

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Formreceived JUN 5 1985
date enteredSee instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections**1. Name**

historic N.A.

Historic Resources of North Kingstown, R.I. (Partial Inventory:
and/or common Historic and Architectural Properties)**2. Location**

street & number town boundaries of Town of North Kingstown, RI not for publication

congressional district #2

city, town North Kingstown N.A. vicinity of Hon. Claudine Schneider

state Rhode Island

code 44

county Washington

code 009

3. Classification see also inventory sheets

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" 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 checked="" type="checkbox"/> work in progress	<input 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 checked="" type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple; see inventory sheets

street & number

city, town

_____ vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. North Kingstown Town Hall

street & number 80 Boston Neck Road

city, town North Kingstown

state Rhode Island

6. Representation in Existing Surveys

North Kingstown, Rhode Island:

see cont. sheet #1

title Statewide Historic Preservation has this property been determined eligible? ☐ yes ☐ no

Report, W-NK-1

date November, 1979

☐ federal ☒ state ☐ county ☐ local

depository for survey records Rhode Island Historical Preservation Commission

city, town Providence

state Rhode Island

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Entered in the National Register:

Camp Endicott (Davisville Construction Battalion Center) Historic District
Hamilton Mill Village Historic District
Lafayette Village Historic District
Wickford Historic District
RI-1000, Lischio Archaeological Site, Routes 2 and 102
Silas Casey Farm, Boston Neck Road
Old Narragansett Church, 60 Church Lane
Allen-Madison House, Davisville Construction Battalion Center
Gilbert Stuart Birthplace, Gilbert Stuart Road
YWCA Archaeological Site, off Gilbert Stuart Road
St. Paul's Church, 76 Main Street
Six Principle Baptist Church, 85 Old Baptist Road
Smith's Castle/Cocumscussoc, Post Road
*Hall-Northup House, 7919 Post Road
George Douglas House, 7060 Tower Hill Road

Determined eligible for the National Register:

Quonset Point Naval Air Station Historic District (10/12/78)
Scrabbletown Historic District (5/28/81)
RI-667, Archaeological Site, Route 102 (9/8/81)
RI-669, Bestwick Archaeological Site, Scrabbletown Road (9/8/81)
RI-670, Scrabbletown Brook Site, Stony Lane (9/8/81)

Historic American Engineering Record, Rhode Island: An Inventory of
Historic Engineering and Industrial Sites, 1978:

Gilbert Stuart Snuff Mill & Grist Mill
Hamilton Web Company Mill (Hamilton Village Historic District)
Lafayette Mill (Lafayette Historic District)
Shady Lea Mill (Shady Lea Historic District)
Quonset Point - Davisville Navy Bases

Historic Americal Building Survey:

Cocumscussoc, Post Road
Northrup House, Post Road
Stuart House, Gilbert Stuart Road

*Listed in the National Register as the Palmer-Northrup House. Further research indicates that the present name, Hall-Northup House, is more accurate.

7. Description

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

Describe the present and original (if known) physical appearance

North Kingstown is a 44.5-square-mile town on the west side of Narragansett Bay, about twenty miles south of Providence. It shares borders with Warwick, East Greenwich, Exeter, South Kingstown, and Narragansett. The population is about 25,000.

The town's most prominent geographical feature is thirty miles of Narragansett Bay coastline, much of it remarkably attractive, with inlets, sheltered coves, wetland areas, and dramatic bluffs overlooking the water. The town has considerable variation in topography, with a high elevation of 320 feet in the northwest corner, near the village of Scrabbletown, and also a number of hills nearer the bay in the south, one 220 feet high. The west-central part of town, Swamptown, is a region of small steep hills and depressions and glacial kames and kettles. Further west is the Slocum area, an outwash plain of flat land with good soil still used for farming. Most of the town, though once farmed, is now heavily wooded.

There are about a dozen ponds of varying size, many of them increased in area by nineteenth-century mill dams. These ponds are part of North Kingstown's three small river systems, all with headwaters in the central part of town.

The Hunts River, flowing northeast into the tidal estuary of the Potowomut River, forms much of the Warwick-East Greenwich border. Old Davisville is a village fragment on this river. Sand Hill Village, another village fragment, is on Sandhill Brook, a second tributary to the Potowomut River.

The Annaquatucket River, also called the Shewatuck at one of its headwaters, flows southeast through a series of ponds--including Belleville Pond, the largest in town--and empties into the Bay at Bissel's Cove. Mill villages and hamlets on the Annaquatucket River include Lafayette, Oak Hill, Belleville, Annaquatucket, and Hamilton. They bear witness to the fact that the Annaquatucket was North Kingstown's most important nineteenth-century industrial waterway.

The third river, the Mattatuxet, flows south through Silver Spring, Shady Lea, and Carr ponds into the Pettaquamscutt River, the latter a tidal estuary with access to the Bay in Narragansett. The Mattatuxet River generated the milling hamlets at Silver Spring and Shady Lea and powered the eighteenth-century snuff mill and sawmill that are now the Gilbert Stuart memorial.

Principal modern transportation routes running north and south and connecting the Providence metropolitan area with the southern towns of Narragansett and South Kingstown are Post Road (U.S. 1) and Route 2 (which continues through part of town as the divided Colonel Rodman Highway), and Tower Hill Road. Route 138 enters at the east from the Jamestown Bridge and crosses half of the town before joining Colonel Rodman Highway. Boston Neck

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Road is another north-south route. East-west roads include Route 102, which connects Wickford to Exeter; the locally important Stony Lane; and Gilbert Stuart Road, with its extension as the Shermantown Road. A section of the main line of Amtrak slices diagonally through the western part of town. Stations once existed at Slocum, Wickford Junction, and Davisville. A trunk line, built during World War II, branches off the main line at the Davisville Station and runs to the former Navy bases of Davisville and Quonset Point. The Quonset Point Naval Air Station airport remains from World War II development of the area.

The population of North Kingstown in the late seventeenth and eighteenth centuries was of predominantly English and Welsh stock--people who engaged in farming, fishing, and trading. The numerous mill villages which grew up along the three rivers in the nineteenth century drew largely upon this local Yankee farm population for labor but also brought in some Canadian and Irish workers who became integrated with the earlier "English" population. Coastal summer-resort developments in the early twentieth century, such as at Plum Beach and Saunderstown in the south and at the Quonset Point area in the north, brought seasonal residents from the Providence area and also from New York and Philadelphia. With World War II and the building of the major Navy bases at Quonset and Davisville, the population was dramatically increased and transformed as residents, both temporary and permanent, arrived from all over the nation.

Since the war, the tendency toward extensive suburbanization of large areas of the formerly rural sections of town and further influx of people from the more heavily urbanized center of the state and elsewhere in the country has, with some fluctuation, continued. New industries have arrived, a commercial highway strip has grown along Post Road, and a large park (surrounding Belleville Pond) and a state park have been founded. Areas which had been farmed in the eighteenth and nineteenth centuries and overgrown by woods in recent times are in the process of subdivision for houses.

8. Significance

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

Specific dates N.A. Builder/Architect N.A.

Statement of Significance (in one paragraph)

The individual properties and districts in the North Kingstown multiple resource area nomination reflect the development of the town over the last three hundred years. With four districts (Camp Endicott, Lafayette Village, Wickford, and Hamilton Historic Districts) and the ten individual sites and buildings (Silas Casey Farm, Old Narragansett Church, Allen-Madison House, Gilbert Stuart Birthplace, YWCA Site, St. Paul's Church, Six Principle Baptist Church, Smith's Castle, Hall-Northup House, and George Douglas House), which are already entered on the National Register, these five additional districts, eight individual structures, and one cemetery best exemplify in well-preserved physical form the town's long history. The judgement that these properties represent the developmental, economic, social, and cultural history of North Kingstown is based on the results of a comprehensive survey of historic and architectural resources of the town conducted in 1977 and 1978 by the Rhode Island Historical Preservation Commission in conjunction with the Town of North Kingstown.

The first European interest in the Narragansett areas, after some preliminary exploration of the bay, was for the trade with the Indians. Dutch traders from New Amsterdam may have sailed into Wickford Harbor in the early seventeenth century. In 1637, a year after his arrival in Rhode Island, Roger Williams established a temporary trading post in the northern part of what was to be North Kingstown. In 1643, Williams built a permanent house and stayed in it for six years, farming, raising goats on Queen's Island, and trading with the Indians for fur and wampum. Modern estimates as to the location of his house vary, but a granite marker in the Richard Smith Roadside Park on Post Road commemorates his presence. A seventeenth-century house near this marker, the Hall-Northup house at 7919 Post Road, is so much like the type of Rhode Island house of the mid-seventeenth century--the one-room, one-and-a-half-story "stone-ender" built in Providence in the 1640s--that it could be Roger Williams' 1643 house.

Richard Smith, of Gloucestershire, England, and then of Taunton, Massachusetts, the first permanent settler in North Kingstown, acquired land north of today's Wickford from Canonicus and Miantonomi about 1639. Some-time after 1641 Smith built a fortified trading post but did not permanently occupy it until after 1651 when he left Taunton "for conscience's sake" and moved his family here. In 1651, he also bought Roger Williams' house, Williams needing the funds for a voyage to England to confirm the Providence Plantations charter. Cocumscussoc, or "Smith's Castle," his trading post (55 Richard Smith Drive), became the political, social, and religious capital of the developing Narragansett area, which included all of southwest

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Rhode Island. The mid-seventeenth-century house was destroyed by Indians in 1676 during King Phillip's War but was rebuilt in 1678. Some of the 1678 building remains, protected by an eighteenth-century expansion.

Colonial jurisdiction over the land which is now North Kingstown was ambiguous throughout the seventeenth century and into the eighteenth. Rhode Island, Connecticut, and Massachusetts all claimed ownership. The problem of the area's colonial allegiance was not fully resolved until 1728, leaving the region in its earliest period of development a governmental no-man's land assured of no colony's protection. In spite of these jurisdictional problems, settlement in the Narragansett region expanded in the third quarter of the seventeenth century and mandated some political formalization. Kings Towne was founded in 1674 to include the present-day towns of North Kingstown, South Kingstown, Narragansett and Exeter.

In 1675, King Phillip's War, an angry uprising of a misunderstood and greatly wronged native population, raged over southeast New England. The finale of Rhode Island's part in the tragedy was played out in the central Narragansett area, the present South Kingstown, in the Great Swamp Fight of December, 1675, where the Indians were defeated by the colonists. Cocumscussoc served as headquarters for the colonial military operations. The Indians, in retaliation for the devastation of their population in the Great Swamp Fight, reportedly burned all buildings of the European settlers in the area. Thus, though settlement in North Kingstown dates from the 1640s, it has always been understood in modern times that no buildings from before 1676 remain.

Settlement increased in all parts of town in the last part of the seventeenth and early part of the eighteenth centuries. Growth was so marked that by 1722 it was deemed necessary to divide Kings Towne in two. North and South Kingstown were created, with the understanding that the former, which had the earliest settlement, was to be the older, 1674 town. A census of 1730 recorded 2,105 people in North Kingstown, almost double the number in a count of 1708.

Growth was aided by the creation of new roads, which allowed the transport of cattle and grains from the interior to the coast for shipment to Newport and other ports. Ten Rod Road, a major route west through the present-day Exeter, which had been separated from North Kingstown in 1742, to Connecticut, was authorized in 1703. It provided a stimulus both for inland settlement and for the growth of Updike's Newtown, later called Wickford, which had been founded within a few years of the creation of Ten Rod Road, close to the road's eastern terminus.

Early eighteenth-century settlement in inland North Kingstown is documented by the Stephen Northup House at 99 Featherbed Lane. The chamfered

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frame, with an especially long summer beam, possibly of c.1680, is visible inside the southern half of the house.

The southern Rhode Island area had many favorable conditions for development--good soil, a climate tempered by open water, large landholdings, and a location along the bay which permitted relatively easy transportation. These conditions, combined with the liberal use of slave labor, brought into being here a class of farmers known as the Narragansett Planters. In contrast to inland farmers, who worked closer to subsistence level, the Narragansett Planters were stock and dairy men and also traders and shipowners. Vast fields of grass and corn nurtured cattle, sheep, and hogs--which yielded commercial products in the form of pork, butter, cheese, and wool--as well as a special breed of riding or saddle horse, the Narragansett Pacer, which was much in demand in the southern colonies and in the West Indies. The Planters created a society unique in New England, a slave-owning plantation system with a high degree of wealth and education concentrated in the plantation owner's family, frequent though not necessary identification with the Church of England, and a particular penchant for the law. Most of the great plantations of Rhode Island were in South Kingstown or Narragansett, but one at least, Cocumscussoc, emerged in North Kingstown.

In addition, some other large and smaller farms of the eighteenth century shared at least some of the planter-society characteristics. For example, the country villa, built on Boston Neck some time between 1725 and 1760 by Newport Quaker merchant Daniel Coggeshall, survives. The property descended by inheritance to an East Greenwich merchant, Silas Casey, and, as Casey Farm, with outbuildings, open fields, woods, stone walls, and an assortment of domestic animals, it is now a farm museum. Casey Farm commemorates the agricultural prosperity of eighteenth-century North Kingstown and, with its gable-on-hip roof, a form common in Newport after 1720, the house is a reminder of North Kingstown's ties with the aristocratic Newport merchant class.

Still other houses, and even farms, scattered about North Kingstown, stand today as survivors of the vigorous middle eighteenth century. A house at 170 Fletcher Road, built by a descendant of a prosperous mid-seventeenth-century settler, retains much eighteenth-century paneling and stands on land which was farmed in the seventeenth century and which, miraculously, is still farmed today. The Joseph Peirce House, 933 Gilbert Stuart Road, and the house at 297 Pendar Road, which probably belonged to Ezekiel Gardiner, a leading citizen of eighteenth-century North Kingstown, are fine examples, relatively unchanged, of eighteenth-century, gambrel-roofed farmhouses. The best known example of such a gambrel-roofed house is the snuff mill erected in 1751 by Dr. James Moffatt as a home and workplace for a Scottish miller. This building has

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been restored as a museum dedicated to the miller's son, born there in 1755, the illustrious painter Gilbert Stuart.

Not all farmhouses of this period had gambrel roofs, however. The one-and-a-half-story, gable-roofed Rathbun House on Beacon Drive has fire-place paneling very much like that at Casey Farm, suggesting a mid-eighteenth-century date. The two-story George Douglas House (c. 1738) at Tower Hill Road, is still another survivor of this age. The Mary Arnold House at 1341 Stony Lane (Scrabbletown Historic District) also dates from the mid-eighteenth century.

Extensions of older houses made in the mid-eighteenth century, extensions which made the primitive early houses viable in more affluent times and thus preserved them for posterity, also abound. The most important is that at the Hall-Northup House on Post Road. The Stephen Northup House at 99 Featherbed Lane is another house in which the seventeenth-century core has been preserved by an eighteenth-century addition.

Sometime between the 1760s and the Revolutionary War, the prosperity which had created the affluent planter society declined. Markets in the East Indies for South County products were cut off by war, and slavery, which had probably already been on the decline, was abolished. While it is probable that the limits of agricultural expansion had already been reached by the mid-eighteenth century, certainly by the end of the Revolution the era of the Narragansett Planters was over. Their large land-holdings were gradually broken up into smaller farms. These continued as farms, at a less remarkable scale of prosperity, throughout the nineteenth and into the twentieth century.

Laid out as a port town in the first decade of the eighteenth century by Lodowick Updike, Wickford grew slowly during the early eighteenth century. By the time of the Revolution there had been a long history of speculation in unbuilt lots in the village, but probably only about twenty standing houses. Fifteen pre-Revolutionary houses and inns remain, in whole or in part, along Main Street and on adjacent lanes today; typically, these are five-bay, central-entrance, central-chimney houses, a type built in profusion after 1776 as well. Also standing are some of the many inns and taverns of the eighteenth century where townsmen met for business and pleasure and mustered for service during the Revolution. The houses of Wickford--many of them typical two-and-a-half-story, center-chimney types--clearly defined by the time of the war the Grand Highway (now Main Street), one of the most interesting, beautiful, and intact historic streets in Rhode Island.

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The immediate post-Revolutionary period was slow in Wickford as well as in the rest of the state, but by the 1790s, with the resumption of coastal and West Indian trading and fishing, Wickford entered a period of vibrant growth as a busy port, building and maintaining the boats that brought agricultural products from the Narragansett regions to other ports. The many fine early nineteenth-century houses lining the village streets testify to its growing wealth and prominence.

Expansion of the village and its activities is indicated as well by building for specialized cultural, economic, religious, and governmental institutions. A Quaker meetinghouse was raised in Wickford in 1797; a house of worship for Baptists in 1816; in 1800, St. Paul's Church was moved to the village from its original (and now outlying) location. A Masonic Lodge was founded in 1798 (its building, at 44 Main Street, dating from 1828), and a post office was built in 1799. In 1807, North Kingstown constructed its first municipal building, the Town House, which stands today at 136 West Main Street. The first financial institution in this part of the state, the Narragansett Bank, was chartered in 1805 by Benjamin Fowler and associates, and placed in part of his house (99 Main Street). A second bank, the North Kingstown Bank, was begun in 1819 in the brick building at 24 Main Street. In 1819 there were ninety houses and thirty stores in the busy community, which had by then grown into Church and Fowler Streets and into the Brown Street area.

Wickford's boom period ended, in the view of later nineteenth-century historians, when the major Providence traders Brown and Ives were dissuaded from investing in the port by the high price of wharfage set by ambitious landowners. Further decline in the growth rate was assured when the village was bypassed by the Providence and Stonington Railroad in the 1830s. But while the economic changes of the second and third decades of the century meant an end to expansion, the village continued a vital economic existence all through the nineteenth century as a secondary port and as the commercial capital of a town whose prosperity was now becoming dependent upon the developing textile mill villages in the hinterlands.

The early twentieth century in Wickford was a period of somewhat greater economic stagnation, but one beloved by a new kind of resident, the summer visitor. Wickford's history as a summer resort may have been stimulated in part by the post-1870 Wickford Branch Railroad and the steamer from the railroad terminus at the end of Steamboat Avenue to Newport. Thomas C. Peirce's hotel, the Cold Spring House, built in 1881, became a favorite resort of St. Louis families. Some of the new visitors built summer homes, but many more occupied old Colonial and Federal houses.

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Throughout the nineteenth century both cotton and woolen mills were established along the three principal waterways of the town, sometimes on the sites of previous sawmills, gristmills, or fulling mills, and usually generating about themselves villages to house the workers. By 1832, North Kingstown had six woolen mills, employing altogether eighty workers, and three cotton mills which employed one hundred thirty-three workers. By 1870, there were eight woolen and four cotton mills, employing five or six hundred workers, most of them in the woolen trade. The older agricultural and fishing activities of the town's economy remained, but the value of North Kingstown's manufactured products was more than four times than of farm, forest, and fishing products, according to the 1875 Rhode Island census.

The opportunity to work in the mills attracted new workers to North Kingstown from other parts of the state, from other states in the union, and from other countries. In 1875, out of a total town population of 3,505, 333 were foreign born. Of these 333 foreigners, 143 were Irish, 85 English, 21 Scottish or Welsh, and 71 Canadian. The predominately northern European origins of the new manufacturing peoples allowed them to be absorbed into the "Yankee" town with little change of its character or institutions, other than the introduction of a Catholic church.

Today whole communities or fragments of these milling villages remain. They are attractive and a testament to a particularly tight community form now rare in the nation. Because of their active economic life deep into the twentieth century, several are well preserved.

At Annaquatucket, the mill is gone, but a handsome waste house remains, as does the house (88 Featherbed Lane) built by Esbon Sanford who began manufacturing here in 1832. Belleville, once one of the town's largest mill villages, retains some early cottages and fragments of one substantial house. The Davis family operated water-powered wool looms at Davisville from 1811 to 1824; their early mill and its 1847 replacement are both gone, but several Davis houses still stand. Milling at Hamilton dates from the early seventeenth century, with grist and fulling mills and an iron manufactory; by the 1840s a textile mill was in operation. The handsome mid-nineteenth century mill with its impressive double monitor remains as do a number of small wood-frame workers' houses on nearby streets. The village of Lafayette is noted for its long history of woolen manufacture by a single family; Robert Rodman began making woolens here in 1847 and built the present mill with its mansard towers and five outbuildings, in 1877-1878. In addition to the mill, Lafayette retains a church, Rodman mansions, a school, and an assortment of houses. Narragansett and Oak Hill villages both date from the mid-nineteenth century; only a few houses remain at each. Sand Hill, whose manufacturing life dates from the early nineteenth century,

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was once a thriving village--today only a half dozen houses on Chadsey Road are extant. Manufacture of jeans at Shady Lea was begun by Esbon Sanford, Jr., who sold the operation in 1832; for several decades after various owners made a variety of cotton and wool textiles here. Its mill buildings are still in use and a cluster of houses and outbuildings, some dating from the Rodman family's ownership of the area, remain. Silver Spring village was the site of one of North Kingstown's colonial mills-- Joseph Taylor operated a carding and fulling mill here in the 1760s. Like several other villages Silver Spring was at one point owned by the Rodman family. Their mill, the last constructed here, is gone but houses from all periods of the village's history remain.

Most areas of North Kingstown have been farmed at some time since European settlement. Much of this land was not well suited to agriculture and a high proportion reverted to brush and forest in the late nineteenth and twentieth centuries. North Kingstown's wooded hills and valleys shelter many cellar holes and stone walls, remnants of these lost farmsteads.

Both early and late nineteenth-century descriptions of North Kingstown note the general north-south agricultural division of the town, with topsoil of sandy loam in the north, best suited to grain culture, and gravelly loam, better for grazing, in the hilly south. The major crops in 1819 were Indian corn, barley, beans, peas, potatoes, wheat, buckwheat, and wood for ship-building. The same products--minus wheat, buckwheat, and wood for ship-building--with the addition of oats are noted in 1878. The census of 1865 listed an even wider variety: onions, potatoes, carrots, beets, turnips, beans, garden seeds, manure, peat, poultry, cheese, eggs, honey, hay, butter, timber, straw, fruit, strawberries, cranberries, tobacco, and wine. Among livestock counted were milk cows, other cattle, sheep, and bees. By 1885 there were 1,400 acres in plowed land and 7,442 acres in pasture.

The North Kingstown farms that produced this rich array were many in number but small in size. In 1865, there were 282 farms; 83 of them had between 50 and 100 acres; none were larger than 400 acres. Some farms were prosperous, but many more were not. Scrabbletown, in the hilly, stony, northwest part of town, was said to have been so named because the people there had to "scrabble" for a living.

Several important nineteenth-century farmsteads remain in North Kingstown. The Gardiner-Arnold Farm includes a Victorian house, barns, corn-crib, two large sheds, a milk house, a wash house, cemeteries, and the foundation of an earlier house. The Wilbur Hazard House at 2015 Boston Neck Road is a two-and-a-half-story example which retains marvelous outbuildings including two large barns built in the second half of the nineteenth century. The Gardiner-Arnold Farm (formerly the South County Museum) at 66 Scrabbletown Road is a particularly attractive complex of

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Victorian (with bay windows and eaves brackets) barns (one a fine, twentieth-century, gambrel-roofed structure), corncrib, sheds, wash house, picket fence, and family cemeteries. Subsurface remains of an early eighteenth-century house on this property suggest that this might be a case where nineteenth-century agricultural prosperity did-in the ancient house.

Barns, outbuildings, and stone walls are the true indicators of farming history, but are difficult to date for historical purposes and difficult to maintain once active farming has stopped. North Kingstown has lost a number of the barns and outbuildings that once belonged to its many farms. Some do remain, scattered in all sections of town.

North Kingstown has always attracted summer residents. Rome Farm and Casey Farm were country estates for well-to-do Newport merchants in the mid-eighteenth century. "Rustication" by the sea appears as early as the 1850s at Duck Cove Farm, owned by Randall Holden Greene of Brooklyn, New York. From the mid-nineteenth century through the mid-twentieth, many of the ancient Quiddnesset farms became the summer homes of well-to-do people from other parts of the state.

Contemporary to the Sea View trolley, to the Newport boat connections at Wickford and Saunderstown, and especially to the development of the automobile, many coastal areas were platted into a variety of summer-cottage developments. Of special importance are Plum Beach and Saunderstown.

As a resort community, Plum Beach is one of the older of the twentieth-century coastal developments--many houses and a hotel having been built soon after 1900. By 1923 there were seventy houses, many of them in a gambrel-roofed and shingled style which set a building mode for the community. There was also, by 1923, a beach club with a private parking lot.

Further development of Plum Beach was dependent upon roads after the demise of the Sea View Trolley Line in 1921-1922. The State of Rhode Island had begun an extensive program of scraping and grading existing roads for auto travel as early as 1905 and, by the 1920s, was paving several roads throughout southern Rhode Island.

South of Plum Beach are developments of larger and more individualized houses built deep in the woods by owners whose tastes ran more towards privacy than community. Many of these people were later generations of Saunderstown summer residents. Some, such as Alexander Knox and Mrs. Anna H. Donnelly, built houses of distinction in advanced styles of modern architecture.

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Saunderstown had its origins in the small coastal shipyard village of Willettville, used by the Saunders family as a construction site for their notable sailing and steam vessels. By 1878 the village contained 20 families and was called Saunderstown. All the male population was engaged in the coal trade, seacoasting, fishing, or in the Saunders boatyard.

Capitalizing on the ferry connections between Saunderstown, Wickford, Providence, Jamestown and Newport, and, perhaps taking a suggestion from the presence of Major Benoni Lockwood, a New Yorker who some fifteen years earlier had become Saunderstown's first summer resident, Stillman Saunders built in 1889 on part of his shipyard site, a hotel, Outre Mere, or Saunders House, and a group of dependent cottages. Travelers awaiting the next boat to Newport from the Saunders ferry wharf at the base of Ferry Road could stay overnight at the hotel. Some of them decided that the informal, working village-on-the-bay was more to their taste than their intended destination and stayed. Many of Saunders House's early guests were Benoni Lockwood's friends and became North Kingstown's most widely known residents.

Saunderstown's resort history is unique in North Kingstown for the national reputation in literary, artistic, and political realms of some of its denizens. Benoni Lockwood, who first rented (about 1875) and then purchased the Daniel Saunders House (161 Ferry Road), was a son of a Providence West India trader of the same name. Saunderstown's Benoni Lockwood came to North Kingstown to escape the consuming social life of Narragansett Pier, and his friends and family followed. His daughter, Frances Willing Wharton, a well-known story writer, summered a little down Waterway, in the former home of steamboat captain Charles Garlick (56 Waterway), with her husband, Henry Wharton, a Philadelphia coal industrialist. The Whartons were cousins of the novelist Edith Wharton, who visited in Saunderstown from Newport.

Just south of the Wharton House stood the larger home of the Grant LaFarge family, which burned in 1945. Grant LaFarge was a son of a major American artist, John LaFarge of Newport, and was a well known New York architect.

The next generation of LaFarges included sons Christopher and Oliver who became authors. Christopher LaFarge's Hoxie Sells His Acres was a popular novel in verse published in 1934. In 1929, Oliver LaFarge won a Pulitzer Prize for Laughing Boy, a story about American Indians, and he is generally considered one of the most important ethnologists this country has ever produced.

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On the west side of the Waterway, at number 25, Owen Wister, a friend of Benoni Lockwood and the LaFarges, author of America's first western novel, The Virginian, rented the Captain Alfonso Gould House for ten years before building his own large summer house designed by Grant LaFarge two miles to the north (1600 Boston Neck Road). Wister was an important figure in American literary and political life early in the twentieth century as the author not only of a popular novel which generated years of traveling productions of its play version and several movies as well, but also of a nonfiction best seller about European politics at the time of World War I. Wister was a close friend of Theodore Roosevelt and was involved in diplomatic work in Europe. Other literary and artistic residents of Saunderstown, better known in their own day, lived in other modest shingle houses in this rustic bay-side setting, creating for themselves and their offspring memorable summers of vigorous outdoor pursuits in the North Kingstown countryside, interspersed with equally vigorous discussions of matters scholarly, literary, and civic.

North Kingstown's backwater status, with its little mill villages, farms, somnolent Wickford, and quiet summer colonies, changed dramatically, at least in one region, with World War II and the building of the two major Naval bases, Quonset Naval Air Station and Davisville Naval Construction Training Center, on the southern half of Quidnesset. In 1938, a U.S. Navy report to the Congress rated Quonset, the now-lost point of land north of the entrance to Wickford Harbor, as "the most favorable site in New England" for a base for a naval air station to protect the northeast coast from the escalating war in Europe. President Roosevelt signed the appropriation for \$1,000,000 for land acquisition in May, 1939, and, as hostilities increased in Europe, plans for constructing the base were escalated.

The construction of most of the Navy base, initially planned for a three-year period, was hurriedly executed in one year, between July, 1940, and July, 1941. The first seaplane hangar, for the Neutrality Patrol, was erected in 1939. Rock was blasted at Devil's Foot for a railway spur line from the Davisville station. Landfill added 400 acres to the existing seven-hundred-fifty-acre tract and turned the triangular land mass that once projected into Narragansett Bay into a square one to provide runways for the land-based planes. Three large hydraulic dredges and many smaller ones dug a deep water channel and a turning basin for carriers. Construction of buildings continued during winter under tarpaulins, with fires inside to keep the concrete liquid. The 1,000-foot pier built into the deep-water channel was constructed of steamcured concrete. The runways had to be built of special asphaltic concrete on unsettled fill land. By spring, when the railway spur line was finished, skilled tradesmen from Providence started arriving daily, by the thousands, to continue work on the

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scores of new buildings rapidly rising: hangars, shops, barracks, warehouses, utilities, a power plant, a hospital, and the many more structures needed for a completely functioning military city.

The buildings erected at Quonset in this remarkable construction campaign stand today as a group of well preserved structures of the 1939-1945 period, as well as a staunch and visible reminder of America's role in World War II.

All of the original brick domestic structures of the new base and the seaplane and landplane hangars were designed by an internationally known industrial architectural firm, Albert Kahn, Inc., of Detroit. At the center of the Kahn-designed Quonset Point base is the vast, two-story enlisted men's barracks with its spread of fifteen dormitory units ranged east and west of the central mess hall. Smaller buildings for other base functions border the barracks on all sides. Although built in the same materials as the barracks--steel frame with brick exterior cover and cast-concrete trim--they are designed to emphasize the individuality of their purpose and are given varying treatments signaling their importance in the military hierarchy. They include dispensary, administration building, bachelor officers' quarters, cafeteria, gatehouse, and officers' club.

The Davisville base--containing the Navy's first Advance Base Depot (established March, 1942), the Naval Construction Training Center (June, 1942) and the Advance Base Proving Ground (Spring, 1943)--was constructed to house the expansion of programs that were begun at Quonset but that soon outstripped facilities there. Davisville, the name taken from the nearby railroad station, was applied to the extensive complex on the Quidnesset Peninsula north of Quonset, stretching from the Bay west to the Post Road and including a triangular area adjacent to the main line railway tracks, west of Post Road.

The Navy, through its first Advance Base Depot, purchased, stored, and shipped half a million tons of cargo per year to overseas bases during the height of the war. Wartime material--from anti-submarine harbor nets to chocolate bars, vehicles of all kinds and even humble nautical items like rope, nails, and canvas--passed through this North Kingstown port. The depot areas and docks, at the northeast corner of the Navy Quidnessett area, vacated by the Navy in 1974, are now largely used by firms working in offshore oil exploration.

The Advance Base Proving Ground, located in the Allen's Harbor area, acquired all of Quonset's equipment testing operations by spring of 1943. These included research and development of hundreds of pieces of equipment--everything from laundry and galley equipment, engines and generators,

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water-treatment plants, propulsion units, trucks and generators, and pontoon assemblies, all of which had to perform for Allied success in the war effort.

The Quonset hut--whose memorable form took the Indian name of North Kingstown's lost peninsula around the world--was developed at Quonset Point in several sizes for use as a universal structure. Quonset Naval Air Station, midway in construction in March, 1941, was chosen for this work because the four-lane access road and railway spur into the base and the aircraft-carrier pier needed to ship materiel in and huts out were nearing completion. The famous semicircular, galvanized, corrugated-steel building was designed to be inexpensive and quick to manufacture, compact and lightweight to ship, easy to erect at distant bases, cool in the tropics, warm in the arctic, rigid under hurricane-level winds, capable of supporting sandbags against bombardment, and adaptable to a wide variety of uses. In May, 1941, eleven weeks after the problem was posed for design and manufacture, the first shipment left Quonset's pier. Eventually, 32,253 units would be produced at a West Davisville factory before manufacture was transferred to private firms outside Rhode Island.

The building of the Naval Construction Training Center at Davisville, the country's second Construction Battalion camp, was still another exercise in rapid planning and execution. The building team from Quonset Naval Air Station, fresh from naval-base construction in Great Britain and Iceland, had fifty-nine days, starting on June 13, 1942, to prepare a training camp for a battalion of twenty-five officers and one thousand and seventy-one men. Full capacity of ten battalions was reached shortly thereafter.

Trainees at what became known as Camp Endicott were skilled construction workers, builders, tradesmen, and engineers in civilian life. These men were trained here to function in combat military units with specialized construction skills needed to build overseas bases. Two hundred buildings, mostly of wood, were constructed on the 250-acre site north of Quonset Naval Air Station and south and west of the Advance Base Depot. Most of these are gone, though two of the drill halls remain. A well preserved cluster of Quonset huts, once used as classrooms, also remains. Although Camp Endicott was not the first Construction Battalion ("C.B.") training center, it was here that the name of these units, the "Seabees," originated.

One interesting side effect of the wartime activity at Quonset-Davisville was the construction of some remarkable new suburbs for officers and civilian workers at the base. These residential areas mark the coming of modern subdivision planning to not only North Kingstown but also to the state. In 1943, two congressional committees, one headed by Senator Harry S. Truman,

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investigated the effects of both the east and west Narragansett Bay Navy bases on their host communities. They concluded that the overcrowding of existing housing in East Greenwich and North Kingstown by Navy families and the difficulty of getting civilian workers from distant Providence to the base were serious problems. Shortly thereafter several subdivisions were constructed near the base. These were Yorktown Manor, Sand Hill Terrace, Quonset Manor, and Plantations Park--feeding off Post Road, north of the bases--and Preston Manor--further south, near Wickford. These were Federal Housing Administration-financed communities and embodied progressive design standards, such as curving street patterns to reflect and reinforce the natural topography, provision for parks within the communities, and rigorous separation of the interior residential streets from heavily traveled arterial roads. These communities of single-family and duplex houses are still memorable for their sense of specialness--of privacy and of place--even though the houses are small and the duplex housing has not fared well on the postwar market. Their importance ranges beyond their effect on North Kingstown, for they introduced Rhode Island land surveyors and developers to modern principles of subdivision layout, so different from the simple street grids of, for example, the slightly earlier Quonset summer-colony subdivisions, and began the dominant style of subdivision layout used throughout the state after the war and through the present day.

There was one remarkable earlier (1941) community scheme--for Cedarhurst Farm, on Fishing Cove Road south of Quonset, which was never built. It is incorporated not only a variety of types of housing but also extensive commercial and recreational facilities--an entire support village for Quonset workers--arranged in an attractive form with a central avenue and symmetrical arrangement of buildings. Had it been built, it might have achieved national recognition for its design quality. The aesthetic power of such planning should not be underestimated. King Phillip's Drive, while not as historic as Wickford's Main Street, is in many ways as attractive, with its curving streets and carefully retained great trees, and adds immeasurably to the quality of life in North Kingstown.

North Kingstown's (and Rhode Island's) largest industry after World War II continued to be the U.S. Navy. Parts of the bases which had been deactivated after the war were re-established in time for the Korean conflict of 1950-1953. The Commander of the Atlantic Fleet Seabees was located at Davisville in 1951 and many of the older proving-ground operations became specialized in developing and testing equipment for Antarctic research stations. The Air Rework Facility continued its operations until 1973. In 1970, there were 14,975 military and 5,963 civilian employees at Quonset and Davisville. In April, 1973, however, the Navy announced that by July 1, 1974 (the beginning of the town's tercentennial celebration) most of the

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Navy functions in North Kingstown would be withdrawn.

Offsetting in part the later loss of the Navy was the arrival in 1964 of Brown and Sharpe, the internationally known precision tool manufacturer, which had vacated its Providence plant for a new one at the northern edge of town. The arrival of this major firm was indicative of both the postwar exodus of business and industry from older urban centers and of the increasing integration of North Kingstown into the large metropolitan area.

More of this integration has been as a bedroom suburb for cities to the north, and is closely tied to the construction of Interstate 95 and Route 4 in the 1960s. The dramatic scale of this residential growth is indicated by the following figures: from 1819 to 1875, a period of substantial growth, the number of houses in North Kingstown increased from 391 to 658. By 1975, there were 5,372 houses. Fully 3,097 of this 1975 figure were built since 1950, mostly in large-lot subdivisions.

Most of the residential expansion of the twentieth century has taken place on wooded land which was farmed during the eighteenth and nineteenth centuries, or on open land which was farmed in more recent times. Prime agricultural land had declined as residential units have expanded. Agricultural pursuits do continue, however, on an impressive and very attractive scale. The dairy farm at 170 Fletcher Road continues a traditional practice into the twentieth century while the vast tracts in turf, nursery, and potatoes in the Slocum area allow one to still characterize North Kingstown as an agricultural as well as industrial and residential town.

Areas of Significance

Agriculture: North Kingstown has a three-century-long history of agriculture, from the eighteenth-century "Narragansett plantations" through nineteenth-century small holdings to twentieth-century specialty farming. The town retains evidences of each stage of agricultural development; especially noteworthy are three eighteenth-century farm house nominated here: the Gardner House, once the seat of a planter family, still retaining its agricultural setting; the Spink Farm, including a dwelling and a milk house, set among open fields; and the Pierce Farm, with its well-preserved house, nineteenth-century outbuildings, and stone walls.

Architecture: The North Kingstown Multiple Resource Area nomination includes structures representing facets of many periods of the town's growth. The Northup and Pierce Houses are eighteenth-century dwellings with noteworthy additions which describe the adaptation of the early houses for later

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occupants. Likewise, the Rathbun House is a fine eighteenth-century residence; the Spink House is an intact, high-quality vernacular farm house, while the Slocum House is representative of the plain dwellings built for the town's small farmers in its second century.

Davisville Historic District includes houses which exemplify those constructed for the owners and supervisors of small rural manufacturing village, active in the eighteenth and nineteenth centuries. Crowfield Historic District includes Shingle Style houses constructed as part of a residential summer compound for members and friends of a single extended family, while Packard Rocks Historic District* presents another collection of summer houses built in the early twentieth century, here exemplifying the diversity of styles employed by architects of the 1930s. Finally, the Donnelly House is significant for the high quality of its International Style design and workmanship and for its association with modernists George Howe and Robert Montgomery Brown.

Industry: Manufacturing in North Kingstown has taken place since the seventeenth century, and several properties here nominated represent various stages of its development. Davisville Historic District, with its long history of water-powered milling, is a relatively intact nineteenth-century rural mill hamlet; Shady Lea Historic District is significant as a well-preserved nineteenth-century mill village, associated with the important Rodman family; and the Sanford House documents the way of life of a small mill owner on the Annaquatucket River and is one of the last traces of the small village once located here.

Literature: Crowfield Historic District has significance as the summer home of Owen Wister, popular novelist of the early twentieth century.

Religion: Old Narragansett Cemetery is significant as one of North Kingstown's earliest burial grounds and as the sole physical document of the location of an important eighteenth-century religious center.

Sculpture: Old Narragansett Cemetery describes the variety and scope of funerary art produced in Rhode Island during the eighteenth and nineteenth centuries and, in addition, contains many fine examples of the stonecarver's art, including some stones from the noted Stevens shop of Newport

Other: Community Development: Saunderstown Historic District is significant as a small nineteenth-century boat-building center which later developed into an early twentieth-century summer resort, with buildings from its two stages of development now integrated into a small, but substantial, community.

*Not approved by Rhode Island Review Board.

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Other: Recreation; The development of North Kingstown as a summer resort was an important stage in the town's nineteenth and twentieth century history. Crowfield Historic District and Saunderstown Historic District represent two varieties of this important phase; Crowfield was developed as a small compound of houses for the summer life of a single family and their friends, while Saunderstown represents the alteration of a small maritime village for later summer visitors.

9. Major Bibliographical References

North Kingstown, Rhode Island: Statewide Historical Preservation
Report, W-NK-1, Rhode Island Historical Preservation Commission,
November, 1979.

10. Geographical Data see inventory sheets

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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F

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G

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H

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Verbal boundary description and justification

See inventory sheets

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Charlene Roise

organization Rhode Island Historical Preservation Commission date February 15, 1985

street & number 150 Benefit Street telephone 401-277-2678

city or town Providence state Rhode Island

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local See inventory sheets

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

State Historic Preservation Officer signature

Theresa C. Williams

title SHPO

date 14 May 85

For NPS use only

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

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

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date entered

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Multiple Resource Area
Thematic Group

dnr-11

Name North Kingstown Multiple Resource Area
State Washington County, RHODE ISLAND

Comm. 7/19/85

Nomination/Type of Review

Date/Signature

1. Crowfield Historic District **Entered in the
National Register**

for Keeper Delores Byers 7/19/85

Attest

2. Davisville Historic District **Entered in the
National Register**

for Keeper Delores Byers 7/19/85

Attest

3. Donnelly, Anna H., House **Substantive Review** Keeper

Attest

4. Gardner, Ezekial, House **Entered in the
National Register**

for Keeper Delores Byers 7-19-85

Attest

5. Northrup, Stephen, House **Entered in the
National Register**

for Keeper Delores Byers 7-19-85

Attest

6. Old Narragansett Cemetery **Substantive Review** for Keeper

Bruce M. Byers 7-19-85

Attest

7. Pierce, Joseph, Farm **Entered in the
National Register**

for Keeper Delores Byers 7-19-85

Attest

8. Rathbun House **Entered in the
National Register**

for Keeper Delores Byers 7-19-85

Attest

9. Sanford, Esbon, House **Entered in the
National Register**

for Keeper Delores Byers 7-19-85

Attest

10. Saunderstown Historic District

Substantive Review

for Keeper Bruce M. Byers 7-19-85

Attest

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National Park Service

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Multiple Resource Area
Thematic Group

dnr-11

Name Narrangansett Pier Multiple Resource Area
State Rhode Island

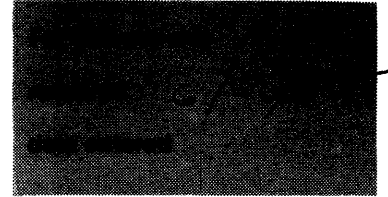
Nomination/Type of Review

Date/Signature

- | | | | | |
|-----|----------------------------------|-------------------------------------|--------|---------------------------------|
| 1. | Central Street Historic District | Entered in the
National Register | Keeper | <u>Selma Byers 8/18/82</u> |
| | | | Attest | |
| 2. | Earlscourt Historic District | Entered in the
National Register | Keeper | <u>Selma Byers 8/18/82</u> |
| | | | Attest | |
| 3. | Ocean Road Historic District | | Keeper | <u>W.H. Brannan 8.18.82</u> |
| | | Substantive Review | Attest | <u>Patricia Andrews 8/16/82</u> |
| 4. | Towers Historic District | Entered in the
National Register | Keeper | <u>Selma Byers 8/18/82</u> |
| | | | Attest | |
| 5. | Gardencourt | Entered in the
National Register | Keeper | <u>Selma Byers 8/18/82</u> |
| | | | Attest | |
| 6. | | | Keeper | |
| | | | Attest | |
| 7. | | | Keeper | |
| | | | Attest | |
| 8. | | | Keeper | |
| | | | Attest | |
| 9. | | | Keeper | |
| | | | Attest | |
| 10. | | | Keeper | |
| | | | Attest | |

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Multiple Resource Area
Thematic Group

Name North Kingstown Multiple Resource Area
State Washington County, RHODE ISLAND

Nomination/Type of Review

Date/Signature

11. Shady Lea Historic District Entered in the
National Register Keeper Attest

William Byrum 7/19/85

12. Slocum, Joseph, House Entered in the
National Register Keeper Attest

William Byrum 7/19/85

13. Spink Farm Entered in the
National Register Keeper Attest

William Byrum 7/19/85

14. Keeper

Attest

15. Keeper

Attest

16. Keeper

Attest

17. Keeper

Attest

18. Keeper

Attest

19. Keeper

Attest

20. Keeper

Attest