constructed in the district. An atlas dated 1880 shows Alanson Thayer as the original owner of the two parcels of land on either side of Exchange Street where the factories and the High School and Armory currently are located (Hopkins 1880).

Late nineteenth-century industries continued to fill in along the river and within the district. A bird's-eye view of Pawtucket from 1877 captured the emerging industrial landscape (Bailey & Hazen 1877). This panoramic view showed the Exchange Street Bridge and little development within the district. The Nickerson-Charland Building with its distinctive mansard roof is discernable at the eastern end of the



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district. One other unidentified building (no longer extant) was located at the western end of the district, at the foot of Front Street. The northern half of the district remained undeveloped. The 1880 atlas cited above confirms this pattern of land use (Hopkins 1880). In the forty-six years between 1874 and 1920, Pawtucket assumed much of its visual character. The evolution of the Exchange Street district relates to this period of Pawtucket's culmination as a major urban and industrial community.

Industrial development within the district first appeared in the 1880s. The 1884 Sanborn Fire Insurance Map documents the George N. Fuller & Son Factory and the Rhode Island Card Board Company (UPA 1990 [1884]). The map also shows the Perry Oil Company (ca. 1884-1900), a three-story building (no longer extant) on the lot between the two factories. A commercial building and a one-story shed were located on the Tolman High School lot. The two buildings had frontages on both Exchange and Front streets. At that time, Front Street extended south from Blackstone Avenue, through the eastern edge of the Tolman High School lot, and terminated at Exchange Street. The 1880 and 1890 maps identified the existing Front Street, within the district, as River Street (Bodwell 1890; Hopkins 1880).

Pawtucket reached industrial maturity by the early twentieth century (Roper 1978:23). This industrial expansion was expressed in the district by the construction of the Lebanon Mills and the John W. Little Company. The 1902 Sanborn Fire Insurance Map recorded increased development of the district (UPA 1990 [1902]). The map showed the newly constructed Lebanon Mills as well as the expanded operation of both the George N. Fuller & Son factory and the Rhode Island Card Board Company. At that time, Front Street extended south to the Lebanon Mills. Other construction in the district included a furniture warehouse and the Ellis Thayer's & Sons Brush Company on the south side of Exchange Street east of the Rhode Island Card Board Company. The former was incorporated into the Rhode Island Card Board Company complex. The 1895 Pawtucket Armory was also recorded on the 1902 map.

The rapid growth of Pawtucket in the late nineteenth and early twentieth centuries included a tripling of its population between 1875 and 1920, reaching a total of 64,248 persons (Roper 1978:26). By the 1920s, immigration, growth of population, changing labor laws, and mandatory school attendance created a need for a new high school. In response, the William E. Tolman High School (Map No.4) was constructed in the district in 1926 on the north side of Exchange Street between the east bank of the Blackstone River and the Pawtucket Armory. The 1923 Sanborn Fire Insurance Map recorded three buildings on what became the parcel for the high school (UPA 1990 [1923]). Two of the buildings, a one-story store and a two-story automobile garage, fronted on Exchange Street. The third building, a blacksmith and welding shop, was located on Front Street. The 1923 map also recorded for the first time the John W. Little Company. The Ellis Thayer's & Sons Brush Company building recorded on the 1902

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map was identified as the Troy Laundry Company in 1923. The Lebanon Mills and George N. Fuller & Son complexes had also expanded their operation with additional support buildings and/or additions. Expansion of Lebanon Mills required the extension of the southern portion of Front Street (Thayer Street) to the east.

With the end of World War I, Pawtucket experienced depressed industrial conditions (Roper 1978:33). In the 1920s social and political unrest between Yankee manufacturers and immigrant workers continued. The Blackstone Valley's cotton industry was in decline by 1923, and had almost completely dissolved during the Depression. Despite slackening industry in the 1920s, the region witnessed a rise in the popularity of the automobile, and the evolution of transportation technology fostered a need for an improved transportation infrastructure. Many outmoded transportation structures in the state were replaced during this period. Transportation improvements within the district included the construction of the new Exchange Street Bridge (Map. No. 3) in 1928.

During the Depression, the city's population dropped by some 4,300 people between 1930 and 1936 (Roper 1979:33). Mayor Thomas P. McCoy averted financial collapse of Pawtucket in the 1930s by orchestrating daring financial maneuvers, while simultaneously improving many city services (Roper 1978:35). Pawtucket was one of the first cities to benefit from the federal recovery programs initiated by President Franklin D. Roosevelt. McCoy utilized those programs to employ residents for the construction of a new filtration and water plant, City Hall (1935, National Register 1980), the new Pawtucket West High School (1938, National Register 1980) and the Pawtucket Municipal Stadium (1938–1940), currently McCoy Stadium (Roper 1978:35). Constructed on the west bank of the Blackstone River, City Hall looms over the Exchange Street District.

At the start of World War II, Pawtucket's economy recovered when leading industries, such as primary and fabricated metals and machinery manufacturing, focused on wartime support (Roper 1978:34). The city's economy suffered from the effects of the immediate postwar recession, but managed to stabilize itself by the early 1950s. Mid-twentieth-century development within the Exchange Street district also expressed a similar trend, with little change except for the construction of a storage building on the northwest corner of the Pawtucket Armory (UPA 1990 [1949]). In 1949, William E. Tolman High School and the 1928 Exchange Street Bridge were first recorded on a Sanborn Map. The map also indicated a change in the district's street network with the eastern extension of Front Street (Thayer Street) to Broadway.

In 1956, the City Planning Commission formed and began the development of a municipal master plan (Roper 1978:36). Five years later the Pawtucket Redevelopment Agency was created to undertake

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an urban renewal project in the downtown business section. These planning and redevelopment activities were partly triggered by the construction of the Pawtucket River Bridge and Interstate 95 in the 1950s and 1960s (Roper 1978:36). Though met with some local opposition, the Pawtucket section of I-95 was constructed through the center of the city and officially opened in 1963. As a result of the new highway, located less than one block east of the district, the vehicular traffic pattern of Exchange Street was altered. East bound traffic on Exchange Street presently terminates at Broadway, the location of an I-95 entrance ramp, while the Exchange Street overpass is restricted to westbound traffic.

Other mid- to late twentieth-century impacts within the immediate vicinity of the district include the Slater Urban Renewal Area project of 1966, which involved a 57-acre tract stretching northward on both sides of the Blackstone River from I-95 to Exchange Street (Roper 1978:36). The Urban Renewal Project significantly impacted the historic character of the area immediately south of the district, as much of the area was cleared and replaced with new commercial or multi-family residential buildings and parking lots. The project spared the resources within the Exchange Street Historic District, which today survives as an intact vestige of Pawtucket's historic industrial, commercial, and civic past.

Pawtucket's historic resources were comprehensively surveyed in the late 1970s. A Multiple Resource Area nomination was prepared and accepted in 1980. It included several districts whose significance is related to the Exchange Street Historic District. The resources of the Exchange Street Historic District have since been recognized as historically and architecturally significant.

Following is a summary of the history and significance of each contributing resource within the Exchange Street Historic District.

### Lebanon Mills

Lebanon Mills is significant at the local level for its association with the textile industry, which is an important and characteristic industry for the Blackstone valley region, including Pawtucket; and the jewelry industry, which is characteristic of and important to the Providence, R. I.,-Attleboro, Mass., metropolitan region. The complex is an intact representative example of ca. 1900 fireproof, pier-and-spandrel industrial mill construction.

Lebanon Mills has had a complex series of changes in ownership and use since its construction in 1901. The business had its corporate roots in the 1858 partnership of Alanson Thayer and R.B. Gage,

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who ran the Thayer & Gage textile mill at the site of the earlier Kent Mill in the Lebanon area of east Pawtucket. Gage retired in 1866, and the following year Thayer's son Edward joined the business, which was reorganized as the Lebanon Mills Company, a maker of cotton yarn and knitted fabrics. Alanson Thayer retired in 1869, and in 1875 Edward Thayer doubled the capacity of the mill. In February 1888, the mill burned and Lebanon Mills relocated to the Payne Building on Broad Street. There they employed sixty operatives running sixty-six steam-powered knitting machines. They made jersey cloths, corset cloths, various knitted fabrics, rubber linings, dress shields, and hosiery yarns, with markets throughout the U.S. and Canada (Grieve 1892:205; Kulick and Bonham 1978:141; Pawtucket Times 1901).

The company incorporated in 1896 and was run by S. Willard Thayer, Alanson Thayer, Jr., and Edward Thayer, Jr. The Broad Street facilities became inadequate and the company purchased the site on Front Street, southwest of the Rhode Island Card Board Company, for a new mill. The complex was designed by the Fall River, Mass., mill construction firm of W.T. Henry, and constructed by Wilmarth & Mackillop. The original building had four stories plus a basement level. With this new facility in place, the company doubled its employment and its capacity to produce high-grade fabrics including rubber linings, astrakhans, jersey cloths, knitted fabrics, flat-rib underwear, cloths for sweaters, golf vests, cardigans, and sweater coats (Kulick and Bonham 1978:141; Pawtucket Times 1901).

The Thayer family gradually lost interest in the business, and in 1935 it merged with Hope Knitting Company, with Leo Grossman as general manager. In 1936 Lebanon Mills rented the main building to Standard Romper, a producer of children's knit goods later known as Healthtex. In 1939 Lebanon Mills sold the company to the Grossman family, who moved the company and its operations to a location on School Street. Later in 1939 Leo Grossman sold the Front Street building to the De St. Aubin family, owners of the Vesta Underwear Company. Vesta was founded in 1875 by Rodolph Berry as Vesta Knitting Mills on Blount Street in Pawtucket. It was purchased by the De St. Aubin family in 1916, and reorganized as the Vesta Underwear Company. Vesta grew to national importance and was one of the first to use circular knitting machines. Vesta operated on the site until 1966, when they sold the building to J & K Sales Company, a manufacturer of "fashion and handcrafted children's teen and adult jewelry" (Stein 1999:27-32). J & K Sales was an example of the region's novelty jewelry manufacturing activity, made possible by technological advances in metal plating that included the production of items including buttons, pins, emblems, and badges.

The history of the Lebanon Mills buildings demonstrates the adaptability of industrial building to expansion and a variety of uses. Additions were made to the building in the first decades of the twentieth century. The original core building was twelve bays long on its river elevation, and included a one-story boiler house at its north end. This section was subsequently extended seven bays to the east, and a wood

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frame second story was placed above the boiler house. Alterations to this section also included the addition of an upper story to the north end of the original main building, and installation of a series of sawtooth shed-roof monitors to illuminate banks of knitting machines. These alterations appear in a 1939 photograph of Pawtucket City Hall (Roper 1987:35). Building No. 4 dates from the early twentieth century, and appears on fire insurance drawings from 1955 (Stein 1999:104).

The Lebanon Mills buildings utilize fireproof or slow-burning mill construction, consisting of brick masonry walls and heavy interior timber frame supporting layered plank floors. This construction method evolved during the early nineteenth century as a way to inhibit fire damage by providing fewer, larger members and thicker surfaces resistant to burning through. The roof is flat, an improvement over gable roofs that incorporated flammable wood trusses. The walls of Lebanon Mills are of pier and spandrel construction. After the 1860s, mill designers adopted segmental arch windows, which transferred more weight to the intervening piers. As this construction method evolved, the load-bearing masonry piers became heavier and the window wider, providing more light to the mill's interior. This led to new window forms, including large, paired, double-hung, multi-pane units. The main building also includes exterior toilet towers to maximize working floor space (Fink 1981:36–40).

### George H. Fuller & Son Company

The George H. Fuller & Son Company is significant at the local level as a representative example of a manufacturer of jewelry, a prevalent industry in the Providence, R. I.–Attleboro, Mass., region. The building is a notably large example of wood frame construction applied to industrial use.

The George H. Fuller & Son Company has its roots in the firm of George H. Fuller, which began operations in South Attleboro, Mass., in 1858. In 1860 the business moved to the Payne & Taylor Building on East Avenue, Pawtucket. In 1880 Fuller made his son, Charles H. Fuller, a partner in the business, and the company constructed its present building on Exchange Street. The company's product line is costume jewelry and jewelers' findings, such as pin backs, clasps, catches, earring wires, and other jewelry parts and hardware made from gold, silver, and aluminum. The company, located close to the center of the region's jewelry industry in Providence, supplies many small manufacturers throughout the United States and Canada with parts and supplies. George H. Fuller & Son Company remains in business today (Grieve 1892:208; Kulick and Bonham 1978:153–154).

During Providence's eighteenth-century era of prominence in maritime commerce, it hosted a strong core of jewelers, and gained a growing reputation as a center of jewelry manufacturing. The industry

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grew as former apprentices opened their own businesses, and technical innovations such as gold-plating were introduced. The industry also established early, non-local markets throughout the United States. As the product was small, so was the capitalization needed for buildings and machinery, and shops remained small until they were mechanized and evolved corporate structures in the late nineteenth century. Providence's early nineteenth-century industrial base included jewelry and silverware, with twenty-seven firms in 1830 and fifty-seven firms in 1858 (Fink 1981:11). This industry also spread northeast to Pawtucket and to nearby Attleboro and North Attleboro in Massachusetts, where well-known companies such as Balfour were established. By the late nineteenth century, the regional industry grew because of expanding markets for inexpensive jewelry, a growing labor force, and increasing mechanization. By 1890, Providence alone had more than 200 jewelry firms employing more than 1,000 people. Technological advances in jewelry wire making and metal plating stimulated the jewelry chain industry and the production of novelty items including buttons, pins, emblems, and badges. These products stimulated manufacture of fasteners, or "findings," such as those made by George H. Fuller & Son Company. The findings business supplied both the fine and costume jewelry industries, and was less subject to economic fluctuations (Fink 1981:17, 28).

The building was designed with some level of involvement by the noted Providence architectural firm Stone & Carpenter. The masonry work was carried out by Patrick Farrell and the structure was built by Kenyon, Whittaker & Smith, carpenters. The original building was 100 feet long, and it was later extended to its current length of 166 feet (Kulick and Bonham 1978:153). Stone & Carpenter was founded in 1873 by Alfred Stone (1834–1908) and Charles E. Carpenter (1844–1923), who were joined by Edmund R. Willson (1856–1906) in 1882 to form Stone, Carpenter & Willson. The firm in its various incarnations were the leading architects in the Providence area during the late nineteenth century, and designed many landmark buildings, including the Providence Public Library (1900; Downtown Providence National Register Historic District 1984), Providence Union Station 2 (1896-98; National Register 1975), Rhode Island State Prison (1874-78), several Brown University buildings, and numerous private homes (Withey 1970:108, 576, 662). It is unclear how or why this prestigious architectural firm was involved in the design of this utilitarian wood frame industrial building, although Charles E. Carpenter was a native of Pawtucket and may have obtained the commission through local contacts.

### Exchange Street Bridge

The Exchange Street Bridge is significant at the local level in the area of transportation, engineering, and community development. It was designed to be a transportation improvement at an important river crossing, an attractive component of a civic improvement scheme, and as a memorial structure.



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The Exchange Street Bridge (RIDOT Bridge No. 964) was constructed in 1928 to replace a previous bridge constructed on this alignment in 1872. In 1862 the land on the east side of the Blackstone River had become part of Rhode Island. At that time Exchange Street extended east from the commercial center of Pawtucket and ended at the west bank of the Blackstone River. After the Civil War, Exchange Street became increasingly important to Pawtucket transportation and commerce and there was need for a bridge connecting both sides of the Blackstone River between the 1858 Main Street and the 1853 Central Avenue bridges. This site was selected as the location for a new bridge. However, the river was wider at Exchange Street than at the previous crossings, and the span length required a wrought-iron truss bridge. This bridge, a 190-foot long, 40-foot wide, pin connected Pratt half-hip pony truss, was designed by the National Bridge and Iron Works Company of Boston, Mass. (Johnson and Wheaton 1994).

The current Exchange Street Bridge was built in 1928 to replace the 1872 structure. It was designed by consulting engineer J. R. Worcester of Boston, formerly chief engineer for the Boston Bridge Works, and noted for designing many of New England's largest and most complex bridges. The architect responsible for the decorative treatment was Haven & Hoyt, and the bridge was built by the Cruise Construction Company, which also worked on the site preparation for the adjacent Tolman High School two years earlier in 1926. The work was supervised by Pawtucket city engineer Frederick Williams (Clouette and Roth 1987; Johnson and Wheaton 1990a).

The Exchange Street Bridge is emblematic of the early twentieth-century drive to replace Rhode Island's outmoded nineteenth-century bridges, which had been designed for horse-drawn and early electrified vehicles and were rapidly becoming obsolete with the advent of heavier internal combustion-powered vehicles. In 1912 the Rhode Island State Board of Public Roads (SBPR) formed its Bridge Department. Faced with the task of replacing numerous obsolete bridges promptly and economically, the department chose the relatively new medium of reinforced concrete for its strength, durability, and low maintenance requirements, and designed many new simple concrete arches for moderate length spans. By the time the Exchange Street Bridge was constructed, the reinforced concrete arch had become a common engineering solution for long, multiple-span highway bridges (Clouette and Roth 1988:30-32; State Board of Public Roads Bridge Department 1913:20-35). Many communities continued to fund and construct their own bridges independent of the SBPR, including Pawtucket's Exchange Street Bridge.

The Exchange Street Bridge is a large, monumental bridge that was intended as a proud symbol of Pawtucket's prosperity. It was planned as an architecturally distinguished component of a newly emerging civic center that included the new Tolman High School and a proposed city hall. The bridge was intended to be a memorial to Pawtucket soldiers killed in World War I, but was never officially

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dedicated as such because of the onset of the Great Depression in 1929 and changing plans for a larger memorial that were eventually superseded by construction of the adjacent City Hall in 1936 (National Register, 1980; Roper 1980, Johnson and Wheaton 1990a,b).

The Exchange Street Bridge is a notable example of a civic improvement embodying the “City Beautiful” movement in its stone cladding and simple Renaissance Revival architectural scheme. The City Beautiful movement was a late nineteenth- and early twentieth-century aesthetic response to the impact of unplanned development and industrialization on the urban landscape and the social ills that resulted from them. Advocates of the City Beautiful movement promoted “City Bridges” incorporating architectural elements and styling (Cooper 1997:17–18). Similar examples in Pawtucket include the 1910 Roosevelt Avenue Bridge, another stone-clad reinforced concrete arch bridge located just upstream, also a J.R. Worcester design.

### William E. Tolman High School

William E. Tolman High School is significant at the local level for its association with the evolution of the Pawtucket public school system, and the centralization and modernization of educational facilities to provide opportunities for the community’s increasing population. It is an excellent example of the Colonial revival style in an institutional building that was considered a state-of-the-art facility when constructed.

Tolman High School is the sixth building to serve as a public high school for Pawtucket. The first high school was located on Summit Street in what was then Massachusetts. This school was established by its principal, William E. Tolman, an 1849 graduate of Brown University. The school opened with fifty pupils. This building was torn down about 1932. In 1874, when Pawtucket’s present political boundaries were established, the school moved to the High Street Baptist Society’s Second Baptist Church near the corner of High & Exchange streets until 1893, after which classes then met briefly in the YMCA. The city was then in need of a new building to house the growing high school population, and began planning for a new high school. In 1894, classes moved to the Garden Street grammar school, and in 1895 and 1896, they were also held in the adjacent Greene Building. The new Joseph Jenks Jr. High School on Broadway, just northeast of William E. Tolman High School, opened for fall classes in 1896. It is now an elderly housing complex (Anon 1930:1, 1984).

By the 1920s, Pawtucket’s population and school enrollment had increased to the point where the 1896 high school was becoming overcrowded. The late nineteenth and early twentieth century was a time



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of change in U.S. high school education. In the late 1800s, publicly financed elementary schools were becoming more common, but public high schools were a rarity, catering primarily to the urban middle class with selective admissions. These schools varied in curriculum and a high school diploma was not a requirement for college. After about 1890 there was a boom in secondary education, and with it, high school construction. High school enrollment rose from half a million in 1900 to 2.4 million in 1920 and to more than 6.5 million in 1940. At the start of the century, only one in ten students over the age of fourteen remained in school, and less than seven percent of 17-year-olds graduated from high school. By 1940, more than seventy-five percent of Americans age fourteen to seventeen were in high school, and more than half earned a diploma. These phenomenal changes are the result of several social factors. Between 1890 and 1920, 18 million immigrants flooded U.S. cities, and many rural Americans left their farms for urban areas, providing a large pool of young people to fill schools. Technology reduced jobs once held by children, child labor laws removed them from the workplace, and compulsory attendance laws forced them into the schools. Pressure to assimilate immigrant children into American society came from within their own families, who saw it as the key to social and economic advantage, and from without in an effort to “Americanize” foreign groups. The Great Depression forced children out of the workforce as adults competed for jobs, and many states raised the compulsory school attendance age from fourteen to sixteen (Olson 1999:1–3).

New high school construction tried to keep pace with these changes. In Pawtucket, a new high school was seen as “the third and necessary link in the '6-3-3' junior high system” by the mid-1920s (*Pawtucket Times* 1926:1–2). In 1925 site preparation began for the new \$1.5 million East High School, as it was originally called. The location at the crest of the river terrace required ledge blasting and reinforcement with a 400-foot long concrete retaining wall by Frank Rowley Construction Company to complete a tiered riverwalk in front of the school (*Pawtucket Times* 1925). The architects for this Colonial Revival building were R.C.N. Monahan and Robert Meikle of Pawtucket, and it was built by the Cruise Construction Company. The fireproof school opened for fall classes in 1926. It was built to accommodate 1,200 students, and included state-of-the-art ventilation and electrical systems, an indoor pool and gymnasium, and a cafeteria with 300 seats. The swimming pool was one of the first public high school pools in the state. The 1,500 seat auditorium included a Wurlitzer organ, balcony, orchestra pit, and decorations including a coffered ceiling, plaster relief carvings, and oval skylights.

In addition to academic courses, the original curriculum included technical and domestic courses such as carpentry, printing, electrical, architecture, millinery, home economics, dressmaking, fruit and vegetable preserving, banking, office work, typing, bookkeeping, and stenography (Tolman 1930:12). By 1936 school enrollment had reached 2,039, greatly exceeding the original projected capacity, and classes were split into two sessions per day. In 1940 the West High School was completed. It originally housed

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grades from preschool to twelfth, and helped absorb the excess enrollment at East High (City of Pawtucket 1936:47–48). In 1955 East High School was renamed William E. Tolman High School in honor of Pawtucket's first high school founder and principal. The school also received a "facelift" at that time, which is likely when the projecting entrance portico was removed (East High-Light 1955:1). Alterations to the landscape include the closure of the "riverwalk" west of the building resulting from repairs to the concrete retaining wall, which had buckled (*Pawtucket Times* 1984).

### Pawtucket Armory

The Pawtucket Armory is significant at the local and state level in the area of military history for its associations with the development of the Rhode Island State Militia and National Guard. It is significant at the state and local level in the area of architecture as a product of important Rhode Island architects William R. Walker & Son. It is significant at the local and state levels in the area of social history for its association with early twentieth-century labor riots and at the local level for its role as a public meeting place.

State militias had their roots in the colonial military tradition of "trained bands" of men obligated to furnish their own weapons and to defend their community. The successful combination of a regular army and the "minutemen" militia with their guerrilla tactics contributed to colonial victory in the Revolutionary War. The U.S. Constitution granted the federal government authority to raise and maintain an army, and the individual states were given responsibility for organizing and training their own militias. After the War of 1812 the U.S. government largely ignored the militia, and by 1840 many states had done away with mustering their enrolled militia. However, groups of men interested in military drill and camaraderie formed their own volunteer militia companies, primarily urban institutions formed of clerks and businessmen. During the Civil War, the Union and the Confederacy relied on the militia to fill its armies. At its conclusion, the devastation wrought by the war left the nation largely disinterested in its militia, but veterans soon grew nostalgic for military camaraderie, and men who had been too young for the Civil War enjoyed training events, which frequently became community social occasions. During these periods militia facilities were inconsistent, and units were often housed in inadequate, often rented facilities (Hollister 1985:4, Hylton and Wright 1993:1–16).

Pawtucket had three armories prior to the current one on Exchange Street, none of which survive. The first one, known locally as "the Alarm Post," was built in 1825 on the east side of Park Place for the Fayette Rifle Corps, which disbanded in 1830. The Pawtucket Light Guard, organized in 1857, constructed their own Gothic Revival Style armory across the Blackstone River at High and Exchange

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streets in 1859. This building was later reused for commercial purposes. The Tower Light Battery, formed in 1864, converted the Universalist Church on Exchange Street to an armory, called "Battery Hall," or "Infantry Hall." It was eventually sold to the state (Brown and Humble 2000:105).

After the Civil War the centralization of industry consolidated more workers in larger factories, concentrated much of the population in urban areas, supported large-scale immigration, and increased the number of unskilled workers in the marketplace. The Panic of 1873 exacerbated poor worker conditions. Infant labor unions were largely powerless to fight wage cuts, and strikes were usually unsuccessful. By the mid-1880s state militias had a new mission in many northern and western states: keeping order during strikes and labor unrest. Between 1881 and 1892 every state revised its military code to provide for an organized force. Most called their state militia the "National Guard" (Hollister 1985:6–9; Hylton and Wright 1993:16–17). These developments led to the need for new, more substantial, dedicated armory buildings funded by state appropriations.

Construction of the Pawtucket Armory began in 1894 and the building was completed in mid-1895. It was the first of the large armories constructed in Rhode Island. It was built for the Tower Light Infantry of Pawtucket, the Kearny Light Infantry (Company G 2<sup>nd</sup> Regiment Infantry) of Central Falls, and the Pawtucket Horse Guards First Cavalry Battalion. More than 1,000 people attended a grand ball held to commemorate the opening of the Armory on June 12, 1895 (Grieve 1897:218–223; *Pawtucket Times* 1895:1).

The Pawtucket Armory fulfilled its community protection role during the streetcar riots of 1902. In January of that year the Rhode Island General Assembly passed a law legalizing the reduction of the workday for streetcar workers to ten hours. The streetcar companies refused to comply, and the unionized streetcar workers struck, fomenting a boycott. This event was called Fitzgerald's Rebellion, after Pawtucket Mayor John J. Fitzgerald, who supported the workday reduction. The situation became increasingly tense, but Fitzgerald refused to use his police force to protect the streetcars. The company hired its own security men, one of whom shot a worker in a scuffle on East Avenue, provoking riots. Rhode Island Governor Kimball placed Pawtucket under martial law in June 1902 and called out 700 militia. The Newport Naval Battalion, led by General Herbert S. Tanner and trained in suppressing street riots, marched from the Pawtucket Armory to quiet the rioters. The militia was called out from the armory again in 1922, during a textile strike for a forty-hour work week, and one man was shot in front of the Jenckes plant on Weeden Street (Roper 1978:29, 35). The Pawtucket Armory also served as a public meeting place, and was used for Social Security sign-up, circuses, Girl Scout functions, St. Patrick's Day festivities, and dances. It was the scene of the 1976 Bicentennial Ball and was used for mayoral inaugural balls into the 1990s (Brown and Humble 2000:109).

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The Pawtucket Armory was the first of several Rhode Island armories designed by the Providence architectural firm of William R. Walker & Son. William Russell Walker (1830–1905) served as a lieutenant colonel in the Pawtucket Light Guard with the Union Army in the Civil War, and eventually reached the rank of major general in the state militia. He began practicing architecture in the 1860s. In 1881 his Pawtucket-born son William Howard Walker (1865–1922) became a partner in the architectural firm, and, singly or together, they designed the Westerly, Woonsocket, Warwick, and Providence (both Cranston Street and North Main Street) armories, as well as town halls in Cumberland, Warren, and Warwick, Rhode Island. William H. Walker eventually became the firm's principal upon his father's death in 1905. He was active in Rhode Island Masonic and military organizations, and served as a quartermaster of the general militia from 1892 to 1918. Undoubtedly the Walker family's military connections were influential in obtaining the commissions for these armories. William H. Walker's son, William R. Walker II (1884–1936) succeeded as head of the firm in 1922 (Brown and Humble 2000:107–108; Withey 1970:626). The drill hall roof with its unusual arched trusses was designed and fabricated by the Berlin Iron Bridge Company, a noted Connecticut bridge and structural fabricator of the mid-1870s (Darnell 1984:3).

Armory buildings were constructed to provide state militias with administrative, storage, and training space. The Pawtucket Armory is an excellent example of a late nineteenth-century "castellated" state armory, a round-towered Romanesque Revival structure characterized by fully integrated Medieval defense features. Part of the use and acceptance of the "castle" motif for armory construction is a reflection of the eclectic architectural atmosphere that prevailed in the nineteenth century. Additionally, social conditions during the 1880s and 1890s made castles and fortresses appealing historic metaphors for armories whose role was the defense of property, law, and order. Engineering advances pioneered in railroad station construction were important models that influenced the design and layout of armory structures. Armories of this period consisted of two major components, a drill shed and head house. To meet the design requirements of an area large enough in which to drill a company of men, architects looked to the clear-span, metal-truss railroad train shed for a solution. Armory designers also adopted the form of the railroad station head house (a single building that spanned the end of the tracks) to house the armory's administrative offices. Head house facilities were reserved for militia officers, while the drill shed basement contained storage space for equipment (Hollister 1985:11–17).

During the early twentieth century, the 1903 Dick Act and 1908 Militia Act reaffirmed the National Guard as the U. S. Army's primary organized reserve, and increased federal appropriations. The National Defense Act of 1916 guaranteed the state militias' status as the army's primary reserve force, and National Guard participation in World War I helped turn the tide for the Allies. The National Guard also fought in

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conflicts from World War II to the Gulf War. The last units stationed at the Pawtucket Armory were the 1043<sup>rd</sup> Maintenance Company and the 115<sup>th</sup> Military Police, which vacated the armory when it was closed in the mid-1990s. The Pawtucket Armory was listed in the National Register of Historic Places as part of a Multiple Resource Area nomination in 1980 (Roper 1980:99–101). The building was purchased by a local development group in 2002 and is currently being considered for adaptive reuse as a performing arts center.

### John W. Little Company

The John W. Little Company building is significant at the local level for its associations with support and service sector industries, specifically printing and labeling of tags. It is a representative example of a late nineteenth-century, fireproof-construction industrial building, notable for its early twentieth-century street facade.

The printing firm of John W. Little & Company was established by John W. Little in 1883. Little was born in Whitinsville, Massachusetts, in 1862 and raised there and in Pawtucket. He gained his experience as a pressman for the *Pawtucket Times* newspaper, and at the age of fourteen he commenced a three-year apprenticeship at E. L. Freeman of Central Falls, R. I., a noted regional printing house that held the contract for printing Rhode Island state publications for many years. Little set up his own business at age twenty-five in the A. M. Read Building on Main Street, and later moved to 330 Main Street. In 1914 Little built the building at 190 Exchange Street and moved his business there. He was reputedly the first printer in the country to completely electrify his printing machines. An addition to the building was constructed in 1919. The firm of John W. Little & Company became widely known job and book printers. They specialized in local mill printing, gummed labels, sample cards, tag making, and printing for the City of Pawtucket. Their company motto was “We print for all.” Little was a prominent public servant. In 1913 President Taft made him Pawtucket Postmaster, and he also served as superintendent of schools and head of the Pawtucket Chamber of Commerce. John W. Little died in 1922 and his company was subsequently turned over to his sons. The company’s local business suffered during the exodus of textile mills in the 1920s and 1930s and the World War II years. Little’s sons pursued more lucrative national textile accounts, and in the 1950s the company began to specialize in printing cardboard backs for then-new plastic blister packaging, landing accounts with national clients such as Schick, Clairol, Stanley Tools, and General Electric (D’Ambra n.d.; Donovan 1987; Grieve 1897; *Pawtucket Times* 1922). The printing business stayed in the Little family’s hands until 1987 when Stevan B. Little sold the business to the printing firm of Scott & Daniels, Inc., of Portland, Connecticut. In 1988 the business was purchased by John Souza, who retained the John W. Little Co. name, but soon moved all operations to a larger site

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in East Providence. The John W. Little Company building is currently occupied by a T-shirt printing company (Hadden 1990:1; Castellucci 1999:C8).

The core 1914 building is a representative example of turn-of-the-century industrial construction. The later addition of the Exchange Street facade incorporated a vernacular style commercial scheme notable for its decorative masonry and cast stone company seals and tag motifs, a visible symbol and promotion of corporate pride.

### **Nickerson-Charland Building**

The Nickerson-Charland Building is locally significant as an example of a specialty support/service workshop. It is the oldest building in the district, and a representative example of a post-Civil War, Second Empire commercial/residential building.

The Nickerson-Charland Building, built in 1874, was apparently constructed as part of a property development venture of Providence County Sheriff Elias Nickerson, who was also a real estate dealer. In 1873 Nickerson purchased four lots at the corner of Broadway and Exchange Street within the Alanson Thayer Plat, and the Nickerson-Charland Building was built on lot number 3. By 1874 the building, which contained a ground floor commercial space and two upper story tenements, was ready for occupancy (Pawtucket Deed Book 1873:Book 12, Page 199). Nickerson never lived at this address.

On October 19, 1908 the building was purchased by Zoel Charland, a tinsmith (Pawtucket Deed Book 1908:Book 126, Page 63). By 1914 Joseph Charland and Company, tinsmiths, was operating out of this address (Sampson and Murdock 1914). In 1921 the business was listed as a "Tin, sheet iron and copper works" (Sampson & Murdock 1921) In 1930 they were listed as Joseph Charland Company, sheet metal workers, and also sold radios (Sampson and Murdock 1930). By 1935, the business also included oil burners (Sampson and Murdock 1935). By 1955 the company was listed as engaged in "sheet metal work and oil," and the Charland Oil Company was also listed at this address (R.L. Polk 1955). The property remains in the Charland family to this day. Tinsmithing was an important service in an industrial district, and included fabrication and installation of cabinets, sheathing, ductwork, flues, chimneys, and similar products. Sheet metal work typically includes heating ductwork, and it appears that this work led the Charlands to become vendors of oil burners. The first floor of the building still contains late nineteenth- and early twentieth-century sheet metal working machinery including brakes, rolls, and shears.



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### Rhode Island Card Board Company

The Rhode Island Card Board Company building is significant at the local level for its associations with support and service sector industries, specifically packaging materials. It is a representative (although altered) example of a late nineteenth-century, fireproof-construction industrial building.

The Rhode Island Card Board Company's origins began in the early 1840s, when Elder Ray Potter, a colorful Baptist minister, began experimenting with mechanized cardboard machines. Until that time all cardboard made in the United States was made by hand. In 1844 he started a small business, reputedly the first to make cardboard by machine in the U. S. The business was then located on the west side of the Blackstone River near East Avenue. Potter successfully applied his process to the manufacture of men's paper shirt collars, a lucrative business. In 1858, Potter's son, Ray W. Potter, sold the business to his brother-in-law, Henry B. Dexter, and the concern was named the Rhode Island Card Board Company. In 1880 the company relocated and constructed the 100- by 50-foot building at Exchange and Front streets, now the west section of the remaining mill complex. The building was built to industrial fireproof construction standards, with brick walls and massive chamfered wood posts and beams supporting a layered plank floor. The company officially incorporated in 1886, and made shirt collars, photographic materials, wedding stationery, and calendar and art printing stock. In 1889, the company was producing 8,000 pounds of cardboard products daily. The cardboard industry was stable enough for the company to remain immune to economic fluctuations throughout the nineteenth century. The Emerson family, who had an interest in the business since the 1880s, purchased the plant from H. B. Dexter in the early 1900s. Among their products were cardboard tube cores for winding textile threads. The operation was purchased by the major U. S. forest products company Boise-Cascade in 1976 to eliminate competition from Rhode Island Card Board. Boise-Cascade briefly operated paper coating and converting lines in the mill, but eventually moved their new Pawtucket operations to several of their other plants and closed the mill ("Rhode Island Card Board Co.;" Slater Trust Company 1917; Kulick 1978: 145).

In 1986, the building was purchased by a design firm, and in 1998 a portion of the complex was demolished for tenant parking. At that time the original power plant for the mill, a rare Noble Tuckerman Greene "Improved Greene Engine" 450 hp left-hand steam engine with a five-ton flywheel, was dismantled and restored to operating condition at the New England Wireless and Steam Museum in East Greenwich, R. I. (Castellucci 1998; Ziner 1998).

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#### UTM References (continued)

zone	northing	easting
5. 19	302486	4638884
6. 19	302507	4638811
7. 19	302384	4638799
8. 19	302311	4638950

#### Verbal Boundary Description:

(also see accompanying base map for district boundaries)

Beginning at a point at the northwest corner of Plat 22, Plat 220 (22/220)

-east to a point at the west edge of the footpath to Blackstone Avenue

-north along the west boundary of the footpath

-east along Blackstone Avenue to the northwest corner of 22/221

-south along the east side of Fountain Street to the southeast corner of 22/221

-diagonally northeast across Fountain Street on a line-of-convenience to the northwest corner of 22/310

-east to the northeast corner of 22/310

-south to the north edge of Exchange Street

-south across Exchange Street on a line-of-convenience to the northeast corner of 22/62

-south to the southeast corner of 22/62

-west to the southeast corner of 22/318

-south to the northeast corner of 22/319

-south to the northeast corner of 22/321

-south and east to the west edge of Broadway

-south along the west edge of Broadway

-west to the southwest corner of 22/321

-north to the southwest corner of 22/58

-north to the northwest corner of 22/58

-west along the south edge of the Exchange Street Bridge to the southwest corner of the bridge

-north on a line-of-convenience across Exchange Street to the northwest corner of the Exchange Street Bridge

-east long the north edge of the Exchange Street Bridge to the southwest corner of 22/220

-north to the northwest corner of 22/220, the point of beginning.

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### Boundary Justification:

The boundaries include the full extent of contiguous, historic architectural and structural resources associated with activity within the district during its period of significance. The boundaries follow legally recorded property boundary lines, roads, and natural watercourses. Lines-of-convenience cross public roads where necessary.

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