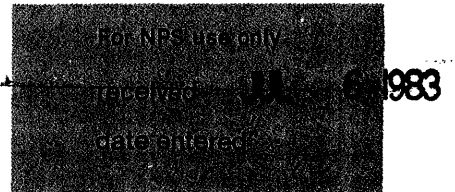


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National Register of Historic Places
Inventory—Nomination Form

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



1. Name

historic N.A.
and/or common Historic Resources of Warwick (Partial Inventory; Historic and Architectural Properties) ^{MRP}

2. Location

street & number incorporation limits of City of Warwick, R.I. — not for publication
city, town Warwick N.A. vicinity of #2 - Hon. Claudine Schneider ~~Congressional district~~
state Rhode Island code 44 county Kent code 003

3. Classification

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

4. Owner of Property

name Multiple ownership: see inventory sheets

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Warwick City Hall

street & number 3275 Post Road

city, town Warwick state Rhode Island 02886

6. Representation in Existing Surveys

title Warwick, Rhode Island: Statewide Historic Preservation Report has this property been determined eligible? yes no

date K-W-1 April, 1983 federal state county local

depository for survey records Rhode Island Historical Preservation Commission

city, town Providence state Rhode Island 02903

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HABS: R.I. Catalog (Preliminary Edition), 1973

Forge Farm, 1957--entered on NR

Samuel Gorton, Jr., House (RI-271), 1937, 1956--entered on NR

Carter Randall House, 1958--entered on NR

Greene-Bowen House (RI-270), 1937, 1958--entered on NR

Peter Greene House, 1958

Greene Memorial House, 1958--entered on NR

Pawtuxet Village, 1958--entered on NR

*Esek Randall House, 1958

James Rhodes House, 1958--entered on NR

Robert Rhodes House, 1958--entered on NR

HAER: R.I., An Inventory of Historic Engineering and Industrial Sites, 1978.

Pontiac Mills--entered on NR

*not approved by Rhode Island Review Board.

7. Description

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

Describe the present and original (if known) physical appearance

The city of Warwick, located in central Rhode Island on the western shore of Narragansett Bay, is the second most populous city in the state, with nearly 90,000 inhabitants. Founded in 1643 as Rhode Island's fourth town, it evolved as a suburb of Providence. Today Warwick is defined as a central city in the Providence-Warwick-Pawtucket Standard Metropolitan Statistical Area. It does not conform to the traditional urbanization pattern common to older central cities, with a concentrated central business district at its core. Warwick is primarily a residential community of detached single-family dwellings with major areas of commercial and industrial development scattered throughout.

A variety of transportation facilities link Warwick to other parts of the state and region. Most important is Interstate Route 95, an eight-lane, limited-access highway which provides access to Providence, Boston, and New York. Other expressways are Interstate Route 295, which branches off Route 95 to run through the western suburbs of Providence; State Route 4, which branches off Route 95 to run south toward South Kingstown and Narragansett; and State Route 37, which runs east and west connecting Routes 295 and 95 to Post Road. Warwick is also served by a network of main thoroughfares that have evolved largely from old Indian trails, colonial roads, and early nineteenth-century turnpikes. Among these are U.S. Routes 1 and 1A (Post Road and Elmwood Avenue) and State Routes 2 (Bald Hill Road and Quaker Lane), 5 (Greenwich Avenue), 113 (Main Avenue and East Avenue), 115 (Toll Gate Road), and 117 (Warwick Avenue and West Shore Road). In addition, the main line of Conrail's northeast rail corridor, originally constructed in 1837 as the New York, Boston and Providence Railroad, runs through Warwick, and Theodore F. Green State Airport, Rhode Island's primary air field, is located in the center of the city.

Warwick was originally a much larger municipality, but its size was greatly reduced by the setting off of the town of Coventry in 1741 and the town of West Warwick in 1913. Today Warwick comprises two separate sections which cover a total area of 36.26 square miles. Greenwich Bay and the Town of East Greenwich lie between the two sections, serving as the southern boundary of the larger portion of the city and the northern and northwestern boundaries of the smaller portion, a peninsula called Potowomut Neck. The larger portion is bounded by Narragansett Bay on the east, the city of Cranston on the north, and the town of West Warwick on the west. Potowomut is bordered on the south and southeast by the town of North Kingstown. The Pawtuxet River, one of the state's major streams, forms part of the Cranston and West Warwick boundaries and also flows across the northwestern quarter of Warwick. The Potowomut River, a tidal inlet of Greenwich Bay, and its tributary, Hunts River, serve as the boundary between Potowomut and North Kingstown.

The topography of Warwick is varied and complex. A long, highly indented coastline forms about half of the city's perimeter. It is characterized by stretches of rocky or sandy beach punctuated by coves, some of which are small but excellent natural harbors. A low, relatively flat

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coastal plain extends back from the shore, encompassing most of the eastern half of the city, most of Potowomut Neck, and the area surrounding Apponaug Cove and Gorton Pond. Few places in these regions exceed fifty feet above sea level; notable exceptions are Gaspee Plateau, in the northeastern quarter of the city, and Warwick Neck, a peninsula in the southeastern quarter formed by a large hill rising out of Narragansett Bay to a height of about 140 feet. Lowlands also border the Pawtuxet River in northern and northwestern Warwick. A plateau in the shape of a reverse "L" occupies the center of the city, encompassing the land adjoining those segments of Post Road and Main Avenue which run north and west of Greenwood Bridge. West of this plateau, the terrain is very hilly. In the northwestern quarter of Warwick, Bald Hill (elevation 242 feet) and Natick Hill (elevation 261 feet) rise above the lowlands of the Pawtuxet River Valley, while in the southwestern quarter, the ground rises sharply from the shore of Greenwich Bay to the crest of Drum Rock Hill (elevation about 220 feet). West of Drum Rock, the land rises to an elevation of 350 feet at Spencer Hill, the highest point in the city. The configuration of the land has been altered relatively little over the years. The chief changes have been rechanneling of portions of the Pawtuxet River and excavation and grading associated with the construction of expressways through the community in the mid-twentieth century.

The geographic diversity of Warwick promoted a decentralized pattern of settlement and growth. The coves and beaches along Narragansett and Greenwich Bays and the waterfalls along the Pawtuxet River--including those in what is now West Warwick--provided a variety of sites suitable for commercial, industrial, and recreational development. A number of small villages were established throughout the countryside, separated from each other by open expanses of farmland. Warwick's multi-center growth pattern was not unique in Rhode Island, but the decentralization that resulted was unequalled elsewhere in the state. Other towns with multiple settlements usually had one which became pre-eminent. In Warwick, however, the numerous functions generally found in a downtown were never consolidated in one village, and the city grew without a distinct center.

During the colonial era, when maritime trade was the basis of Rhode Island's economy, the original town center, now known as Old Warwick, was sited near Warwick Cove, and coastal ports were established at Pawtuxet, Apponaug, and Potowomut. With the shift to a manufacturing economy in the post-colonial period, mill vilages were founded along the Pawtuxet River and other streams which could be used to operate water-powered machinery. Centerville, Crompton, Natick, Lippitt, Phenix, Pontiac, Riverpoint, Clyde, and Arctic were founded and factories were built at the old seaports of Pawtuxet, Apponaug, and Potowomut.

Innovations in technology and transportation in the nineteenth century spawned new types of development. Advances in the design and manufacture of stationary steam engines permitted the expansion of riverside factories

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beyond the limited capacity of hydraulic power, and made possible the construction of factories on sites removed from streams. Steam-powered boats and locomotives improved accessibility to various parts of the community. The mill village at Hillsgrove was founded along a rail line far from both river and shore, and resorts and suburban communities were established at Rocky Point, Buttonwoods, Oakland Beach, Warwick Neck, Potowomut, Cowesett, Lakewood, Norwood, Conimicut, and Bayside.

The partitioning of Warwick into two municipalities in 1913 significantly affected local demography and developmental history. In the nineteenth century, industrialization of the Pawtuxet Valley spurred the growth of a heavily built-up area in the west end of town, densely populated with Irish, French Canadian, and Italian immigrants attracted by the availability of employment. The setting off of that area as the town of West Warwick excised Warwick's only urban neighborhood, leaving behind a rural community of scattered villages and suburban settlements inhabited largely by native-born Protestants.

In the twentieth century, changes in transportation and social conditions encouraged intensive development in Warwick. The inauguration of trolley lines and, more important, increasing automobile usage led to greater mobility, and regional population growth created a need for more housing. Suburbanization proceeded slowly before World War II and accelerated rapidly after 1945. Farmland was gradually and randomly built up in response to real-estate speculation and market demand, without regard for laying out streets, neighborhoods, and open spaces in accordance with coherent formal concept. This piecemeal development has resulted in a street pattern that can be described as a mosaic of interconnected and self-contained plats set within an organic road network that has evolved over the past three and one-half centuries.

Though largely a residential community, Warwick has major pockets of industrial and commercial activity and open space. Industry is concentrated primarily at old mill villages such as Apponaug, Natick, Pontiac, and Hillsgrove and in industrial zones and parks near Interstate 95 and Green Airport. Two shopping malls near the intersection of Interstate Routes 95 and 295 serve as the chief retail center, not only of Warwick but of the entire state, while other commercial enterprises are located in the older villages and in strips along major roads such as Post Road, Warwick Avenue, and West Shore Road. The city contains two major parks: the municipally operated City Park, encompassing the peninsula known as Brush Neck near Buttonwoods, and the state-owned Goddard Memorial Park, occupying a large tract in Potowomut on the shore of Greenwich Bay. The remainder of the city contains residential neighborhoods of varying age and character.

The high percentage of post-World War II structures adds an element of visual continuity to the city's physical fabric, providing some unity of age, scale, and architectural form. At the same time, the ubiquity of modern

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building types gives the false impression that Warwick is a homogeneous mass of single-family suburban houses interspersed with commercial strips and shopping plazas. The city contains much more than this. The older neighborhoods and villages serve as nodes with a perceptible historical or architectural character. These nodes are linked by a web of main roads, most of which are historical paths lined with buildings of varying age and use, with occasional old structures serving as evidence of the routes' antiquity. The areas between these nodes and paths are filled for the most part with modern residential, commercial, and industrial development. This development acts as an overall matrix which ties the city together and also helps to define and set off the nodes by virtue of its newness and differing visual character. Warwick's growth was slow and gradual before World War II, with successive developments occupying what had been fields or woodland. Only recently have development pressures led to the demolition of old structures to permit new construction. For the most part the postwar building boom has followed the prewar pattern, filling in the remaining open land between older settlements. This process has left some products of earlier eras relatively undisturbed, so that practically all phases of the city's 340-year history are reflected in the community's existing building stock.

(See Continuation Sheet #5)

8. Significance

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

Specific dates N.A.

Builder/Architect N.A.

Statement of Significance (in one paragraph)

The properties included in the Warwick multiple resource nomination reflect the civic and architectural development of the community over the past three and one-half centuries. While the entire physical fabric of the city reflects this process, the six districts, five building complexes, and eighteen individual buildings and sites nominated herein have been singled out because, together with their historical associations, the quality or integrity of their design or visual character make them particularly valuable resources. The judgement that these properties best represent significant aspects of the developmental, economic, social, and cultural history of Warwick is based on the results of a comprehensive historical and architectural survey of the city undertaken in 1975-1976 by the Rhode Island Historical Preservation Commission in conjunction with the Warwick Department of City Plan and the Warwick Community Development Program.

EARLY EUROPEAN SETTLEMENT

The earliest European settlement within the present limits of Warwick was established at Pawtuxet between 1638 and 1640, but the residents of Pawtuxet viewed themselves either as citizens of Providence or proprietors of an independent colony. As a municipality, Warwick evolved from a settlement founded in 1643 by a rather contentious and contumacious English tailor named Samuel Gorton. Gorton, one of the most notable and fascinating figures in New England colonial history, came to Massachusetts from London in 1637. During the next six years he settled in turn at Boston, Plymouth, Portsmouth, Providence, and Pawtuxet and was forced to leave each after he outraged local leaders and residents with his unconventional religious views and vehement repudiation of civil authority. Though his antagonistic behavior offended most people, Gorton was a charismatic individual who befriended the chief sachems of the Narragansett Indians and attracted a small band of devotees receptive to his mystical, ultra-puritan religious doctrines. When it proved impossible for Gorton and his followers to live peacefully in any of the existing settlements on Massachusetts or Narragansett Bay, they purchased from the Indian sachems Miantonomi and Pomham the rights to Shawomet, a tract south of Providence and Pawtuxet unoccupied by Europeans. The Shawomet Purchase included all the land between Occupass-tuxet Cove and the southern tip of Warwick Neck and extended about twenty miles inland from the western shore of Narragansett Bay, encompassing most of what is now central Warwick plus the present-day towns of West Warwick and Coventry. The Gortonists moved to Shawomet in the spring of 1643 and settled in the vicinity of Mill Creek. Between Shawomet and Pawtuxet lay

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Occupasstuxet, a tract bounded by Occupasstuxet and Passeonkquis Coves that had been acquired by John Greene in 1642. Greene was also one of the purchasers of Shawomet, and it appears that Occupasstuxet was considered part of the Shawomet colony from an early date, though it remained Greene's personal property, and did not become part of the community's common or proprietary lands.

The early years of the community were extremely unsettled. Massachusetts, having received submissions from the Indian subsachems of Pawtuxet and Shawomet and from four Pawtuxet settlers, claimed jurisdiction over the western shore of Narragansett Bay and charged the Gortonists with trespassing. In September 1643, Puritan troops descended upon Gorton and his men, captured them, and brought them to Boston. They were eventually released with orders not to return to the disputed territory and were reunited with their families at Portsmouth. In 1646 Gorton obtained an order from the Commissioners of Foreign Plantations in London prohibiting Massachusetts from harassing the settlers of Shawomet or any other Rhode Island colony. The Gortonists returned to Shawomet in 1647 and in gratitude renamed the settlement in honor of the Chairman of the Commissioners, the Earl of Warwick. They abandoned the site at Mill Creek and laid out a new village focusing on the head of Warwick Cove. Like most others in early Rhode Island, the village was linear in form without the central green or common found in Massachusetts and Connecticut towns. It extended along what is now West Shore Road from Economy Avenue to Second Point Road and was divided into six-acre house lots. The entire area from the village to present-day Apponaug between Greenwich Bay and the northern boundary of the Shawomet Purchase was set aside as common land and was known as the "four-mile common." The rest of the Shawomet Purchase was reserved for subsequent division among the Purchasers, a group including some of the original purchasers plus "received purchasers," later arrivals to whom purchasers' rights had been sold. Warwick received a town charter from the Rhode Island General Assembly in 1648.

In 1654 the freemen of Warwick made an agreement to purchase all of Potowomut Neck--part of which fell within the limits of the Shawomet Purchase--from the subsachem of Potowomut. However, the cooperativeness of this native chief belied the growing tensions between the Indians of southeastern New England and the English colonists, which eventually culminated in the outbreak of King Philip's War in 1675. The following year Warwick and Pawtuxet villages were among the settlements destroyed by belligerent Indians. No buildings or structures predating King Philip's War exist in Warwick today. The only significant site is Elizabeth Spring off Forge Road in Potowomut, a way stop on the Pequot Trail, later Post Road, frequented by travelers between Providence and the Narragansett Country to the south. Roger Williams, who is known to have stopped here on many occasions, was responsible for naming the spring after his friend Elizabeth Winthrop, wife of the Governor of Connecticut.

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THE RURAL TOWNSHIP

Warwick was resettled following King Philip's War and received its last territorial addition in 1696, when the Pawtuxet River was designated the boundary between Providence and Warwick, placing the southern portion of the Pawtuxet lands in the latter township. Of greater importance was the pressure exerted on the community by its increasing population. In order to accommodate growth within the existing agrarian socioeconomic system, new tracts for farming had to be opened in previously unoccupied areas. Prior to the war, the extent of settlement had been limited by the constant threat of Indian attacks. With that threat eliminated, however, it was no longer necessary for people to live close together for mutual protection. Farmsteads were established in areas removed from the villages such as Cowesett, Potowomut, and Nassauket (present-day Nausauket and Buttonwoods). Among the early farmhouses still standing are the Samuel Gorton, Jr., House (ca 1685, enlarged ca 1758, at 815 Love Lane, Cowesett, now part of the East Greenwich Historic District); two much-altered houses at Potowomut: the James Greene Farm (1684 with later additions), now the Forge Farm at 40 Forge Road, and the Thomas Greene House (1686 with later additions), later Hopelands and now the Rocky Hill School on Wampanoag Road; and two houses at Buttonwoods: the John Budlong House (between 1700 and 1720 with later alterations) at 595 Buttonwoods Avenue and the Greene-Bowen House (between 1687 and 1715) at 698 Buttonwoods Avenue. The Peter Greene House (ca 1751) at 1124 West Shore Road and the Moses Greene House (ca 1751) at 11 Economy Avenue are other noteworthy Colonial farmhouses, the latter also associated with the site of a tide-powered gristmill established in the seventeenth century.

Warwick grew slowly but steadily through the eighteenth century. More and more families settled on parcels in the western end of town, which extended as far as the Connecticut line, and it was inconvenient for them to come to Warwick village for town meetings or to do business with the town clerk. Consequently the western portion of Warwick was set off as the autonomous town of Coventry in 1741. Another important development of this period was the inauguration of ferry service from Warwick Neck to Prudence Island and from Prudence to Aquidneck in 1742. After that the shortest route from Providence to Newport was through Warwick via these ferries, and Gorton's settlement at the base of Warwick Neck became an important stop on the main highway connecting Rhode Island's primary economic, political, and cultural centers.

Though overwhelmingly important, farming was not the sole occupation of Warwick's inhabitants in the colonial era. One of Rhode Island's earliest manufacturing industries was begun at Potowomut between 1720 and 1730, when an anchor forge was established at Forge Farm. More important, however, was the growing role of maritime trade in the local economy. Chief among Warwick's seaports was Pawtuxet, a customs port whose vessels participated in the notorious but lucrative "triangle" trade. Smaller but

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noteworthy ports existed at Potowomut and at Apponaug, the latter a cross-roads village on the Post Road that grew up around a fulling mill established in 1696, and the important port of East Greenwich was outside the town limits but close to Cowesett and Potowomut. Mercantile prosperity of this period is reflected by the dwelling of Captain Oliver Gardiner (ca 1750) at 4451 Post Road, just outside the village of East Greenwich; by the Harrison House (18th century, altered ca 1800) at 3384 Post Road in the Apponaug Historic District; and by the approximately twenty-four buildings dating between 1720 and 1775 which still stand in the Pawtuxet Village Historic District.

WARWICK IN THE REVOLUTION

The growing American dissatisfaction with the home government in England during the 1760s and 1770s, was especially apparent in Rhode Island, where the economy was commerce-oriented and British revenue ships interfered with the trading activities of local merchants and sea captains. In June 1772 the grounded British revenue cutter Gaspee was burned by angry colonists off Warwick's Namquid--now Gaspee--Point. This act of defiance against British authorities in America earned Warwick a special place in the annals of Revolutionary history.

A Warwick native, General Nathanael Greene, served with great distinction in the Continental army. Greene rose from the rank of militia officer in Rhode Island's Kentish Guards to become George Washington's second-in-command. As Commander-in-Chief of the southern army, he drove the British forces to retreat to Yorktown, where the Americans and French forced the British to surrender. Greene's birthplace and childhood home, the Forge Farm in Potowomut, is noted for its association with the early life of this illustrious military figure.

In 1778 another Warwick resident, William Greene, Jr., was elected Governor of Rhode Island. While the British held Newport, Rhode Island's primary seat of government, Greene's Cowesett home--the seventeenth-century dwelling of Samuel Gorton, Jr., which had been enlarged by Greene's father--became the administrative center of the state. A number of important Revolutionary leaders visited the governor here, among them General George Washington, Benjamin Franklin, the Marquis de Lafayette, the Comte de Rochambeau, and General Nathanael Greene, a third cousin of Governor Greene.

The Revolution effected a permanent shift in the status of Warwick's villages. The British occupation of Newport put an end to the Warwick-Prudence-Aquidneck ferry, which led to a decline in the importance of Warwick village. At the same time the postal route through Newport was

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curtailed, and post riders had to follow the Pequot Path--now Post Road--along the west shore of Narragansett Bay. This increased the relative importance of the Post Road villages, Apponaug and Pawtuxet. The shift precipitated by these events was reinforced later by patterns of individual development after the Revolution.

EARLY INDUSTRIALIZATION IN THE AGRICULTURAL COMMUNITY

Warwick remained primarily an agricultural community through the early nineteenth century. The establishment of new farmsteads led to the construction of more farmhouses, such as the John Waterman Arnold House (between 1770 and 1800) at 25 Roger Williams Avenue, the Greene-Durffee House (ca 1780) at 1272 West Shore Road, the John R. Waterman House (ca 1800) at 100 Old Homestead Road, and Caleb Gorton House (ca 1790) at 987 Greenwich Avenue.

Commerce was revived, but local vessels were involved only in the coastal trade or occasional trips to the West Indies, not in the most lucrative trade of the era, the "China Trade" between America and the Far East. Providence was a major China-trade port, however, and the prosperity which this business brought ultimately financed the establishment of country estates and textile mills in Warwick.

Warwick's two chief post-Revolutionary country estates of this period, both developed by members of Providence's mercantile Brown family, still exist. John Brown purchased Greene's Hold, the old John Greene estate at Occupasstuxet, in 1783; by 1788 he had transformed it into a large, stylish country retreat. The estate is now much reduced in size but the house itself remains at the end of Spring Green Road. At Potowomut, the Brown brothers purchased the old Thomas Greene estate and gave it to Hope Brown upon her marriage to Thomas P. Ives in 1792. Mrs. Ives added a full-scale Federal house to the eastern end of the colonial dwelling built by the Greens and renamed the property Hopelands. This estate, now the Rocky Hill School, is located at the end of Wampanoag Road.

The single most significant event in early nineteenth-century Warwick, and one of the most significant in the entire history of the city, was the introduction of factory-based textile manufacturing into the community after the success of Samuel Slater's water-powered spinning mill at Pawtucket. Restrictions on commerce resulting from the Embargo of 1807 and the War of 1812 fostered the early development of manufacturing enterprises as old mercantile families and firms sought a new way to invest their capital. Warwick was well suited geographically to take advantage of the new technology. With its numerous potential power sites along the Pawtuxet River, the town was destined to become one of Rhode Island's major manufacturing centers. The establishment of Warwick's first textile mill at Centerville in 1794--the second in Rhode Island--was followed by the construction of factories at Apponaug, Pawtuxet, Crompton, Natick,

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Lippitt, Phenix, Pontiac, Riverpoint, Clyde, and Arctic between 1800 and 1834. Most of this development occurred in the western third of the community, set off as the town of West Warwick in 1913. Today only Centerville, Apponaug, Pawtuxet, Natick, and Pontiac are located either fully or partly in Warwick. None of the early structures associated with these enterprises remain within the city. However, the houses of Christopher and William Rhodes, owners of the Pawtuxet Mills, still stand at 25 and 141 Post Road in the Pawtuxet Historic District; the house of Caleb Greene, agent of the mills at Apponaug, remains at 15 Centerville Road; and the Knight Estate, originally the company farm for the Natick Mills and a residence of successive owners of the mills, exists at 486 East Avenue. In addition, the Federal houses in the Apponaug and Pawtuxet Historic Districts reflect the general prosperity of these villages at the time.

The population of Warwick grew phenomenally in the early nineteenth century as industrialization created jobs which attracted new residents. The earliest mill employees were farm people attracted from rural areas of the state, almost all of them native-born Americans of British ancestry. Later, immigrants from Ireland, French Canada, Italy, and Sweden came to Warwick and worked in the mills.

As the population expanded, new institutions were founded to provide services for the people. Religious, social, and educational needs were fulfilled through the establishment of churches, libraries, and schools. John R. Waterman, a gentleman farmer and politician from Warwick played an instrumental role in the movement to inaugurate free public education in Rhode Island. The house of this notable figure, one of the most progressive men of his era, still stands at 100 Old Homestead Road.

Industrial development almost totally bypassed eastern Warwick, which did not contain streams powerful enough to operate mill machinery. This was true at Warwick village, which lacked a site suitable for construction of a factory. Gorton's old settlement declined further in importance while the villages in the Pawtuxet Valley grew. The shift in the concentration of population ultimately led to the relocation of the town's administrative center. With the construction of a new town hall and town clerk's office at Apponaug in 1834-1835, Warwick village ceased to be the civic focus of the community. Its physical fabric was gradually destroyed and today nothing remains to indicate that this area was the original nucleus of the community. The only old structure still standing, the Quaker Meeting House (ca 1716) at 1705 West Shore Road, now houses a restaurant and has been so enlarged and extensively altered it is unrecognizable as a colonial structure.

THE IMPACT OF STEAM POWER

The greatest impetus to new development in middle and late nineteenth-century Warwick came from innovations in steam engine technology. Steam-

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powered boats and locomotives contributed to its growth, for they facilitated transportation within and beyond the region. Advances in the design and manufacture of stationary steam engines also had an impact, for they permitted the expansion of riverside factories beyond the capacity of their water-power sources and made possible the construction of factories on sites away from power-producing streams. Industrial growth in turn attracted immigrant laborers, and the resultant increase in population led to the organization of more civic and social institutions.

THE IMPACT OF THE RAILROADS

The construction of railroads through Warwick in the nineteenth century prompted growth in established areas and also spurred new development trends. First to be built was the New York, Providence and Boston Railroad, opened in 1837. Also known as the Stonington Railroad, it ran from Providence straight through central Warwick to Apponaug and down the Greenwich Bay coast to East Greenwich. The Providence, Hartford and Fishkill Railroad, opened in 1854, followed a winding route through the Pawtuxet Valley mill villages, linking them to the capitals of Rhode Island and Connecticut. The Pawtuxet Valley branch line, constructed in the 1870s, tied Natick and Pontiac to the Stonington line in Cranston. The Warwick Railroad, completed in 1874, also branched off the Stonington line in Cranston and ran around the eastern perimeter of the town near the Narragansett Bay shore. While the Hartford and Pawtuxet Valley lines tended to reinforce earlier growth patterns, the Stonington and Warwick Railroads opened new areas for development.

INDUSTRIAL EXPANSION

The availability of steam-powered rail transport and machinery promoted the expansion of existing textile manufactories and the institution of new firms. Most important in terms of this narrative were developments at Pontiac. The old mill buildings constructed in the 1810s, 1830s, and 1850s were replaced with newer structures in the 1860s and 1870s which still stand at 334 Knight Street. These changes were made by the property's new owners, Benjamin B. and Robert Knight. The Knight brothers had previously been engaged in a variety of occupations and the Pontiac Mill was their first venture in manufacturing. The firm they started in 1852, B. B. & R. Knight Company, went on to increase its holdings and productive capacity and by the 1890s was reportedly the largest textile-manufacturing concern in the world. The company's chief product was a fine cotton fabric marketed under the label "Fruit of the Loom." The Knight family sold the company in the 1920s, and though their successors have ceased operations in Rhode Island, the famous Knight trademark, "Fruit of the Loom," is used for goods produced by the firm in factories in the southern United States.

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AGRICULTURE

In spite of industrial growth, agriculture continued to play an important role in Warwick's economy through the middle and late nineteenth century. The expanding population of local mill villages and of Providence provided an excellent market for agricultural products, and most of Warwick's land area was still given over to agricultural purposes. A number of nineteenth-century farmhouses remain in the community. Most noteworthy are the Oliver W. Wickes House (1855) at 794 Major Potter Road and the Richard Wickes Greene House (1849) at 27 Homestead Avenue.

THE ROOTS OF SUBURBANIZATION: COUNTRY ESTATES AND RESORTS

Residential and recreational development also occurred in Warwick in the nineteenth century, much of it related to Providence's evolution as the urban center of a densely settled, highly industrialized metropolitan area. As Providence grew more populous and prosperous, people sought opportunities to get away from the hectic, crowded life of the city. Steam-powered boats and railroads made it easier for people to travel farther out of the city; consequently, the well-to-do established suburban homes and country estates, and resorts and amusement parks were opened for people of modest means. With its extensive coastline, open land, and relative proximity to Providence, Warwick became one of the prime areas for such development in the metropolitan region.

Potowomut, Cowesett, and Warwick Neck were the favored locations in Warwick for country estates, the former two accessible via the Stonington Railroad; the latter by the Warwick Railroad. Potowomut had a long tradition as a site for country houses dating back to the establishment of Hope Brown Ives' Hopelands in the 1790s. The entire outer end of Potowomut was owned by the Iveses and their descendants the Goddards, Gammells, and Shepards, and some members of the family built homes here. In 1875 Hope Ives Russell and her husband Henry erected a fine Victorian Gothic mansion and outbuildings on their holdings between Ives Road and Greenwich Bay. The property was given to the state of Rhode Island in 1928 and is now Goddard Memorial Park. The mansion was destroyed by fire in 1975 but the former carriage house and ice houses remain.

Cowesett's desirability was no doubt a result of its geographic configuration, for the land rose sharply from the western shore of Greenwich Bay, providing excellent building sites on the slope and crest of the hill with splendid views of the Bay and Warwick Neck. Two of the region's most opulent country estates were built here: one for Amasa Sprague II of the A. & W. Sprague textile firm, near the corner of Post and Cowesett Roads, and one south of the Sprague estate for Alfred A. Reed, owner of Apponaug's

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Oriental Print Works. The Sprague House was torn down about 1930 after a damaging fire, but the well designed, handsomely executed stone wall that surrounded it remains. The Reed Estate still stands and is impeccably maintained by a Reed descendant. Development at Warwick Neck, initiated in the 1850s and 1860s, accelerated in the 1870s and 1880s. The most prominent part-time resident of the Neck was U.S. Senator Nelson W. Aldrich. Aldrich was the most important Rhode Island political figure of the late nineteenth and early twentieth century. He ran the state's Republican Party machine and during a remarkable thirty-year career in the U.S. Senate he exercised almost complete control over the introduction and passage of legislation. Aldrich began to purchase property on Warwick Neck in the 1880s and added to his holdings over the years, finally completing an imposing mansion on the property in 1911. Aldrich's estate, now a Roman Catholic seminary, is located at 836 Warwick Neck Avenue.

A number of seasonal shore resorts were established which permitted people with modest incomes to spend some time in the country. These resorts varied in character. Some were amusement parks, with or without associated hotels or dining halls, which catered primarily to short-term visitors. Others were collections of cottages, with or without nearby hotels, where families could spend a few weeks in the summer. Among the latter was Buttonwoods Beach, a cottage colony modeled after the Methodist campground at Oak Bluffs on Martha's Vineyard. Founded in 1871 by several members of a Providence Baptist congregation, the community was intended to provide a wholesome and respectable environment where the recreational and religious needs of families would be met. The Buttonwoods Beach Association, a corporation formed by the Baptists, platted the land and sold lots with restrictive deed clauses which included set-back and land-use regulations, and gave right of first refusal on subsequent sales of the property to the Beach Association. Many stylish Victorian cottages were erected, along with a very fine Queen Anne/Colonial Revival chapel and a Shingle Style Casino. The combination of early restrictions and continuing watchfulness of the Beach Association has helped to retain the ambience of this area, which is one of the most cohesive and attractive neighborhoods in Warwick.

As in earlier periods, the increase in population led to institutional and civic growth: new churches, schools, and libraries were constructed as new organizations were formed or as older ones required updated facilities. The town itself fell within the latter category. By the early 1890s the old Town Hall and Clerk's office were inadequate for governmental functions. A new Town Hall was built in 1893-1894 at 3275 Post Road. Now the City Hall, this structure is perhaps the single most important late nineteenth-century structure in Warwick, for it reflects the progress and prosperity of the period in which it was constructed and serves as an architectural manifestation of the community's

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civic pride. Warwick City Hall, focal point of the Warwick Civic Center Historic District, is a well designed, visually prominent monument embodying the outlook and sentiment of its era.

COMMUNITY DIVISION

The unbalanced pattern of development in Warwick placed the town in a critical situation by the turn of the century. Inhabitants of the heavily built-up western mill villages petitioned the town to provide them with sewers, street lights, and fire and police protection, while the residents of the farms, shore resorts, and suburban residential areas in the east resisted the institution of public services for which they would be taxed but from which they would not benefit. These differences led to discussion of town division as early as 1880, but the idea was not favored by a majority of residents at first. As time passed, however, tensions between the easterners and westerners mounted and both factions saw that the town would have to be divided if each were to be free to act in its own best interests. This move was resisted for many years by the Republican-dominated state legislature, which feared that the new town created, inhabited largely by working-class mill operatives, would send Democratic representatives to the General Assembly. Finally, through the concerted efforts of local officials and citizens, a bill was passed which partitioned Warwick and chartered the valley mill villages as the town of West Warwick.

THE TWENTIETH CENTURY

Transportation changes around the turn of the century profoundly affected Warwick. The construction of electric trolley lines through the town just before and after the year 1900 served as an impetus to development, but growth was limited to certain areas due to the fixed location of the trolley routes. Of greater consequence were state-sponsored road improvement programs and the increasing use of automobiles. The widening, straightening, paving, and opening of roads such as Warwick, Elmwood, Greenwich, and Main Avenues; Post, Occupasstuxet, Centerville, Bald Hill, and West Shore Roads; and Narragansett Parkway created a network of easily traveled highways that covered most of Warwick. This infrastructure, together with the flexibility offered by the automobile, made development possible in places that had been relatively inaccessible. Commercial structures were located along major traffic arteries and residential tracts were developed on farmland or woodland off these roads. Suburbanization proceeded slowly before World War II, but local growth was great enough to warrant the granting of a city charter to Warwick in 1932.

Warwick had lost practically all of its manufacturing and commercial establishments when West Warwick was set off in 1913. In the early twentieth century, it was a rural farming and suburban "bedroom" community

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with few factories and no substantial retail activity. The promotion of local commercial and industrial development thus became one of Warwick's chief priorities. When metropolitan-area businessmen began to petition the state to establish a publicly owned airfield to attract national airlines to serve Providence, the Warwick Town Council passed a resolution requesting the governor to see that the proposed airport was established in Warwick, stating that they felt such a facility would serve as the proper stimulus to local commercial development. In 1929, after considerable study, the state announced its intention to build an airfield in Warwick at Hillsgrove. The field was opened in 1931 and an administration and terminal building was constructed in 1932-1933. A new terminal now stands off Post Road, but the original airport terminal, a modernistic structure with sparse Art Deco detailing, remains at 572 Occupasstuxet Road.

After World War II economic prosperity, the abundance of young married couples and families, and the availability of mortgages underwritten by the Federal Housing Administration and the Veterans Administration all contributed to a nationwide surge in suburban house construction. With its large expanse of open land close to the center of Providence, Warwick became one of the region's prime areas for development. Almost all the remaining farm and woodland was filled with housing tracts and shopping centers. Today few places remain which convey a sense of what Warwick's rural landscape was like. Most evocative is the Forge Road Historic District in Potowomut, an unspoiled area of eighteenth- and nineteenth-century buildings surrounded by farm fields and wooded acreage bounded by stone walls and picket fences.

The construction of Interstate Routes 95 and 295 in the 1960s had a tremendous impact on the community. New industrial parks were opened near the highways, and two large shopping malls at their intersection now serve as the state's major retail center. A megastructure housing the Knight Campus of Community College of Rhode Island was also built near the malls. Residential building has recently concentrated on the construction of apartment complexes rather than single-family houses.

The postwar boom has radically altered the physical character of Warwick. The city is no longer a community of villages set amid farm fields. For the most part, however, growth has occurred in a fashion that has left the developments of earlier periods intact. The fabric of the city is a complex mix of buildings, structures, and districts varied in age and function. The historically and architecturally significant properties herein nominated are invaluable elements of that fabric, providing a tangible link to Warwick's past for present and future residents of the community.

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

ARCHITECTURE: Many of the properties included in the Warwick multiple resource nomination are architecturally significant. The city's six historic districts draw much of their significance from the architectural character of their constituent buildings. The Greene-Bowen House, Budlong Farm, Moses Greene House, Captain Oliver Gardiner House, Esek Randall House*, Peter Greene House, Greene-Durffee House, Caleb Greene House, John Waterman Arnold House, Caleb Gorton House, and John R. Waterman House are all rare survivors of the colonial and Federal periods. The G. W. Arnold House (in the Pawtuxet Village Historic District) and the Richard Wickes Greene House are Warwick's best extant examples of Greek Revival domestic architecture, while the entire range of Victorian styles--Gothic Revival, Carpenter Gothic, Italianate, Bracketed, Second Empire, Mansard, Stick Style, Shingle Style, Queen Anne, and Colonial Revival are represented by dwellings in the Pawtuxet Village, East Greenwich, and Buttonwoods Beach Historic Districts. The main house at Forge Farm and Hopelands are both handsome examples of colonial structures with well executed later additions: Early Victorian in the case of Forge Farm, Federal and Late Victorian in the case of Hopelands. The Oliver Wickes House is a fine example of a vernacular dwelling in a transitional Federal/Greek Revival style notable for the unusual use of stone construction. The former Russell Estate outbuildings are well designed remnants of one of Warwick's most important late Victorian country estates. The Pontiac Mill is an important collection of primarily Late Victorian industrial buildings with Romanesque and Italianate detailing. The Colonial Revival City Hall (Warwick Civic Center Historic District) and Queen Anne/Colonial Revival Union Chapel (Buttonwoods Beach Historic District) are exceptional examples of late Victorian public buildings, while the Aldrich Estate, with its structures modeled after French Renaissance and Baroque buildings, is Warwick's primary example of Beaux-Art design principles. The former Rhode Island State Airport Terminal, one of the state's earliest modern buildings, is interesting for its incorporation of features from the Art Deco, Art Moderne, and International Styles.

COMMUNITY PLANNING: The Buttonwoods Beach Historic District is noteworthy for the incorporation of miniature parks and a shorefront public promenade in its physical plan and for the attempt to regulate the area's environmental quality through the use of restrictive deed clauses.

INDUSTRY: The Pontiac Mills, the only nineteenth-century factory complex remaining in Warwick, commemorates the tremendous impact of industrial growth and prosperity on the community in the 1800s and the genesis of the B. B. & R. Knight textile empire.

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*not approved by Rhode Island Review Board.

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MILITARY: Gaspee Point is an important Revolutionary War site associated with the burning of the British cutter Gaspee by colonial insurgents. Forge Farm is notable as the birthplace of one of the Revolution's most important military officers, General Nathanael Greene. The Kentish Artillery Armory (in the Warwick Civic Center Historic District) is significant for serving as headquarters and drill hall of a post-Colonial militia company (chartered 1797) in the early twentieth century.

POLITICS/GOVERNMENT: The Warwick Civic Center Historic District is the physical manifestation of Warwick's civic identity and contains a variety of buildings which house municipal and public functions. As a group these buildings represent the growth and evolution of public and quasi-public institutions that have served and continue to serve local residents, and document changing views on which services it is suitable or necessary for local government to provide. The John R. Waterman House was the residence of John R. Waterman, a well-to-do farmer extensively involved in local and state politics. Waterman served in the General Assembly in the early 1800s, where he was instrumental in promoting the establishment of a free public school system, and served in 1841 as a delegate to the convention which drafted the "People's Constitution," a document which attempted to extend suffrage in Rhode Island. The Aldrich Estate was originally the country retreat of Senator Nelson W. Aldrich, the single most powerful member of the U.S. Congress in the late nineteenth and early twentieth centuries. The estate was visited by many prominent political figures of the era, including Presidents Theodore Roosevelt and William Howard Taft.

SOCIAL/HUMANITARIAN: The Buttonwoods Beach Historic District represents an attempt to plan a community which would serve as the setting for a wholesome, respectable mode of life combining recreational and religious activities. The John R. Waterman House was the residence of John R. Waterman, an early nineteenth-century politician noted for his association with social and reformist causes, among them the establishment of a free statewide public school system and free suffrage unrestricted by property-ownership qualifications.

TRANSPORTATION: The former Rhode Island State Airport Terminal reflects the state's commitment in the early twentieth century to provide facilities for the fastest, most up-to-date mode of transport then developing, to ensure the state's accessibility and promote commercial and industrial growth.

9. Major Bibliographical References

Jones, Robert O., Warwick, R.I.: Statewide Historic Preservation Report K-W-1. Providence: Rhode Island Historical Preservation Commission, 1981.

10. Geographical Data

Acreeage of nominated property see individual entries

Quadrangle name East Greenwich, R.I. and Bristol, R.I. - Mass.

Quadrangle scale 1:24,000

UMT References see individual entries

A

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Zone Easting Northing

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Zone Easting Northing

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Verbal boundary description and justification

See individual entries.

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

state N.A. code county code

state code county code

11. Form Prepared By

name/title Robert O. Jones

organization Rhode Island Historical Preservation Commission

date May, 1983

street & number 150 Benefit Street

telephone 401-277-2678

city or town Providence

state Rhode Island 02903

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national

state

local

See individual entries

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

Frederick C. Williams

title

date 24 June 1983

For NPS use only

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

Keeper of the National Register

Attest

Chief of Registration

date

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Multiple Resource Area
Thematic Group

dnr-11

Name Warwick Multiple Resource Area
State Kent County, Rhode Island *Cover - accept. 5/18/83*

Nomination/Type of Review

Date/Signature

- 1. ^{of} Apponaug Historic District *Entered in the National Register* Keeper *Delores Byers 2/23/84*
Attest _____
- 2. Greene, Richard Wickes, House *Entered in the National Register* *for* Keeper *Delores Byers 8/18/83*
Attest _____
- 3. Budlong Farm *Entered in the National Register* *for* Keeper *Delores Byers 8/18/83*
Attest _____
- 4. Russell Estate Outbuildings *Substantive Review* Keeper *REL. T S*
Attest _____
- 5. Waterman, John R., House *Entered in the National Register* *for* Keeper *Delores Byers 8/18/83*
Attest _____
- 6. Hopelands (Rocky Hill School) *Entered in the National Register* *for* Keeper *Delores Byers 8/18/83*
Attest _____
- 7. Rhode Island State Airport Terminal *Entered in the National Register* *for* Keeper *Delores Byers 8/18/83*
Attest _____
- 8. Gardiner, Capt, Oliver, House *Entered in the National Register* *for* Keeper *Delores Byers 5/18/83*
Attest _____
- 9. Buttonwoods Beach Historic District *Substantive Review* Keeper *Donna Lynn 2/23/84*
Attest _____
- 10. Sprague, Amasa, Estate Stone Wall *Substantive Review* Keeper _____
Attest _____

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Multiple Resource Area
Thematic Group

Name Warwick Multiple Resource Area
State Kent County, Rhode Island

Nomination/Type of Review

Date/Signature

11. Wickes, Oliver A., House

Entered in the
National Register

for
Keeper

Delores Byers 8/18/83

Attest

12. Greene, Moses, House

Entered in the
National Register

for
Keeper

Delores Byers 8/18/83

Attest

13. Forge Road Historic District

Entered in the
National Register

for
Keeper

Delores Byers 2/23/84

Attest

14. Gorton, Caleb, House

Entered in the
National Register

for
Keeper

Delores Byers 8/18/83

Attest

15. Greene-Durfee House

Entered in the
National Register

for
Keeper

Delores Byers 8/18/83

Attest

16. Knight Estate

Substantive Review

for
Keeper

Ann Marie Dwyer 2/23/84

Attest

17. Indian Oaks

Entered in the
National Register

for
Keeper

Delores Byers 8/18/83

Attest

18. Greene, Peter, House

Entered in the
National Register

for
Keeper

Delores Byers 8/18/83

Attest

19. Elizabeth Spring

Substantive Review

Keeper

Ann Marie Dwyer 8/18/83

Attest

20.

Keeper

Attest