

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received JUL 16 1984

date entered AUG 30 1984

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

1. Name

J MRA

Historic Resources of Lincoln, Rhode Island; Partial Inventory
historic Historic & Architectural Resources

and/or common

2. Location

2 dist. 4 6

street & number Town boundaries of Lincoln, Rhode Island not for publication

city, town Lincoln N.A. vicinity of Hon. Fernand J. St Germain
Congressional District #1

state Rhode Island code 44 county Providence code 007

3. Classification

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

4. Owner of Property

name Multiple; see individual inventory sheets

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Lincoln Town Hall

street & number 100 Old River Road

city, town Lincoln state Rhode Island 02865

6. Representation in Existing Surveys

Statewide Historic Preservation (See Cont. Sheet #1)
title Report, P-L-1; Lincoln, R.I. has this property been determined eligible? yes no

date January, 1982 federal state county local

depository for survey records Rhode Island Historical Preservation Commission

city, town Providence state Rhode Island
(See Cont. Sheet #1)

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Historic American Engineering Record, Rhode Island Inventory, 1978:

Lime Rock Quarry and Kilns, p. 100 (Lime Rock Historic District)
Albion Mill, p. 100 (Albion Historic District)
Lonsdale Mill, p. 102 (Lonsdale Historic District)
Saylesville Mill, p. 103 (Saylesville Historic District)
Moffitt Mill, p. 103 (Great Road Historic District)
Blackstone Canal, p. 105
Albion Bridges, p. 106 (Albion Historic District)
Butterfly Mill, p. 108 (Great Road Historic District)

Historic American Building Survey

Eleazer Arnold House HABS RI-87 (Great Road Historic District)
Israel Arnold House HABS RI-91 (Great Road Historic District)
Saylesville Meeting House
Hearthside HABS RI-47 (Great Road Historic District)
Croade Tavern HABS RI-88 (Great Road Historic District)
Moffett Mill HABS RI-90 (Great Road Historic District)

Entered on National Register

Great Road Historic District, July 1, 1974
Lime Rock Historic District, May, 1974
Saylesville Meetinghouse, November, 1978
Blackstone Canal, January, 1975
Eleazer Arnold House (Great Road Historic District), November, 1968
Hearthside (Great Road Historic District), April, 1973
Israel Arnold House (Great Road Historic District), December, 1970

Nominated to the National Register; not yet entered

Albion Historic District
Lonsdale Historic District

Determined Eligible for National Register

Milk Can, Louisquisset Pike, May, 1978
Albion Historic District, April, 1982

7. Description

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved date _____

Describe the present and original (if known) physical appearance

Lincoln is a nineteen-square-mile, inland town in northern Rhode Island. Roughly triangular in shape, it is bounded by North Smithfield and Smithfield on the south, by Central Falls on the southeast, and by the Blackstone River on the east. Lincoln's land is for the most part thin and rocky, but there are some fertile meadows which have always supported a thinly dispersed but substantial farming population. The terrain is punctuated by several small hills and low swampy areas. Deposits of limestone in central Lincoln have been the most significant of the town's mineral resources--the processing of limestone has supported a small settlement at Lime Rock since the seventeenth century.

The town's water resources have been overridingly important in its history. The Blackstone River forms its eastern border--a relatively small river, the Blackstone flows between steep banks and drops precipitously over a series of falls. The Moshassuck River flows south through Lincoln, its head waters located near Lime Rock, roughly paralleling the Blackstone as it moves toward the southeast corner of the town. The power of the two rivers' falls was harnessed early in the town's history for small saw and grist mills. Later, in the 19th century, the rivers' power was used for textile mills, whose dams have created and reshaped a series of small ponds.

Lincoln is a linear town which developed along early roads, turnpikes and rivers; settlement and development concentrated at valued natural features such as waterfalls and lime deposits. Even today, Lincoln has no town center--it is a federation of villages, small settlements which lack firm borders and legal standing, but are nevertheless still important in the economic, social, and political life of Lincoln.

Lincoln was the scene of extensive industrialization in the nineteenth century, but it never became urbanized. Industrial activity was concentrated along the Blackstone River at the eastern border of the town. Many of the earliest elements of Lincoln's transport system linked these settlements to the urban center at Providence. The Blackstone Canal and the Providence-Worcester Railroad both connected the industrial villages to their sources and markets at the head of Narragansett Bay.

Manufacturing has historically taken place within a village context and, characteristically, each village contains most of these common elements: a factory or processing site, waterways, houses, stores, church, schools and kindred institutions. The villages, however, display a marked variation in form, reflecting their particular natural advantages, the corporate organizations which guided their development, and the background and character of their inhabitants. Manville, for example,

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is an almost urban environment, densely developed, tightly packed with multi-family houses; Saylesville has a nearly suburban aspect, arranged on a grid street pattern typified by single-family houses on small lots; Lime Rock, on the other hand, retains much of its rural character, a linear village ranged along two early roads, with farm fields interlaced between its houses.

Lincoln is still an industrial town, though its newer industry is now concentrated on the western side of the town outside village centers. No longer confined to the river side by their need for water power, new industries are for the most part located in an industrial park near Washington Highway (Route 116) which, with Route 295, provides Lincoln with access to the interstate highway system.

While much of the town's history has been tied to its manufacturing villages, agriculture has been an important component of its developmental history throughout the last three centuries. The factory villages are nodes of population and buildings along the Blackstone and Moshassuck Rivers, but these nodes have always been set in a rural matrix--it is the agricultural heritage which has been the framework, the underlying structure, within which the villages have grown. Farmlands have given Lincoln its identifying texture and quality--they are the fabric across which the mill villages are disposed. Manufacturing has always taken place within a rural context and industrialism has always been softened by the nearness of agrarian life.

Though several farmhouses and complexes survive in good condition, very little of Lincoln's land is still actively farmed. Many former farms now bear small stands of forest; some land remains open, though now unused, and preserves the historic relationship of villages and countryside. The largest tract of open space in the town is Lincoln Woods, acquired by the state in the early twentieth century as a park.

Starting in the 1920s and continuing at an accelerating pace, a third pattern of development--suburban development--was overlaid across Lincoln's landscape. Reflecting its increasing participation in the Providence metropolitan economy, the town became home to people who work elsewhere. Building for suburbanites has filled much land which was still open or farmed as recently as 1950, a process which has had an enormous social, economic, and visual impact on the town. Suburban development (like agriculture and manufacturing) has a characteristic form and has contributed new patterns to the look of Lincoln.

The town has examples of suburban tracts from each of the last five

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decades and, although there are variations, these developments have much in common. Unlike earlier villages, they are almost exclusively residential, without the commercial and institutional uses which one finds in the villages. And, again in contrast to the villages, suburban houses are largely single-family dwellings, separated from each other by lawns and set well back from the streets. Like their village counterparts, such developments may still be surrounded by the natural landscape, but, unlike the villages, their builders have often made efforts to incorporate elements of the natural landscape into the development itself--in lawns, trees, and gardens.

Above all else, such suburban areas reflect in their form this century's reliance on the automobile--in their garages and driveways, their wide streets, and their low density. A system of new highway now connects Lincoln to the rest of the region. I-95 passes to the east of the town and is made accessible by the east-west course of I-295, while north-south traffic is carried along R.I. 146, built to replace the nineteenth-century Louisquisset Pike. These close ties to the surrounding region are reflected in the recent construction of two educational facilities just off R.I. 146--Rhode Island Junior College and Davies Vocational-Technical School are both easily accessible to students throughout northern Rhode Island. Similarly, the new Lincoln Mall attracts shoppers on a region-wide basis.

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Name: Lonsdale Bakery
Location: 234 Chapel Street, Lincoln
Owner: Mr. Albert Shackleton (same address)

Not approved by Rhode Island Review Board.

(See Continuation Sheet #34)

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 checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
	<input type="checkbox"/> invention			

Specific dates see individual inventory forms **Builder/Architect** see individual inventory forms

Statement of Significance (in one paragraph)

The individual properties and districts in the Lincoln multiple resource nomination reflect the development of the town over the past three hundred years. With the five districts (Albion, Blackstone Canal, Great Road, Lime Rock, and Lonsdale Historic Districts) and the Saylesville Meetinghouse, which are already entered on or nominated to the National Register, these two additional districts and ten individual structures 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 Lincoln is based on the results of a comprehensive survey of historic and architectural resources of the town conducted in 1978 and 1979 by the Rhode Island Historical Preservation Commission and the Town of Lincoln.

Evolution of Boundaries

The land which now forms the town of Lincoln was included in Roger Williams' original purchase of Providence from the Narragansett sachems, Miantonomi and Canonicus. The area remained legally part of the town of Providence for almost a century, from its purchase in 1636 until 1730, when the state legislature divided the northern section of the colony, the "North Woods" or "Outlands" into three new towns, including Smithfield, a seventy-three-square-mile area which included present-day Lincoln. Throughout the eighteenth century (when Lincoln was largely an agricultural area) and the first three quarters of the nineteenth century (when the town's manufacturing villages were founded and expanded), the area remained part of Smithfield. In 1870, the town was divided and Lincoln was created as a separate town. Lincoln's present-day boundaries were established in 1895 when, after a plebescite, the village of Central Falls was separated from the town and incorporated as a city.

Seventeenth-Century Settlers

Though Providence settlers had acquired the land which is now Lincoln in 1636, they did not immediately settle here, but rather clustered at the head of the bay in what became the city of Providence. Bound together by their need for defense and their communal life, only a few ventured into the interior reaches purchased from the Indians. The area remained, for the most part, a wilderness, used only intermittantly: the rivers may have been fished; the marsh hay growing along stream banks was harvested for cattle feed; and lime deposits were mined by the 1660s.

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The land remained an undeveloped adjunct of the compact part of Providence, entered only occasionally for exploitation of game, wood, hay, or lime.

After the decisive battles of King Philip's War in the 1670s, which mitigated the fear of Indian attack, settlement in the Blackstone and Moshassuck Valleys began in earnest. While no community existed well into the 18th century, individual families applied for grants of land or purchased property, made their way north, built houses, cleared fields, and planted crops. Among the first families to settle in Lincoln were the Arnolds, Ballous, Wilkinsons, Whipples, and Dexters, and two early houses survive to illustrate the nature of the remote homestead oases here: the Eleazer Arnold House (in the Great Road Historic District) and the Valentine Whitman, Jr., House (in the Lime Rock Historic District).

Many of the early settlers were members of the Society of Friends. In other New England colonies Quakers were regarded as fanatics inimical to civil order and they were decidedly unwelcome. Like other religious refugees they found a home in Rhode Island and by the 1660s had established monthly and yearly meetings in the colony. Blackstone Valley Quakers held their first-day meetings in private houses until 1704 when they built a small meetinghouse which still stands on Great Road (entered on the National Register). The meetinghouse was the seat of the Providence Monthly Meeting after 1718 and was the focus of Quaker life for the expanse between East Greenwich and the Massachusetts border. In the nineteenth century, however, Quaker dominance of the area's religious life diminished under the impact of the Industrial Revolution.

Mining at Lime Rock

Lime Rock, a village located along Great Road and Louisquisset Pike, was named for the lime mining industry here, one of the oldest quarrying operations in North America. Carried on here since the 1660s, lime mining was dominated for almost two hundred years by the descendants of Gregory Dexter and Thomas Harris, leading miners of the seventeenth century. Limestone was of vital importance for the young colony of Rhode Island--the burned lime was used for the making of strong mortars, for plaster, and in the tanning of hides and bleaching cloth. Gregory Dexter owned land southeast of the present village. His son Stephen settled here in the 1670s and began burning lime at Dexter's Ledge. Thomas Harris also opened a quarry at Lime Rock in the late 17th century where the stone was mined and burned. The descendants of Dexter and Harris continued their families' business until the nineteenth century when the two operations were incorporated. The two companies later merged and processed lime well into the twentieth century. The quarries are today mined by the Conklin Limestone Company.

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In the hundred years between 1750 and 1850 lime quarrying and processing became a major industry and led to the development of a substantial village. Lime Rock's fine Colonial, Federal, and Greek Revival houses are set among reminders of the lime industry: a lime crusher, ruins of two lime houses, and several quarries and kilns. In addition, three other kilns located outside the village are here nominated.

As lime production increased through the eighteenth century, the need for an upgraded link between northern Rhode Island's major city, Providence, and the developing settlement of Lime Rock, became manifest. In 1805, the Louisquisset Turnpike was opened. The pike remained a going concern until 1870; its tollhouse, North Gate, still stands, as does the Mowry Tavern which served travelers.

A variety of institutional buildings remain to testify to the rich civic life of Lincoln's first village: the Mount Moriah Lodge (a Masonic Lodge), the Smithfield Lime Rock Bank (a small regional bank), a village school, and a Baptist church.

In the second half of the nineteenth century a sure supply of lime became less critical to builders as hydraulic cement replaced lime mortars. The slackening demand limited further growth in Lime Rock, but demand for its fine lime has never wholly disappeared and the slow, steady market has served to keep Lime Rock a stable community.

The Great Road

The opening of the "North Woods" for settlement by Providence's second generation and by newcomers to the colony was materially encouraged by the laying out of a road north through the region from Providence to Mendon, Massachusetts. One of the earliest of colonial roads, the Great Road was blazed through the wilderness and opened in 1683. The course of Great Road through Lincoln can still be delineated for much of its length, though later development has obscured part of its character. An especially well-preserved section has been entered on the National Register as the Great Road Historic District.

The first development on the Great Road was associated with the road itself--Eleazer Arnold's house served travelers as a tavern; the early Quakers built their meetinghouse on Great Road; various members of the Arnold family settled and farmed nearby. The earliest substantial development along Great Road occurred in Lime Rock. The road enabled Lincoln's lime to be shipped out from Providence to ports up and down the coast.

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Great Road remained the major route north from Providence until 1806 when the Louisquisset Turnpike was opened. The pike was built only as far north as Lime Rock (Great Road was used north of that village), but the new shorter route to the port diverted traffic from the manufacturing villages along the Blackstone away from Great Road, with the result that the southern section of this seventeenth-century highway became a quieter residential and agricultural area. Later development took place slowly without the commercial traffic which would have disturbed its quiet character. Likewise the new Louisquisset Turnpike (Route 146) constructed in the 1940s used the roadbed of Great Road north of Lime Rock--and little remains of the form and dimension of the old road in this northern reach. By contrast, the southern stretch of Great Road, bypassed by heavy traffic, remained a unique historic environment, recognized by its entry on the National Register.

Along this section of Great Road are ranged not only extraordinary examples of Lincoln's colonial architecture (including the Eleazer Arnold House and the Israel Arnold House) but examples of Federal and early Victorian styles (Hearthside, for example, is one of Rhode Island's finest Federal Houses) and two early mills--the Butterfly Mill, an early textile factory built by Stephen Smith, and the Moffit Mill, one of Rhode Island's first machine shops.

The two small mills never grew into large operations, and the Great Road neighborhood never became a genuine manufacturing area; the mills were contributing components of their neighborhood but never became the center of economic life nor the visual focus of their region. The Great Road district has retained its rural character and its orientation to the road--it has always been and still is basically a linear residential area. Agriculture has always been as important as manufacturing to Great Road--in the nineteenth century, dairy farming was a mainstay. The commercial life of the settlement has always been minimal, but a small blacksmith shop operated by the Hanaway family still stands.

Great Road's buildings form an architectural mosaic in a natural setting of unequaled beauty--the river and the road crossing each other--with a network of fine stone walls laced among the buildings and the open fields, the twisting spine of the road and its buildings backed by forest on the south and meadows on the north.

The Industrial Revolution

The revolution in production which took place in the nineteenth century considerably changed the landscape of Lincoln. The Blackstone Valley, which had been a agrarian hinterland of the town of Providence,

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acquired a wholly new visual aspect. It was altered by the requirements of expanding industry, by the necessity for new building types, new forms of transportation, and new community arrangements designed to solve the technological and organizational problems of industry.

In the course of the nineteenth century, Lincoln was converted from a rural area, dotted by farming homesteads and minor industrial outposts such as the lime and iron works, into a collection of manufacturing villages. The Blackstone, the principal river of Rhode Island, was the scene of much of this industrial development. Throughout the nineteenth century, a string of discrete mill villages developed along its banks; from Woonsocket south to Pawtucket, these villages were located at the sites of river falls which could be dammed or near small natural ponds which served for water storage. Where the earlier farming community of Lincoln had been connected and arranged by proximity to the vital colonial roads over which traffic flowed, the "new" Lincoln was oriented to the swift-flowing Blackstone.

The common unit of settlement in the eighteenth century had been the family farm, set apart from its neighbors by broad fields, and connected to its markets by narrow roads. By the end of the nineteenth century, most houses were clustered around mills to form small villages and most residents no longer worked the land, but instead worked at machines in a mill. Lincoln's first mill village, Old Ashton (now, Quinville), was founded in 1809; it has remained a small settlement. The village of Manville, begun in 1812, was built on the site of the Wilkinson iron operation; while the Manville mills were located on the Cumberland side, a substantial village of both company-built and privately built houses grew up on the Lincoln side. Just south of Manville, the village of Albion developed; one of Lincoln's most complete manufacturing communities, it retains its mill and several streets of company houses. Lincoln's later villages, Lonsdale and Saylesville, are located on the southern reaches of the Blackstone and Moshassuck as they flow toward the southeast corner of the town. Lonsdale, one of Rhode Island's largest mill villages, is built on both sides of the Blackstone; its older half is in Lincoln, its newer buildings in Cumberland. Saylesville was the site of one of the nation's largest cloth finishing plants.

Lincoln's villages drew new groups of people to the town. The earliest mills could rely upon the excess labor of local farms since they did not need a great body of workers but, as operations increased in scale, thousands of laborers were required to operate the machinery of the mills. While continuing immigration from England and internal migration to the villages supplied much of this labor, French Canadians

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were also drawn in large numbers to the Blackstone Valley. Spurred by agricultural depression in eastern Canada and by the opportunities for work in the villages' mills, French Canadians have left a distinctive imprint on Lincoln, especially in Manville and Albion.

The mill village which developed along Lincoln's rivers in the nineteenth century still exist. Many changes have altered their forms over the years, but each is still a lively community, still a pleasant and useful neighborhood in which to live, still appreciated for its dense yet intimate scale and its interesting buildings, illustrating the pleasure and value of living in an historic area.

The Transportation Revolution

The Industrial Revolution was paralleled by a radical remaking of Lincoln's transport network. Great Road, opened in 1683, was but a crude pathcut through the woods; after 1806, the Louisquisset Turnpike provided an improved route between Lime Rock and Providence. The two roads remained the primary north-south routes through central Lincoln well into this century. They were supplemented after the 1840s by River Road, running along a ridge parallel to the Blackstone River, which provided access to the new mill villages.

The Blackstone Canal (now entered on the National Register) was an attempt to substitute cheaper, easier water transport for the slower passage over these early roads. In Lincoln, the canal runs south from Manville parallel to the Blackstone River as far as Scott Pond in Saylesville. Though never a financial success, the remnants of the canal are an important representative of the many such waterways built in the United States in the early nineteenth century.

A rail line through Lincoln was built in 1847, when Providence & Worcester Rail Road was opened, and the railroad quickly absorbed the heavy traffic which had once traveled along the roads and canal. The present line through Lincoln follows the original riverside course, though the track has been re-laid. Passenger stations at Albion and Manville no longer survive. Manufacturers in southern Lincoln lacked immediate access to the railroad because here the Providence & Worcester made its way on the eastern bank of the Blackstone. The Sayles family connected their mills to the railroad network by a private spur, the Moshassuck Valley line (1876), running south two miles to Woodlawn where it met the main line. The Lonsdale Company built a short span from the track in Cumberland; it is carried atop the 1893 dam.

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Passenger service on the railroads was supplemented in the early twentieth century by a trolley line connecting Providence and Woonsocket. Opened in 1904, it passed through the farmlands of Lincoln roughly parallel to Louisquisset Pike. While the tracks have been removed since the trolley's last run in 1930, the right-of-way can still be followed as a cleared path through the woods.

Lincoln Becomes A Town

Since 1730, the area which is today Lincoln had been part of the town of Smithfield, which took in a great section of northern Rhode Island. In 1871, Smithfield was reorganized into several townships, including Lincoln, named for the Civil War president. The new town was governed by an elected Town Council which continued until 1958 when the town shifted to an Administrator-Council form of governance. Lincoln's 1871 population was slightly under eight thousand people, most concentrated in Lime Rock, Manville, Quinnsville, Albion, Saylesville, Lonsdale, and Central Falls (the latter set off as a separate city in 1895). As in many Rhode Island towns, the bounds of Lincoln enclosed both rural areas and unincorporated villages which, though they had no legal standing, were the focus of development in the decades around the turn of the century.

Decline of the Textile Industry

Throughout the nineteenth century the economic life of Lincoln had exhibited a continuing shift from an agricultural base to heavy reliance on industry, especially textile manufacturing. The Crash of 1929 and the Great Depression of the 1930s ended the expansion of manufacturing in a dramatic fashion--production was cut, employees were let go, and trade declined. In fact, however, the troubles of the textile industry in Rhode Island had begun decades before and in the 1920s, in particular, there were strong indications that Lincoln's (and New England's) industry was built on shaky foundations: its plants were for the most part old, its management cautious, and, above all, there was serious competition from southern producers. Before World War I southern textile producers had already made a serious challenge to New England producers in coarse cotton goods; their challenge to northern producers was delayed somewhat by the boom of the war years, but in the 1920s, prosperous years for most of the nation's economy, wage cuts and strikes presaged the later and even worse difficulties of Rhode Island's textile mills. In 1920, textile workers had experienced a 22% wage cut; in 1922, a further cut of 20% was announced for workers in the Pawtuxet and Blackstone Valley (including Lincoln) mills.

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A major strike of textile operatives began in the Pawtuxet Valley and soon spread to northern Rhode Island; most of Lincoln's cotton workers were on strike for several months and returned to work only when their wages were restored. Another strike occurred in 1926 in Manville (and Woonsocket) when the work week was extended from forty-eight to fifty-four hours; state troopers clashed with the striking workers and the dispute was quickly settled by Governor Aram Pothier. The largest and most violent and bitter strike in Rhode Island's history occurred in 1934, when in an effort to unionize southern workers the United Textile Workers Union called a nationwide strike in September.

The depression of the 1930s was an enormous blow to the economic life of Lincoln residents and, insofar as their lives had been affected by their living in company-owned villages, the depression affected their social lives as well. The history of the textile concerns of Lincoln throughout the 1920s, 1930s, and 1940s is a story of progressive sales, cutbacks, shutdowns, and closings. In Lonsdale, for example, the company farm was closed in 1922; the #4 Mill was closed in 1930; the large Ann and Hope Mill shut down in 1934. The mill plant at Saylesville survived the depression by cutting production and employment--it finally closed in late 1960; only a single subsidiary still continues at Saylesville. The Manville Company cut production severely in the 1930s and survived through the early 1940s, benefiting from the material requirements of the war years. In 1948, the Manville mills were sold to an out-of-state corporation which began selling off sections; in 1955, however, the mills were irrevocably damaged by fire and flood. The Albion Mills were not sold until 1962, but most of the mill housing was sold off in the 1930s.

While some of the great mills are gone, others are used for a variety of manufacturing and commercial concerns. Yet no manufacturer operates on the scale of earlier decades and most of Lincoln's new factories are clustered in industrial parks. With the decline of the textile industry, the nature of the village changed: no longer were virtually all residents workers at the nearby mill or its support industries. Though the mills remained imposing physical elements in the villages, their social and economic functions were modified. And with many fewer people immigrating to Lincoln's villages, the ethnic character of the town became less vivid. The town's future growth would be conditioned not by its reliance on a single industry but by suburban expansion.

Suburbanization

Since 1945, Lincoln has become a suburban town, part of the large metropolitan area of Providence. The dramatic shift in the character of the town has, for the most part, occurred since the end of World War II

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and is still determining the form of Lincoln. Once dotted by a series of economically important industrial nodes within a sparsely settled rural-agrarian landscape, Lincoln has since the 1940s been filling with tracts of single-family houses; the working farm is now a rarity and the mill village is no longer typical.

The construction of new highways and the upgrading of older roads spurred such new residential building. Washington Highway (1932), Route 116, carries east-west traffic across central Lincoln; a new Louisquisset Pike (1947), Route 146, parallels the old turnpike; Interstate Route 295 connects Lincoln to the interstate highway system.

Automobile traffic has recast patterns of commerce as well. Like most inner-ring suburbs, Lincoln now has a shopping mall (1975), on Washington Highway. Most of the buildings on the commercial strips such as Louisquisset Pike and Smithfield are non-descript and ordinary--a notable exception is the Milk Can (1931), an ice cream stand built in the shape of a dairyman's cream can (determined eligible for National Register). Lincoln remains a manufacturing town, though manufacturing too has been affected by the availability of new highways: most new plants are located in an expansive industrial park in western Lincoln.

Keeping pace with Lincoln's residential, commercial, and industrial growth in the last few decades, town services and building expanded greatly since 1945. A new high school (1964-1965; 1970-1971) and new Lincoln Town Hall (1965) have been built. In addition, two educational institutions of statewide importance have located in Lincoln: the Flanagan Campus of the Community College of Rhode Island (1971) and William Davies Vocational High School (1971). The town's newer social and entertainment facilities, unlike their older counterparts which were centered in the villages, have become suburbanized--golf courses, country club, race track, and drive-in movie theaters are all dependent on large tracts of land, located on major roads, and drawing patrons from throughout the region.

Though the process of suburbanization has substantially altered the character of Lincoln, much of its historic fabric of individual buildings and districts remains intact. The architecturally and historically significant properties nominated here reveal in their variety of age and use the several stages of development through three centuries.

The following structures and sites are significant with respect to the themes checked above:

(See Continuation Sheet # 54)

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

**National Register of Historic Places
Inventory—Nomination Form**

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date entered

Continuation sheet 54

Item number 8

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Agriculture: Farming has been an important component of Lincoln's economy since first settlement and two well preserved farms are included in this nomination: The Whipple Cullen Farm, with its eighteenth-century house and nineteenth-century barn, and the Ballou Farm, with its eighteenth-century house and several outbuildings.

Architecture: Many of the properties included in the Lincoln multiple resource area nomination are architecturally significant. The earliest section of the Elliott-Harris-Miner House is a rare survivor of Lincoln's earliest years. Fine examples of the town's colonial and Federal periods are also here nominated (the Ballou, Jenckes, Jenckes, and Whipple-Cullen Houses), supplementing the large number of unusually well-preserved buildings already entered on the National Register.

Lincoln's industrial villages present a wide variety of architecturally significant industrial buildings, illustrating the progression of construction techniques in the nineteenth century; the Sayles Mill Complex is one of the largest and most historically important in Rhode Island. Both Old Ashton and Saylesville Historic Districts illustrate various forms of mill housing built over the span of a century.

The Pullen Corner School is a fine example of the simple, one-room school of the mid-nineteenth century, as the Lonsdale Bakery is a good representative of the plain, one-room, commercial shop.

Education: Pullen Corner School exemplifies an interesting aspect of the history of education in the town: Lincoln's mid-nineteenth century of supplementing the few schools scattered throughout the town's agricultural areas.

Industry: Lincoln's long history of industrial enterprise is well exemplified by a number of sites and structures. The town's earliest industry was lime mining; the three-century long history of limestone processing is illustrated by the three kilns nominated here, as well as several structures already nominated as part of the Lime Rock Historic District. The Old Ashton and Saylesville Historic Districts illustrate the dominance of textile manufacturing in nineteenth and twentieth century Lincoln. While the Old Ashton Historic District lacks its mill, it does provide an example of the earliest stage of company town development--a cluster of small houses adjacent to their mill. The Saylesville Historic District illustrates a later stage of the development of mill villages: large, expansive, encompassing a variety of social and institutional buildings as well as housing.

9. Major Bibliographical References

Statewide Historic Preservation Report, P-L-1: Lincoln, Rhode Island, January, 1982.

10. Geographical Data see individual 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

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Verbal boundary description and justification

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

state _____ code _____ county _____ code _____

state _____ code _____ county _____ code _____

11. Form Prepared By

name/title Pamela Kennedy, Senior Historic Preservation Planner

organization Rhode Island Historical Preservation Commission date 23 May 84

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: see individual inventory sheets

national state local

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 *Frank Williams*

title State Historic Preservation Officer date 6 July 1984

For NPS use only

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

See Continuation Sheet for Listing date _____
Keeper of the National Register

Attest: _____ date _____

Chief of Registration