

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received OCT 4 1983
date entered 11/18/83

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic ~~Historic Resources of Pawtucket, Rhode Island (Partial Inventory:
Historic and Architectural Properties)~~^{MIRA}
and/or common

2. Location

street & number The incorporation limits of Pawtucket, Rhode Island not for publication
city, town Pawtucket N.A. vicinity of
state Rhode Island code 44 Cong Distr#1--Hon. Fernand St.Germaine
county Providence code 007

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N.A. in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> military
			<input checked="" type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: institu-

4. Owner of Property

tional, nursing home, waterway, monument, cemetery

name Multiple ownership; see individual inventory entries

street & number

city, town - vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Registry of Deeds, Pawtucket City Hall

street & number 137 Roosevelt Avenue

city, town Pawtucket state Rhode Island 02865

6. Representation in Existing Surveys

title Pawtucket Survey has this property been determined eligible? yes no

date 1975-76 federal state county local

depository for survey records Rhode Island Historical Preservation Commission

city, town Providence state Rhode Island 02903

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The 1975-76 survey was the basis for the Rhode Island Historical Preservation Commission's Statewide Historical Preservation Report, P-PA-1: Pawtucket, R.I., published October, 1978.

HABS--John Daggett Jr. House (in Slater Park Historic District).
File #RI-83; 1941 and 1956.

QH--Starkweather-Stearns House (60 Summit Street, in Quality Hill Historic District). File #RI-81; 1941.

HAER--Rhode Island: An Inventory of Historic Engineering and Industrial Sites, 1978, includes: the Old Slater Mill Historic District; Blackstone Canal Historic District; Pawtucket-Central Fall Railroad Station; Royal Weaving Company mill complex; *Division Street Bridge; Main Street Bridge; Conant Thread/Coats & Clark Mills; Bridge Mill Power Plant.

Properties already listed in the National Register:

- Art's Auto, 5-7 Lonsdale Avenue, entered December 15, 1978
- Lorenzo Crandall House, 221 High Street, entered November 17, 1978
- Modern Diner, 13 Dexter Street, entered October 19, 1978
- Old Slater Mill Historic District, Roosevelt Avenue, entered November 13, 1966
- QH Pawtucket Congregational Church, 2-40 Walcott Street, entered September 18, 1978
- Pawtucket Post Office, 56 High Street, entered April 30, 1976
- QH Pitcher-Goff House, 56 Walcott Street, entered June 24, 1976
- Deborah Cook Sayles Public Library, 13 Summer Street, entered December 6, 1975
- Slater Park Historic District, Armistice Boulevard, entered June 30, 1976
- Joseph Spaulding House, 30 Fruit Street, entered October 22, 1976
- QH Trinity Church, 50 Main Street, entered January 13, 1972
- Blackstone Canal Historic District, entered May 7, 1971
- Church Hill Historic District, Main, Church, Bayley, Commerce, Hill, and Pine Streets, entered August 12, 1982
- Leroy Theater, Broad Street, entered August 4, 1983

Properties determined eligible for inclusion in the National Register:

Division Street Bridge, Division Street and Blackstone River, determined eligible, November 8, 1982

*not approved--owner objection

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

A compact industrial city occupying 8.94 square miles, Pawtucket lies just north and east of Providence and forms a major part of the heavily urbanized greater Providence metropolitan area. Topographically, Pawtucket occupies a section of coastal plain varied by a few low hills and occasional riverbank bluffs. Local relief is 182 feet, rising from sea level at the Seekonk River (a navigable extension of Narragansett Bay) to the crest of Windmill Hill on the Pawtucket-North Providence line. The eastern half of the city occupies a part of the Seekonk Plain, a flat, sandy tableland which stretches eastward into Massachusetts. The soil throughout the city is generally a lean sand; the native vegetation is sparse. Oaks are the predominant native trees.

Three rivers course southward across Pawtucket. Near the city's eastern border, the Ten Mile River meanders southward into East Providence. To the west, the swampy valley of the Moshassuck River (parts of which were incorporated into the Blackstone Canal in the 1820s) separates Pawtucket's westernmost neighborhood, Fairlawn, from the rest of the city. The largest and most significant of the three rivers is the Blackstone. The southward-flowing Blackstone divides Pawtucket into eastern and western halves--a fact long reflected in the city's political geography. At Pawtucket Falls, the Blackstone drops some thirty feet into the tidal Seekonk River. These dramatic natural falls once described an arc of some 200 feet; roughly half of that arc has since been filled by the abutments of the present Main Street Bridge. Three dams now span the Blackstone above the falls, each creating a short impoundment pond above it. Below the falls, the natural contours of the Seekonk River have been altered, particularly along the western shore, by extensive dredging and filling.

Pawtucket today is an intensively developed industrial city; its older, downtown sections, in fact, have been redeveloped time and time again in the past three hundred and fifty years. At present, something less than three percent of the city's area can be classified as vacant land. Given the duration, breadth, and intensity of this community's drive for development, it is little wonder that Pawtucket's man-made features now visually overpower its natural ones.

Against the crowded backdrop of this densely developed community, the most prominent historic resources, at first glance, are not the individual historic properties, but the larger, visually coherent historic areas--the fifty-acre Conant Thread/Coats & Clark mill complex, for example, or the outstanding east-side residential neighborhood, Quality Hill. Given a closer scrutiny, though, many of the individual properties do stand out. This is particularly true of those which are located in the visually chaotic downtown area. Here can be found a diverse assortment of historic properties, including

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such visual landmarks as: the Old Slater and Wilkinson Mills; the Pawtucket Congregational Church; the Division Street Bridge; the Pawtucket Armory; the old U.S. Post Office; the Sayles Memorial Library; and the Pawtucket City Hall.

Somewhat ironically, the construction of Interstate 95 through Pawtucket's heart has greatly enhanced the visual prominence of a number of historic properties. Rather unremarkably sited in their original contexts, these historic buildings now are dramatically perched atop the embankments and hillsides which flank the new highway. These "I-95 landmarks" include: the churches of St. Jean Baptiste and St. Mary; the Potter-Collyer, Gilbert Carpenter,* Pitcher-Goff, and Fuller Houses; and the row of fashionable nineteenth-century dwellings lining the eastern side of Summit Street in Quality Hill. Finally, the view northward from the I-95 bridge (for those daring to lift their eyes from the road) includes a panoramic vista over downtown Pawtucket, with many of the downtown historic landmarks prominently displayed.

In the seventeenth and eighteenth centuries, two clusters of water-powered mills and shops on the eastern and western banks of Pawtucket Falls formed the cores of two small industrial villages. The rest of Pawtucket at this time held only scattered farmhouses and a couple of isolated saw- and gristmills.

In the nineteenth century the industrial villages at the falls virtually exploded, spreading new and even-larger mills and shops (most of them built of brick) up and down the riverbanks and out along the newly constructed railroad lines. Residential districts, chiefly comprised of one- and two-story, single- or two-family wooden dwellings, then grew rapidly outward from the old riverbank settlements. Two areas in particular--Quality Hill in the eastern village, and Church Hill on the opposite side of the falls--developed in the nineteenth century into posh residential neighborhoods studded with mansion-calibre houses in all of the then-popular architectural styles. The old riverbank core, meanwhile, was transformed in the late nineteenth century into a densely developed central business district, its streets lined with two- to five-story commercial blocks, many of them built of brick or stone.

In the twentieth century, virtually all of the remaining vacant land in Pawtucket has been developed. Residential subdivisions of detached, standardized one- or two-family houses now stretch outward to the city's borders. Twentieth-century factories and warehouses have grown up along the railroads and the two new industrial highways, as well as in the older industrial neighborhoods. Modern commercial

*not approved by R.I. Review Board

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structures have appeared in both strip developments and smaller neighborhood centers in outlying areas. Downtown, the serpentine corridor of I-95 sliced through the city's heart in 1954-63; in its wake, a large portion of Pawtucket's historic downtown has been leveled for redevelopment. Modern, one- to three-story commercial buildings, backed by acres of asphalt parking lots, now occupy much of the city's core; and new elderly housing towers currently fringe its western edge.

Pawtucket's present building stock was largely created in the period from 1860 to the present. Scattered buildings and occasional districts of earlier date do still survive, but these are almost lost within the sea of buildings from later periods. Pawtucket is indeed fortunate, though, in that at least one or two examples of each of the common pre-1860 architectural styles do still stand. These augment the far broader sampling of late nineteenth- and twentieth-century styles represented in the more numerous buildings of later date. And while the building types represented by the city's pre-1860 architecture are somewhat limited (no known public or commercial buildings, for instance, and only one, late, church), the range of types represented in the city's later building stock is quite extensive, and includes some examples of building types now quite rare.

At present, there are over 17,000 buildings standing in Pawtucket. Approximately 86% of these are residential structures, 2% are industrial buildings, and the remaining 12% are given over to public, commercial or other uses. The residential buildings, by and large, are wooden structures of one or two stories. A major exception to this rule, is the clutch of steel-framed, brick-faced elderly housing towers which have been built in downtown Pawtucket since a zoning ordinance change first allowed their construction in 1961.

Pawtucket's surviving major industrial buildings are principally constructed with red brick exterior walls and heavy timber or metal frames; they range in height from one to five stories. Again, there are some notable exceptions: the Old Slater Mill is the earliest of several wooden mill buildings still standing in the city, while the Wilkinson Mill is the only granite-walled mill remaining. There are examples, as well, of more modern methods of industrial construction; an early (1906) reinforced concrete mill building is located at 381 Roosevelt Avenue, for instance, while numerous examples of the concrete block and pre-fabricated metal structures of recent times can be found in the city's newest industrial areas.

The city's public, commercial, and religious buildings represent that class of buildings upon which, as a whole, the most concerted architectural efforts have been expended. A large and variegated group

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of these buildings, ranging in date from the 1850s to the present, still jostle one another for attention in Pawtucket's downtown.

Pawtucket's overall street pattern has historically been focused upon fords and bridges at Pawtucket Falls, with the community's major thoroughfares radiating outward from either end of this crossing. Residential subdivision in the nineteenth and twentieth centuries has wedged standardized grids into most of the developable spaces between these radiating thoroughfares. Only a couple of more naturally platted subdivisions, with gently curving streets, have been laid out in the present century. Parks and squares have historically been almost non-existent in Pawtucket. Three small triangles of land left in odd corners of the street pattern were the only public parks in the city before the 181-acre Daggett Farm (now Slater Park) was acquired in the 1890s.

In the commercial section of downtown Pawtucket and in the older industrial areas along the riverbanks, lot coverage in the late nineteenth and early twentieth centuries began to approach 100%. Commercial buildings were then lined up cheek-by-jowl on the major shopping streets, with their doorways placed directly upon the street line. This high structural density and degree of facade continuity has been diluted by extensive demolition in the past twenty years.

Outside the downtown, structural density remains high only in those older industrial sections along the railroad lines and in a few early twentieth-century neighborhood commercial centers. In the residential neighborhoods, the houses are generally set one to a lot, with front and side yards of varying dimensions.

Within any individual subdivision (particularly in those laid out in the present century) the setback and the sideyard dimensions are generally uniform.

No comprehensive archeological survey or testing has yet taken place in Pawtucket; no archeological sites are currently listed in the state inventory. Although the riverbank areas near Pawtucket Falls are known to have been the location of seasonal fisheries in prehistoric times, intensive development of these same locations during the recent historic period suggests a very low survival potential for perhistoric resources here. For the historic period, an important archeological excavation was begun in the wheel pit, and raceways of the Wilkinson Mill in the mid-1970s. Completion of this project has assisted in the restoration/reconstruction of the early power system of the Wilkinson Mill.

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A cultural resource reconnaissance survey undertaken for the U.S. Army Corps of Engineers evaluated the impact of proposed flood control measures for sections of the lower Blackstone River, including parts of Pawtucket. (G. Moran, 1976. Cultural Resource Reconnaissance: Slater Mill Dam Modification and Blackstone River Basis Study). While no subsurface testing was undertaken, the industrial archeology potential of standing and below-grade components in Pawtucket was briefly described and evaluated. A more comprehensive overview of Pawtucket's potential for industrial archeology is presented in the HAER publication: Rhode Island: An Inventory of Historic Engineering and Industrial Sites (Washington: HAER, 1978).

The historical and architectural survey of Pawtucket was initiated by the Rhode Island Historical Preservation Commission in cooperation with the Pawtucket City Planning Commission in October, 1975. The survey was conducted by Stephen J. Roper, Historical Survey Specialist (architectural historian) and James Keesling, Senior Historical Survey Specialist (architect) of the Historical Preservation Commission's staff. The results of the survey, as summarized in the published survey report, were reviewed by David Chase, Deputy Director of the Rhode Island Historical Preservation Commission (architectural historian), by the following members of the Rhode Island Review Board: Winslow Ames (architectural historian), Antoinette F. Downing (architectural historian), and Albert T. Klybert (historian); and by the following outside professionals: Patrick Conley, Providence College (political historian), Patrick Malone, Slater Mill Historic Site (industrial historian) and Gary Kulik, Slater Mill Historic Site (labor historian).

The entire area of Pawtucket was included in the survey; every structure visible from a public right-of-way was examined on its exterior. Standard Rhode Island Historical Preservation Commission data sheets were completed on approximately 1300 properties. These included every building in the downtown central business district, regardless of age, condition, or apparent architectural or historical value. A more selective approach was used outside the downtown: here a property was chosen for inclusion on the basis of its significance as a work of architecture or as an historic site, or its value as an indicator of the city's physical, social, or economic development. The overall intent was to produce a survey comprehensive in scope, which would identify both Pawtucket's individually distinguished buildings and that wider array of elements which have contributed to the city's historical development and to its present physical form. No subsurface archeological testing was undertaken.

(See Continuation Sheet #6)

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

Builder/Architect

Statement of Significance (in one paragraph)

The properties included in the Pawtucket multiple resource nomination reflect each of the important phases in the community's civic and architectural development from the seventeenth through the mid-twentieth century. An iron-workers' village surrounded by scattered farmsteads in the seventeenth and eighteenth centuries; the birthplace of the American Industrial Revolution in the 1790s; a world-renowned cotton-spinning and textile-machinery-building center in the early nineteenth century; a proud and prosperous industrial city in the late-nineteenth- and early twentieth-centuries--each stage of Pawtucket's three-hundred-year evolution as a major industrial community has its own representatives among the historic districts and the individual buildings, structures, sites, and complexes which comprise this nomination. Among these properties, those which relate most directly to the city's proud industrial heritage are clearly the most significant. Only slightly less important, though, is that larger group of properties which comprises the cream of Pawtucket's architectural heritage. These include, in particular, an outstanding collection of nineteenth-century dwelling-houses.

Original Inhabitants: The western half of Pawtucket was part of a much larger block of territory which Roger Williams purchased from the Narragansett Indians in 1636; while the eastern half of the present city was acquired by a group of Plymouth Colony men (also as part of a larger purchase) from the Wampanoags in 1641. Prior to these dates, the area around Pawtucket Falls is known to have been a seasonal center for the local Indians who gathered here to catch salmon, shad and alewives during their spawning seasons. The shallows above and below the falls were also the southernmost fords on the Blackstone/Seekonk Rivers. The Indians' Pawtucket Trail, coming up from the Narragansett country further south and west, wound through western Pawtucket and crossed the Blackstone here. The crooked path of Pawtucket's Main Street is said to follow this aboriginal trail. No pre-historic sites, however, are currently known to exist within this heavily developed city.

Farmers and Ironworkers, 1660s-1780s: In the earliest years of Rhode Island's settlement, Pawtucket remained a largely undeveloped outlying area. By the 1660s and 70s, though, a handful of Providence and Rehoboth farmers had moved into the future city's most fertile sections. These farm families were joined in 1671 by Joseph Jenks, Jr., a skilled ironworker who bought sixty acres of land on the western bank of Pawtucket Falls. Jenks soon built a dwelling-house and a forge shop on his riverbank lot and Pawtucket's history as an industrial center was begun.

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Jenks' first buildings, along with all of those earliest Pawtucket farmhouses, were burned to the ground during King Philip's War. But, following the defeat of the Indians in 1676, Pawtucket was soon resettled. Joseph Jenks and his sons resumed their iron-working operations at the falls and the farmers rebuilt their scattered houses to the east and west. One of these second-generation farmer's houses still stands, the John Daggett, Jr., House in Slater Park, reportedly built in 1685. Although it has been much enlarged and remodeled since, the core of a one-room deep, one- or one-and-a-half story First Period house still remains. It is the best surviving colonial-period farmhouse in Pawtucket.

In the eighteenth century, the industrial settlement at Pawtucket Falls prospered and slowly grew, as new shops and mills were constructed along the riverbank and as houses gradually fanned outward up the hillsides. The Jenks family seems to have controlled most of the industrial enterprises on the western bank up until the time of the Revolution. Here they produced a wide variety of iron objects including tools for farmers and fishermen, household objects, and ships' anchors. On the opposite bank, other enterprising capitalists had set up a potash works, a linseed oil mill, a blacksmith shop and a wheelwright's shop before the outbreak of the American Revolution. A series of dams and trenches were built to augment the water-power available to these pre-Revolutionary shops (and a 1718 fish canal was dug around the western end of the falls); parts of these early water-power systems still survive within the limits of the Old Slater Mill Historic District. The first bridge to link the two settlements on the opposite banks of the falls (settlements which were then located in different towns in separate states) was erected in 1713. It was the first in a long series of such structures which would carry on increasingly heavy load of overland traffic through this industrial village. The present, 1858 stone arch bridge at Main Street is its direct descendant.

Of the clusters of pre-Revolutionary buildings which once straggled away from either end of this historic river crossing, only one remains: the 1758 Sylvanus Brown House, now a part of the Old Slater Mill Historic District. Originally built for Nathan Jenks, Sr., part-owner of the Jenks family iron-working operation, this modest Georgian cottage has been moved twice and was finally saved and restored in the 1960s on the strength of its historical connections with Sylvanus Brown and Samuel Slater. This gambrel-roofed cottage is the only building left in Pawtucket to represent the pre-Revolutionary iron-workers village at Pawtucket Falls.

Birthplace of the American Industrial Revolution, 1784-1829: At the successful conclusion of the American Revolution, the thirteen former colonies, now politically independent, found themselves still economically bound to Europe for virtually all of this country's manufactured goods. Efforts to break this industrial dependence were advocated and undertaken almost at once. The cotton textile industry, then dominated by England by virtue of

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its invention and control of the technology required for water-powered cotton spinning, was a primary target. The earliest American efforts to buy, steal, reproduce or re-invent this technology, however, all fell short of success. In Rhode Island, all of the early experimental cotton machinery which showed any signs of promise was bought up in the late 1780s by the Providence merchant, Moses Brown. Brown installed this machinery in a rented fulling mill on the western side of Pawtucket Falls. Here, ample water power and a ready supply of skilled mechanics offered a favorable setting for further experimentation. Still the machinery could not be made to turn out decent yarn or to operate at a profit. One final element was yet required, and that element was brought to Pawtucket in 1790 in the person of Samuel Slater.

Samuel Slater, who emigrated to this country from England in 1789, brought with him a vast practical knowledge of the English water-powered cotton-spinning industry. Working closely with the Pawtucket mechanics, David Wilkinson and Sylvanus Brown, and drawing heavily on the expertise of other local artisans, Slater was finally able to convert Moses Brown's collection of machines into a workable Arkwright cotton-spinning system. On December 20, 1790, Slater commenced spinning cotton yarn full-time, and the American Industrial Revolution was begun.

The success achieved by Slater, Brown and the Pawtucket mechanics in 1790 was of major importance to the new nation. The manufacture of cotton yarn would now become a factory-based, rather than a cottage, industry. Cotton was the first factory-based industry to be successfully established in this country and, to a large extent, it set the pattern for American industrialization in general. In the next century, factory-based industrialization would become a primary factor in the enormous economic growth of this country.

Slater's success also had a tremendous impact on the development of Pawtucket. In the next forty years, the expansion of its cotton industry (and the related textile-machinery and machine-tool industries) would give Pawtucket a national, even an international, reputation. The first step came in 1793 when the Old Slater Mill was built to replace the rented fulling mill in which Brown's machinery had first been erected. This historic 1793 mill building, the first successful water-powered cotton factory built in North America, still stands on its original site just north of Pawtucket Falls. Today it is the centerpiece of the Old Slater Mill Historic District.

By 1817, there were thirteen cotton mills standing in Pawtucket. There were, in addition, at least half a dozen water-powered machine shops

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on the western bank of the river in 1819, along with "various other mechanical establishments affording extensive employment and supporting a dense population." Only one of the early industrial buildings (beside the Old Slater Mill) still stands: the 1810-11 Wilkinson Mill, located just to the south and west of the 1793 Slater Mill, and also included in the Old Slater Mill Historic District. This granite-walled mill was built for Oziel Wilkinson and his sons as a combination cotton spinning mill and machine shop--the latter operation being conducted by Oziel's son David, on the building's first floor. In addition to being a representative example of the mill buildings of this period, the building is significant for its connections with the Wilkinsons--a family of talented mechanics whose presence in Pawtucket contributed greatly to the community's early growth and prosperity. David Wilkinson, in particular, was a mechanical genius; his invention of the machinists' slide lathe, for example, is regarded as "a major advance in the history of machine tools and in the development of American industry."

Pawtucket in the early nineteenth century was rapidly developing into a major industrial center. Helping to support this early industrial growth was a dramatically expanding regional transportation network. Five different turnpikes and the Blackstone Canal were built to or through Pawtucket between 1806 and 1828, linking the community to the markets and the raw materials upon which its industries depended. Pawtucket was also now developing a concentrated population base (the 75-odd families living near the Falls around the 1790s had swollen into a village population of some 2200 by 1822). With this expanding population came a wide variety of community institutions; churches, banks, schools, newspapers and stores were all founded in this period in the flourishing villages on either side of Pawtucket Falls. Some of these institutions, along with a staggering number of Pawtucket's early industrial firms, were wiped out in the national economic crash of 1829. In the course of this dramatic crash, many of Pawtucket's most capable and enterprising citizens were ruined and left the village. David Wilkinson headed west; Samuel Slater, temporarily embarrassed by his financial involvements with his Wilkinson in-laws, disposed of his Pawtucket interests and hereafter focused his attention elsewhere. Many Pawtucket concerns were bought up by outsiders and moved. The great crash of 1829 truly marked the end of an era for Pawtucket.

Little remains today of the bustling, industrial village that was early nineteenth-century Pawtucket. Besides the Slater and Wilkinson Mills there are perhaps fifteen surviving Pawtucket buildings which date back to this era. Five of those survivors--the Oliver Starkweather, Walcott-Goff, and Dr. Artemas Johnson Houses on Quality Hill and the Joseph Spaulding and Jonathan Baker Houses--are included in this nomination and provide a cross-section of the residential architecture of that time. Of Pawtucket's

*not approved by R.I. Review Board

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commercial, religious, and institutional architecture of this period, however, nothing but a few salvaged fragments remains.

Diversification and Immigration: 1830-1873: Pawtucket remained in a relatively depressed condition for most of the two decades which followed the crash of 1829. By the late 1840s, though, the village was beginning to revive, as two new railroad lines (the Providence & Worcester and the Boston & Providence) were constructed through Pawtucket, and as several new factories and shops were built within the village. Growth was slow through the 1850s, but the Civil War era sparked an industrial boom which lasted until 1873.

For Pawtucket's industrial base, the mid-nineteenth century was a period of diversification. In the textile field, the older yarn and thread mills were now joined by a number of mills turning out various specialty goods--printed calicoes, woven haircloth, worsted braid, and cotton wadding among others. The village's machine-building industry recovered from 1829 crash and continued as a mainstay of the local economy. While other branches of the metal-working trades (most particularly the manufacture of nuts and bolts) became firmly established here as well, and some other new industries were also drawn to Pawtucket, with the leather industry being perhaps the most important newcomer.

The slowly accelerating growth of Pawtucket's industrial base in this 40-year period was naturally reflected in the community's population figures. A settlement containing some 3300 people in 1830, the village on both sides of the Falls could count approximately five times that number of inhabitants in 1870. And, while the overwhelming majority of those 3300 Pawtucket residents of 1830 had been native-born Protestants, the population of Pawtucket in the 1870s was dominated by immigrants and first-generation Americans. The first foreign-born to arrive in Pawtucket had been the Irish, English and Scottish. Of these three, the Irish were initially far and away the most numerous. By the 1860s and 70s, these first three immigrant groups had been joined by others--Germans, Swedes, French Canadians--each formed important segments of Pawtucket's population of the 1870s, while many other foreign countries were represented here as well.

Physically, the period between 1830 and 1873 was that in which the central portions of Pawtucket began to take on many of the overall patterns (the general layout of streets, the relative locations of industrial, commercial, and residential sections, and so on) which remain as the historical visual framework of modern Pawtucket. Although the downtown core of the city, with its once-dense assortment of mid-nineteenth-century mills, houses, commercial blocks and institutional buildings, has since been heavily redeveloped, a broad range of residential and industrial buildings, complexes

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and neighborhoods dating from this period survive just outside the downtown core. The Conant Thread/Coats & Clark mill complex, for example, was founded near the end of this period and the South Street residential neighborhood took on most the appearance which it still retains during these same forty years. Two outstanding church buildings from this period (Trinity Church and Pawtucket Congregational Church) are included in the Quality Hill Historic District; that district, in fact, contains an impressive collection of mid-nineteenth century dwelling-houses. Filling in the picture of the whole residential architectural spectrum of this period are the following individual properties: the Carpenter,*Crandall, Payne, Potter-Collyer, Adams, Childs-Brown, and Mitchell-Arnold Houses. Although the present buildings of the St. Mary's parish complex were all erected in a later period, the history of the parish itself is intimately connected to the great wave of Irish immigration into Pawtucket in the middle years of the nineteenth century. In the oldest portion of the graveyard between the present church building can be found the graves of most of Pawtucket's Irish pioneers.

The Mature Industrial City: 1874-1920: Until 1874, the Blackstone and Seekonk Rivers had formed the boundary line between two politically distinct communities. The village on the western side of Pawtucket Falls had historically belonged to the towns of Providence and later North Providence, Rhode Island. The village on the opposite shore was originally a part of Rehoboth, Massachusetts; it became part of the new town of Seekonk, Massachusetts, in 1812; was set off from Seekonk as the separate town of Pawtucket, Massachusetts, in 1828; and was ceded to Rhode Island, becoming the town of Pawtucket, Rhode Island, in 1862. Finally, in 1874, the village on the western bank of the falls was set off from North Providence and annexed to its sister settlement on the opposite shore. Eleven years later, the united community voted to accept incorporation as the city of Pawtucket, Rhode Island.

In 1874, Pawtucket was on a rising wave of industrial development--a wave which would crest in the early twentieth century. Despite periodic panics and depressions, the city's manufacturers generally prospered during this period; old industries--such as yarn, thread, worsted and machine building--expanded, and some major new ones were established--silk, lace and woven cotton textiles being among the most notable. However, prosperity did not continue far into the twentieth century. Pawtucket had always been strongly dependent on the cotton industry and when increasingly stiff southern competition began to force the closing of northern cotton mills after the turn of the century, Pawtucket's prospects began to dim.

Pawtucket's population more than tripled in the years between 1874 and 1920, reaching a total of over 64,000 in the latter year. As in the

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preceeding 45-year period, this was in increase fueled largely by immigration. By 1920, native Americans born of native parents had declined to only 23% of the city's population; the foreign-born comprised another 33% of the total; and the remaining 44% was composed of the native-born offspring of foreign or mixed parents. Among the foreign-born, natives of a number of countries which had not been strongly represented here in 1875 were now present in large numbers. Italians had first appeared in strength in the 1880s; Russians, Poles, and Portuguese had followed in the 1890s; and Armenians, Syrians, Greeks, and Austrians had each established sizeable communities by 1910. In terms of the relative sizes of the various foreign-born groups, the Irish were on the decline, being outnumbered by the natives of England in the 1885 census and by the French Canadians in that of 1920. In the latter year, six foreign countries could count over a thousand natives living in Pawtucket: England (5778), French Canada (3597), Ireland (2733), Scotland (1662), Portugal (1102), and Italy (1008).

Politically united, rapidly growing, and enjoying a period of general prosperity, Pawtucket in the years after 1874 set its sights upon becoming a "well-ordered, energetic, modern American community of the first rank." An ambitious expansion of city services was quickly undertaken while Pawtucket's successful manufacturers, moved by those feelings of civic philanthropy common among wealthy late nineteenth-century Americans, founded a library, a hospital and numerous other public institutions as gifts to the city. The state and federal governments, for their part, in this period contributed new and imposing armory and post office buildings to the city's ever more densely developed core. And Pawtucket's central business district in this period evolved into a truly urban downtown--one of the very few such downtowns ever to develop in Rhode Island.

In the forty-six years between 1874 and 1920, Pawtucket took on much of the visual character which it yet retains--the community has the look of a northeastern industrial city which came to full maturity in the late nineteenth and early twentieth centuries. Part of this look is preserved today in the city's sprawling, turn-of-the-century factory complexes (the Royal Weaving Company plant,*for example); more is contained in the substantial, even grandiose, public and commercial buildings of the city's downtown (the armory, post office, library, railroad station and newspaper buildings, among others); and the city's densely built-up inner neighborhoods (including, most notably, Quality Hill) retain much of the visual character of the residential districts of this era as well.

Modern Pawtucket: 1921-1980: In the last sixty years, Pawtucket has had to face the problems typical of declining northeastern industrial cities. The city's industrial base has suffered some major changes. The cotton

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mills had all been wiped out by the time of the Great Depression and the other branches of the textile industry were already in serious decline. Other industries--primary and fabricated metals, printing, and paper for instance--have moved in and taken up much of the slack, but Pawtucket today is no longer the booming industrial city which it once was.

Pawtucket's population figures since 1920 reflect the city's economic fluctuations. The rapid growth of the late nineteenth and early twentieth centuries slowed during the twenties and was followed by a decline during the thirties, dropping from 77,149 in 1930 to 72,820 in 1936. As World War II stimulated the city's economy, the population began to grow again, reaching over 81,000 by 1950. Since then, a slow decline has set in, and the city's population in 1974 numbered 76,213. Immigration during this long stretch of fluctuating periods of growth and decline, has slowed from a torrent to a trickle. Only two nationalities, the Poles and the Portuguese, have arrived in Pawtucket in any considerable numbers since 1920.

In the 1920s and 30s, a second-generation Pawtucket Irishman named Thomas P. McCoy was fashioning one of the most powerful political machines ever erected. A Democratic State Assemblyman through the entire decade of the 1920s, McCoy and his Democratic machine took virtual command of Pawtucket in the 1930s and 40s. Under McCoy's direction, the city managed to avoid financial collapse during the Depression by means of some daring financial maneuvers while many city services were actually extended or improved. McCoy's successful attempt to make Pawtucket one of the first American cities to benefit from President Roosevelt's federal recovery program resulted in a new filtration and water plant, a new City Hall, the Pawtucket West High School, and the Pawtucket Municipal Stadium (now appropriately known as McCoy Stadium).

Although McCoy had higher ambitions, the "Prince of Pawtucket" was never elected to statewide office. He died on August 15, 1945, while serving his fifth term as mayor. One of the most powerful and colorful figures in Rhode Island's political history, Tom McCoy fits the stereotyped image of the urban, working-class "boss" using power politics and machine rule with consummate skill. While charges of corruption, most particularly of election fraud and misuse of public funds, were again and again leveled against his administration, and numerous indictments were handed down against members of the McCoy machine, the obvious physical improvement of the city accomplished during McCoy's reign must be weighed against them.

Physically, the two dominant forces in Pawtucket's development since 1920 have been suburbanization and downtown redevelopment. Pawtucket

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had actually become the home of hundreds of Providence commuters in the late nineteenth century, and the strength of this trend in the early twentieth century is amply documented by the grand design of the new Pawtucket-Central Falls Railroad Station*erected in 1915. It was the growing use of the automobile in the early and mid-twentieth century, though, which really opened Pawtucket up for suburbanization. Between the 1920s and the 1960s, virtually all of the developable open land in the city was subdivided and covered with standardized tract houses.

In 1954, the Pawtucket City Council approved the construction of a major new highway bridge over the Seekonk River just above Division Street. This 1954 decision triggered a chain of events which in the past quarter-century has literally remade the face of downtown. The new bridge itself was completed in 1958; during the following six years, the new Interstate-95 was carved through Pawtucket's inner residential neighborhoods to cross the Seekonk upon it. In the process, over 300 buildings were demolished and more than 1000 residents were displaced.

The decision to bring I-95 through Pawtucket's core was based on the belief that improved automobile access would help revive the city's dispirited downtown. In an ambitious attempt to further this objective the city set out in 1961 on a large-scale downtown urban renewal project. Beginning in 1966, a 57-acre tract on both sides of Pawtucket falls--the very heart of both historic and present-day Pawtucket, was almost totally cleared. The Slater and Wilkinson Mills were spared and restored, along with the Sylvanus Brown House, using urban renewal funds, a notable first, but the remainder of the Slater Urban Renewal Area has since been redeveloped for new commercial or multi-family residential use or for use as parking lots. Redevelopment activities have since spread outward from this original downtown focus; and part of the main shopping district on the west bank of the river has recently been converted into a pedestrian mall.

Although most of Pawtucket's buildings from the 1920-1980 period are not yet old enough to be considered eligible for the National Register, four buildings just over the fifty-year threshold are herein included as unusually fine examples of their respective building types: the Pawtucket Elks Lodge Building; the Leroy Theatre; the Church of St. Jean Baptiste, and Art's Auto. In addition, four Pawtucket buildings which have not yet reached the 50-year plateau are included for their outstanding historical and architectural significance. The Pawtucket City Hall (1933-35) and Pawtucket West High School (1938-39) are important monuments of both the the Art Deco style in Rhode Island and the era of "Boss McCoy's Pawtucket.

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Gilbane's Service Center (c. 1931) and the Modern Diner (1940) are outstanding examples of America's early "roadside" architecture and both are the best known examples of their types still standing in Rhode Island.

The following buildings, structures, districts and sites are significant with respect to the themes checked above and cited below:

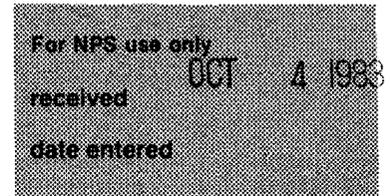
Architecture. The Pawtucket multiple resource nomination includes a wealth of architecturally significant buildings of virtually every type and period, with a particular concentration on nineteenth- and early twentieth-century examples.

Residential: The Daggett House (Slater Park Historic District) and the Nathan Jenks House (Old Slater Mill Historic District) are the finest colonial dwellings remaining in Pawtucket; the broad range of Federal-period residential architecture is represented by the Oliver Starkweather (Quality Hill Historic District), Artemas Johnson (Quality Hill Historic District), Jonathan Baker,*Gilbert Carpenter,*and Joseph Spaulding Houses. The Greek Revival style is evidenced in two smaller dwellings of the 1840s--the Lorenzo Crandall House and the Richard Carrique double house (South Street Historic District). Two of the larger and more ambitious dwellings of about the same period--the Pitcher-Goff House and the William A. Ingraham House (Quality Hill Historic District)--are handsomely rendered in the Italianate style. The Childs-Brown House is an imposing Italianate dwelling with added Queen Anne features. A striking later example of the same style, touched with the exotic Moorish and Indian details more characteristic of Connecticut than of Rhode Island, is the John F. Adams House. Some of the small vernacular cottages built in Pawtucket in the second half of the century were highly ornamented with hybrid romantic details--the Charles Payne House is a pristine example; the Potter-Collyer and Mitchell-Arnold Houses both show what could be done with such humble cottages through picturesque enlargements. The Victorian Gothic style was used for houses both large and small with notable examples including the Harrison Howard and Henry B. Metcalf Houses (both in Quality Hill Historic District) and the closely related Scholze-Sayles and Louis Kotzow Houses. The Foster-Payne House is a handsomely designed and unusually well-preserved late 19th-century suburban residence. The E.A. Burnham House is significant as an example of the kind of dwellings erected by Pawtucket's upper class residents at the turn of the century. The E.P. Carpenter House on Summit Street (Quality Hill Historic District) is a fine early example of the Queen Anne style; that same style as applied to a multiple-family dwelling can be seen in the matched pair of Fuller Houses on Broadway. The D.L. Goff House on Walnut Street (Quality Hill Historic District) is the most impressive Shingle Style dwelling remaining in Pawtucket; two other houses

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in the district--the Lucius B. Darling, Jr., House and the Albert A. Jenks House--show earlier and later phases of the Colonial Revival. Many of the other popular early twentieth-century styles--bungalow, Tudor, "Mediterranean," Federal Revival--are represented in the Quality Hill Historic District as well.

Industrial: The Old Slater Mill is the single most important example of America's first-generation cotton-spinning mills; the adjacent Wilkinson Mill exemplifies the second-generation textile mills of which the Slater Mill spawned. The 50-acre Conant Threat/Coats & Clark mill complex offers an impressive overview of the development of mill design from the 1870s through the 1910s; of particular note are the various dependencies (picker houses, engine rooms and boiler houses) which are still attached to most of the major early mills. The Royal Weaving Company complex*is typical of early twentieth-century mill design, here accented by a landmark clock tower.

Religious: There are three architecturally significant church buildings in the Quality Hill Historic District: Trinity Church (1852-53) in the Gothic Revival style; the Pawtucket Congregational Church (1867-68) designed with a distinctive mixture of Italianate and Romanesque details; and the First Free Will Baptist Church (1884), a handsome example of the Queen Anne style. St. Mary's Church (1885-87) is an imposing red brick Victorian Gothic church which assumes even greater importance as the focus of a turn-of-the-century parish complex. St. Paul's Church (1901), patterned after the Gothic churches of fifteenth century England, preserves in its morning chapel some handsome fragments--Palladian altar window, wainscot, cornices--salvaged from the original, Federal-style St. Paul's which originally stood on the same site. The church of St. Jean Baptiste (1925-27), whose design was inspired by the early Renaissance churches of Florence, is particularly distinguished by its opulently detailed interior.

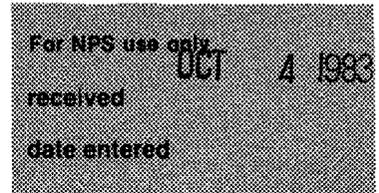
Public: Pawtucket possesses a pair of Queen-Anne style Wardrooms (First Ward Wardroom and Fifth Ward Wardroom both built in 1886)--two of the four known examples of this unusual building type remaining in Rhode Island. The 1890 Fire Station #4 is also designed in the Queen Anne mode, while the landmark Pawtucket Armory (1894-95) borrows features from the Romanesque. The Old U.S. Post Office is a striking design which skillfully uses its sloping corner site; the Sayles Memorial Library building next door is a severe Classical Revival design ornamented by six outstanding sculptural panels. The city's two finest twentieth-century public buildings, Pawtucket City Hall and Pawtucket West High School are two of Rhode Island's best examples of the Art Deco style.

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Commercial, institutional and other: The 1874 Nickerson Building*is an example of a neglected (and commonly abused) building type--the wooden combination commercial-residential structure. Similarly, the Bridge Mill Power Plant is perhaps the finest nineteenth-century example of that particular building type surviving in Rhode Island. The Georgian Revival To Kalon Club and the Renaissance Revival Pawtucket Elks Lodge are fine examples of the clubhouse architecture of the early twentieth century; together with the Times Building, the Elks Lodge is an impressive fragment of an urban streetscape. The magnificent Adamesque details of the interior of the Leroy Theater qualifies it as one of the finest early twentieth-century interior spaces in Rhode Island. Equally grand in its original spatial conception, is the lobby and concourse of the Beaux Arts-styled Pawtucket-Central Falls Railroad Station**. Two of Pawtucket's early twentieth century gas stations, Art's Auto and Gilbane's Service Center, are the state's finest surviving examples of the second, or "novelty design" phase of gas station design. Another classic example of roadside architecture, the Modern Diner is one of only two known extant Sterling Streamliners--in design terms, perhaps the most interesting diners ever built.

✓ Art. The interior painting of Trinity Church, consisting primarily of large multi-colored emblematic and ornamental figures against a plain background (apparently painted by the Pawtucket decorating firm of Cattenach & Cliff in 1865), is a very fine example of mid-nineteenth-century decorative art. The four Expressionist ceiling paintings by Jean Desauliers in the apse of St. Jean Baptiste are unusually fine examples of early twentieth-century painting.

Commerce. The Blackstone Canal was intended as a stimulant for the commercial interests of the entire Blackstone Valley, although it never really succeeded. The Nickerson Building* exemplifies the typical, late nineteenth-century approach to blending commercial and residential space in a single building in an outlying area; the Pawtucket Elks Lodge and the adjoining Pawtucket Times building form the most complete fragment of commercial streetscape remaining in what was one of the few true downtown business districts ever developed in Rhode Island. Art's Auto, Gilbane's Service Center, and the Modern Diner are all outstanding monuments to the development of the "roadside" commercial architecture of this century.

Communications. The Pawtucket Times Building was erected in the 1890s for, and is still occupied today by, the longest running and most successful newspaper in the city's history.

Education. The St. Mary's and St. Joseph's parochial schools are both significant as integral parts of fully developed parish complexes--a characteristic feature of Roman Catholic communities of the nineteenth

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through mid-twentieth centuries. Pawtucket West High School is significant for its unusual and quite extensive use of sculpture and inscribed adages for didactic purposes.

Engineering. The dams, trenches and fragments of the early power generation and transmission systems surviving in the Slater and Wilkinson Mills are a significant record of early American engineering practices. The Wilkinson Mill, in addition, was perhaps the first steam-powered cotton mill in this country, and is a prime monument to Oziel and David Wilkinson, two of America's foremost pioneer engineers. The Blackstone Canal, with its stone-lined walls and numerous locks, was a typical example of the engineer's art of its day. The Main Street and Division Street bridges are thought to be, respectively, the oldest, and the finest, major stone arch highway bridges still in use in Rhode Island. The Royal Weaving Mill* is claimed to have been the first American textile mill to power each of its looms by an individual electric motor. The Bridge Mill Power Plant is one of the earliest electric generating stations standing in Rhode Island, with its hydraulic system and much of its original equipment intact.

Industry. Pawtucket became the birthplace of the American Industrial Revolution when Samuel Slater perfected the Arkwright water-powered cotton spinning process in a rented clothier's shop here in 1790. The wooden mill building which Slater and his partners erected in 1793, and which became the first successful water-powered cotton-spinning mill in the United States, is now the core of the restored Old Slater Mill. The adjacent Wilkinson Mill originally housed the basement machine shop of David Wilkinson, a mechanical genius whose numerous inventions (and well-trained former apprentices) laid much of the foundation for America's machine-tool industry. The Conant Thread/Coats & Clark mill complex formed an important part of the J. & P. Coats-dominated thread trust of the late nineteenth century. It was, in addition, the largest single-site textile plant in the state, and the largest single employer in Pawtucket. The Royal Weaving Company*plant, on the opposite side of the city was one of the largest early twentieth-century silk mills in the world.

Invention. David Wilkinson, whose machine shop occupied the basement story of the Wilkinson Mill from 1810 until 1829, was in inventive genius of national importance. His sliding industrial lathe, completed in 1806 following the principles first developed in heavy screw-cutting lathe which Wilkinson had patented eight years earlier, marked "a major advance in the history of machine tools and in the development of American industry." Wilkinson also built, with the assistance of Elijah Ormsbee of Providence, a steam-powered boat which was successfully run on the Providence River in 1793--fourteen years before Fulton's first success with the Clermont. Wilkinson's shop, in addition, was the training ground for a whole new

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generation of machinists, including such prolific inventors as James S. Brown; Brown's patented machine tools and improved textile machinery would maintain Pawtucket's reputation for innovative machinists for another half-century. A lesser-known inventory in a somewhat different field was Hezekiah Conant, founder of the Conant Thread Company and inventor of machines used in that manufacturing business.

Landscape Architecture. The southern portion of Riverside Cemetery is a fine example of the romantically natural landscape architecture espoused by the nineteenth-century rural cemetery movement.

Politics/Government. Pawtucket's two surviving 1886 wardrooms and its 1890 Fire Station #4 are significant reminders of the city government's late nineteenth-century campaign to extend modern city services outward into its residential neighborhoods. The Old U.S. Post Office and the latest Pawtucket Armory building represent the Federal and Rhode Island recognition of Pawtucket's emerging status as a populous and prosperous urban community. The Pawtucket City Hall and the Pawtucket West High School are two of the largest and most important WPA-funded projects in Rhode Island; and they are monuments as well, to Pawtucket's most famous political son, Boss Tom McCoy, who persuaded the Roosevelt administration to fund them.

Religion. The Sunday School at St. Paul's Church can claim to be one of the oldest in America, tracing its roots to a school originally set up by Samuel Slater in the 1790s to curb the alledged rowdiness of Slater's youngest mill-workers on their day off. An important and enduring innovation in the Anglican church service was first introduced in America at Trinity Church in the early 1860s when Reverend George W. Brown initiated large-scale, purely congregational singing. St. Mary's parish is the second oldest Roman Catholic parish in Rhode Island; its original, wooden church, erected in 1824, was the first structure specifically designed as a Roman Catholic church to be erected in Rhode Island.

Sculpture. The stone and metal monuments in Riverside Cemetery include a number of notable examples of late nineteenth- and early twentieth-century figural sculpture; the Collyer Monument and the Hiker Monument (Quality Hill Historic District) are good examples of turn-of-the-century representational sculpture. The animal figures on the Slater Park Carousel are very fine examples of the late nineteenth-century wood carver's art, and are almost certainly the work of the famous East Providence carousel designer, Charles I.D. Loeff. The six, high-relief stone panels carved by Lee Laurie, illustrating the progress of civilization across the front of the Sayles Memorial Library, form an extremely handsome example of the

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type of allegorical sculpture popular at the turn of the century. And the cast-stone, low relief panels which ornament both the Pawtucket City Hall and the Pawtucket West High School include some intriguing examples of highly stylized Art Deco design along with some more traditional, representational sculpture.

Social/Humanitarian. The To Kalon Club, founded in 1867 as an exclusive private social club, preserves a fascinating glimpse into the social life and customs of the Pawtucket gentry of the nineteenth and twentieth centuries, while the Pawtucket Elks Lodge typifies the wide variety of social and fraternal organizations which once flourished in our nineteenth-century cities. The Quality Hill Historic District as a whole preserves much of the characteristic fabric and ambiance of an exclusive Late Victorian/early twentieth-century upper-class residential district. The South Street Historic District presents an even more compelling image of a nineteenth-century middle-class residential street. The Scholze-Sayles and Louis Kotzow Houses are physical reminders of an unusual late-nineteenth-century organization, the German Cooperative Land Association of Providence, and their efforts to create, through cooperation, a German enclave in southern Pawtucket. Riverside Cemetery, with its artful blending of cemetery plots into a picturesque natural landscape, aptly illustrates the principles of the rural cemetery movement of the nineteenth century--a movement combining an increased concern for the dead and their resting places, with a serious attempt to draw humanity into a communion with nature. Slater Park, with its walks, drives and recreational facilities, represents Pawtucket's concern, as a city, that its populace should have a recreational outlet which all might enjoy. Privately sponsored civic benevolence is amply represented by the Sayles Memorial Library, given to the city by a wealthy industrialist and Pawtucket's first mayor, Frederick Clark Sayles. A progressive institution from the start, the Sayles Library was nationally known for its adoption of the open stack layout, its inclusion of a room specifically for children, and its Sunday openings designed specifically for the working classes. The Royal Weaving complex,* a focal point of labor unrest in the 1930s and 40s, holds a place in the history of American organized labor; the 1921 Recreation Building at the Conant Thread/Coats & Clark mill complex is an interesting example of early twentieth-century industrial paternalism.

Theatre. The Leroy Theater is the last of the myriads of theatres, music halls, and movie houses which once made downtown Pawtucket a regular stop on the old vaudeville circuit, and a major entertainment center up until the middle of this century.

Transportation. The Blackstone Canal is a rare reminder of the American canal era; the Main Street and Division Street Bridges are impressive

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monuments to Pawtucket's place on the overland highway route between Boston and Providence; the Pawtucket-Central Falls Railroad Station amply documents Pawtucket's role as a commuter suburb of Providence; while Art's Auto and Gilbane's Service Center illustrate the use of the private automobile as a primary means of transportation in twentieth-century Pawtucket.

Preservation and restoration activities have occurred sporadically in Pawtucket since the turn of the century. Several of the earliest known efforts involved the stabilization and/or restoration of several of the city's earliest dwellings: the city-owned Daggett House (traditionally dated c. 1685 et seq.) was rehabilitated by the Pawtucket chapter of the Daughters of the American Revolution in 1902-05; and the former Pidge Tavern on Pawtucket Avenue said to have been built around 1700, was restored in the early part of this century, although it has since been demolished.

A much longer and far more significant early preservation effort was that which was focused upon the Old Slater Mill. In 1921, the Old Slater Mill Association was formed for the purpose of guaranteeing the preservation of this landmark of American industrial history. The group succeeded in its efforts to purchase the mill and in 1924-25, the building was restored to its conjectured appearance of about 1835. In the early 1960s, the Blackstone Valley Historical Society moved the 1758 Sylvanus Brown House out of the path of I-95 and onto the Old Slater Mill grounds; the Old Slater Mill Association also acquired the adjacent Wilkinson Mill from the Pawtucket Redevelopment Authority in the late 1960s. Both of these buildings were restored (using federal urban renewal funds) in the early 1970s. The restoration and reconstruction of the water- and stream-power systems which were historically used in the Wilkinson and Old Slater Mills is now underway.

When Pawtucket's downtown urban renewal plan began to take shape in the early 1960s, there was some concern within the City Planning Commission for the future of the scores of historic buildings standing within the renewal area. The Commission staff report, "Development Potentials: Old Slater Mill Area," released in 1963, documented the most significant buildings within the renewal area and presented arguments and strategies for their sympathetic reuse. The only historic structure to survive the renewal process, however, was the Wilkinson Mill, as noted above.

Preservation in Pawtucket in the 1970s and 80s has become a broad-based affair linking the efforts of the city (principally through the City Planning Commission), state (through the Rhode Island Historical Preservation Commission), and federal governments with those of numerous private citizens and organizations. The city and state together sponsored

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the comprehensive survey upon which this nomination is based, beginning in the fall of 1975. The City Planning Commission has actively sponsored the nominations of Pawtucket properties to the National Register, and has overseen some sympathetic rehabilitation work on such city-owned properties as Slater Park, City Hall, and the old U.S. Post Office. The state Historical Preservation Commission has taken an advocacy role in its review of proposed Pawtucket projects and has argued strenuously for the preservation and sympathetic reuse of such Register-quality buildings as Art's Auto, the Modern Diner, the old U.S. Post Office, and the Lorenzo Carndall and Pitcher-Goff House.

The combination of districts, complexes, and individual structures included in this nomination was dictated by the application of the National Register's criteria and standards for architectural and historical significance to the existing physical fabric of modern Pawtucket. The five historic districts herein presented were selected as areas of critical historical and/or architectural significance which still survived within an historically and visually complementary, larger framework. The forty-three individual buildings, structures, and complexes in this nomination, although of outstanding architectural or historical significance in and of themselves, are not presently located within contexts which makes any large positive contributions to that individual significance.

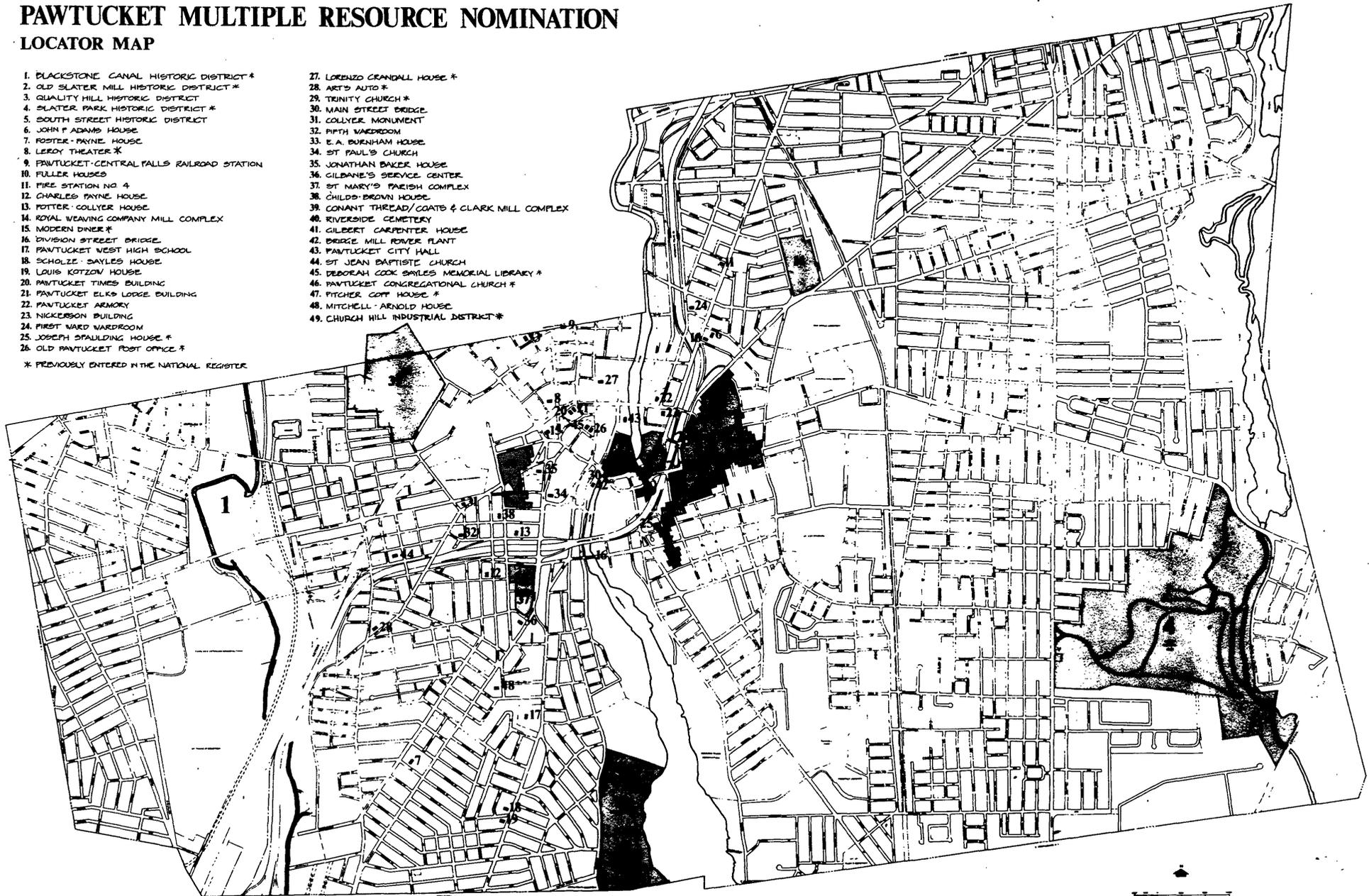
Upon completion of the survey and research upon which this nomination is based, a generously illustrated 62-page report was prepared by the staff of the Rhode Island Historical Preservation Commission. Bound copies of this report were made available in the fall of 1978 to all city agencies and concerned private citizens in Pawtucket, and to selected state agencies as well. The results of the survey, and the preservation recommendations found in the report have now been integrated into the overall information base utilized by the Pawtucket City Planning Commission. Although the city's only master plan (drawn up in 1961 and revised in 1965) does not include a formal historic preservation component, the city now uses the Historical Preservation Commission report, along with a complete duplicate set of field survey sheets and maps, to review the potential impact of projects upon historically significant properties. Similarly, the Rhode Island Historical Preservation Commission utilizes a matching set of Pawtucket materials for environmental review; decisions on grant-in-aid funding; and evaluation of certification for Tax Reform Act incentives.

PAWTUCKET MULTIPLE RESOURCE NOMINATION

LOCATOR MAP

1. BLACKSTONE CANAL HISTORIC DISTRICT *
2. OLD SLATER MILL HISTORIC DISTRICT *
3. QUALITY HILL HISTORIC DISTRICT
4. SLATER PARK HISTORIC DISTRICT *
5. SOUTH STREET HISTORIC DISTRICT
6. JOHN F. ADAMS HOUSE
7. FOSTER-PAYNE HOUSE
8. LEEBY THEATER *
9. PAWTUCKET-CENTRAL FALLS RAILROAD STATION
10. FULLER HOUSES
11. FIRE STATION NO. 4
12. CHARLES PAYNE HOUSE
13. POTTER-COLLYER HOUSE
14. ROYAL WEAVING COMPANY MILL COMPLEX
15. MODERN DINER *
16. DIVISION STREET BRIDGE
17. PAWTUCKET WEST HIGH SCHOOL
18. SCHOLZE-SAYLES HOUSE
19. LOUIS KOTZON HOUSE
20. PAWTUCKET TIMES BUILDING
21. PAWTUCKET ELKS LODGE BUILDING
22. PAWTUCKET ARMY
23. NICKERSON BUILDING
24. FIRST WARD WARDROOM
25. JOSEPH SPAULDING HOUSE *
26. OLD PAWTUCKET POST OFFICE *
27. LORENZO CRANDALL HOUSE *
28. ART'S AUTO *
29. TRINITY CHURCH *
30. MAIN STREET BRIDGE
31. COLLYER MONUMENT
32. FIFTH WARDROOM
33. E. A. BURNHAM HOUSE
34. ST. PAUL'S CHURCH
35. JONATHAN BAKER HOUSE
36. GILBANE'S SERVICE CENTER
37. ST. MARY'S PARISH COMPLEX
38. CHILDEN-BROWN HOUSE
39. GOVANT THREAD/COATS & CLARK MILL COMPLEX
40. RIVERSIDE CEMETERY
41. GILBERT CARPENTER HOUSE
42. BRIDGE MILL ROVER PLANT
43. PAWTUCKET CITY HALL
44. ST. JEAN BAPTISTE CHURCH
45. DEBORAH COOK SAYLES MEMORIAL LIBRARY *
46. PAWTUCKET CONGREGATIONAL CHURCH *
47. FITCHER COTT HOUSE *
48. MITCHELL-ARNOLD HOUSE
49. CHURCH HILL INDUSTRIAL DISTRICT *

* PREVIOUSLY ENTERED IN THE NATIONAL REGISTER



PAWTUCKET

BUSINESS SECTION

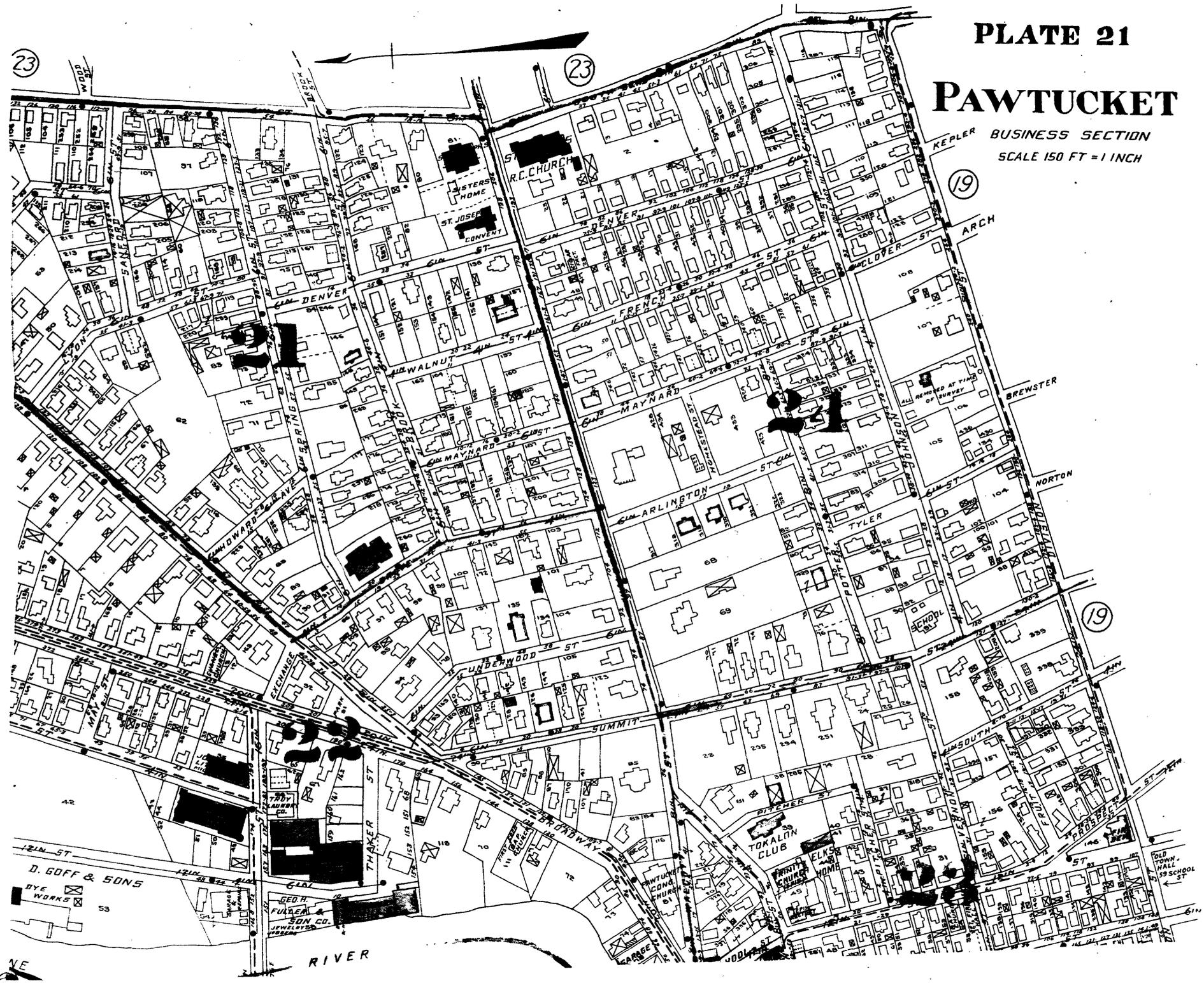
SCALE 150 FT = 1 INCH

23

23

19

19



RIVER



Map of Pawtucket (Rhode Island) Business Section, 1917.
Pawtucket Multiple Resource Nomination

Original: Rhode Island Historical Society
Providence, RI
(Photostat negative RHi(x3)2945

Richard's Map Company, "Richards Standard Atlas of
the Providence Metropolitan District," Springfield, 1917.
Plate 21 (section).

copy negative # RHi X3 2945.MAP. Pawtucket, RI. 1917. Section of map showing portio
f Pawtucket business district from RICHARDS STANDARD ATLAS by Richards Map Co.,
Springfield: Richards Map Co., 1917). Pl. 21. SECTION.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received OCT 4 1983
date entered

Continuation sheet

Item number

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Multiple Resource Area
Thematic Group

dnr-11

Name Pawtucket Multiple Resource Area
State Providence County, RHODE ISLAND

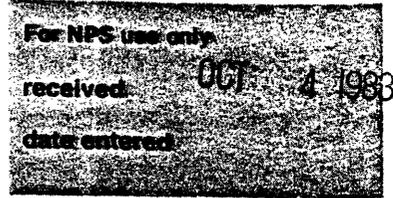
Nomination/Type of Review

Date/Signature

- | | | | | |
|-----|--|-------------------------------------|------------|--------------------------------|
| 1. | Adams, John F., House | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |
| 2. | Bridge Mill Power Plant | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |
| 3. | Burnham, E. A., House | Substantive Review | for Keeper | <u>Donna M. Dwyer 11/18/83</u> |
| | | | Attest | _____ |
| 4. | Childs-Brown House | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |
| 5. | Conant Thread/Coats & Clark
Mill Complex District | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |
| 6. | Collyer Monument | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |
| 7. | Division Street Bridge | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |
| 8. | Fifth Ward Wardroom | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |
| 9. | Fire Station No. 4 | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |
| 10. | First Ward Wardroom | Entered in the
National Register | for Keeper | <u>Delores Byers 11/18/83</u> |
| | | | Attest | _____ |

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Continuation sheet

Item number

Page 2 of 3

Multiple Resource Area
Thematic Group

Name Pawtucket Multiple Resource Area
State PROVIDENCE COUNTY, RHODE ISLAND

Nomination/Type of Review

Date/Signature

- 11. Foster-Payne House Entered in the
National Register for Keeper Delores Byers 11/18/83
Attest _____
- 12. ^{NH} Gilbane's Service Center Building Substantive Review for Keeper Bruce Lee Dwyer 11/18/83
Attest _____
- 13. Fuller Houses Substantive Review for Keeper Bruce Lee Dwyer 11/18/83
Attest _____
- 14. Kotzow, Louis, House Entered in the
National Register for Keeper Delores Byers 11/18/83
Attest
- 15. Main Street Bridge Entered in the
National Register for Keeper Delores Byers 11/18/83
Attest _____
- 16. Mitchell-Arnold House Entered in the
National Register for Keeper Delores Byers 11/18/83
Attest _____
- 17. Payne, Charles, House Entered in the
National Register for Keeper Delores Byers 11/18/83
Attest _____
- 18. Pawtucket Armory Entered in the
National Register for Keeper Delores Byers 11/18/83
Attest _____
- 19. Pawtucket Elks Lodge Building Entered in the
National Register for Keeper Delores Byers 11/18/83
Attest _____
- 20. Pawtucket City Hall Substantive Review for Keeper Bruce Lee Dwyer 11/18/83
Attest _____

NH

NH

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received **OCT 4 1983**
date entered

Continuation sheet

Item number

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Multiple Resource Area
Thematic Group

Name Pawtucket Multiple Resource Area
State Providence County, RHODE ISLAND

Nomination/Type of Review

Date/Signature

W.A. Davis

- 21. Pawtucket Times Building **National Register** *for* Keeper *Melona Byers* 11/18/83
Attest _____
- 22. Pawtucket West High School **Interim Review** *for* Keeper *Bruce A. Boyd* 11/18/83
Attest _____
- 23. Quality Hill Historic District **Interim Review** Keeper *Bruce A. Boyd* 11/18/83
Attest _____
- 24. Potter-Collyer House **Entered in the National Register** *for* Keeper *Melona Byers* 11/18/83
Attest _____
- 25. Riverside Cemetery **Entered in the National Register** *for* Keeper *Melona Byers* 11/18/83
Attest _____
- 26. St. John the Baptist Church **National Register** *for* Keeper *Melona Byers* 11/18/83
Attest _____
- 27. St. Mary's Church of the Immaculate Conception Complex **Entered in the National Register** *for* Keeper *Melona Byers* 11/18/83
Attest _____
- 28. St. Paul's Church **Entered in the National Register** *for* Keeper *Melona Byers* 11/18/83
Attest _____
- 29. Scholze-Sayles House **Entered in the National Register** *for* Keeper *Melona Byers* 11/18/83
Attest _____
- 30. South Street Historic District **National Register** *for* Keeper *Melona Byers* 11/18/83
Attest _____