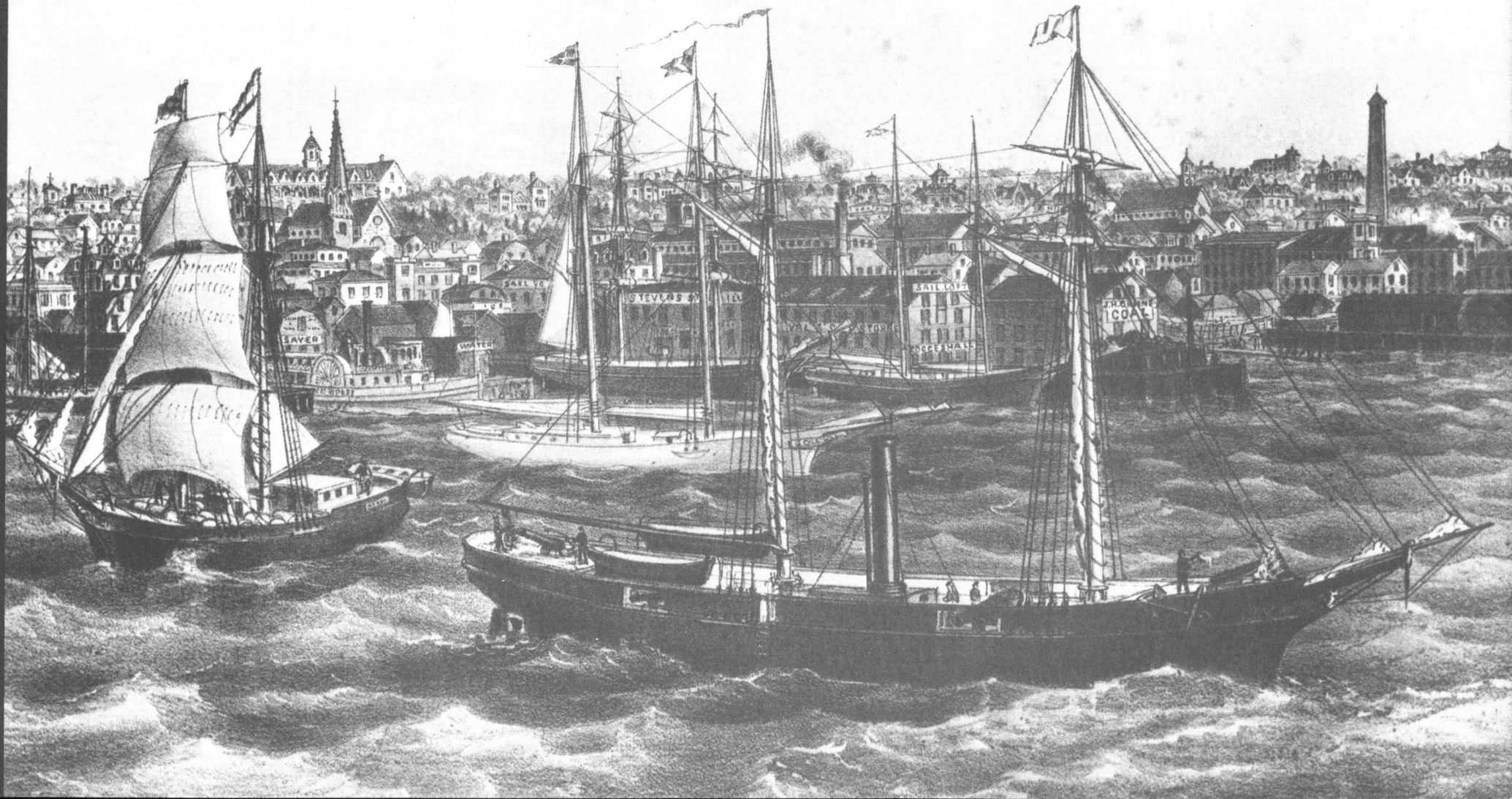


THE SOUTHERN THAMES STREET NEIGHBORHOOD IN NEWPORT



This report is published by the Rhode Island Historical Preservation Commission as part of the program set forth in Rhode Island's "Historical Preservation Plan," first edition (1970).

It is jointly sponsored and funded as a planning tool by the Commission and the City of Newport. Commission activities are supported by state and local funds and by the Department of the Interior, Heritage Conservation and Recreation Service, under provisions of the National Historic Preservation Act of 1966. City funding was provided through its Community Development Block Grant appropriations.

The Newport Historical Society and the Rhode Island Historical Society have made invaluable contributions toward the preparation of this report through the assistance of their staff and libraries.

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Cover: Detail of J. P. Newell's 1870 view of Newport from the harbor.

Title Page: View of Thames Street in about 1875.

This document is a copy of the original survey published in 1980. It has not been corrected or updated.

Since the original publication:

- >additional properties have been entered on the National Register;
- >some financial incentives referred to in these pages are no longer available;
- >some new financial incentives are available.

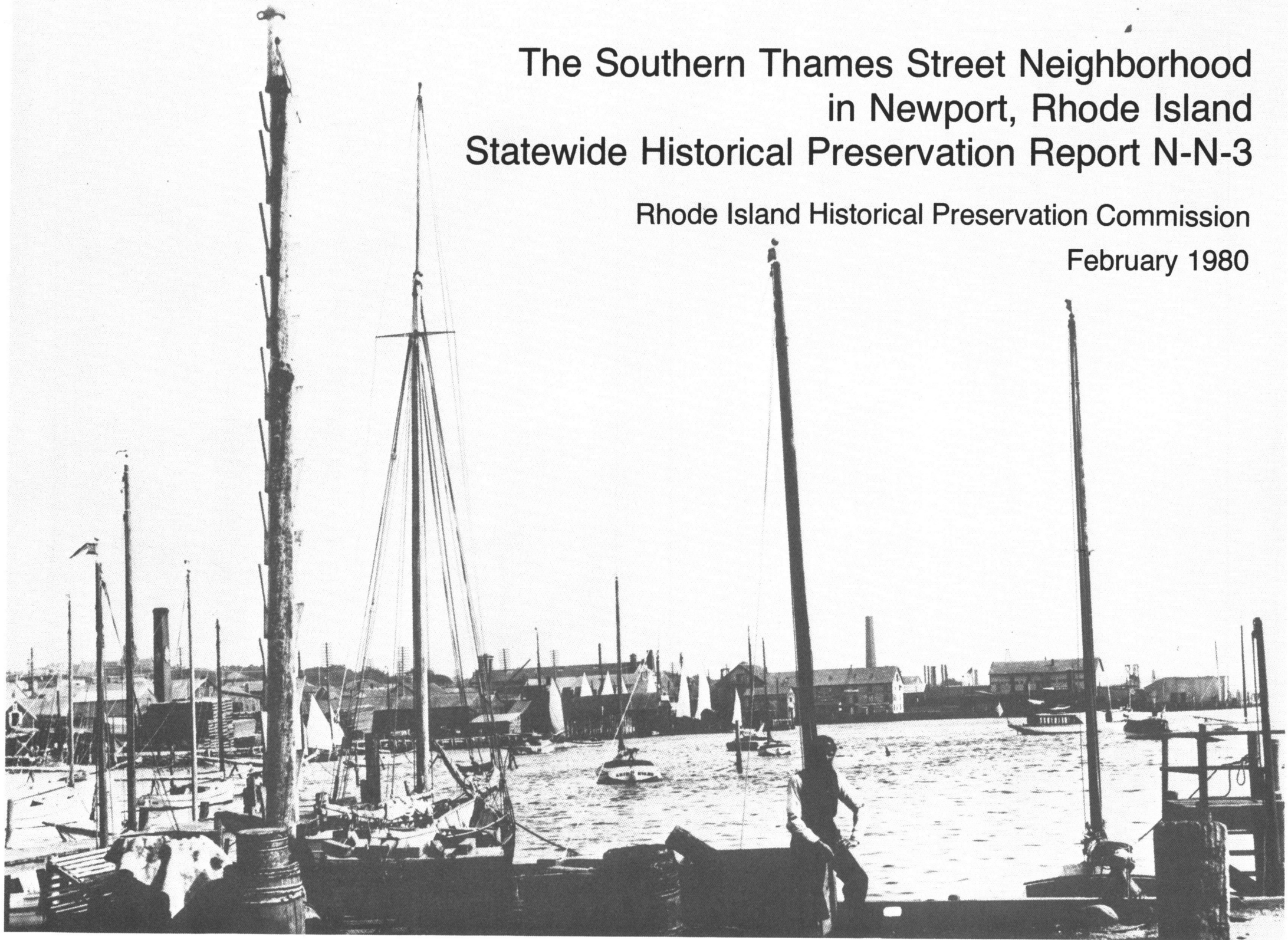
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RI Historical Preservation & Heritage Commission
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Providence, RI 02903
(401)222-2678
www.preservation.ri.gov
info@preservation.ri.gov

The Rhode Island Historical Preservation & Heritage Commission is your state agency for historical preservation. The Commission identifies and protects historic buildings, districts, landscapes, structures, and archaeological sites throughout the State of Rhode Island.

The Southern Thames Street Neighborhood
in Newport, Rhode Island
Statewide Historical Preservation Report N-N-3

Rhode Island Historical Preservation Commission

February 1980





STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION
Old State House
150 Benefit Street
Providence, R. I. 02903
(401) 277-2678

February 1, 1980

The Honorable J. Joseph Garrahy, Governor
State of Rhode Island and Providence Plantations
State House
Providence, Rhode Island 02903

Dear Governor Garrahy:

It is with pleasure that I transmit herewith our report on the Southern Thames Street neighborhood in Newport, the fifteenth publication in the Statewide Historical Preservation Report series.

The Southern Thames Street neighborhood survey, supported jointly by the City of Newport and the state's Historical Preservation Commission, analyzes the historic and architectural development of this close-knit community. The survey results presented in this report are intended for use by neighborhood residents, by teachers teaching Newport history in local schools, and by planning officials at the city, state and federal levels.

It is intended that this report and the others like it will foster a deeper concern for Rhode Island's heritage and promote the preservation of our state's important historic resources.

Very sincerely,


Mrs. George E. Downing
Chairman



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION COMMISSION
Old State House
150 Benefit Street
Providence, R. I. 02903
(401) 277-2678

February 1, 1980

The Honorable Humphrey J. Donnelly, III, Mayor
City of Newport
City Hall
Broadway
Newport, Rhode Island 02840

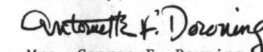
Dear Mayor Donnelly:

The Historical Preservation Commission is pleased to submit in final form the historical survey and report analyzing development of the Southern Thames Street area.

This is the Commission's third published study of a Newport neighborhood. The first, on the Kay Street-Catherine Street-Old Beach Road section of the city, was issued in 1974. The second came out in 1977 and covered the West Broadway neighborhood. Like the Southern Thames Street study, it was funded jointly by the Commission and the City, through Community Development Block Grant appropriations. There are many other portions of Newport which should have this level of analysis and if public interest and financial support prove sufficient, future joint efforts deserve consideration.

We hope the Southern Thames Street neighborhood report will help foster an awareness and appreciation of the special yet fragile social, economic and architectural fabric of this historic area. Much effort will be needed to preserve this area from the potential damage of over development and displacement which recent interest in the waterfront is beginning to bring.

Sincerely,


Mrs. George E. Downing
Chairman

PREFACE

The Rhode Island Historical Preservation Commission was established in 1968 by an act of the General Assembly to develop a state preservation program under the aegis of the Office of Archeology and Historic Preservation, Heritage Conservation and Recreation Service, United States Department of the Interior. Citizen members of the Commission are appointed by the Governor; serving as ex-officio members are the Director of the Department of Economic Development, the Director of the Department of Environmental Management, the Chief of the Division of Statewide Planning, the State Building Code Commissioner, and the Chairmen of the House and Senate Finance Committees of the General Assembly. The Director of the Department of Community Affairs has been appointed by the Governor as the State Historic Preservation Officer for Rhode Island.

The Historical Preservation Commission is charged with the responsibilities of: conducting a statewide survey of historic sites and places and, from the survey, recommending places of local, state, or national significance for inclusion in the National Register of Historic Places; administering federal grants-in-aid to National Register properties for acquisition or development; and developing a state historic preservation plan. Additional duties include: compiling and maintaining a State Register of Historic Places; assisting state and municipal agencies in the area of historic preservation by undertaking special project review studies; the certification of rehabilitation projects under the Tax Reform Act of 1976, the review of federal, state, and municipal projects which may affect cultural resources; and regulating archeological exploration on state lands and under waters of state jurisdiction.

The Rhode Island statewide historical survey, inaugurated in 1969, has been designed to locate, identify, map, and report on buildings, sites, areas, and objects of historical and architectural value. During the survey, consideration is given to the total environment of the area being studied. In addition to outstanding structures and historical sites, buildings of all periods and styles which constitute the fabric of a community are recorded and evaluated.

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Aerial view of the Southern Thames Street area; the left side of the photograph is to the north. Memorial Boulevard, Thames Street and Spring Street are clearly shown.

I. INTRODUCTION

An historical and architectural in-depth survey of the Southern Thames Street Neighborhood in Newport, Rhode Island, was undertaken by the Rhode Island Historical Preservation Commission in conjunction with the city's Community Development Project Area. In addition, this study covers the east side of Spring Street, from Memorial Boulevard to Narragansett Avenue. Though largely outside the Community Development Program Project and Recreation Service, and by the City of Newport, with funds made available through the Housing and Community Development Act of 1974 and the National Trust for Historic Preservation's Summer Internship Program.

In this report, the term "Southern Thames Street Neighborhood" designates the entire Lower Thames Street Community Development Project Area. In addition, this study covers the east side of Spring Street, from Memorial Boulevard to Narragansett Avenue. Though largely outside the Community Development Program Project Area, several of these properties are so integral to the history of this neighborhood that it was essential that they be included in the report.

The goals of the Historical Preservation Commission's survey program are accomplished in three stages: field survey and research, preparation of maps and publication of a final report on each area studied. A standard

survey form, the "Historic Building Data Sheet," is used throughout the state (Appendix E). It includes both architectural and historical information and a photograph of each building or site. Historical information is obtained from local maps, state atlases, city directories, deed records and published and manuscript histories and guidebooks. Data from the survey forms is transferred onto maps so that an area's architectural and historical assets can be easily identified for preservation planning purposes. The survey forms also provide much of the data for the final report. The report is reviewed by local officials, area residents and local historians in draft form. Upon completion of the project, copies of the survey sheets, maps and final report are filed in appropriate local repositories, such as the city or town hall, historical society or library and at the Commission's office.

This report presents a concise analysis of the Southern Thames Street Neighborhood's historical development and recommendations for preservation planning. More than anything else, it is for the use and enjoyment of neighborhood residents. It is also intended for other Newport residents and for city officials. In the appendices are explanations of the National Register of Historic Places, the grants-in-aid program, historic district zoning and the survey form of the Historical Preservation Commission; there is also an inventory of structures and sites of particular significance to the historic character of the area covered in the report and of the city as a whole.

The survey report deals with the neighborhood's historical and physical evolution—its topography, street pattern and buildings. It traces past development and suggests guidelines for change. It should broaden awareness and pride in the historical environment as well as stimulate positive interest in the future of the neighborhood.

The Historical Preservation Commission conducted the survey in cooperation with the Newport Planning Department, headed by Mr. Samuel L. Jernigan, Jr., and assisted by Mr. John G. Horton, Ms. Lucy L. Eddy, Mr. Richard A. Lutmen and Mr. Guy E. Weston.

The Rhode Island Historical Preservation Commission would like to thank the following persons for their support: Mayor Humphrey J. Donnelly III; Mr. Brian Pelletier and the members of the Newport Historic District Commission; Mr. William A. Sherman, Mrs. Peter Bolhouse and Mr. Stanley A. Ward of the Newport Historical Society; Mr. William H. Leys of the Newport Redevelopment Agency; Mr. George Weaver of the Newport Restoration Foundation; Mr. Daniel R. Porter, formerly of the Preservation Society of Newport County; Ms. Helen J. Kebabian and Mr. Charles A. McNeil of the Rhode Island Historical Society Library; Ms. Helena Wright of the Merrimack Valley Textile Museum; Captain Eugene B. Henry, Jr., of the Newport Public Library; and Mr. Leonard J. Panaggio of the Rhode Island Department of Economic Development.

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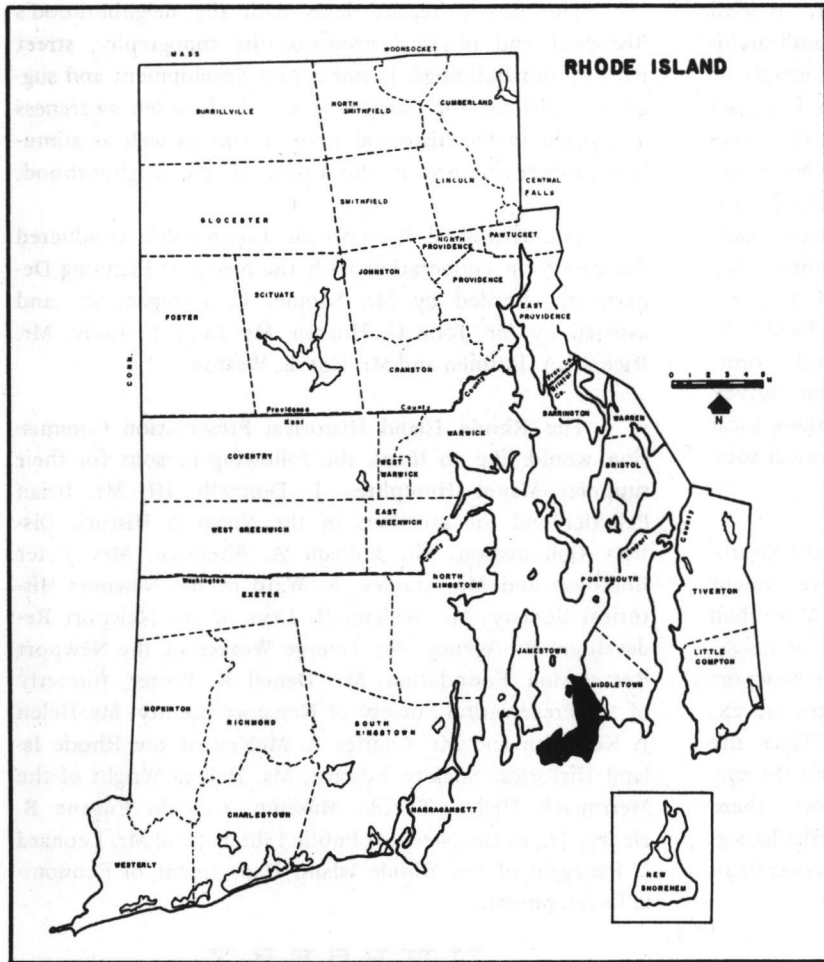


Fig. 1a. Map of Rhode Island highlighting Newport.

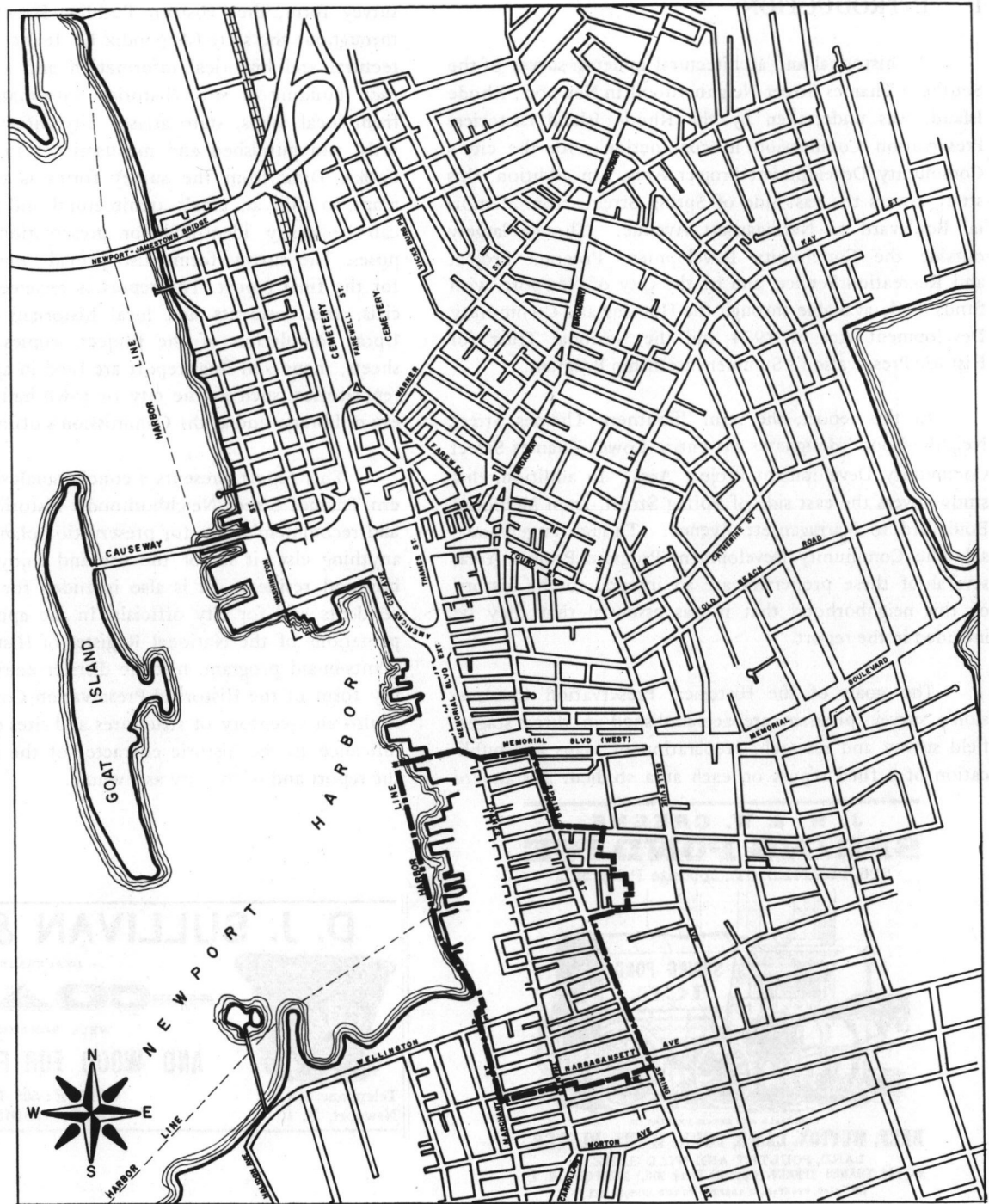


Fig. 1b: Map of Newport highlighting the Southern Thames Street area.

II. PHYSICAL AND SOCIAL SETTING

The Southern Thames Street Neighborhood's west-sloping, harborside landscape consists of approximately one-hundred-and-thirty acres divided into a grid of narrow lots by two major north-south arteries, Thames Street and Spring Street, and by a host of cross streets running east-west up the hill from the waterfront. Due to heavy traffic, almost all thoroughfares in the neighborhood are one-way.

Historically a mostly working-class, Irish neighborhood (though dating back in its origins to the seventeenth century), the Southern Thames area flourished between 1850 and 1920. Physically, the area's building stock is overwhelmingly late nineteenth century—compact, unassuming, cohesive.

Despite this cohesiveness, the neighborhood can be conceptualized as three zones: a residential zone on both sides of Spring Street and running down to Thames Street, the Thames Street commercial corridor and the waterfront.

The waterfront is a warren of wharves, warehouses, mill buildings, open storage yards and parking lots—a clutter of large and small buildings, vacant lots and narrow alleys oriented to the harbor.

The second zone, the Thames Street commercial corridor, is lined with eighteenth- and nineteenth-century, mostly wood-frame, two-and-a-half- and three-and-a-half-story structures that wall-in the street. Thames Street has the look of an old, small-city shopping district, complete with ubiquitous plate-glass storefronts and no place to park. The buildings, many altered over the years, have an unpretentious, small-business atmosphere which is both genuine and appealing.

The third and largest zone constitutes the residential area of the neighborhood located between Thames and Spring streets—occasionally crossing Spring Street on its uphill side, pushing east as far as the rear walls of Bellevue Avenue estates—and running south, below the harbor, to Narragansett Avenue and east to Marchant Street. Covering approximately seventy acres, the residential zone includes over six hundred houses. It is characterized by row upon row of well preserved, but often neglected, small-scale

dwelling built close to one another along sparsely landscaped streets with little off-street parking. Much of the housing is of frame construction with minor architectural detailing; dwellings are one-and-a-half or two-and-a-half stories in height, predominantly gable-roofed and set gable end to the street on lots averaging 2,500 square feet. The residential area contains a few churches, schools and firehouses.

According to statistics compiled for the Newport Planning Department, approximately 50 per cent of the neighborhood's housing is in good physical condition, 47 per cent is in fair condition and 3 per cent is in very poor condition. Approximately 66 per cent of the housing is single family, 23 per cent is two family and 11 per cent is three family or greater. Renter-occupied housing is somewhat more common in this area than owner-occupied housing.

Thames Street's bustle contrasts with the quiet of the residential side streets. Increasingly tourist-oriented Thames Street is alive with hardware shops, antique dealers, jewelers, grocery stores, nautical suppliers, restaurants and so forth. The streetscape possesses a rich mixture of building periods and styles, ranging from the Newport Restoration Foundation's eighteenth- and early nineteenth-century restored houses to two- and three-story Victorian

blocks with flat, mansard or gable roofs interspersed with vernacular Colonial, Federal and Victorian houses of two or three stories, with hip or gable roofs and stores at street level—all built close to one another, abutting or very near the sidewalks. A Late Victorian armory building, church and firehouse are part of the street's fabric, as are twentieth-century gasoline stations, automobile-repair shops and nondescript commercial buildings.

Between this linear business area and Newport Harbor is a forty-four-acre section of the city's old waterfront characterized by a variety of warehouse buildings, harborside restaurants, undeveloped pockets of land and electrical and gas distribution stations set on historic eighteenth-century wharves and near impressive, early nineteenth-century stone textile mill buildings now re-used for light industry. During the summers, the wharves are busy with the coming and going of sail and motor yachts in addition to the fleets of fishing boats which are in operation all year long.

Newport's unique architectural character as a colonial seaport and Victorian resort community gained official recognition at the national level when the federal government declared much of central Newport a National Historic Landmark District. A large portion of the Southern Thames Street Neighborhood falls within this Landmark District.

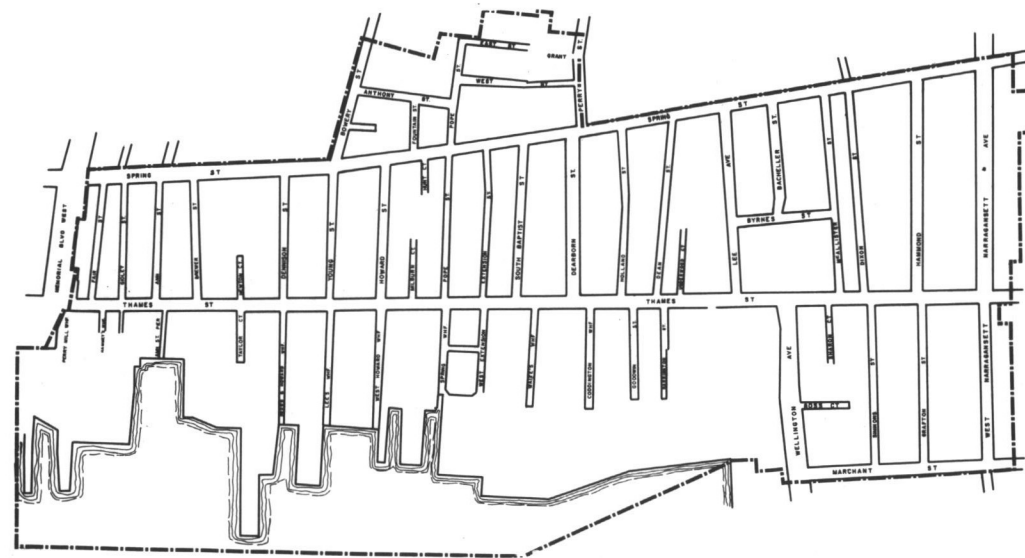


Fig. 2: Map of the Southern Thames Street Neighborhood showing boundaries of the Lower Thames Street Community Development Project Area.

III. HISTORICAL ANALYSIS

EARLY GROWTH

Although the Southern Thames Street Neighborhood remained undeveloped during the seventeenth century, Thames and Spring streets, the major north-south arteries, are actually extensions of Newport's original street pattern. In 1639, shortly after settlement in the vicinity of the Town Spring behind the site of the Colony House, Thames Street was laid out parallel to the coast, north and south of the "Great Common" (Washington Square). Spring Street,

which originated at the Town Spring, was laid out parallel to Thames Street. By 1712, according to John Mumford's street survey of Newport, Thames Street extended to "Miles End," the early eighteenth-century name for the area near Pope Street. Spring Street extended as far south as Clifton Street (now Ann Street); Brewer Street and Young Street were the first crossroads to be laid out within the neighborhood.

Building activity in this vicinity occurred during the mid-eighteenth century following the town's growth in population and importance as a seaport.* As harborside prop-

erty in the northern half of the port became built-up with the houses, wharf complexes and shipyards of merchants engaged in coastal and international trade, development gradually spread south of Marlborough Dock, the town's first wharf. In addition to providing merchants with dock space for their ships and land for their houses and warehouses, the Southern Thames Street Neighborhood housed

*For an overview of Newport's eighteenth-century maritime commerce, see *The Architectural Heritage of Newport County* by Antoinette F. Downing and Vincent J. Scully, Jr.

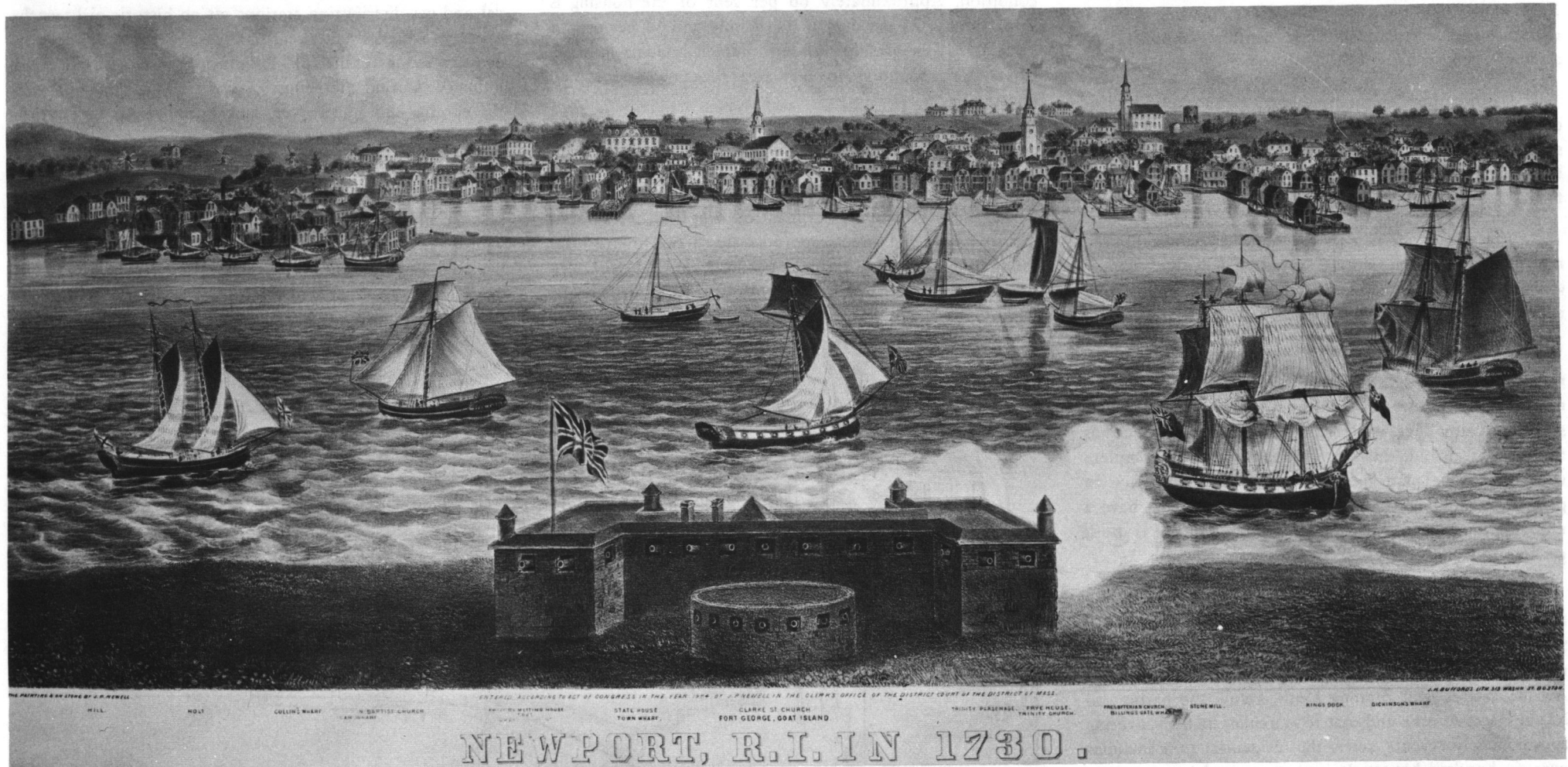


Fig. 3: View of Newport harbor in 1730; detail of J. P. Newell's 1865 lithograph.

the increasing number and variety of laborers, craftsmen and seamen who were depended upon for local manufacturing activities and maritime trade. The Reverend Ezra Stiles' 1758 map of Newport shows that five additional roads were laid out between Thames and Spring streets after Mumford's street survey of 1712. Approximately fifteen houses, seventeen shops, stills and stables and fourteen wharves had been constructed in the neighborhood. By 1777, 126 houses, stables, storage sheds and warehouses stood in the area (according to a Newport map prepared by Charles Blaskowitz), further illustrating the rapid, pre-Revolutionary development along both sides of Thames Street; on Spring, Fair, Gidley, Ann, Young, Howard and Pope streets; and along the waterfront.

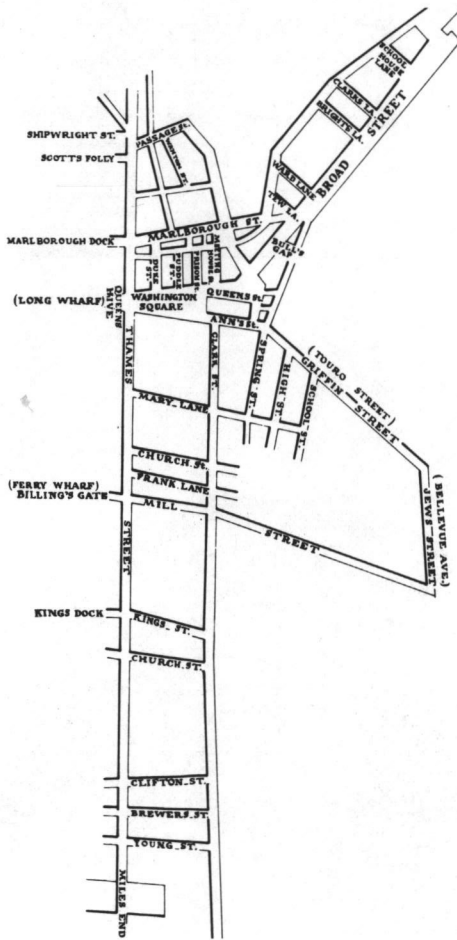


Fig. 4: John Mumford's Newport map of 1712; redrawn version.

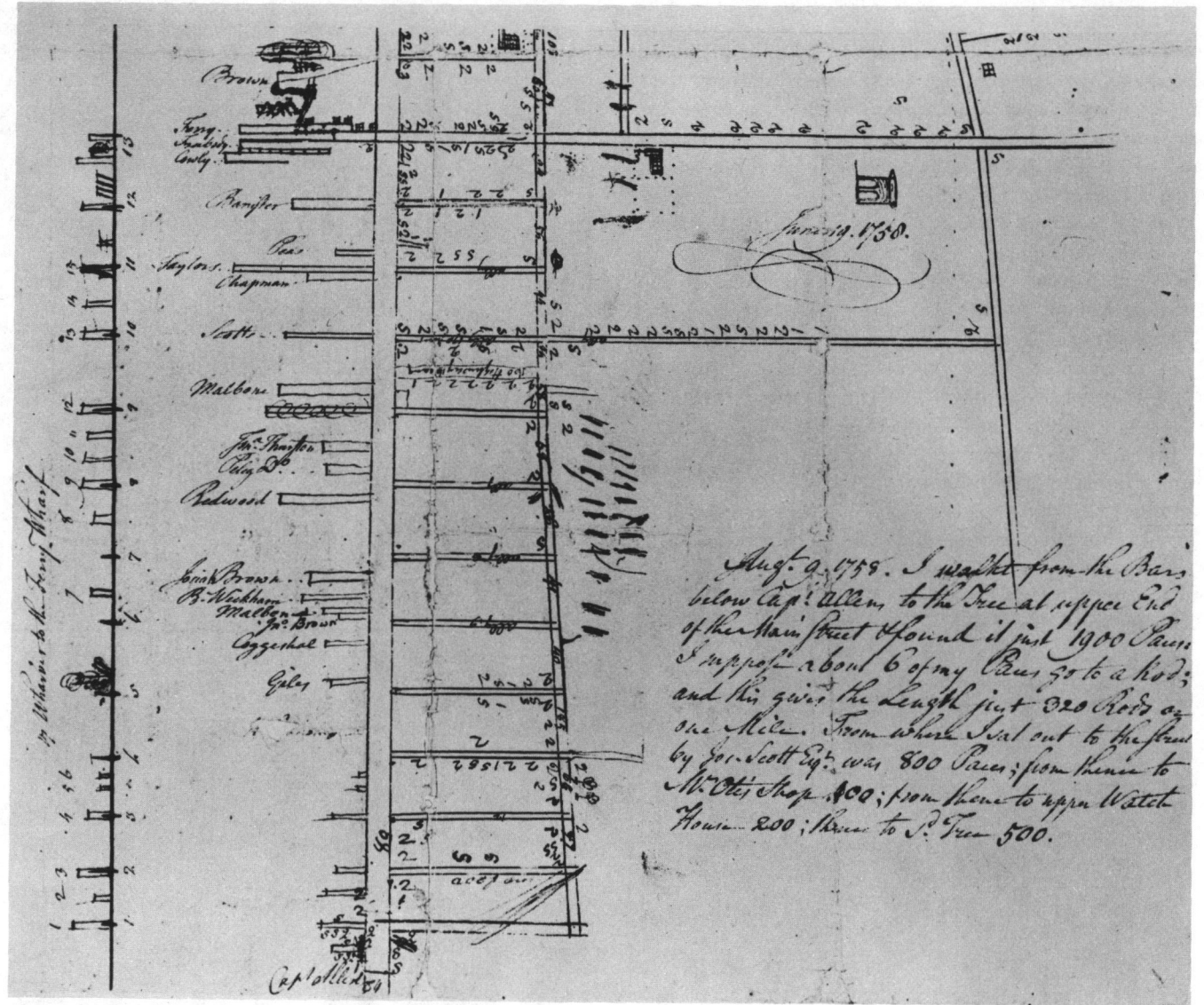


Fig. 5: Detail of Ezra Stiles' manuscript map of Newport completed in 1758.

Southern Thames Street, known as the “Court End of Town,” was a favorite residential location of well-to-do merchants in the mid-eighteenth century. From their homes along Thames Street, merchant princes such as Francis Malbone could look out onto their gardens and wharves and see their warehouses, ship chandlers’ and sailmakers’ shops. Except for the wharves themselves, the original fabric of Southern Thames Street’s waterfront has been replaced. Yet much of the neighborhood’s distinctive, pre-Revolutionary domestic architecture is intact. The Francis Malbone House of about 1758, located at 392 Thames Street, is one of the most imposing residences built in Newport during this era. Designed according to plans traditionally attributed to Peter Harrison—architect of Newport’s Redwood Library (1748), Touro Synagogue (1763) and Brick Market (1762)—the mansion is a dignified, three-story brick structure with a hip roof with a monitor. Malbone’s house is an important reminder of Thames Street’s historic mercantile activity. The mansions of Abraham Redwood and other prominent Newport merchants who also lived at the southern end of Thames Street, are, unfortunately, no longer standing.

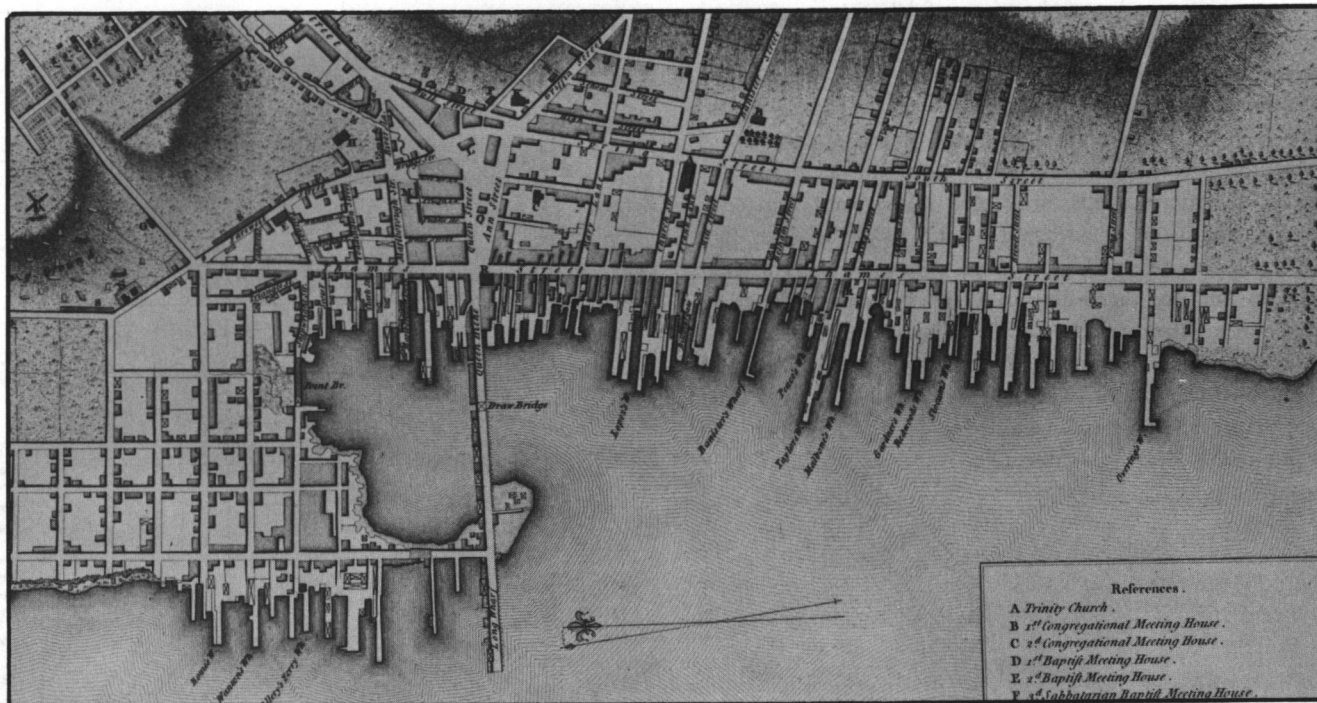


Fig. 6: Detail of the Charles Blaskowitz Newport map of 1777.



Fig. 7: Abraham Redwood gate (c. 1728), formerly on Thames Street, now at Redwood Library (Photo, Meservey).



Fig. 8: Drawing of the Abraham Redwood House (1727), formerly on Thames Street (from *Early Homes of Rhode Island*).



Fig. 9: Francis Malbone House (c. 1758), 392 Thames Street.

The Southern Thames Street Neighborhood also retains several examples of small, frame, two- or two-and-a-half-story houses topped by hip, gambrel or gable-on-hip roofs, built between 1730 and 1750. Most notable among these are the Henry Hunter House (John G. Whitehorse House), built before 1756 at 428-432 Thames Street, and the house at 18 Pope Street, built before 1777. The former which originally belonged to a local distiller, is a two-story, hip-roofed house with a pedimented entranceway; the latter is a two-and-a-half-story residence with a recessed side entrance and gambrel roof. Other mid-eighteenth-century houses in the Southern Thames Street Neighborhood are: the Benjamin Mason House (c. 1740) at 25 Brewer Street, the Edward Cole House (c. 1760) at 29 Howard Street, the Sherman-Lee-Lewis House (before 1777) at 283 Spring Street, the James Carpenter House (c. 1765) at 406-410 Thames Street and the Overing House (before 1777) at 479-483 Thames Street. In addition, at least three houses of this period were moved into or within the neighborhood during the nineteenth century: these are the Hazard-King-Austin House (eighteenth century) at 28 Ann Street, the Bridget Brennan House (c. 1750) at 23 Bachelor Street and the John Sullivan House (c. 1750) at 600 Thames Street.*

During the 1760s, anti-British sentiment among Newport merchants was aroused by strict anti-smuggling regulations and the aggressive customs patrol in Newport Harbor. Local opposition to British restrictions came to an end when Crown troops occupied Newport in 1776. Newport's maritime commerce ceased. During their stay, the British billeted in churches and public buildings and they dismantled some 480 structures for firewood. Not all Newporters opposed the British of course—the Loyalist Edward Cole, who served as recruiting officer for His Majesty's Army during the occupation, lived at 29 Howard Street in the Southern Thames Street Neighborhood.

*Detailed information on Newport's eighteenth-century domestic architecture can be found in *The Architectural Heritage of Newport, Rhode Island*.



Fig. 10: View of Thames Street taken in about 1880.



Fig. 11: 18 Pope Street (before 1777).



Fig. 12: Edward Cole House (c. 1760), 29 Howard Street.

In July of 1780, the British abandoned Newport, and French troops under Count Rochambeau were quartered here for several months. This change in fortunes did not reverse the port's economic decline. In the two decades preceding the Revolution, Newport had been at the height of its prosperity; it was one of the five major commercial centers of the American colonies. Following the war, Rhode Island's economic center shifted to Providence which had suffered relatively little and which, in any event, was growing faster than Newport. Newport never regained its prominence as a seaport, although a few wealthy merchants attempted to renew its maritime commerce before the turn-of-the-century.

During the early nineteenth century, Newport's ship-owners recovered a small measure of their trade. Local companies sent ships to Sweden and Russia for iron, to Java for coffee and to China for tea, silks and cottons. The slave trade resumed between 1804 and 1807, although it had been illegal in Rhode Island since 1787. The profits realized by these ventures were stopped by the Jeffersonian Embargo of 1807 which prohibited American ships from embarking for foreign ports in an effort to force withdrawal of French and British restrictions on United States trade during the Napoleonic Wars. The War of 1812 destroyed Newport's maritime economy. In the decades following, Newport's economic base was weak—shipbuilding was at an all-time low, foreign commerce and trade slackened and building activity almost ceased.

Only about twenty houses built between 1780 and 1825 stand in the Southern Thames Street Neighborhood. The oldest of these conform in style to those built before the Revolution. For example, the Gaspar Castoff House, constructed c. 1785 and located at 271-275 Spring Street, is a large two-and-half-story dwelling with a gambrel roof. Other examples include the John Price House (eighteenth century) at 424-426 Thames Street and the James Boone House of 1798 at 422 Thames Street.

The Samuel Whitehorne House, built in 1811 at 414-418 Thames Street, and the stone Robert Lee House (1834), at 465 Spring Street, are the only Federal mansions built in the area. Although conjecturally renovated by the Newport Restoration Foundation as a museum displaying Newport furniture, the history of the Whitehorne House is most interesting as a reflection of Newport's weakened economy at the time it was built. Not only was this large, three-story brick residence a rarity in the community, its original owner—a merchant whose business involvements included a distillery, shipping, an iron foundry, a machine shop and a bank—went bankrupt before the house was completed.



Fig. 13: View of Thames Street. From left to right: #424-426, the James Boone House (1798); #424-426, the John Price House (c. 1780); #428, the Henry Hunter House (before 1756).



Fig. 14: William Mansfield House (probably mid-eighteenth century), 12 Dennison Street; moved here in 1836.

The Samuel Durfee House (1803) at 352 Spring Street and the c. 1800 house at 27 Gidley Street are well preserved examples of more representative Federal domestic architecture. Both are two-and-a-half stories with gable roofs and pedimented doorways pierced by semi-circular, leaded-glass fanlights inspired by English pattern books. The Charles Russell House (c. 1800) at 28 Pope Street typifies the simplest Federal-style houses built in the neighborhood.

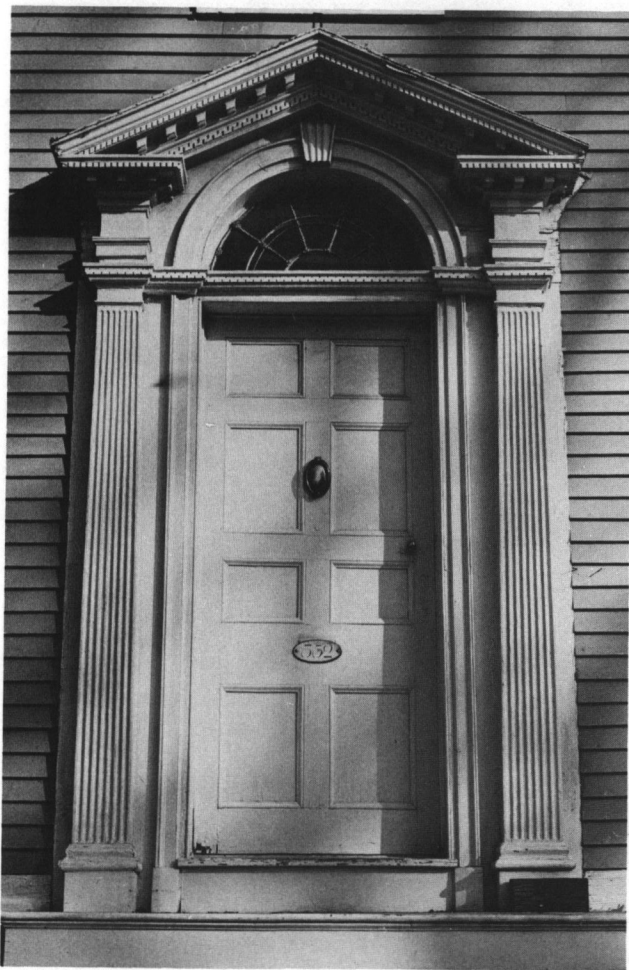


Fig. 15: Samuel Durfee House (1803), 352 Spring Street; front entrance.



Fig. 16: Samuel Whitehome House (1811), 414-418 Thames Street, before renovation.



Fig. 17: Samuel Whitehome House (1811), 414-418 Thames Street, after renovation.

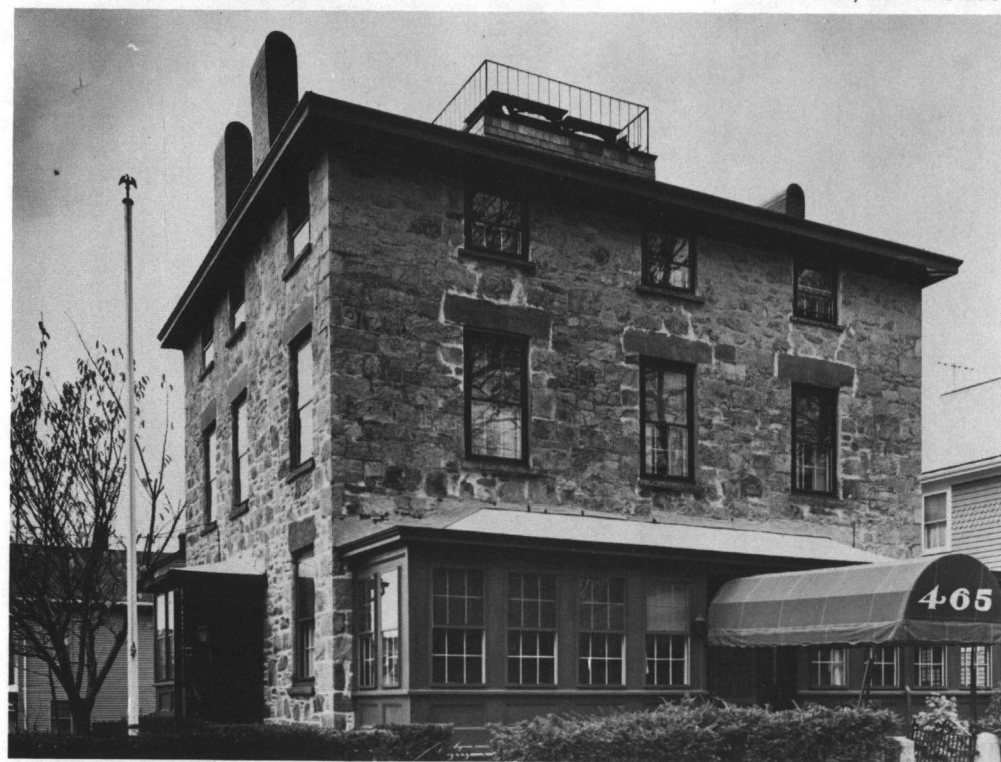


Fig. 18: Robert Lee House (1834), 465 Spring Street.



Fig. 19: Detail, J. P. Newell lithograph of Newport Harbor (c. 1860). The Southern Thames Street area, with its waterfront mills, is visible in the background, with the Bellevue Avenue mansions atop the hill.

ATTEMPTS AT ECONOMIC RECOVERY: FAILURE AND SUCCESS

Between 1825 and 1845, new investments in the whaling and textile industries stimulated Newport's economy somewhat. Although at least eleven ships were active in whaling during this period, Newport never developed into a whaling center as Bristol, Warren and New Bedford did. Turning instead to the textile industry, local businessmen built the Newport Steam Mill, the Perry Mill, John D. Williams' Woolen Mill and the Coddington Mill—in the southern Thames Street waterfront area. Two of these industrial buildings survive—the 1831 Newport Steam Mill, located at 4 West Howard Street, and the 1835 Perry Mill at 337 Thames Street (a building now much altered). The Newport Steam Mill produced cotton goods until

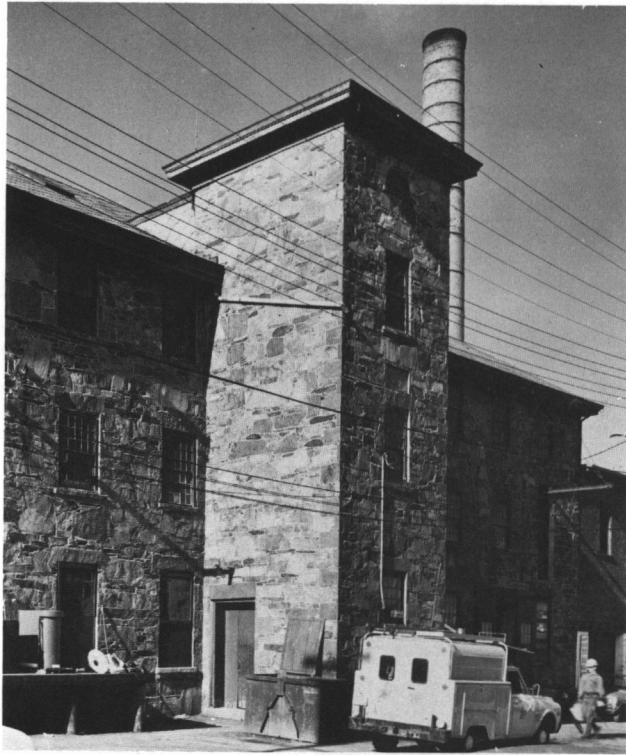


Fig. 20: Newport Steam Mill (1831), 4 West Howard Street.

1857. It is a handsome, three-and-a-half-story, gable-roofed building constructed of rough-cut green granite at a cost of \$40,000. A square entrance and stair tower projects from the center of the north elevation. The Perry Mill was erected by the Scottish-born mason Alexander McGregor; it was a massive stone structure, four stories high, with a gable roof, a full-length monitor and an imposing wooden belfry with Greek Revival detailing. Its upper story was removed, thereby significantly altering the building's form. Here delaines (a kind of light woolen or woolen and cotton dress fabric) were produced until 1850, after which time the Perry Mill manufactured cotton goods.

John D. Williams' Woolen Mill (c. 1835) was located behind a well preserved Greek Revival row of mill workers' housing units at 405-411 Thames Street. Fire destroyed the

factory in April of 1860. Coddington Mill (1837), formerly opposite Holland Street on Thames, manufactured cotton goods. In December, 1869, it burned to the ground, sparing only the small stone and wood building at 16 Coddington Wharf which was part of the manufacturing complex.

Distilling proved to be Newport's most important manufacturing activity in the early nineteenth century. During this period, seven rum distilleries and a gin distillery were established. The rum and gin they produced were shipped abroad as well as sold locally. Newport also boasted several breweries, the largest being the Newport Brewery at the southeast corner of Brewer and Thames streets.

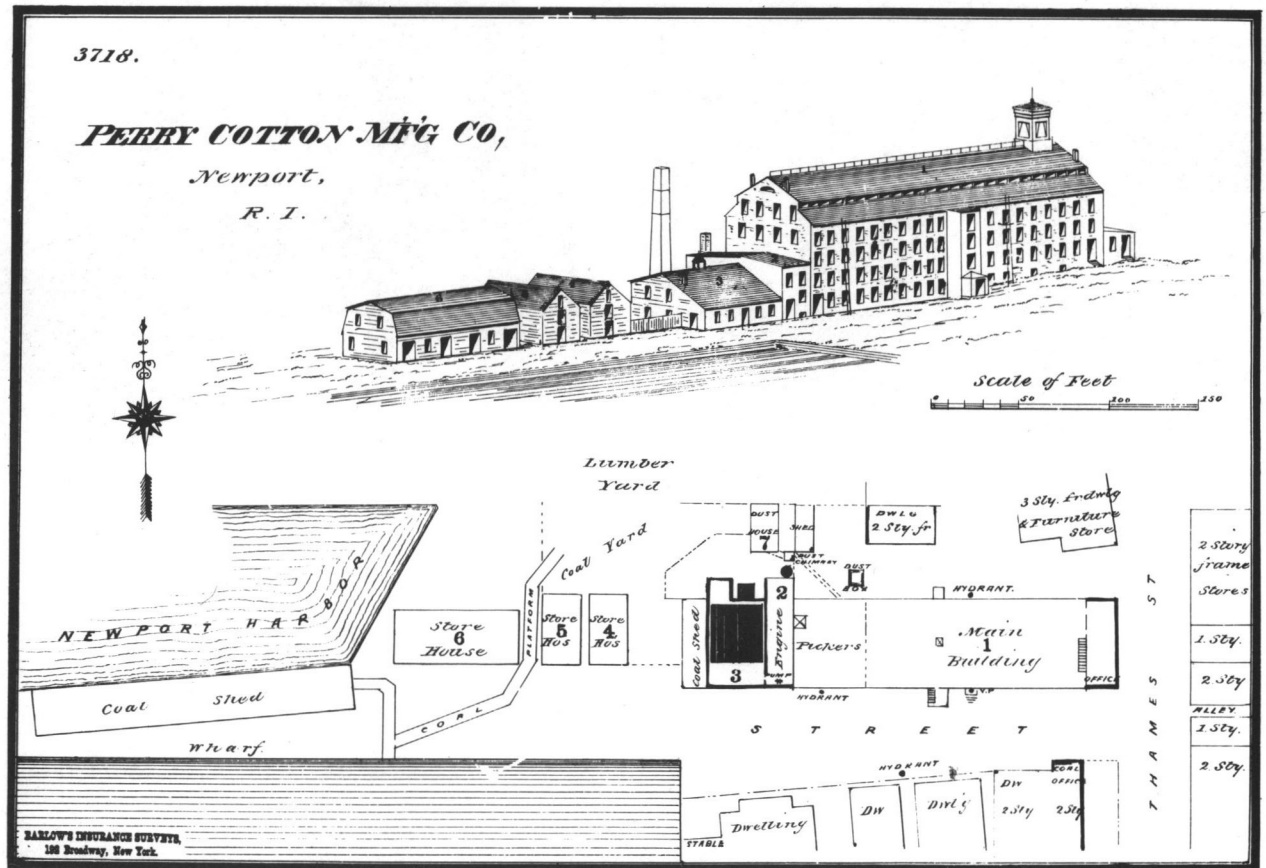


Fig. 21: Perry Mill (1835), 337 Thames Street; Barlow insurance survey.

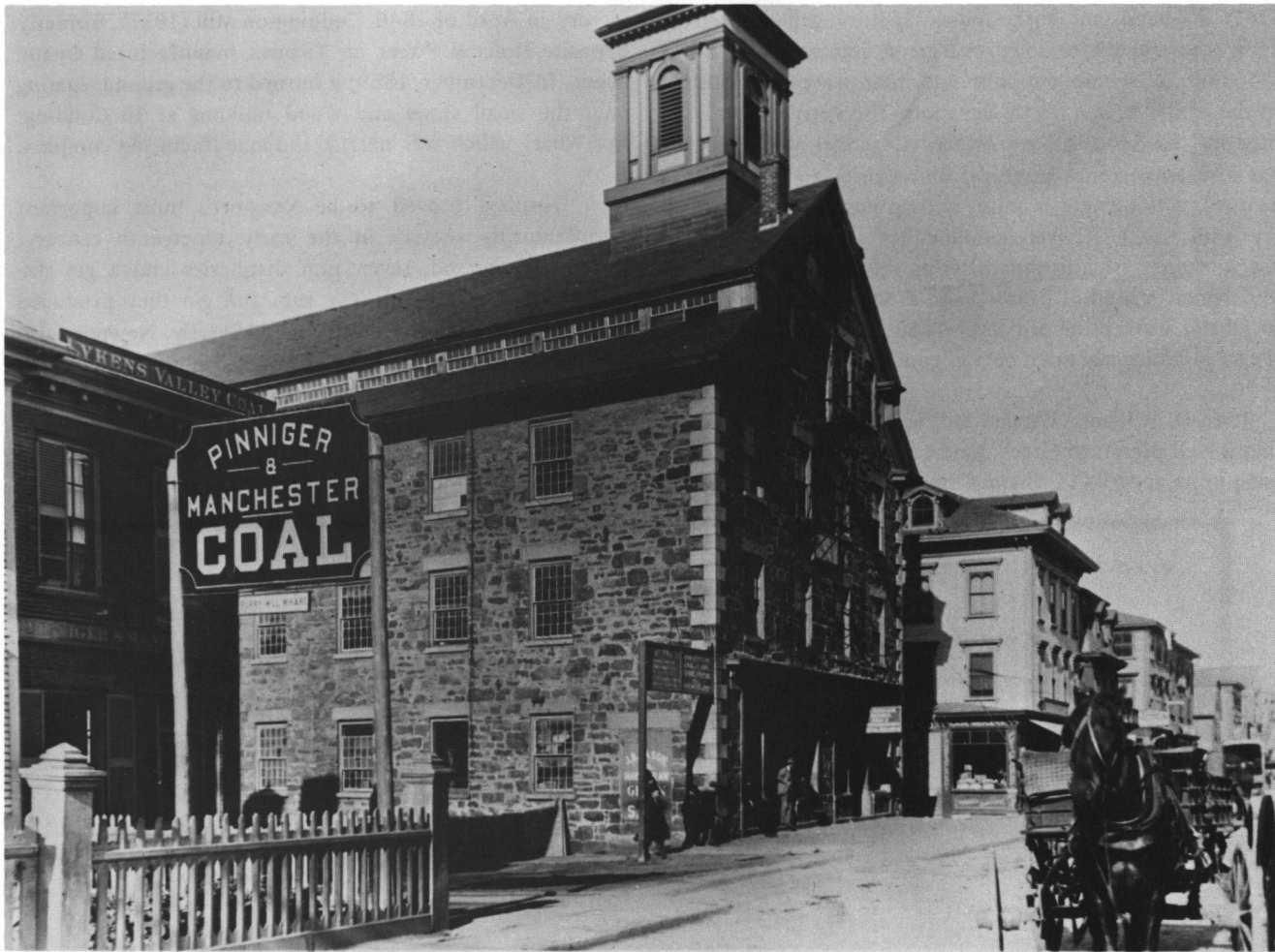


Fig. 22: Thames Street in about 1880 showing the Perry Mill (1835) at 337 Thames Street.

The revival of Newport's economy, which had been in a slump for more than half a century, was not, however, based on manufacturing, distilling or brewing, but on its increased popularity as a summer resort. Newport's climate, picturesque scenery, beaches and social life had attracted visitors since the early eighteenth century and, by the 1820s, hotels were being built. As Newport's popularity spread in the 1830s and 1840s, well-to-do families from the south and from New York, Boston, Philadelphia and Baltimore constructed summer homes.

With this impetus, the local economy prospered and the population grew. A construction boom which continued into the twentieth century provided work for laborers, carpenters, masons, painters, roofers and plumbers; hotels and restaurants needed help; clerks and bookkeepers were hired in new stores and offices; stevedores, teamsters and truck drivers were wanted to move goods and people across town. In each large household, servants, gardeners, coachmen and grooms were employed; the city hired more firemen, policemen and schoolteachers. Newport's population jumped from 8,000 in 1840 to 20,000 in 1885. The city's expanding work force needed housing and much of that need was met in the Southern Thames Street Neighborhood.

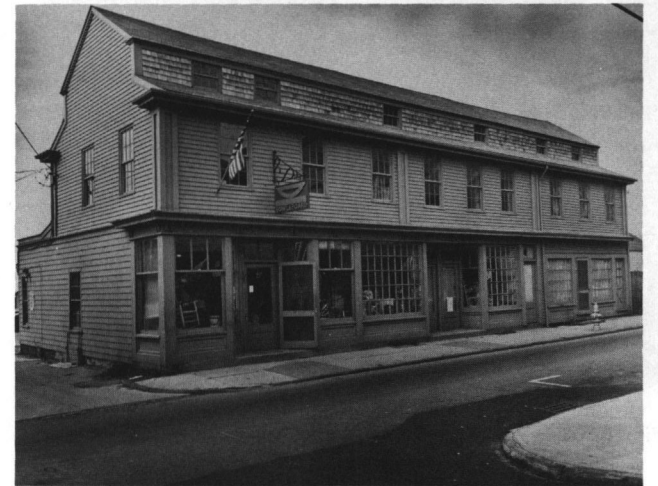


Fig. 23: John D. Williams tenement (1835), 405-411 Thames Street.

NEIGHBORHOOD DEVELOPMENT: 1850-1975

The physical growth of the Southern Thames Street Neighborhood can best be analyzed through a study of the interrelated development of its three subsections: the waterfront, the business district and the residential area.

The Waterfront

The waterfront's existing alleys and wharfs were all present by 1870. Perry Mill Wharf, Brown and Howard Wharf, Lee's Wharf, West Howard Wharf, Spring Wharf, West Extension Street, Waite's Wharf and Coddington Wharf were in existence before 1850; Ann Street Pier was constructed before 1860; by 1870, Taylor Court was laid out. The area also accommodated a variety of industries and commercial enterprises during the late nineteenth and twentieth centuries.

The Perry and Richmond Manufacturing Companies, owners of the Perry and Aquidneck (formerly Newport Steam) mills, respectively, continued to manufacture cotton goods. The Perry Mill specialized in print cloths. In 1878, the mill employed about 150 operatives. About 175 workers manned the Aquidneck Mill. Both mills closed before the end of the century; in 1892, the Newport Illuminating Company purchased Aquidneck Mill and, by 1900, William P. Sheffield purchased the Perry Mill. Both were converted to new uses.

In the early 1870s, the Richmond Manufacturing Company established an enamel factory on the site of the Coddington Mill, and John N. A. Griswold, one of Newport's largest property holders, established the Newport Lead and Shot Company on Thames Street just south of Aquidneck Mill. Griswold also developed a large wharf between West Extension Street and Spring Wharf. Silas H. Cottrell's Ship Yard and Marine Railway, which was established before 1850, continued to operate through the 1870s, succeeded in the early twentieth century by the Newport Shipyard and Marine Railway. Brown and Howard owned and operated a coal yard on the company's wharf from the early 1870s through the early twentieth century.

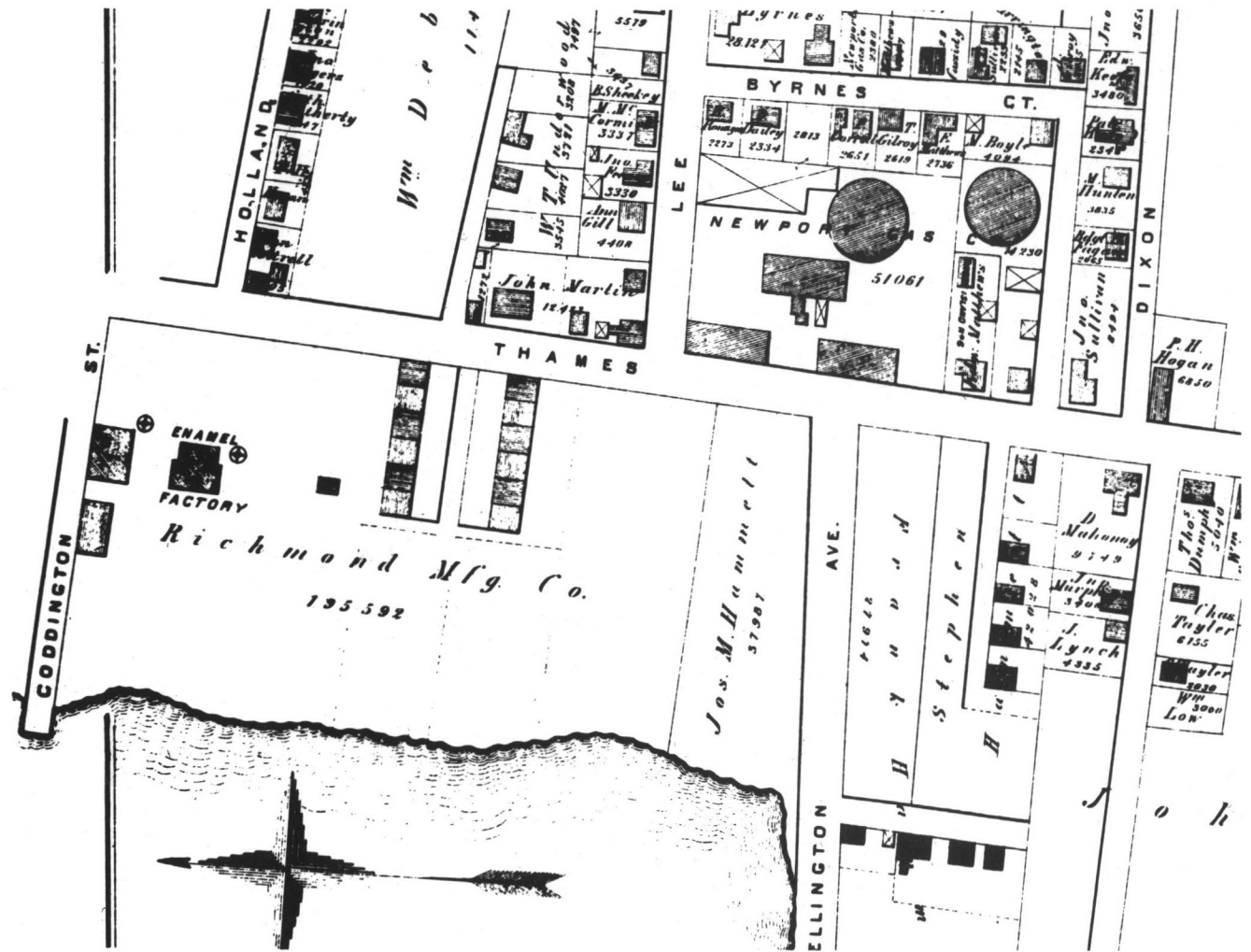


Fig. 24: Detail, plate B, Hopkins 1876 Newport atlas. Note the industrial structures along the waterfront and the preponderance of Irish residents living on the side streets.



Fig. 25: Newport Shipyard, now Newport Offshore Ltd. This property has been a shipyard since 1834 when it was purchased by Silas Cottrell. In the mid-18th century merchant Josiah Brown's wharf was located here.



Fig. 26: View from Hammett's Wharf, showing (from left to right) the Perry Mill as it exists today, Christie's Restaurant and St. Mary's Church.

The Staples Coal Company opened a yard between Spring Wharf and West Extension Street, and, in 1907, the Standard Oil Company installed oil tanks and warehouses at the end of Waite's Wharf.

The Newport Gas-Light Company (est. 1853) purchased the enamel factory from the Richmond Manufacturing Company in the early 1880s and expanded their gas-manufacturing plant, having obtained the exclusive privilege of piping gas throughout the city. They continued to provide Newport with gas until 1975, when the firm was purchased by the Providence Gas Company. At that time, the Newport gasworks was demolished.

Although little physical evidence of these industries exists today, their activities established the waterfront's identity as a commercial district in the twentieth century. For example, the Perry Mill has been adapted for light industry by the General Electric Company. The Newport Electric Company, which recently vacated its operating



Fig. 27: Spring Wharf.

department in Aquidneck Mill, runs a steam-power plant on Spring Wharf as well as an electric-generating station and a substation which distributes electricity to the entire downtown Newport area. In addition, Newport's boatyards, such as the one opened by Williams and Manchester on Lee's Wharf or the Newport Offshore Ltd. on Thames Street, have become the scene of yachting activity, especially during the America's Cup competitions. Newport's largest fishing companies Parascondolo and Sons, Anthony Bucolo, Inc. and the Aquidneck Lobster Company—operate along the waterfront in the Southern Thames Street Neighborhood; they have given renewed life to the city's reputation as a commercial fishing port. In addition, harborside restaurants catering to tourists, such as Christie's on Hammett's Wharf and The Pier on West Howard Street, add to the vitality and diversity of this area.

The Business District

Thames Street was the focal point of Newport retail trade into the 1950s. As the Southern Thames Street residential area spread and its population grew, many houses along Thames Street were adapted for stores and offices. Late nineteenth-century and early twentieth-century commercial buildings were constructed in response to rapidly expanding needs for provisions and services of all types.

Meat, fish and produce markets, fruit stores, bakeries and confectioneries, dry-goods and hardware establishments, house-furnishings shops, millineries, shoe dealers and pharmacies opened. Builders, carpenters, painters, plasterers and plumbers—busy erecting new structures throughout the city—set up offices along Thames Street. To meet the increased need for retail space and window displays, storefronts were added to old houses; in 1882, the *Newport Mercury* described plate-glass store windows as “all the rage this season.” Plate-glass fronts were installed in eighteenth-century buildings such as the James Carpenter House at 406-410 Thames Street and the Ebenezer Woodward House at 381-385 Thames Street, as well as in Vic-

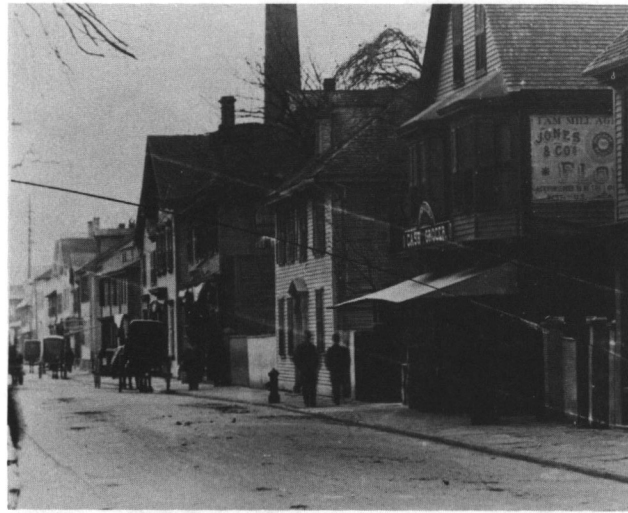


Fig. 28: View of Thames Street in about 1875.



Fig. 29: James Carpenter House (c. 1765, with late 19th-century storefronts), 406-410 Thames Street.



Fig. 30: The Palmer Houses (c. 1880), 421-423 and 425-427 Thames Street.

torian buildings such as the James M. Allen House (c. 1850) at 477 Thames Street.

The demand for tenements and retail space increased during the 1880s, 1890s and 1900s, resulting in the construction of several boarding houses and commercial buildings within the business district. In addition, merchants who did not live above their places of work rented the



Fig. 31: J. J. Lynch Building (1886), 491-495 Thames Street.

upper floors of their buildings. Local workers boarded in tenements, like the Palmer Houses (c. 1880 at 421-423 and 425-427 Thames Street, convenient to their jobs; and new businesses were eager to rent space from property owners such as J. J. Lynch who, in 1886, built the three-story, Second Empire-style building at 491-495 Thames Street for commercial and residential use. The Bartholomew Building (1895) at 526-530 Thames Street

and the Father Matthew Society Building (1906) at 396-398 Thames Street are both noteworthy examples of elaborate masonry commercial blocks in eclectic Late Victorian styles.

Around 1888, the brick, Queen-Anne style fire station on the northwest corner of Thames Street and Sharon Court was built by M. A. McCormick, city councilman for the neighborhood. William Gosling's design for the Rhode Island Armory on Thames Street was completed in 1894, resulting in a castle-like stone building in which military drills were conducted. In recent years the state armory has become the operations center for America's Cup races.

During the early twentieth century, Newport's summer residents and vacationers continued to help sustain the city's prosperity. In addition, the local economy received a major boost from the influx of Navy personnel stationed at the Naval Base and War College. Thames Street businesses continued to thrive. Residential development occurred in response, taking the limits of the compact part of town further south.

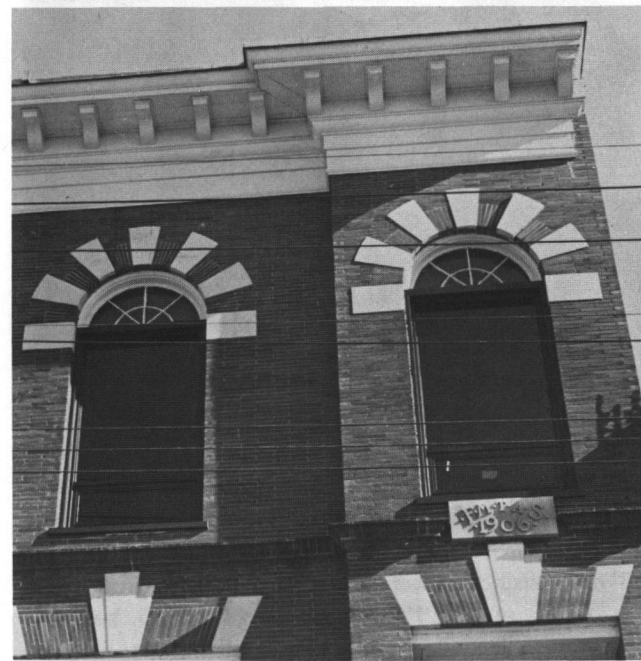


Fig. 32: Detail, Father Matthew Society Building (1906), 369-398 Thames Street.



Fig. 33: Bartholomew Building (1895), 526-530 Thames Street.



Fig. 34: Former Fire Station #6 (1891), 595 Thames Street; tower now removed.

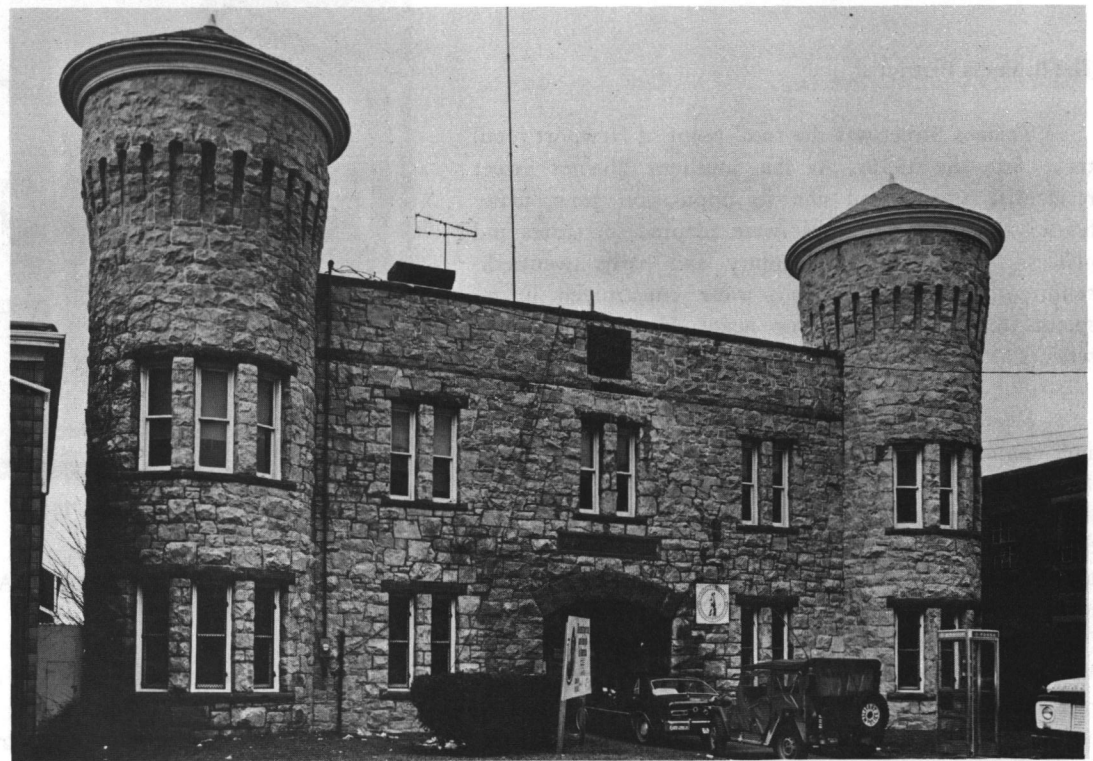


Fig. 35: Rhode Island National Guard Armory (1894), 371 Thames Street.

The Residential Area

Conveniently positioned between the summer estates on the hill and Thames Street and the waterfront below, the side streets of the neighborhood rapidly developed in the mid-nineteenth century, housing workers who served the resort community; factory hands and machinists; carpenters and painters; stevedors, shipbuilders, seamen and fishermen; storekeepers and clerks; grocers and teamsters; and dressmakers and bakers. This was the population of the soon-to-be famous Fifth Ward which includes the Southern Thames Street study area.

Though ethnically diverse, the area's population was largely Irish. Newport was Rhode Island's first community to have a substantial Irish population. Although Irish settlers had come to Newport by the mid-eighteenth century, the first significant numbers of Irish immigrants arrived during the 1820s. For the most part, they came to work on the construction of Fort Adams, and many settled in the Southern Thames Street area—the built-up portion of town closest to the construction site. A Roman Catholic congregation—Rhode Island's first—was established in Newport in 1828 to minister to its growing Irish-Catholic populace. This parish, originally named St. Joseph's and now St. Mary's, had its church in a former schoolhouse at the intersection of Barney and Vernon streets.

The terrible famine of the late 1840s which caused enormous suffering in Ireland induced greatly increased Irish settlement in the United States. Like other Eastern communities, Newport's Irish population swelled as a result of this wave of new immigrants. The Southern Thames Street area, more than any other neighborhood, became their home. The arrival of the mostly Roman Catholic Irish and their concentration in the Southern Thames Street area prompted the construction of a new, more imposing church begun in 1848 on Spring Street. This new St. Mary's, known as Our Lady of the Isle, was dedicated in 1853; the old church building on Barney and Mt. Vernon streets was kept as an adjunct facility, serving parishioners living in the northern part of the city. In the 1880s these north-end, Catholic Newporters were sufficiently numerous to require their own parish, and a new St. Joseph's parish was established, building its church on



Fig. 36: View north up Spring Street in about 1875; St. Mary's Church is on the right and the steeple of Trinity Church is in the background.

Broadway. St. Mary's parish church, a beautiful, brownstone, Gothic-style structure, was designed by P. C. Keeley, America's foremost Catholic-church architect of the mid-nineteenth century. The church was built through the efforts of Father James Fitton, one of the most dynamic Catholic priests working in Rhode Island and the driving force behind the creation of numerous parishes. Construction costs were underwritten substantially by members of the Harper family of Baltimore—wealthy Newport summer residents descended from the Carrolls of Carrollton, Maryland, one of that Catholic colony's most aristocratic families. Patronage aside, this handsome building served the South Thames Street area's Irish community, and St. Mary's

church was and remains the most visible symbol of Newport's transformed ethnic composition. The church and its associated structures form a typical Catholic parish complex and possess major historic and architectural significance.

In addition to the neighborhood's Irish population, the Southern Thames Street area had a good number of old-line Yankee residents, most of them with business interests along Thames Street or the waterfront. In addition, many worked in the waterfront textile mills. Increasing numbers of Protestant residents spurred the creation of several neighborhood parishes.



Fig. 37: Emmanuel Church (1903), Spring Street at Dearborn; Cram & Ferguson, architects; photograph taken in about 1910.

The first of these was a Baptist congregation known in the mid-nineteenth century as the Free Will Baptists. Their meetinghouse was on Thames Street but the organization had a struggling existence. In 1850, a new Episcopal congregation was formed in the neighborhood, which ministered particularly to Anglican English and Scottish immigrants who worked in the local textile mills. Promoted by Charlotte Tew, Emmanuel Church, as this new Episcopal congregation was known, first utilized the Free Will Baptist meetinghouse. In 1856 their own building was erected at Spring and Dearborn streets, a building later replaced by the existing stone church on the site. A group of Methodists living in the area—led by Clark Burdick and Isaac W. Sherman—formed a mission congregation in 1854 which later became the Thames Street Methodist Church, with a building at the corner of Thames and Brewer streets constructed in 1865. This building, much changed, is now St. Spyridon's Greek Orthodox Church—reflecting the later arrival of a new ethnic community within the southern Thames Street neighborhood.

The neighborhood street pattern evolved for new residential development in the late eighteenth and early nineteenth centuries. Thames and Spring streets were extended to the south and Pope Street was extended to the east. Maps published in 1850 indicate that by that year Fair, Gidley, Dennison, Anthony, Fountain, West Extension, South Baptist, Dearborn, Perry and Holland streets and Lee and Narragansett avenues were laid out; some 173 houses stood in the portion of the neighborhood north of Holland Street (to the south was vacant land). By 1850 a public school on Gidley Street and a Catholic school on Spring Street had opened. The neighborhood underwent a southward spurt in development between 1850 and 1878, as indicated by comparison of maps bearing those dates. During these years, Newton, Milburn, Hunt, Grant, Underwood, Bass and Sharon courts; Byrnes, Bacheller, McAllister, Dixon, Simmons and Hammond streets; and Wellington and West Narragansett avenues were developed. Some 208 new houses were built, and the Gidley Street schoolhouse was replaced by one at the end of Newton Court. In 1877, the neighborhood's first fire station was built at 16 Young Street.

As the maps show, the next period of residential development in the neighborhood was between 1883 and



Fig. 38: Fire Station #2 (1877), 16 Young Street; James Fludder, architect.

1907, during Newport's height as a summer resort. From 1883 to 1893, when Dean, Harrington and Richmond streets were laid out, the area's street pattern assumed its present form. In 1883, the city constructed a fire bell tower on Holland Street. By 1907, 270 more houses were constructed and the Newton Court public school had been replaced by the Lenthal School (1886-1887) on Spring Street and the Henry R. A. Carey School (1896) located between Narragansett Avenue and Carey Street. The residential area reached its present physical density before 1920; little new development occurred after that because of the scarcity of available land.

The typical one- or two-story frame houses in the Southern Thames Street Neighborhood are rectangular, modestly detailed structures. They are sited close to the sidewalk, either gable-end to the street on a side-hall plan, or with flanking gable roof with side gables on a center-hall plan. Clapboard is the predominant siding material, and front porches with bracketed detail are common; many porches have been at least partially enclosed since the Twenties. Doorway and window moldings are usually simple, and most windows contain two-over-two, double-hung sash. Doors and windows are occasionally accented by clear, frosted or colored panes in geometric shapes. Eleven Bacheller Street, built for John Eagan, a laborer, c. 1865, is a representative example.



Fig. 39: Lenthal School (1886-1887), Spring Street at Perry; designed by James Fludder and the Newport School Committee. Photograph taken in about 1900.



Fig. 40: Thomas Galvin Nursery, Spring Street between Dearborn and Holland streets; nursery founded in 1845. Painting by E. Bierstadt published in Bayles' *History of Newport County* in 1888. Holland Street, the Holland Street fire bell tower, Newport harbor and Ft. Adams are in background.

C. A. EASTON, JR.
STAIR BUILDER.
 Residence, 359 Spring St.
 SHOP,
REDWOOD COURT,
 Rear of 359 Spring Street
 NEWPORT, R. I.

Fig. 41: C. A. Easton's ad from the *Newport Directory* for 1888.

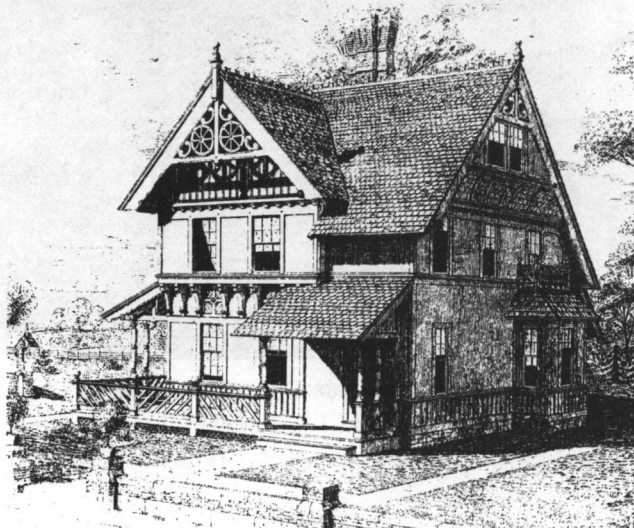


Fig. 42: John Carey, Jr. Gardener's Cottage (1876), 523 Spring Street; Sturgis & Brigham, architects. View from *American Architect & Building News*, December 1, 1877.

In contrast to these, which are so simple, there was and there remains a handful of architecturally adventurous buildings in the Southern Thames Street Neighborhood which provide an interesting contrast to its homogeneous residential building stock. Two structures, both on Spring Street, deserve special attention—Thomas Galvin's cottage at 417 Spring and the Carey cottage at number 523. Galvin, probably Newport's best-known and most prosperous Irish-born resident, owned a large nursery and had a flourishing business patronized by members of the summer colony. His beautifully landscaped house, built about 1846, is a picturesque, board-and-batten affair with bracketed trim. It is an outstanding example of the influence of the writings of Andrew Jackson Downing, America's leading mid-nineteenth-century architectural theorist. John Carey, Jr., a New Yorker who was John Jacob Astor's son-in-law and owned an estate which backed up to Spring Street at Narragansett Avenue, built a gardener's cottage on Spring Street across from his grounds in 1876. This elaborately trimmed structure includes early Colonial Revival interiors; it was designed by Sturgis & Brigham, an important Boston architectural firm. A view of Carey's cottage was published in the *American Architect and Buildings News* when it was built.

Repeatedly in the latter half of the nineteenth century, Newport papers reported on the housing problems of the city's working class and the financial soundness of speculative building activity. The *Mercury* stated on May 18, 1872:

There is a larger number of mechanics here than we ever recollect of before, at least 2000 more than last year. Most of these are boarding, but many are desirous of going to house-keeping, but find it impossible to procure tenements . . . Real estate will now pay a good percentage without trouble of finding tenants and there is every reason to believe that there will be in the future an increase in the valuation of all property in the city.

In response to the housing shortage, local investors built rental property throughout the Southern Thames Street area. Tenements such as the pair of distinctively detailed buildings which William S. Cranston built in the early 1870s at 343 and 345 Spring Street or the modest houses William Oman built in about 1879 at 23 and 25 Fair Street typify this phenomenon. In the early twentieth century, tenements such as Catherine O'Neil's duplex house (c. 1914) at 404 Spring Street were built until land for new construction was exhausted.

Between 1870 and 1915, single-family houses continued to be built in the neighborhood for local workers and business people. The C. M. Sullivan House (c. 1888) at 38 Hammond Street is a good example of the Late Victorian residences which were built during this period. It is a one-and-a-half-story cottage with simple detailing, a gable roof and an open porch with bracketed posts and a turned-baluster railing.



Fig. 43: John Howard House (c. 1870; altered c. 1880), 375 Spring Street.

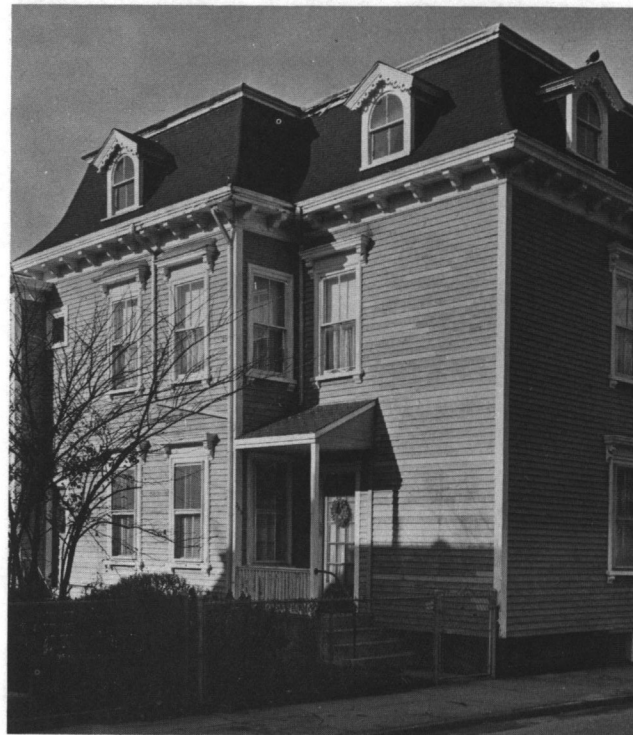


Fig. 44: William S. Cranston House (c. 1873), 343 Spring Street.



Fig. 45: William Oman Houses (c. 1878), 23 and 25 Fair Street.



Fig. 46: Catherine M. Sullivan House (c. 1888), 38 Hammond Street.



Fig. 47: Sullivan House (c. 1898), 30 Narragansett Avenue.



Fig. 48: J. B. Parsonage House (c. 1900), 525 Spring Street.



Fig. 51: F. S. Burdick House (c. 1885), 43 Howard Street.



Fig. 49: 28 Pope Street (c. 1800), before restoration.

Although houses of this type were the most common throughout the area, a few more elaborate residences were also constructed. The James D. Hidler House (c. 1880) at 28 Fair Street and the Holland House (c. 1889) at 40 Hammond Street are noteworthy examples of Second Empire buildings characterized by decorative bracketing, mansard roofs and gabled dormers. The Queen Anne style became fashionable during the latter part of the nineteenth century. The J. B. Parsonage House (c. 1900) at 525 Spring Street, an imposing two-and-a-half-story residence, is distinguished by its irregular massing; bay windows, a large enclosed corner porch, a round tower and projecting gables; it is the neighborhood's most exuberant example of the Queen Anne style. Several less elaborate Queen Anne residences, such as the Sullivan Houses (c. 1898) at 30 and 32 Narragansett Avenue, are also noteworthy.

During the mid-twentieth century, Newport's economy slackened—the building boom was over, the mills



Fig. 50: 28 Pope Street (c. 1800), after restoration.

closed and the activity of the seaport dwindled. The Southern Thames Street area suffered as a result. When Candeb, Fleissig and Associates analyzed the housing conditions and environmental quality of the Southern Thames Street Neighborhood for the City in 1970, the resulting report, *Programs for Community Action*, indicated that "major and minor structural deficiencies" existed. Another contemporary evaluation of the neighborhood's needs, concluded that "houses (in this area) need a great deal of maintenance and repair."

In recent years, there have been efforts to stop blighting conditions. The Newport Restoration Foundation's work throughout the older sections of the city has included the restoration and reconstruction of a few Colonial and Federal houses in the Southern Thames Street Neighborhood. Of much greater importance, however, has been the large number of homeowners who have renovated their own properties with assistance from the

city's Residential Rehabilitation Loan and Grant Program, initiated in 1976 under provisions of the federal Housing and Community Development Act of 1974. The Church-Community Corporation, a local non-profit agency drawing financial support from several Rhode Island churches and church organizations, has a contract with the Redevelopment Agency of Newport to administer the Community Development residential rehabilitation program and has been working closely with the Rhode Island Historical Preservation Commission to encourage improvements to the Southern Thames Street Neighborhood housing that are in keeping with the historic character of the area. The efforts of the City, the Church Community Corporation and the area's residents have produced substantial results. The deterioration prevalent several years ago is being checked.



Fig. 52: Patrick Sullivan Cottage (c. 1875), 16 Bachelier Street.



Fig. 53: The McKenny Cottage (c. 1880), 26 McAllister Street.



Fig. 54: Mary Feeney Cottage (c. 1900), 26 Lee Avenue.



Fig. 55: John France House (c. 1860; altered c. 1890), 8-10 Howard Street.



Fig. 56: Edward McDonald Cottage (c. 1905), 7 Wellington Avenue.

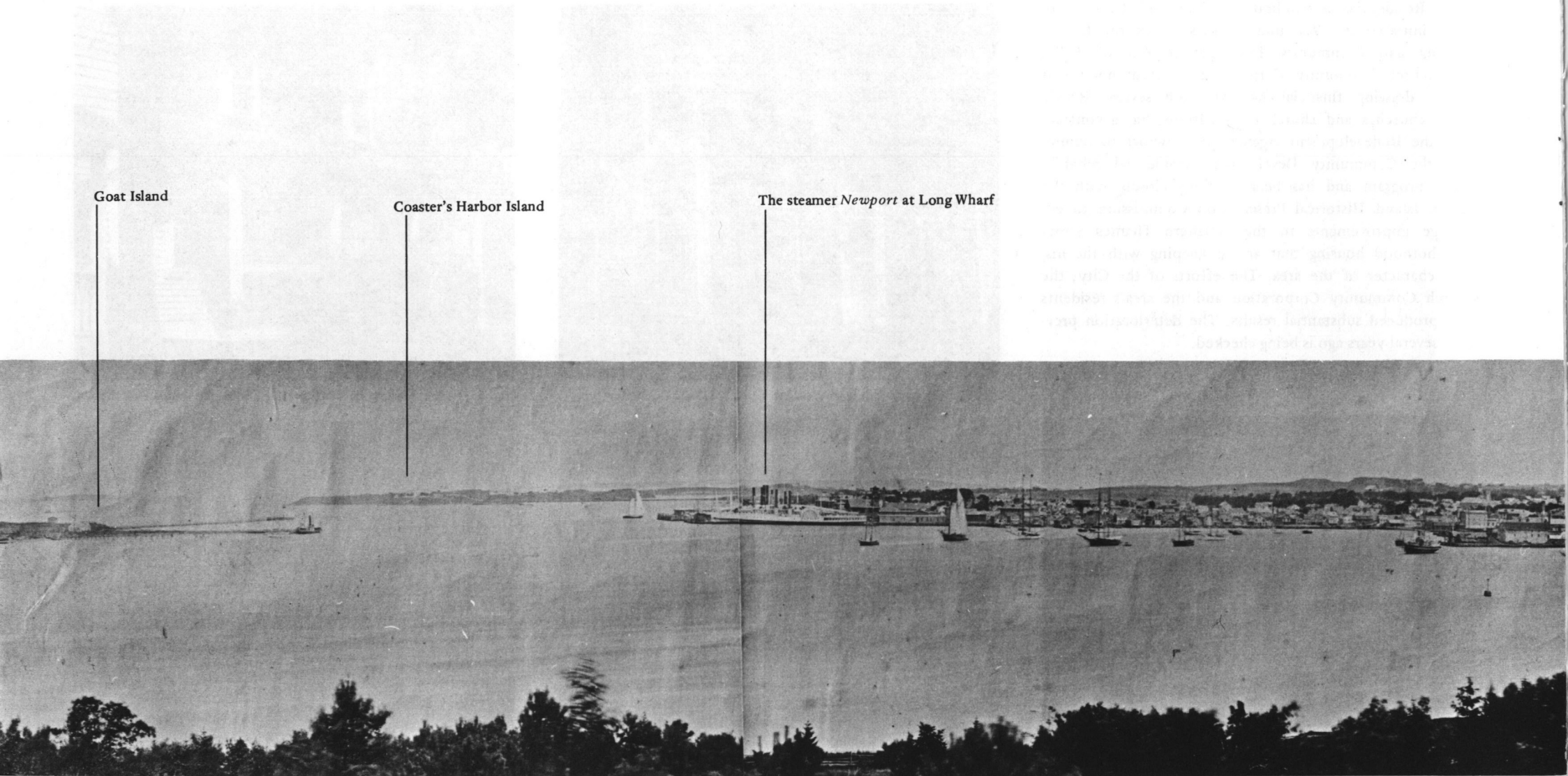
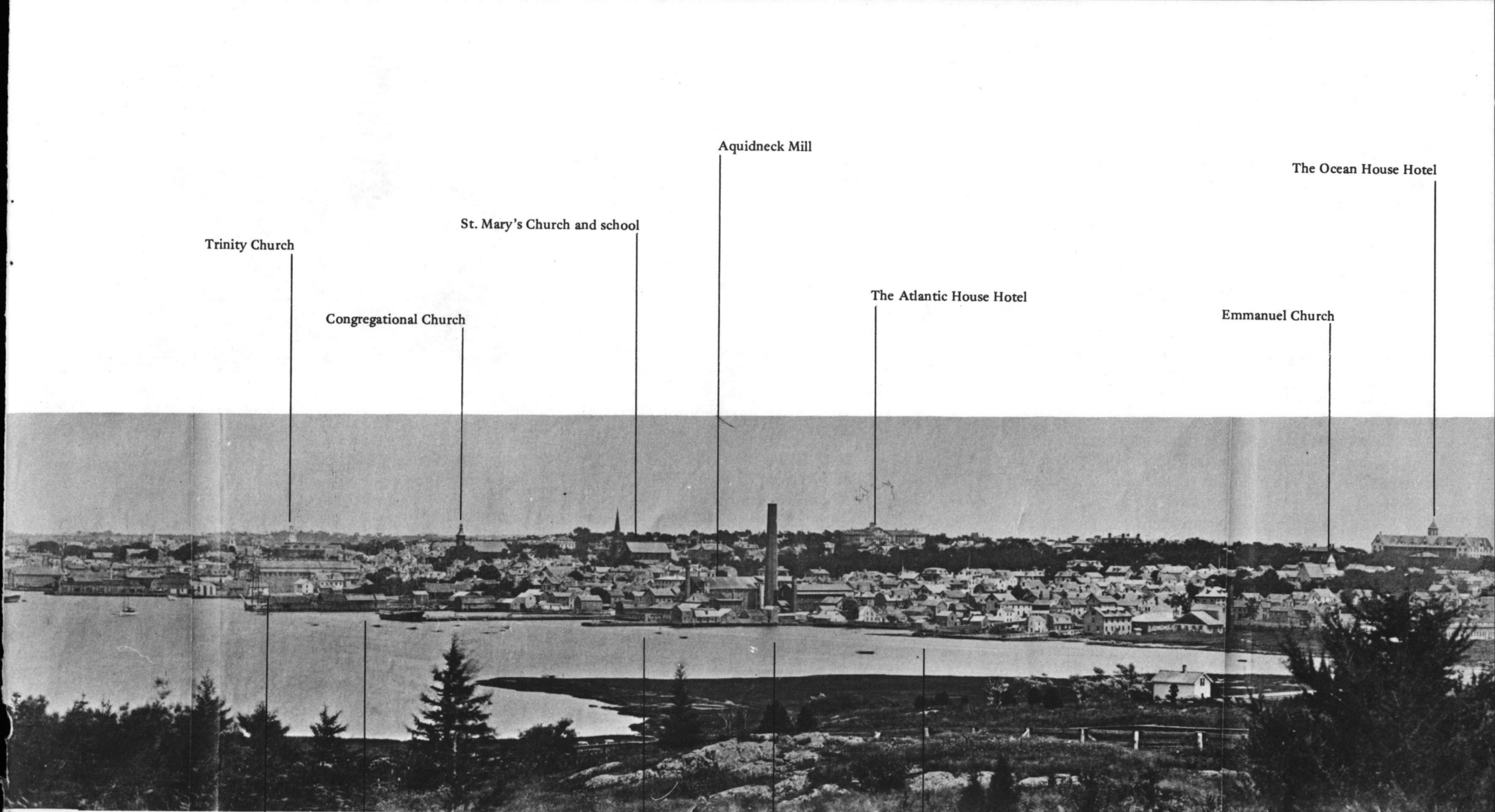


Fig. 57: Panoramic view of Newport harbor (c. 1872) by the renowned Newport photographer, J. Appleby Williams. The view is from Hallidon Hill, looking northeast; the Southern Thames Street area is to the right. Wellington Avenue, skirting the shore, is below the trees in the foreground, crossing a causeway (hidden by the trees) on the right, where it joins Thames Street.



Trinity Church

Congregational Church

St. Mary's Church and school

Aquidneck Mill

The Atlantic House Hotel

The Ocean House Hotel

Emmanuel Church

Perry Mill

Cottrell's Shipyard (now Newport Offshore Limited)

Richmond Manufacturing Co. Wharf (West Howard Street)

Newport Shot and Lead Co. tower

Coddington Wharf

IV. CURRENT PROBLEMS AND OPPORTUNITIES

Although many buildings are now in need of rehabilitation, the neighborhood's fabric is basically well preserved. In some instances, incompatible land uses located within the residential area need to be moved. In addition, the repair or replacement of underground waterlines, the resetting of sidewalks and curbs and the repairing of streets are needed. Better landscaping—including tree planting, street furniture, signs and light fixtures—is also necessary, as are adequate facilities to alleviate traffic congestion caused by parking along the narrow streets.

Many of the buildings within the Thames Street business corridor have recently been renovated. Several buildings are still in need of sympathetic facade improvements and rehabilitation for retail or residential use. In addition, several unsuitable structures need to be replaced.

The waterfront commercial district, potentially a great asset to the city's revival, is generally in bad physical condition, underutilized and in need of redevelopment and rehabilitation. This section of the harborside is characterized by poorly aligned land uses. Traffic congestion and a lack of well planned parking facilities have prevented this district's optimal development. In addition, some of the existing waterfront-oriented businesses lack adequate dock space, structurally sound docks, accessibility and land for expansion.

As a result of Newport's participation in previous federal comprehensive planning and urban renewal programs, the city was allocated a block grant of \$5,000,000 through the Housing and Community Development Act of 1974. In 1980 Newport will complete the final phase of this five-year program. The goal of Newport's Community Development Program is the creation of suitable living environments through public improvements, the rehabilitation of residential areas and business and commercial districts, the preservation and restoration of historic

sites and the beautification of open land. Since 1977, \$360,000 of rehabilitation work, including loans and grants, has taken place in the Southern Thames Street Neighborhood and a \$275,000 project to install new water lines is nearing completion. In addition to Community Development Act funds, Newport is entering the second year of a Small Cities program totalling \$1,170,000 with expectation of \$417,000 for the city in 1980.

Designation of the Southern Thames Street Neighborhood as one of Newport's two target areas for these funds designed to assist property owners make improvements has resulted in enlargement of the project area bisected by Southern Thames Street to include eight blocks bounded by Spring Street on the east, Norton Avenue and Connection Street on the south, Marchant Street to the west and Narragansett Avenue to the north.

In promoting revitalization, all participants must hold as a central objective the retention of the human as well as the architectural fabric of the Southern Thames Street Neighborhood. Displacement must be discouraged. Newport needs to retain low-cost housing for low-income residents. Neighborhood identity needs to be protected from the social and economic impact of the recent surge in condominium conversion of historic buildings and construction of new residential-commercial units along the waterfront which began in 1977 and has increased since.

Newport needs to retain its long-established Thames Street businesses and water-related, harborside industry. New life needs to be brought to this area within the existing social context.

The object of this report is not to make Southern Thames Street fashionable but to encourage its appreciation and physical improvement for the benefit of its residents. The opportunity exists now to reinforce the special character of this residential neighborhood, to protect the long-established commercial corridor and to enhance the historic Newport waterfront, ensuring their survival in the face of late twentieth-century demands.



Fig. 58: 16 Coddington Wharf (the last surviving portion of the Coddington Mill complex) before renovation.



Fig. 59: 16 Coddington Wharf after renovation and conversion into condominiums.

V. SUMMARY

The Southern Thames Street Neighborhood retains physical traces of all periods in its development. The residential area, business district and waterfront played significant parts in the growth and expansion of the city's social, economic and civic life. The network of streets reflects the evolution of Newport's settlement pattern from the seventeenth century until the late nineteenth century. A thriving maritime trade during the colonial era created a cultural climate which produced the distinctive eighteenth-century houses located within the area.

In the mid- and late-nineteenth century, the grid of narrow streets between Thames and Spring streets evolved; land was subdivided for intensive residential development; row upon row of simple residences, rental cottages and tenements were built to accommodate the city's working-class population during Newport's growth as a summer colony. Second-generation natives of Irish and English descent, plus new Irish, English and Scottish immigrant workers, made their homes in this neighborhood. Many worked in the textile mills, factories and gas works that were located in the vicinity of the waterfront. The fine Victorian commercial buildings along Thames Street helped to meet the community's new retail needs.

This pattern and rate of development continued into the early twentieth century, roughly until the First World War. The most visible indicators of this continuation are the streets in the south end of the Southern Thames Street area which are lined with houses built in the first decades of the new century. Development decreased in the 1920s and 1930s as available building sites were exhausted, as the activity of the port declined and as the national economy sank into the Depression. The Depression had a critical effect on the grand life style of Newport's summer estates and consequently on the many neighborhood residents whose livelihoods depended directly or indirectly on this economic base. In terms of development, the Southern Thames Street area passed into a long era of slow decline, not reversed until the late 1970s. Today



Fig. 60: West Howard Street Wharf; view west toward the harbor.

new development pressures, particularly for luxury housing and tourist-oriented commercial development, are transforming sections of the harbor front and the Thames Street commercial corridor. There is the danger that, if

these trends go unchecked, they will end traditional waterfront business uses and remake the socio-economic character of the old Southern Thames Street residential area as well.

VI. RECOMMENDATIONS

The following recommendations are made on the premise that broad-based community participation along with energetic municipal coordination and direction are necessary to implement an effective neighborhood-conservation program. Agencies exist at the state and federal levels which can assist in various capacities, but long-lasting results can only occur with community initiative and determination.

1. Provide for the protection of the Southern Thames Street Neighborhood's important historical buildings and residential, business and commercial districts as well as its streetscapes and waterfront.
 - a. Publicize key properties within the Southern Thames Street Neighborhood which are listed in the National Register of Historic Places (Appendix A) in order to stimulate preservation and restoration programs and encourage applications for restoration grants-in-aid administered by the Rhode Island Historical Preservation Commission (Appendix B).
 - b. Nominate the Southern Thames Street Neighborhood to the National Register of Historic Places, based on its historical development and cohesive building fabric.
 - c. Consider expanding the local historic district as a means of stabilizing the Southern Thames Street Neighborhood's historical environment, through the approval of the Newport City Council, thereby giving the Newport Historic District Commission responsibility for review of all major exterior alterations, demolition and new construction (Appendix D).
2. Re-establish and maintain the historical and environmental identity of the Southern Thames Street Neighborhood's residential area, business district and commercial district as a goal of new planning efforts.
 - a. Pay particular attention to the Thames and Spring Street corridors and their subsidiary streets. The waterfront, a major focal point of the neighborhood, should be improved by redevelopment which is sympathetic to its historical character.
 - b. Encourage the re-use of commercial, public, residential and semipublic structures within the Southern Thames Street Neighborhood. When original uses are no longer appropriate or feasible, viable re-uses should be identified and implemented, such as the conversion of eighteenth- and nineteenth-century houses into professional offices or recycling an obsolete fire station or school building for commercial or residential use.
 - c. Establish, through provisions of the Housing and Community Development Act of 1974, a method of reselling properties within the neighborhood's residential area, business district and commercial district, to homeowners or developers with building plans which are compatible with the neighborhood.
 - d. Ensure that the designs of new public buildings (such as the Thames Street Fire Station) proposed for construction within the Southern Thames Street Neighborhood, reflect a sensitivity to the surrounding historical environment.
3. Enhance the historical image of the Southern Thames Street Neighborhood; encourage pride in its heritage and involve the entire community—including local preservation and historical groups, libraries, the Newport School Department, the Office of the Mayor and all interested organizations—in the implementation of a neighborhood conservation program.
 - a. Develop a local history curriculum for the Newport School Department including the historical development of the Southern Thames Street Neighborhood.
 - b. Install a series of historical markers in the Southern Thames Street Neighborhood as a visible source of public information about this area's history and in recognition of successful preservation projects.
 - c. Keep citizens informed through regular media coverage of progress in the neighborhood's revitalization.
 - d. Conduct walking tours of the Southern Thames Street Neighborhood with an emphasis upon the area's historical development and neighborhood improvements.

4. Encourage restoration and rehabilitation activities.
 - a. Continue administering, through provisions of the Housing and Community Development Act of 1974, low-cost residential rehabilitation loans and grants and commercial loans in order to aid low- and moderate-income property owners in the maintenance of their homes and buildings.
 - b. Seek creative restoration and rehabilitation incentives, such as real-estate tax relief and a temporary freeze on assessments, and make citizens aware of home improvements which will not affect a property's tax assessment—such as landscaping, masonry repairs, painting, roof repairs and interior refurbishing, in addition to new plumbing and electrical and heating systems.
 - c. Utilize *Basic Guidelines for the Rehabilitation of Historic Property*, an outline of basic concepts for the preservation of historic property through rehabilitation, prepared by the Office of Archeology and Historic Preservation, Heritage Conservation and Recreation Service, and develop a rehabilitation and restoration reference library at the administrative agency for the Community Development Rehabilitation Loan Program.
 - d. Sponsor workshops and consultation for neighborhood property owners, in conjunction with community agencies, groups and preservation organizations, that will stimulate and guide neighborhood rehabilitation and restoration projects.

5. Initiate a street improvement-and-beautification program, consisting of suitably designed signs, lighting, planting, paving materials and street furniture, as a means of enhancing neighborhood rehabilitation efforts.
 - a. Promote facade restoration within the business and commercial districts, paying particular attention to original surface materials, color, the relationship of windows and doors and special architectural detailing. Buildings along Thames Street merit very careful attention.
 - b. Enforce more strictly the city's sign ordinance in order to eliminate obtrusive, oversized or inappropriate signs and graphics.
 - c. Implement basic street-paving, curbing and sidewalk repairs throughout the Southern Thames Street Neighborhood, preferably using traditional pavement materials and improve street lighting and existing landscaping. Undertake professional landscape design studies for guidance.
 - d. Undertake professional study of neighborhood traffic problems so that parking will not detract from the overall character of the streetscape. When appropriate, plantings should be used to conceal parked automobiles; traditional materials, such as brick or stone, and contemporary materials, such as aggregate concrete, should be considered for use to give texture and variety to concrete and asphalt parking pavements.

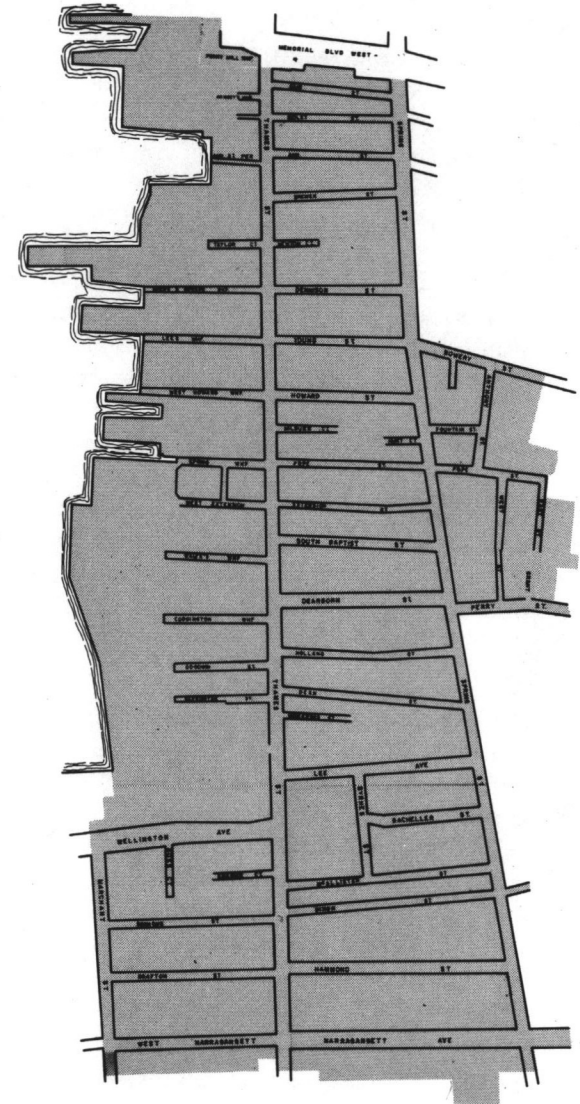


Fig. 61: Proposed National Register District boundaries in the Southern Thames Street Neighborhood.

APPENDIX A: THE NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places, maintained by the Heritage Conservation and Recreation Service, United States Department of the Interior, is a record of structures, sites, areas and objects significant in American history, architecture, archeology and culture. Authorized by the National Historic Preservation Act of 1966 as the official inventory of the cultural and historic resources of the nation, it includes historical areas within the National Park System, National Historic Landmarks, federal properties nominated by federal agencies and other properties of national, state or local significance worthy of preservation. In order to be entered on the Register, nominated properties must be approved by the Heritage Conservation and Recreation Service on behalf of the Secretary of the Interior. Registered properties are protected from federally funded and licensed activities by a state review process. Listing on the National Register is a prerequisite for eligibility for federal matching grants-in-aid funds which are administered within the state by the Rhode Island Historical Preservation Commission.

In 1968, the National Park Service designated Newport's municipal historic district and adjacent areas a National Historic Landmark District; properties located within or bordering the section of the Southern Thames Street Neighborhood bounded by Memorial Boulevard West, Spring Street, Pope Street and Thames Street fall within this Landmark District and are, therefore, listed in the National Register of Historic Places.

In addition, the following properties are individually listed in the National Register of Historic Places:

Perry Mill, 337 Thames Street

Francis Malbone House, 392 Thames Street

Samuel Whitehorne House, 414-418 Thames Street

Newport Steam Factory, 4 West Howard Wharf

The remainder of the Southern Thames Street Neighborhood is recommended for entry in the National Register of Historic Places in light of its historical development and architectural character.

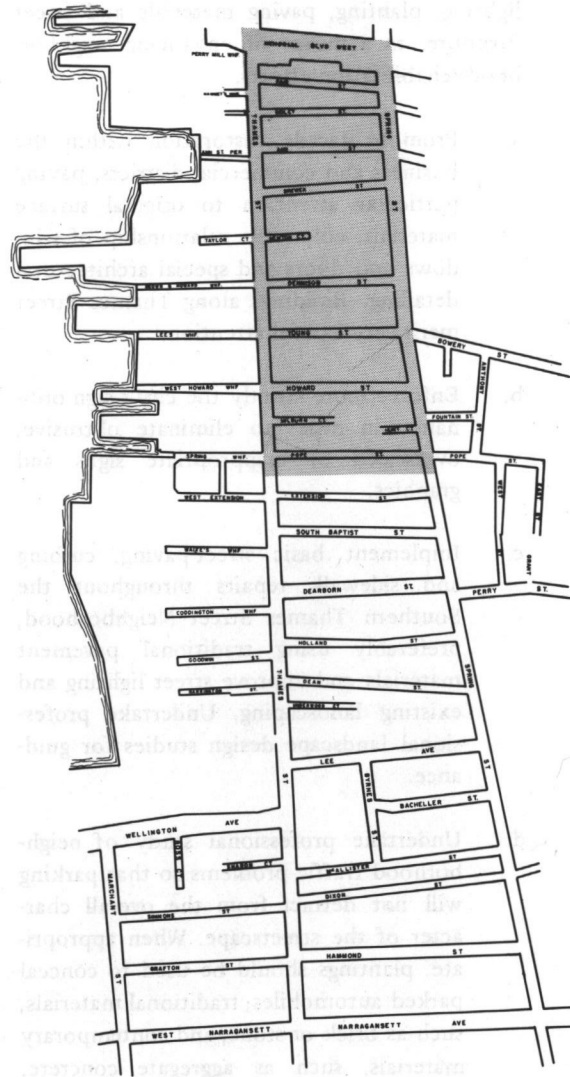


Fig. 62: Map of the Southern Thames Street area, indicating the portion of the neighborhood included within the existing National Historic Landmark District.

APPENDIX B: GRANTS-IN-AID PROGRAM

The National Historic Preservation Act of 1966 established a program of matching grants-in-aid for development of properties listed in the National Register of Historic Places. Once a year, the Rhode Island Historical Preservation Commission accepts applications from individuals, public and private organizations and state and local government units which own properties listed in the National Register.

Matching grants-in-aid can be used to acquire, protect, stabilize, rehabilitate, restore or reconstruct National Register properties. Allowable work under the program includes exterior and interior restoration, structural repairs, installation or updating of utility systems, architectural fees, archeology, historical research and the installation of protective systems. New construction, furnishings and modern landscaping are not allowable costs.

The Commission receives many more applications each year than it is able to fund. The applications are evaluated according to the following criteria: the architectural and historical significance of the property; the degree to which the proposed use and treatment respect the historical and architectural values of the building; the urgency of the proposed work; the public benefit of the project, both educational and economic; the degree to which the property is threatened; and the location of the property. The Commission may fund up to half the cost of a project. The grants awarded by the Commission have generally ranged in size from \$3,000 to \$50,000.

Once the Commission has selected the projects to be funded, the grantees must submit professionally prepared specifications and drawings developed in accordance with the Secretary of the Interior's Standards for Historic Preservation Projects. The Heritage Conservation and Recreation Service in the Department of the Interior must review and approve the individual projects before any work can begin.

Financial assistance for the acquisition and development of National Register properties is provided for the benefit of the general public. Therefore, upon accepting a grant, the property owner must sign a preservation ease-

ment which is recorded with the deed to the property. The easement states that the owner agrees to maintain the property and not make any visual or structural changes without prior approval from the Commission. The number of years this agreement is in effect depends on the amount of funding received. Unless the grant-supported work is visible from a public right-of-way, the property must be open for public view twelve days a year.

Matching funds can come from any non-federal source: from Community Development Block Grant Funds and in the form of donated services, real property or equipment. Grant applicants are urged to submit requests for the amount for which they can actually match and realistically complete in one year.

Applications are accepted by the Commission during March and April each year and are reviewed during May and June; the Commission selects the projects in July. Those selected are first awarded funds to have the necessary specifications and drawings prepared. Development grants are officially awarded and construction may begin once the projects have been approved by the Commission and the Heritage Conservation and Recreation Service. Project work is generally completed within a year.

APPENDIX C: TAX REFORM ACT OF 1976

The Tax Reform Act of 1976 contains important new tax incentives for preserving historic, income-producing properties and alters provisions in the federal tax code which have worked against historical preservation. Commercial, industrial or rental residential properties that qualify as "certified historic structures" are entitled to tax advantages under the new act. A "certified historic structure" is defined in the law as a depreciable structure which is (A) listed in the National Register, (B) located in a National Register historic district and is certified by the Secretary of the Interior as being of historic significance to the district or (C) located in a local historic zoning district certified by the Secretary of the Interior to be controlled by design-review procedures which will substantially achieve the purpose of preserving and rehabilitating buildings of historical significance.

One provision of the Act permits the owner of a certified historic structure to write off, over a five-year period, expenditures which are part of a certified rehabilitation of property. Before passage of the Tax Reform Act, property owners were required to spread deductions over the life of the property. The new law allows a tax savings in shorter time, thus encouraging owners to rehabilitate historic commercial properties.

Another provision allows taxpayers to depreciate "substantially rehabilitated historic property" as though they were the original users of the property, entitling them to use accelerated depreciation which could previously only be used for new buildings. The code discourages demolition of certified historic properties in two ways. Demolition costs can no longer be deducted, and any new building replacing a demolished historic structure is denied accelerated depreciation. Although the Tax Reform Act of 1976 needs further analysis and clarification, it will certainly make the preservation of historic buildings more economically feasible. Any property owner interested in learning more about the historical preservation provisions of the Act should contact a tax analyst or the Rhode Island Historical Preservation Commission. Currently, the Tax Reform Act Preservation provisions are due to expire in June, 1981, but may be re-enacted by Congress.

APPENDIX D: HISTORIC DISTRICT ZONING

On January 27, 1965, the Ordinances of the City of Newport were amended by adding a new chapter, No. 149, entitled, "An Ordinance to Provide for Historic Area Zoning." The purpose of this ordinance is to safeguard the heri-

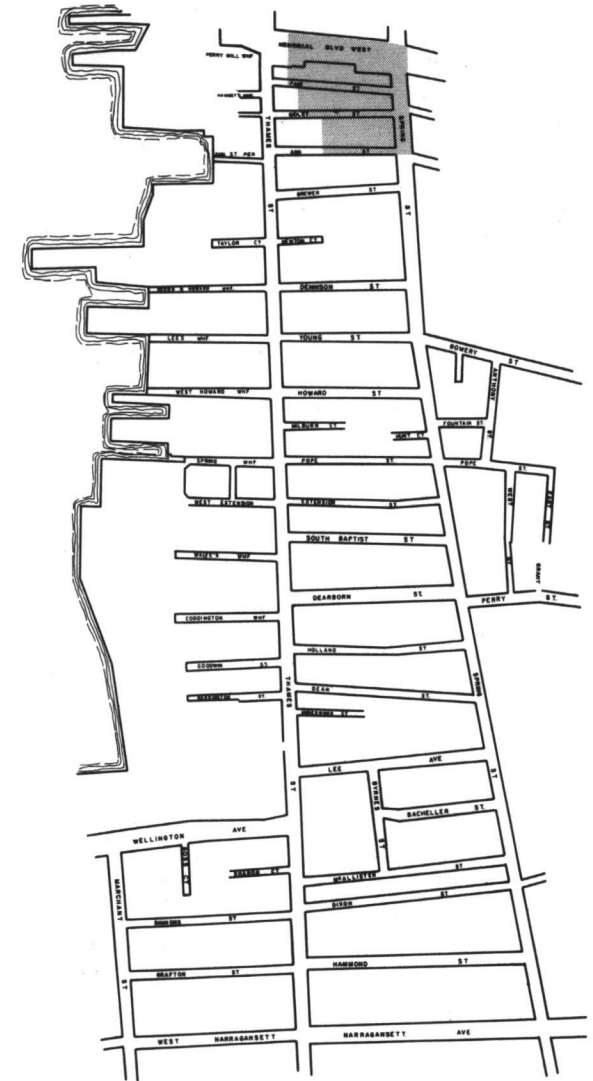


Fig. 63: Map of the Southern Thames Street area, indicating the portion of the neighborhood included within the existing local historic zoning district.

tage of the City of Newport by preserving districts which reflect the elements of its cultural, social, economic, political and architectural history. An Historic District Commission comprised of seven members appointed by the Mayor administers this ordinance. The Historic District Commission is responsible for reviewing any application to erect, alter, move or demolish an existing structure within an Historic District and to approve or reject such application. The Commission considers only the exterior features of a structure and does not consider interior arrangements. Copies of the set of regulations by which the Historic District Commission operates as well as maps which delineate the Newport Historic District are available in the Building Inspector's Office at Newport City Hall.

The section of the Southern Thames Street Neighborhood bounded by Memorial Boulevard West and Spring, Ann and Thames streets (excluding properties abutting Thames Street) is protected by historic district zoning. The remainder of the Southern Thames Street Neighborhood is recommended for inclusion within the Newport Historic District.

APPENDIX E: SURVEY FORM AND MAP

A standard survey form, the "Historic Building Data Sheet," has been prepared by the Historical Preservation Commission for use throughout the state. On the form a property is identified by plat and lot numbers, street number, ownership at the time the survey was conducted, present use, neighborhood land use and a photograph.

Each property is also identified by one or more broad period time-frames which denote the original construction date or stylistic affinity and date(s) of major additions or alterations: P = prehistoric (before 1636), E = early (1636-1715), C = Colonial (1700-1800), F = Federal (1775-1840), GR = Greek Revival (1825-1865), EV = Early Victorian (1840-1870), LV = Late Victorian (1865-1910), ET = early twentieth century (1900-1940), MT = mid-twentieth century (1940-1975), and LT = late twentieth century (1975-present).

The "COMMENTS" section is used for brief notations regarding a building's style, structure, details and architectural significance. The "HISTORY & SOURCES" section includes notes on individuals, organizations and events associated with the building; dates and nature of significant additions or alterations; selected bibliographical and pictorial references; and identification of the building on historical maps and in street directories.

The four "EVALUATION" sections are intended as tools for quick reference to appraise various aspects of a property's preservation value. In general, the key factors that indicate the reason for preserving structures have to do with their visual significance—that is, "Architectural value" and "Importance to neighborhood." Other factors, such as condition, should be seen as pluses. Nor should a low historical rating be allowed to militate against the preservation of buildings deemed of architectural significance or those important in the neighborhood context.

The evaluation of a structure's exterior physical condition is rated on a 0, 2, 3, 5 scale, without regard to its architectural merits. Buildings assigned "5" are in excellent physical condition (original or altered). Those rated "3" are in good condition, with only slight evidence of the need for improvements, such as repainting or minor repairs. Structures rated "2" are in fair condition, and may require substantial work, such as resheathing or repairs to porches, fenestration and so on. Buildings rated "0" are in poor physical condition and probably require extensive work if they are to be retained. These ratings are based upon observation of the exterior only and do not reflect interior appearance or structural, electrical and mechanical conditions.

The evaluation of the grounds, either of a building or a site, is rated on a 0, 1, 2 scale. Those that are in good condition and are a visual asset to the environment are assigned "2." The "1" rating indicates that the grounds do not detract from the surrounding area. The "0" rating applies to grounds that have a negative impact on the environs.

The evaluation of the neighborhood's physical condition is based on a 0, 2, 3 scale. "Neighborhood," in this context, denotes the immediate area surrounding a surveyed property and does not necessarily reflect physical features such as street blocks or demographic boundaries. Neighborhoods rated "3" are characterized by a uniformly high standard of maintenance of both buildings and grounds. Those assigned a "2" have well kept properties in much of the area but also have sections where the need for improvement is readily apparent. The "0" rating is used for areas which, for the most part, detract from the visual quality of the community as a whole.

Architectural ratings are assigned on a 0, 10, 20, 30, 38 scale. The "38" rating is reserved for a generally small number of buildings deemed of outstanding importance to the community and which, in most cases, are also of at

least regional significance. The "30" rating indicates a structure of meritorious architectural quality, well above the local norm. The "20s" and "10s" constitute the majority of buildings surveyed. They are of local value by virtue of interesting or unusual architectural features or because they are good representatives of building types which afford an index to the community's physical development and define the visual character of its building stock. Structures rated "20" and "30" are essential to an area's historic character. They provide a visual context which defines the historic quality of the Southern Thames Street Neighborhood and create an important background to the key structures rated "38." Buildings rated "0" are undistinguished architecturally and make no positive visual contribution to the environment. Structures that have been extensively and unsympathetically altered are given lower ratings than similar buildings in their original state. Monuments, markers and civic sculpture are assigned ratings on the basis of general visual and associative qualities which do not necessarily reflect artistic integrity.

A property's importance to its neighborhood is rated on a 0, 5, 10, 14 scale, with "neighborhood" used according to the above definition. The "14" rating denotes a property that is a key visual landmark, of the utmost importance to the visual integrity of its environs. Those rated "10" make an important visual contribution either by virtue of individually distinguished qualities or due to characteristics of form, scale and massing which help maintain the visual continuity of the surrounding area. The "5" rating indicates a minor, but positive, contribution in either of the above respects or a property which may be of visual interest unto itself but one which is not especially compatible with its physical context. The "0" rating applies to properties which have a decisively negative effect on the neighborhood.

Historical value is also rated on a 0, 10, 20, 30, 38 scale. The "38" rating is assigned to properties associated with individuals (including architects), organizations or events which are of historic significance on the national

level. Those of regional or state importance are rated "30." The "20" rating applies to entries related to noteworthy local developments and also includes buildings which, by virtue of their age, are considered to make a major contribution to the community's historic environment. The "10" rating denotes limited local historical value. The "0" rating is used to designate properties of no known historic interest at the present time.

Data from the survey sheets has been transferred to a series of detailed maps, drawn on a 1:50 scale. These maps depict every structure, regardless of date or historical importance, along with the address, a code for period or style and the architectural and historical ratings. They make information pertaining to the cultural resources of the Southern Thames Street Neighborhood available for all planning purposes.

HISTORIC BUILDING DATA SHEET RHODE ISLAND STATEWIDE SURVEY		COUNTY	
FILE NO. -- PLAT <u>35</u> LOT <u>140</u> LUS _____		Newport	
ADDRESS <u>44 Hammond St.</u>		CITY/TOWN	
OWNER -- _____		Newport	
PRESENT USE: 1 fam <input checked="" type="checkbox"/> 2 fam _____ multi _____ pub _____ comm _____ indus _____ reli _____ agr _____ mixed _____ other _____		NEGATIVE NO. <u>NNLT 23/24</u>	
NEIGHBORHOOD LAND USE: res <input checked="" type="checkbox"/> comm _____ indus _____ pub _____ agr _____ woods _____ other _____		KNOWN AS _____	
PERIOD/STYLE: P C F GR EV <input checked="" type="checkbox"/> LV ET MT LT		ARCHITECT _____	
DESCRIPTION: Stories: <u>1 1/2</u>		DATE & SOURCES <u>c.1892 (deeds, maps)</u>	
Roof: gable (flank _____ end <input checked="" type="checkbox"/> cross _____)		ORIGINAL USE <u>rental property</u>	
gambrel (flank _____ end _____ cross _____) hip _____		ORIGINAL OWNER <u>Ellen M. Lynch</u>	
monitor _____ mansard _____ flat _____		HISTORY & SOURCES:	
other _____		1883 map: site vacant.	
Walls: clapboard <input checked="" type="checkbox"/> brick _____ stone _____		N. Deed Book 64, p.73, 7 Nov. 91:	
shingle _____ modern comp _____		Daniel J. Bickley sells vac. lot to	
other _____		Ellen M. Lynch (wife of Thames St.	
Foundation: height <u>3'</u> stone _____ brick <input checked="" type="checkbox"/>		baker J. J. Lynch).	
other _____		1893 Map: house shown, prop. M. Lynch.	
Alterations: good _____ poor _____ none <input checked="" type="checkbox"/>		1907 Map: house shown, prop. E. M. Lynch.	
Rare bldg. _____ Typical of its area <input checked="" type="checkbox"/>		(Note: Hammond St. accepted by city in	
COMMENTS:		Sept. '88; Deed Book 61, p.536.)	
3-bay, end-gable street front with		EVALUATION:	
bracketed porch; well preserved. One		Physical Condition	
of a pair of cottages (other is #46)		structure 5 6 2 0	
built by Ellen M. Lynch c.1892.		grounds 5 1 0	
		neighborhood 5 2 0	
		Architectural	
		value 38 30 <input checked="" type="checkbox"/> 10 0	
		Importance to	
		neighborhood 14 <input checked="" type="checkbox"/> 5 0	
SURVEYOR JAH X AV Checked		Historical	
SUPERVISOR DC X HV Checked		value 38 30 20 <input checked="" type="checkbox"/> 0	
DATE: 1978		Total Score --Map: 2A-1	
		48	
		ROAD Hammond Street	
		NBR NO. 44	
		PRIORITY NNR Dist.	

Fig. 64: Sample historic building data sheet.

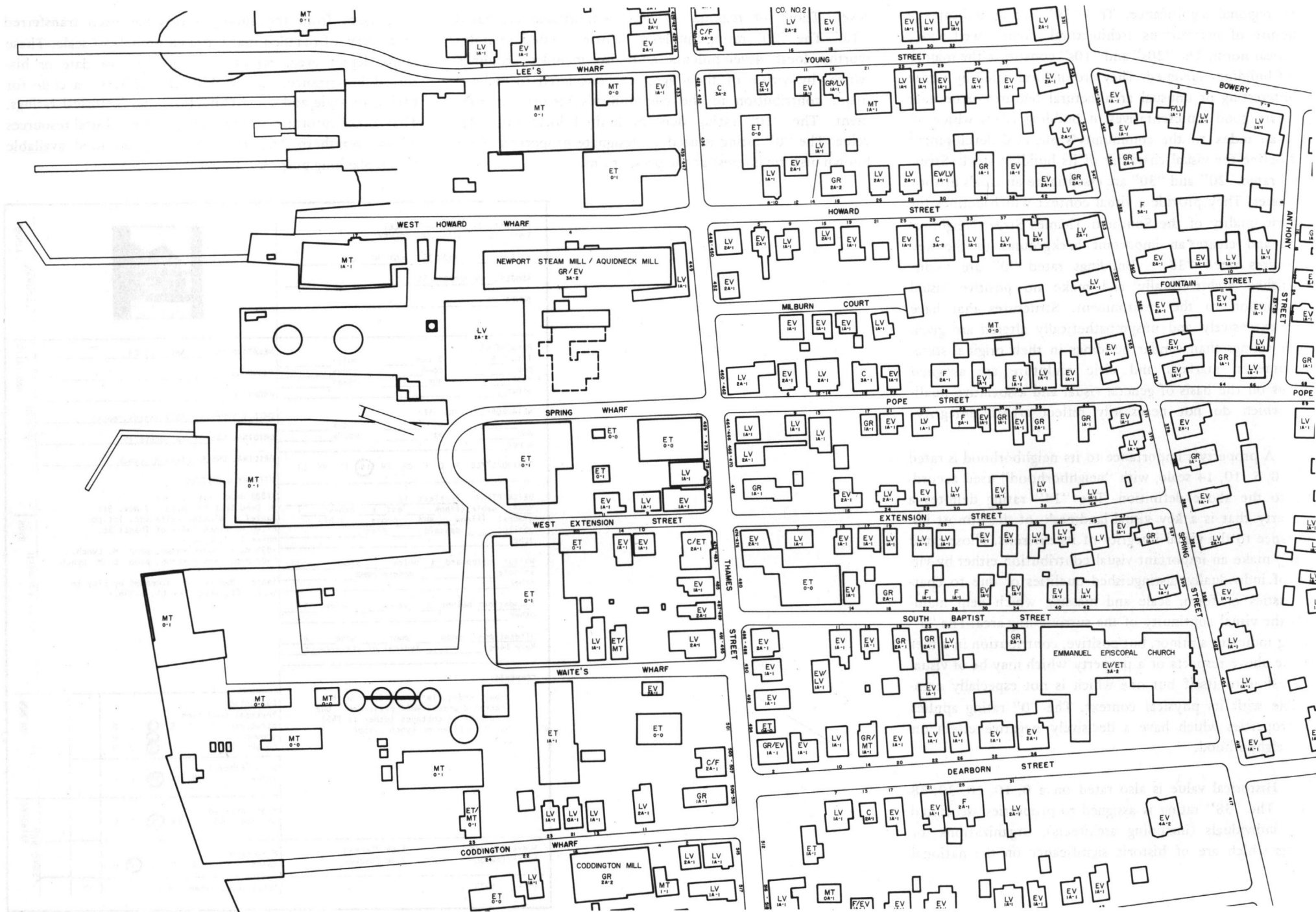


Fig. 65: Sample detail of the survey map.

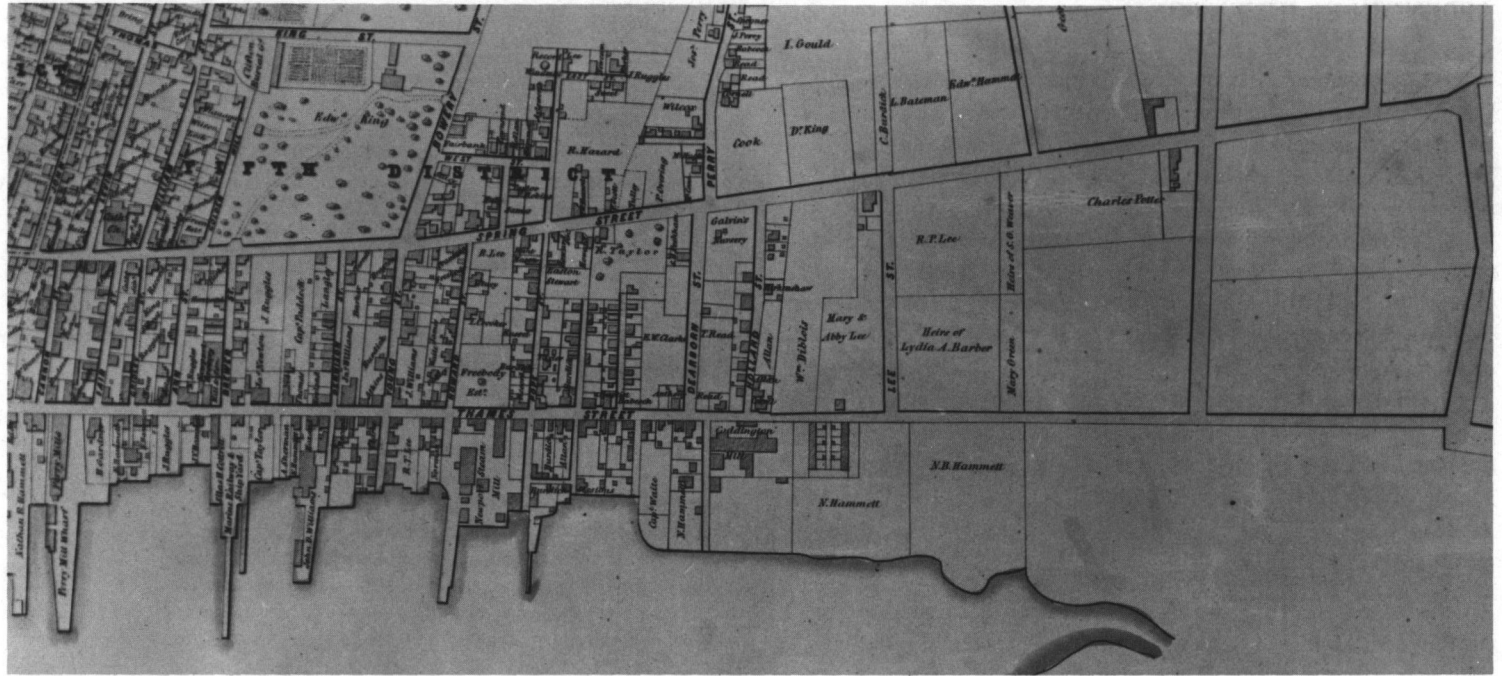


Fig. 66A. Detail, Driggs' 1850 map of Newport, showing the Southern Thames Street area.



Fig. 66B. Detail, Beers' 1870 map of Newport, showing the Southern Thames Street area.

APPENDIX E: INVENTORY

The following structures and sites in the Southern Thames Street Neighborhood have particular historical, architectural or environmental importance. Each property listed has significance either in itself; by association; or, in the case of many structures, as representative examples of a common building type. Entries include a property's name, approximate date(s) of construction and major alterations or additions, physical description and historical background. Unless otherwise indicated, all buildings are of wood-frame construction. Entries are listed alphabetically by street and then in numerical order by street number. Some buildings without street numbers have been assigned numbers for the purpose of this survey; such numbers appear in brackets in this inventory.

The names associated with many buildings (such as 9 Ann Street, the John J. Dugan House) are usually those of the earliest known owner or occupant, taken for the most part from maps or atlases, city directories or deed research. A good number of buildings are associated with the name of a single owner because so much South Thames area real estate was rental property and several landlords owned many buildings. The majority of building dates are based upon stylistic analysis, map histories, newspaper accounts and city directories. More extensive research would change some of these designations. The word "tenement" is used in the Inventory in its proper nineteenth-century meaning—a fairly modest residential building containing rental units.

In reviewing this inventory, it should be recognized that these listings represent only a sampling of the properties which define the neighborhood's special identity. The final survey map (available at the Historical Preservation Commission and Newport City Hall) facilitates an understanding of the relationship between these structures and their environment. It makes clear how intact and dense the historic fabric of this neighborhood remains.

ANN STREET

- 9 **John J. Dugan House (c. 1896):** A very typical residential building; a 2½-story, 2-family house, set with its narrow, gable end toward the street. The gable itself is projected out from the plane of the front wall over 1st- and 2nd-story porches and a 2-story bay window. The porches are now glassed-in, an early 20th-century alteration found on many houses in the neighborhood. The first floor of the building has clapboard siding; above is wood shingling; a thick molding running around the house at the juncture of these two siding materials accents its horizontal banding. Built on a sidehall plan, the parlor of each apartment is lighted by the bay window. Such 2-family dwellings, constructed in what is now commonly titled the late "Shingle Style" between about 1890 and 1910, are prevalent in this area, in similar neighborhoods in the city and, indeed, throughout New England. Dugan was a hairdresser with a shop on Thames Street.
- 28 **Hazard-King-Austin House (18th century):** Moved to this site after 1808, this three-quarter house with steep gable roof and wide overhanging cornice is well restored, retaining its original entrance, 12-over-12 sash on the facade and 6-over-6 sash on side elevations. Its deep cornice overhang and 3-bay plan suggest an early 18th-century date. When Johnathan Wallen sold the lot to George B. Hazard in 1808, no house was mentioned. David King bought the house and lot in 1819 and sold it to William Austin in 1869. All three early- and mid-19th-century owners probably held this as rental property. Austin lived in the house next door, 32 Ann Street.
- 32 **William M. Austin House (c. 1845):** A 2½-story, Greek Revival house with a hip roof, gabled dormers, bracketed cornice and noteworthy doorway with decorative transom and sidelights. Austin, a house painter, later moved to other dwellings in the area; he owned a number of homes here, most being rental property.
- 34 **William M. Austin Cottage (c. 1875, c. 1895):** A typical cottage with a small open entrance porch framed by turned posts and a railing; decorative, staggered-shingle banding; and a gable roof. Though dating from the 1870s and probably erected by Austin (who lived next door) as rental property, the exterior of this dwelling appears to have been redone in the 1890s.

BACHELLER STREET

- 11 **John Eagan House (c. 1865):** This typical and well preserved, plain, gable-roofed, 2½-story house was built for a laborer.
- 23 **Bridget Brennan House (c. 1750):** A 1½-story house with a gambrel roof, moved to this site between 1865 and 1870. Now called "the old farmhouse," the early history of the building is unknown. The interior is noted for its period staircase and good detailing. Bridget Brennan, who lived here with her family in the mid-19th century, was married to Edward Brennan, a horseshoer. A fair number of immi-

grant families like the Brennans bought modest "discarded" old buildings like this house and moved them into newly growing areas like the Southern Thames Street neighborhood. The same phenomenon is found in the South Providence neighborhood, for example, where Irish families moved simple old houses in to serve as their new homes.

BREWER STREET

- 7-9 **A. W. Hill Tenement (1884):** Standing on land occupied by the A. W. Hill Brewery in the late 19th century, and site of a brewery since the late 18th century, this 3-story, flat-roofed tenement has a bracketed entry, doorway and cornice.
- 25 **Benjamin Mason House (c. 1740):** Moved to this site from the harborside, this 2½-story, gambrel-roofed house has an early 18th-century form; the Greek Revival entranceway with sidelights is an alteration of the early 19th century.
- 30 **Nathan Gardner House (c. 1780):** A large 2½-story house with gambrel roof, set end to street. It has a Victorian entranceway. In 1797, Nathan Gardner sold it together with his nearby brewery to Richard Hazard.

CODDINGTON WHARF

- 11 **Owen Greelish Cottage (c. 1878):** A well preserved, mansard-roofed house retaining its decorative, porch and window trim. Greelish, who did not live here, was a laborer and sometime gardener.
- 16 **Coddington Mill Building (after 1837):** This much altered, 2-story, stone-brick-and-frame structure with a flat roof is all that survives of the old Coddington Mill built near this site. The mill, a cotton-goods factory, contained 11,000 spindles and 75 looms when it was destroyed by fire in 1860.

DEAN AVENUE

- 20 **William J. McGowan Cottage (c. 1893):** Gable-roofed, 1½-story house with a handsome bracketed porch. Though typical of the neighborhood, few such houses are as well preserved. McGowan was a coachman, employed at a Downing Street livery stable.

DEARBORN STREET

- 13 **John Bishop House (17th century; altered, 1974):** An extensively rebuilt, 1½-story, 17th-century house with a gable roof and fieldstone chimney. Only sections of the original frame are intact. The house was moved to this site in the mid-1870s by John Bishop, a gardener.
- 25 **Patrick Murphy House (c. 1740?):** This 2½-story dwelling has a gable roof with a wide eaves jet and a lean-to addition. Altered and possibly moved, this house retains early 18th-century characteristics. By the late 19th century it belonged to Patrick Murphy, a laborer.
- 31 **Michael A. McCormick House (c. 1870 and c. 1895):** Although a structure was built on this site by 1870, the Shingle Style/Colonial Revival characteristics of the house suggest

that a major remodeling occurred in the 1890s. This striking house consists of a 2½-story section with a gambrel roof, a gambrel-roofed wing to the west and a 2-story ell with hip roof. The facade has an open, 1st-story porch with decorative railings and brackets, a 2nd-story bay window and an applied sunburst in the gable. Of note are the cut-shingle wall fabric, oriel and gabled dormers. This was long the home of Michael A. McCormick, an important Newport contractor, long-time city councilman for the Fifth Ward and a major figure in the local Irish-American community. The house was later the home of John McCormick, a mason; other members of the McCormick family, all also in the building trades, boarded here.

- 36 **Michael McCormick House (c. 1856):** An L-plan, 2½-story house with an intersecting gable roof; bracketed cornice, pedimented gables and elaborate porch trim. Michael McCormick was a carpenter and later an undertaker. He probably executed the fine exterior woodwork which makes this house noteworthy.

DENNISON STREET

- 12 **William Mansfield House (probably mid-18th century):** Extensively renovated in 1970 by the Newport Restoration Foundation, this 1½-story house with gambrel roof and shed dormers stands on a lot Samuel Whitehorne sold to Joshua Langley in 1824. Horatio Tracy bought the lot in 1831 and sold it to William Mansfield in 1836. When Mansfield sold the property to Clarke Burdick a year later, the house had been moved to this site. By 1876 the house belonged to John Ronayne, a laborer.
- 16 **Horatio Tracy House (c. 1846):** Extensively restored in 1973 by the Newport Restoration Foundation, this 2½-story, Federal/Greek Revival house with a gable roof also stands on the lot Samuel Whitehorne sold to Joshua Langley in 1824. Horatio Tracy, who bought the lot in 1831, still owned it in 1836, and by 1846, when the property was in the possession of George Clarke, the house had been built.
- 18 **Former Second Baptist Meetinghouse (1707):** Originally located next to the John Clarke Cemetery on West Broadway, this extensively modified, 2½-story, gable-roofed structure was built as a meetinghouse but was probably converted into a residence shortly after its construction. The building was moved to this site in 1975 by the Newport Restoration Foundation.

DIXON STREET

- 35 **Honora Keefe House (c. 1888):** A 2-story clapboard and patterned shingle house with hip roof and a particularly attractive front porch framed by turned posts and elaborate brackets.

EXTENSION STREET

- 16 **Burdick Cottage (c. 1845):** A well preserved, 1½-story cottage, three bays wide with a central entrance, "Gothic"

cross gable, simple bargeboards on front and end gables and arched windows in the gables. The owner, Clark Burdick, was a Thames Street merchant. This was rental property.

FAIR STREET

- 8 **Hammett House (c. 1845):** Modest, 2½-story Greek Revival house with a gable roof, recessed entrance and simple trim (see entry on 25 Fair Street). The Hammetts were a large, old-line Newport family, most of whom lived in this area in the mid-19th century. This building probably belonged to Nathan Hammett, a carpenter.
- 25 **William Oman House (c. 1878):** A 2½-story, 2-family house with gable roof. Now shingle-clad, this very plain, 3-bay house with sidehall plan is essentially identical to the Greek Revival house at 8 Fair. The most striking difference is the height of 25 Fair Street—a very tall, 2½-story structure, indicating the preference for high-ceilinged rooms in the late 19th century. William Oman was a fisherman.
- 28 **James D. Hidler Cottage (1880):** Asymmetrical, imposing, mansard-roofed cottage with slated mansard and gabled dormers; a large bay window dominates the design. Hidler ran a Thames Street liquor business. According to an account published in the *Newport Mercury*, October, 30, 1880, the home "contains 15 rooms, including laundry and bathroom, and is one of the prettiest cottages in the city. It cost \$4800. The architect and builder was John D. Johnston."

GIDLEY STREET

- 24 **Frank P. Lynch House (c. 1888):** This well preserved, gable-roofed cottage has an open front porch with turned posts and scroll brackets; the original doors with colored glass survive. This is a good example of a common neighborhood house type.
- 27 **House (c. 1800):** A well restored, 2½-story Federal house with a gable roof and a fine pedimented doorway with elaborate fanlight. It was apparently moved here in the 20th century.

GOODWIN STREET

- 5 **Richmond Manufacturing Company Building (c. 1880):** An interesting, 2½-story, stone structure with a gable roof and a 2-story, flat-roofed bay addition. It may have been part of the company's enamel factory. By the late 19th century it had been converted into a residence.

HAMMETT'S WHARF

Christie's Restaurant (c. 1945, et seq.): This rectangular, 2-story structure with a low gable roof, gambrel-roofed service wing, open decks and harborside patio is a prominent example of the neighborhood's waterfront restaurants which cater to Newport's economically important tourist trade. Christie's was founded by Stephen P. Christie in 1945. At that time Newport waterfront restaurants were con-

centrated on Long Wharf; Christie's was the first in this part of the harbor.

HAMMOND STREET

- 38 **Catherine M. Sullivan House (c. 1888):** A 1½-story cottage with gable roof, front porch with fine balustrade and decorative brackets, original bracketed entranceway with sidelights. A well preserved example of a common local house type.
- 40 **Caroline Holland House (c. 1889):** This outstanding, mansard-roofed cottage retains its fairly elaborate porch and window trim, as well as a now rare picket fence. Caroline Holland, a widow, lived here with Charles Holland (coachman for Fairman Rogers, who had a summer estate on Ochre Point) and H. Lee Holland (Rogers' "insideman").
- 44 **M. Lynch House (c. 1888):** Typical gable-roofed cottage with front porch and bracketed trim.
- 53 **Maria Martin House (c. 1902):** A relatively ample, clapboard and shingle house set gable end to the street. Its front porch, now glassed-in, has a pediment over the entrance steps. The attic gable is projected out so as to cap two shallow, 2nd-story bay windows. A pattern-book house, the type is common in Newport and nearly identical versions of this dwelling can be found in several neighborhoods. Maria Martin was the widow of Michael Martin, a gardener.

HOWARD STREET

- 12 **Thomas Oatley House (c. 1865):** Built as a gardener's residence, and set back from the street, this well preserved cottage with an intersecting gable roof has relatively elaborate trim, probably added in the 1890s.
- 16 **Beriah Waite House (c. 1830):** This well preserved, 2½-story Greek Revival residence (which may contain an earlier structure) has a broad gable roof and a fine Greek Revival entranceway.
- 29 **Edward Cole House (c. 1760):** A recently restored, 2½-story dwelling with a modillion cornice and a well proportioned gable-on-hip roof and shed dormers. Edward Cole sold the house to Benjamin Howard, for whom Howard Street is named, before the Revolution. It was later the home of Isaac Crooker, captain of the *Audley Clarke* on her voyage from Newport to California in the gold rush of 1849.

LEE'S WHARF

Williams & Manchester Shipyard (1901, et seq.): One of the state's best known shipyards. Williams & Manchester has been on Lee's Wharf since 1901. The shipyard includes several buildings dating from the early 20th century.

McALLISTER STREET

- 26 **McKenny House (c. 1880):** A well proportioned cottage with a gable roof, gabled dormers and a 1-story, flat-roofed

ell, on a high, coursed-stone foundation. An open porch supported by square posts and simple brackets extends across the facade.

NARRAGANSETT AVENUE

- 6 **William F. Beattie House (c. 1899):** Large, 2½-story Late Victorian house with a bracketed gable roof and open front porch. It is characteristic of many buildings on this street and in the immediate area. Beattie listed himself in the Newport directories as an engineer.
- 8 **Patrick Dunn House (c. 1900):** A 2-story clapboard and shingle residence with a hip roof, a front porch with turned posts and decorative brackets. Dunn was a mason and plasterer.
- 26 **Henry Kidd House (c. 1915):** A 2-story brick house with a hip roof, a glass-enclosed entrance porch surmounted by a deck and a 2-story bay window flanking the porch. Kidd, a former gardener, was butler to Mrs. E. B. Andrews on Ocean Drive until he moved to Los Angeles in 1923.
- 28 **Margaret Sullivan Boarding House (c. 1900):** This large, 2½-story Tudor Revival structure with jerkinhead gables and gothic detailing is more elaborate than most houses in the neighborhood. Margaret Sullivan ran a boarding house here titled the Narragansett House.
- (29) **Henry R. A. Carey School (1896; addition, 1935):** The original section of the building is a 2½-story, red-brick, Colonial Revival structure with stone trim, a hip roof and a large open entrance porch facing Carey Street. Additional detailing includes large round turrets on the east and west elevations and an elaborate modillion cornice. In 1935, the Parish Auditorium was added on the north. It is a 2-story, red-brick structure with a flat roof, brick pilasters and cast-stone trim.
- 30 **Sullivan Houses (c. 1898):** This well preserved pair of late & Shingle Style residences—each with gable roofs, cut-shingle decorative detail, open front porches with turned posts and railings, 2-story bay windows, projecting pediments, and pedimented gables—are among the best designed houses in the area. Number 32 was occupied by James W. Sullivan of Sullivan Brothers, plumbers.

PERRY MILL WHARF

Parascandolo and Sons, Fish Dealers (c. 1945, et seq.): Located at the end of Perry Mill Wharf, this mid-20th-century commercial fishing complex is among the larger businesses flourishing on the waterfront. Nicholas Parascandolo established a wholesale fish business here in the late Forties while continuing to live in Johnston and operate a fish business there.

Storehouse (c. 1865): This 1½-story, shingle-clad, gable-roofed structure is a storehouse built by the Perry Mill Company behind the mill building. Despite its poor physical condition, it is significant as the only extant outbuilding of the mill complex.

POPE STREET

- 6 **William W. Marvel Cottage (c. 1865):** This simple house has a gable roof and open front porch; it is distinguished by elaborately pierced, curvilinear bargeboards and porch trim. William Marvel, a Thames Street grocer and dry-goods dealer with the firm of Burkinshaw and Marvel, kept this cottage as rental property.
- 18 **House (before 1777):** A 2½-story, mid-18th-century, 3-bay house with gambrel roof, small shed dormers and a mansard-roofed rear ell with a 2-story, lean-to addition. The recessed entrance has Greek Revival trim. Though indicated on the 1777 Newport maps, the early history of this house is unknown.
- 28 **House (c. 1800):** A 5-bay, central-entrance Federal house with gable roof; it is a good example of its period in the neighborhood.
- 29 **Isaac Clarke House (c. 1810):** A plain, altered, 2½-story, Federal house with a gable roof and a Greek Revival doorway. By 1876 Clarke owned it. An ice dealer, Clarke lived nearby on Pope Street and kept this as rental property.

SIMMONS STREET

- 15 **Charles Taylor House (c. 1875):** This is a well preserved example of the typical 2½-story, gable-end-to-the-street, sidehall plan, modest mid-Victorian house with sparse bracketed trim so common in the neighborhood. Charles Taylor was a coach and sign painter who advertised "heraldry" (presumably painting heraldic devices) as his specialty.
- 36 **Thomas Pettigrew House (c. 1895):** First owned by a butler, this gable-roofed cottage has simple detailing and a glass-enclosed front porch. Pettigrew was one of many domestic servants who lived in this area.

SOUTH BAPTIST STREET

- 23 **Margaret O'Leary House (c. 1845):** A simple, 2½-story, Greek Revival house with a gable roof, plain corner pilasters and cornice trim and a side entrance. By 1876 it belonged to Margaret O'Leary, a housekeeper.

SPRING STREET

- (250) **St. Mary's Church and School (1848-1852; 1865):** As a landmark, and by virtue of its historic significance and architectural quality, St. Mary's Church is the focal point of the neighborhood. The beautiful brownstone Gothic church has a 125-foot spire and steep gable roof; its interior is lavishly adorned. The building is the work of Patrick C. Keely of New York, the most prominent architect of Roman Catholic churches active in America in the 19th century. A parish house is attached to the church. Here John F. Kennedy and Jacqueline Lee Bouvier, long-time Newport summer resident, were married. (For information on the history of this parish, see the text, page 17.) The school, built in 1865 and also designed by Keely, is a Victorian Gothic stone

building. It served the educational needs of the city's burgeoning Irish Catholic populace which was concentrated in this area. On the opposite side of Spring Street stands the third major building in this characteristic Catholic church complex—the convent.

- 261 **St. Mary's Convent (1881):** This large, 3-story structure has a flat roof and rear ell. It was built from plans by the locally prominent architect, Dudley Newton. Although slightly altered, the structure retains its decorative cut-shingle siding, Gothic moldings and elaborate cornice.
- 270 **Edward King Gate Lodge (c. 1875):** Gable-roofed, L-plan, Italianate cottage originally part of the King estate.
- 271-275 **Gaspar Castoff House (c. 1785):** This large, 2½-story, gambrel-roofed house with gambrel ell has entrances now facing Spring Street. By 1856 the house belonged to William Austin, a Thames Street painter and glazier who owned a number of buildings in the neighborhood.
- (330) **Edward King House, now the Senior Citizens Center (1845-1847):** This Italian-villa-style, Early Victorian mansion is a major monument in the annals of American architectural history. Designed by Richard Upjohn, it was illustrated and discussed approvingly in A. J. Downing's widely read *The Architecture of Country Houses* published in 1850, and for this reason its influence was considerable. (For a discussion of the house see Downing & Scully's *Architectural Heritage of Newport County*, pp. 145-148, plate 163.)

From an historical perspective, the Edward King house has special import for the Southern Thames Street area. This unprepossessing neighborhood abuts the estate district, occupying the high ground, for which Bellevue Avenue is the spine. The King House was the first really grand house erected in Newport in the 19th century and the only one which faces the South Thames area. All the others turn their backs on the neighborhood. This is in part a result of the fact that the King House was built before Bellevue Avenue was laid out. But differences in Edward King's relationship to Newport may also have played a part in the orientation of his house. King was not a summer resident; this was his year-round residence. And King was a Newporter—by far the richest Newporter of his day, but a local boy nonetheless. He had made a vast fortune in the China trade working with New York merchantile houses, and he chose to retire to his home town, where he became heavily involved in civic affairs and developed extensive real-estate holdings. Edward King, in company with several wealthy and prominent brothers, made the Kings Newport's first family. It is appropriate, then, that Edward King's grand house, unlike those of all the summer residents, turned its back to Bellevue Avenue and faced the town. In 1912, Edward King's heirs left the mansion to Newport. The city made the grounds into a park and the house into the public library. The house became a senior-citizens' center after the present library was erected on the broad front lawn.

- (290) **Newport Public Library (1968):** Designed by Robinson Green Baretta Corp. of Providence, the building is the first purpose-built structure to house this institution. The library formerly occupied the Edward King house and before that had quarters on Thames Street. Christopher Townsend, a Newport-born bachelor who made a fortune in New York, returned to his native city in the 1860s, determined to give his money away to worthy causes; it was Townsend who endowed the library, bought it a building and set the organization moving.
- 283 **Sherman-Lee-Lewis House (before 1777):** A 2½-story, gambrel-roofed house with a Greek Revival doorway. It was the birthplace of Ida Lewis (1842-1911), keeper of Newport's Lime Rock Light House. The Ida Lewis Yacht Club, built on the site of the old light house, memorializes Ida Lewis' courageous service, for which she gained a national reputation.
- 299 **Garretson Memorial Day Care Center (1929-1930):** This 2½-story, red-brick building with balustraded hip roof is an excellent example of Georgian Revival architecture. Its broad, 5-bay facade includes a central, gabled portico with a recessed doorway. It was built as a memorial to Emily Garretson by members of her family.
- 301 **The Cutting Memorial (1916):** Erected under the will of Marion Cutting in memory of her sons Brockhurst Cutting and William Cutting, this 3½-story, Gothic Revival stone building with a slate-covered gable roof, copper flèche, crockets and finials was built for use as a convent. The 1½-story chapel, with stained-glass lancet windows and granite voissiors, is adjacent to the convent.
- 329 **Honeyman-Easton House (c. 1760; altered, c. 1800 and c. 1860):** An extensively altered, 2½-story house with a hip roof. The hexagonal wing and simply decorated open front porch were probably added during the Early Victorian era. Newport lawyer James Honeyman, Jr., Attorney General of Rhode Island between 1732 and 1741, lived here.
- 331 **Benjamin Anthony House (c. 1880):** A large, well preserved, Late Victorian residential structure with a 5-bay facade and mansard roof. It is probably an old building moved to this site c. 1880 and remodeled for use as a boarding house by Benjamin Anthony.
- 343 **William S. Cranston Houses (c. 1873):** A pair of substantial, 2½-story, mansard-roofed dwellings owned by William Cranston.
- 345 **Stephen Hammett House (c. 1840):** A 2½-story, Greek Revival house (or possibly an earlier house redone in the Greek Revival style) with a gable roof and a 2-story, shed-roofed rear addition. It has a 3-bay facade with a portico central entrance. By the late 1860s the house was occupied by Stephen Hammett who had a Thames Street ready-made-clothing store.
- 349 **William S. Cranston House (c. 1840):** Similar to 346 Spring Street, this 2½-story house may also predate its present exterior detailing. William Cranston, a prominent carpenter-builder, lived here until the end of the 19th century. The house later belonged to Mary Mobbs whose husband erected the attached, 1-story carpenter shop.
- 352 **Samuel Durfee House (1803):** This well restored, 2½-story Federal house with two interior chimneys and a gable roof is among the finest examples of its style in the neighborhood. Of special note is the delicate fanlight doorway and dentil cornice. In the mid-19th century, the house was owned by Isaiah Crooker, a real-estate broker.
- 353 **Charles H. Burdick House (c. 1875):** A well preserved, 2½-story, mansard-roofed house similar to the William S. Cranston houses at 343 and 345 Spring Street. These two men, associated in the firm of Cranston & Burdick, ran one of Newport's most important late 19th-century construction companies.
- 359 **Charles A. Easton House (c. 1875):** Although less well preserved than 353 Spring Street, this equally impressive and almost identical 2½-story, mansard-roofed house has a glassed-in belvedere on the roof. Easton was a stairbuilder—a highly skilled carpentry specialty.
- 360 **Cottage (c. 1840):** A small cottage with a gable roof set on a high stone foundation; its handsome porch is probably a later 19th-century alteration. The earliest known owner of this dwelling is the Richmond Manufacturing Company; it may have been a mill tenement.
- 362 **Jeremiah Peabody House (c. 1865):** Large, 2½-story, gable-roofed house with a 5-bay front, partially glassed-in porch and noteworthy bracketed trim. It may have been erected by Jeremiah Peabody, a carpenter, who is known to have owned the building by 1876.
- 370 **Ann M. Cooney House (c. 1855):** A well preserved cottage with gable roof, good bracketed porch and cornice detail.
- 375 **John Howard House (c. 1870; altered, c. 1880):** The core of this picturesque house, a 1½-story cottage with a hip-on-mansard roof and gabled dormers, was probably moved onto the site; to it was added a 2½-story, 6-sided "tower" topped by a projecting, steeply pitched hip roof braced at the corners. The owner, John Howard, was a partner in the firm of Brown & Howard, harbor-front coal, wood and ice dealers.
- 378 **John A. C. Stacey House (c. 1865):** A well preserved cross-gable cottage with bracketed front porch and lacy bargeboards in the gables.
- 382 **John A. C. Stacey House (c. 1845):** Set on the sidewalk line, the facade of this tall, 3½-story Greek Revival house has a storefront at ground-level. Stacey, a contractor, owned the building by the late 1870s as rental property.
- 392 **Thomas McCormick Cottage (1885):** A well preserved mansard-roofed cottage with a front porch (now glassed in) and bracketed trim. McCormick was a mason.
- 404 **Catherine O'Neil House (c. 1914):** An excellent example of a typical early 20th-century two-decker with an open, 2-story porch and patterned shingling.
- (415) **Emmanuel Church (1903):** Built on the site of an earlier Episcopal church, this stone Gothic church was designed by Cram & Ferguson, a nationally known Boston firm which specialized in such work. Its buttressed square tower is a neighborhood landmark. A 2½-story, half-timbered deaconess' house and Sunday School building is attached to the rear of the church. (For the history of this congregation see the text, page 18.)
- 417 **Thomas Galvin Cottage, now Emmanuel Church Parsonage (c. 1846):** A Bracketed cottage with board-and-batten siding and cross-gable roof, set in beautifully landscaped grounds, this is an outstanding example of the architectural and landscaping influence of Andrew Jackson Downing (1815-1852), America's leading Early Victorian landscape-gardening and cottage-design theorist. It is not merely coincidental that the builder of this picturesque cottage, Thomas Galvin, was, like Downing, a landscape gardener. His greenhouses and shop stood beside the house into the 20th century. House and grounds were in a very direct sense an advertisement for Galvin's business, and, together with his son, Thomas, Jr., Galvin became Newport's leading landscape gardener, designing and maintaining many of the city's finest gardens. Thomas Galvin, Sr., was an Irishman. He brought his family to the United States in 1842, arriving in New York initially and settling in Newport in 1845. The Galvin family, resident here from the mid-1840s, was among the first Irish-American families to reside in the Southern Thames Street area. After Thomas, Sr.'s death in 1864, Thomas Galvin, Jr., continued the family business with great success, designing, among other major projects, the grounds of the Newport Casino.
- (420) **Lenthal School (1886-1887):** Reputedly designed by a building committee "assisted" by Newport architect James Fludder, the Lenthal School is a handsome Colonial Revival masonry edifice. Planned as early as 1883 to serve the Southern Thames Street area, construction was delayed due to controversies over the high cost of several designs which were ultimately discarded.
- 459 **J. H. Finn Houses (1899):** This pair of identical, 2½-story houses with gable roofs and, originally, patterned shingle siding, has recessed 1st-floor porches and simple detailing. For Finn, a tavernkeeper, these were investment properties.
- 461 **Robert P. Lee House, now Patrick H. O'Neill Funeral Home (1834):** A 3-story, stone, Federal mansion with a slate-covered, monitor-on-hip roof. This nicely landscaped property was built by Robert P. Lee in 1831. Captain William Breeze, who bought it in 1852, sold to Henry James, Sr., in 1866. His widely famous sons lived here briefly: William achieved reknown as a pioneer in the field of psychology; Henry, Jr.'s success was as a novelist and short-story writer. It was purchased by Patrick O'Neill in the early 20th century.
- 517 **William Hammond House (c. 1888):** This well preserved, gable-roofed residence, built on an L-plan, has cut-shingle

- siding and a porch with turned posts and brackets Hammond was gardener to William Astor who had a summer home on Bellevue Avenue.
- 521 **Thomas Nuss House (c. 1900):** A typical, 2½-story Late Shingle Style house, it is noteworthy for its excellent state of preservation. Thomas Nuss was a tailor.
- 523 **John Carey, Jr., Cottage (1876-1878):** Elaborately ornamented 2½-story structure with an intersecting gable roof, decorative bracing and bracketing, bargeboards joined by complex tracery and enclosed entrance and side porches. It was an adjunct to Carey's summer estate on the opposite side of Spring Street. Vaguely Swiss Style, this fanciful outbuilding was designed by the noted Boston architectural firm, Sturgis and Brigham. Carey was a wealthy New Yorker; Mrs. Carey was the daughter of William B. Astor.
- 525 **Joseph Parsonage House (c. 1900):** The design of this large 2½-story residence—with an intersecting gable roof, projecting pediments, large glass-enclosed entrance porch supported by Corinthian columns and a 3-story corner tower—is well suited to its corner site. Parsonage was a carpenter.

THAMES STREET

- 337 **Perry Mill (1835):** Built by the local stone mason, Alexander McGregor, this large, 3-story, stone textile mill is an important reminder of Newport's attempts in the early 19th century to revive the local economy through industrial ventures (see text). The original roof and tower has been removed and 1st-story storefronts added. The structure has been used for light industry since 1943, recently serving as General Electric's Wiring Services Department.
- 364 **Anthony's Block (1913):** A 3-story, commercial-residential block with flat roof, yellow brick facade with storefronts and red brick sidewalls. It typifies the scale and use pattern of late 19th- and early 20th-century business blocks along Thames Street.
- 371 **Rhode Island National Guard Armory (1894):** Designed by William Gosling, this imposing, 2-story, rough-faced granite armory is an important neighborhood landmark. The central entrance, recessed within a large segmental arch, is flanked by round towers with arched corbeling topped by conical roofs. The building is most famous as periodic headquarters for the America's Cup Races, a Newport institution since 1930.
- 379 **Newport Offshore Ltd:** This shipyard, until recently Newport Shipyard, is the oldest facility of its type in the city. Its history as a shipyard began in 1834, but the history of the site can be traced back into the mid-18th century when this was the merchant Josiah Brown's wharf. It is shown on Ezra Stiles' map of Newport done in 1758 (see Fig. 5). Portions of the existing wharves may date back to the Brown era of ownership; the dwelling at 381-385 Thames Street, known as the Woodward House for a later owner, probably was built by Josiah Brown. The property passed to Joseph Martin and later to Ebenezer Woodward, "merchant and gentleman" as he is described in the deeds. Still used as a cargo wharf, it was purchased by William C. Robinson in 1796 and he and his heirs owned it until 1834. In that year the property was purchased by Silas Cottrell who founded the shipyard and for whom the wharf property is still named. Cottrell was a 25-year-old Westerly shipwright when he founded the business; he soon achieved great success building and outfitting sailing ships for the West India and whaling trades. Cottrell installed a marine railroad here in 1839 for hauling ships and expanded his interests to investment in ships and cargoes and banking, upon several occasions suffering heavy losses in his shipping investments. After the Civil War, Cottrell's shipyard ceased building ships, concentrating on repairs and the chandlery business. After Cottrell's death in 1880 the shipyard business was continued, passing out of his family; it became known as Crowley's Shipyard, and around the turn-of-the century it was renamed the Newport Shipyard. The business achieved wide reknown, building and servicing large sailing yachts and racing craft, and has serviced competitors in the America's Cup competitions since they came to Newport in 1930. A typical shipyard, the complex (which in functional terms no longer includes the Brown-Woodward residence at 381-385 Thames Street) encompasses the former chandlery building at 379 Thames, a large, c. 1900 shop built for small-boat repair and storage; several other sheds and storehouses; the marine railroad; and a series of dock and piers.
- 374-378 **G. M. Kirwin Building (1902):** Relatively intact, 3-story, stone-trimmed brick block with flat roof and corbeled cornice; stores on the first floor; apartments on the second and third floors. A representative Thames Street business block of the day, here Mrs. Garrett M. Kirwin ran a dry-goods establishment.
- 381-385 **Ebenezer Woodward House (mid-18th century):** This extensively altered, gable-on-hip-roof house was made over to accommodate 1st-floor stores in the mid-19th century. In altered form, though ungainly, it represents a very common Thames Street building type. By 1900 the street was lined with 3- and 4-story late 19th-century business blocks interspersed with scores of made-over houses, many once the homes of Newport's colonial-era merchant princes.
- 384 **Former Thames Street Methodist Episcopal Church, now St. Spyridon Greek Orthodox Church (1865; altered, 1924, 1947):** This much redone church was taken over by a growing, local Greek Orthodox community in the early 20th century (for history of original congregation see text). A handsome and fairly well preserved Swiss style Sunday School building was attached to the rear of the church (facing Brewer Street) in 1873; it was designed by Dudley Newton.
- 392 **Francis Malbone House (c. 1758):** A large, 3-story, brick, Georgian mansion with a sandstone basement, double belt courses, a fine Ionic doorway (which is similar in detail to Touro Synagogue's portico) and a hip roof. Little altered,
- the house was probably designed by Peter Harrison for a wealthy merchant and slave trader. Subterranean passages found in the cellar lead to the waterside and may have been used for smuggling dutiable merchandise into the house. This is the last of Newport's Thames Street colonial mansions. Once there were several dozen, ranged up and down both sides of the street. The small dependancy just south of the Malbone House was designed by local architect Dudley Newton in 1867 as an office for his physician father and it is an extraordinarily early example of the Colonial Revival. Clearly, Newton was influenced by the authoritative design of the colonial residence erected 110 years earlier.
- 396-398 **The Father Matthew Society, now the United Brotherhood of Carpenters and Joiners in America (1906):** A fine 3-story commercial building constructed of red brick, trimmed with marble and capped with an elaborate cornice. Architecturally, this is the most sophisticated commercial block surviving along lower Thames Street. The Father Matthew Society was a Catholic temperance group organized by members of the Irish community.
- 400 **Joseph Thomas Building (c. 1885):** This well maintained, 2½-story, wood-frame commercial building with an eccentric half-gambrel roof has an elaborate cast-iron railing above the 1st-floor storefront and along the roof line.
- 406-410 **James Carpenter House (c. 1765):** An extensively remodeled, 2½-story, gable-on-hip-roofed building with a wing and ell on the north elevation. The storefronts, 2nd-story oriel and gabled dormers are Victorian alterations installed when this became a shop with an apartment above.
- 405 & 411 **John D. Williams Tenement (c. 1835):** This long, 2-story, Greek Revival mill-workers' residence with a clerestory and gable roof was originally part of Williams' woolen-goods mill complex, formerly located behind this structure.
- 413 **S. M. Stewart House (c. 1845):** A 2½-story Greek Revival residence with a gable roof restored by the Newport Restoration Foundation.
- 414-418 **Samuel Whitehorne House (1811 and later):** Hip-roofed, brownstone-trimmed, 3-story, brick Federal house erected by Samuel Whitehorne, a Newport merchant who attempted, with mixed success, to create a fortune in the era of Newport's greatest economic decline. This was the last big house erected on Thames Street and represents the end of a long tradition of merchants building their residences near the waterfront. It was elaborately rehabilitated by the Newport Restoration Foundation after years of abuse and conversion into a commercial block. The Whitehorne House retains a mid-19th-century cupola. The existing portico and entrance were added when the building was converted to museum use by the Foundation in the early 1970s. The interior was also completely done over at that time.
- 415 **C. H. Burdick House (c. 1845):** A 2½-story Greek Revival house with a gable roof, set end to the street. Long the home of prominent Newport builder C. H. Burdick, partner

in Cranston and Burdick, the house has been rehabilitated by the Newport Restoration Foundation.

- 421-423 & 425-427 **Palmer Tenements (c. 1880):** A well preserved pair of 2½-story buildings. They have gable roofs and recessed entranceways and were probably built by Stephen and Benjamin Palmer.
- 422 **James Boone House (1798):** Renovated by the Newport Restoration Foundation in 1974, this is a 2½-story, 4-bay, central-chimney dwelling with an elegant Federal entrance.
- 424-426 **John Price House (c. 1780):** Gable-roofed, 5-bay, central-chimney house with an end-gable overhang. Though altered, this is an interesting house.
- 428 **Henry Hunter House (before 1756):** A 2½-story, mid-18th-century dwelling with a hip roof renovated by the Restoration Foundation in 1975; it has a wide, 5-bay facade with central entrance and a massive central chimney. Henry Hunter, a distiller, owned the property before the Revolution.
- 429-431 **C. H. Burdick Building (c. 1870):** Possibly concealing an older structure, this simply detailed, commercial building with flat roof and 1st-floor storefront is a representative example of this building type.
- 452 **Joseph Burkinshaw House (c. 1855):** A modest but well preserved 2½-story house with gable roof, pedimented Greek Revival doorframe with sidelights and paired bracketed cornice.
- 468-470 **William L. Allen Building (c. 1870):** This well preserved, 3-story, mansard-roofed commercial block is divided into two storefronts on the first floor; a central doorway leads to the upper floors.
- 477 **James M. Allen House (c. 1850):** Altered, 2½-story building with a gable roof, set end to street. It is representative of the commercial adaptation of modest houses in the vicinity and noteworthy for its well preserved storefront.
- 479-483 **Overing House (before 1777):** This extensively altered, 2½-story building with a gambrel roof has a 2-story, gable-roofed southern wing and a 2-story ell with a flat roof. The Overing family owned the property prior to the American Revolution. Their nearby wharf was the southern-most wharf on Newport's colonial waterfront. In 1804, Henry Overing sold this lot and house to Thomas Voax who sold it to Captain Charles Devens in 1809. Clarke Burdick acquired it from Devens in 1827, sold it to Benjamin Seattle in 1831 and bought it again in 1854. It was still part of the Burdick estate at the end of the 19th century. Its adaptation into a mixed-use building incorporating a street-level store with living space above is typical of the fate of most 18th-century houses on Thames Street.
- 491-495 **J. J. Lynch Building (1886):** Although altered, this 2½-story commercial building with a mansard roof is a visually prominent element in the streetscape. The entrance to the apartments on the upper floors is centrally located between two well preserved storefronts. The 2nd-floor facade sports a pair of oriels supported by rounded brackets. The graceful

roofline is accented by a series of gabled dormers with arched windows and a bracketed cornice. The building was erected by James J. Lynch of Lynch & Sullivan, gas and steam fitters. It was constructed by M. A. McCormick and designed by James Fludder; in addition to apartments it originally contained a store and bakery.

- 526-530 **Bartholomew Brewing Company Building (1895):** This 3-story, red-brick, brownstone-trimmed, commercial-residential building with a flat roof and wide bracketed cornice is an architecturally prominent element in the streetscape. The 2nd-floor facade has a decorative double-window frame with fluted pilasters, swags and a pediment bearing the construction date.
- 536 **Dugan Building (c. 1890):** An attractive, 3-story, Colonial Revival block; the ground floor has a single plate-glass storefront pierced by a central entrance. A pair of wide oriels grace the second story; the upper two floors are shingled.
- 595 **Former Fire Station (c. 1891):** Built by M. A. McCormick, this 2½-story Queen Anne firehouse, constructed of red brick with stone trim, has an octagonal corner tower (originally much taller).
- 596 **Dennis Sheehan Building (c. 1890):** This well preserved, 2-story, shingled commercial block with a flat roof has simple storefronts divided by pilaster strips. Sheehan ran a nearby grocery and liquors business.
- 600 **John Sullivan House (c. 1750):** Moved to this site between 1859 and 1876, the early history of this 2½-story, 3-bay, gable-roofed dwelling is unknown. The brick steps and neo-Colonial doorway are additions. By 1876 it belonged to John Sullivan.
- 624-626 **Michael O. Reagan Building (1900):** A 3-story, shingled block with a store in the first story and apartments above. It housed Reagan's grocery and home.
- 642-644 **Irish-American Club (c. 1900):** Originally built by Annie C. O'Hanley, this single-story, gable-roofed building with scalloped-shingle siding in its pediment is significant as a gathering place, originally titled the Irish American Athletic Association, since the 1930s.

WELLINGTON AVENUE

- 7 **Edward MacDonald Cottage (c. 1905):** Nicely landscaped cottage with a gable roof, fieldstone foundation, clapboarding on the first floor with shingling above, a front bay window and partially open porch with turned posts and brackets, simple window hoods and a fine picket fence. MacDonald was a fireman, assigned to the fire station around the corner on Thames Street.
- 8 **Ancient Order of Hibernians, formerly Grace Chapel (c. 1888):** Built as a protestant chapel, the much remodeled building has housed the Hibernians, an Irish-American organization, since the early years of this century.

WEST HOWARD STREET

- 4 **Newport Steam Mill/Acquidneck Mill (1831; addition, c. 1865):** The large 3-story, gable-roofed, stone section of this former textile factory was constructed as the Newport Steam Mill and later known as the Aquidneck Mill. In the 1860s the Richmond Manufacturing Company acquired the property and built the 3-story, red-brick addition on its eastern end. The mill was owned by the Newport Illuminating Company at the end of the 19th century and by the Old Colony Street Railway Company in the first decade of the 20th century. By 1921, General Electric had acquired the plant for manufacturing use. This and several other mills like it, though never very successful in themselves, did much to stimulate growth of the southern Thames Street neighborhood.
- 17 **The Pier Restaurant (c. 1965):** This long, single-story, gable-roofed building has a series of large picture windows overlooking the harbor. By location and form, it is a typical seafood house.

WEST NARRAGANSETT AVENUE

- 39 **Otto Peterson House (c. 1900):** This hip-roofed, 2-story double house has bay windows and decorative cut-shingle siding. Peterson was a carpenter and probably built this house and those at 35 and 37 which he also owned.
- 40 **Gustav Sidfelt House (c. 1895):** A gable-roofed cottage with shingle-above-clapboard siding and a glassed-in front porch; this was the home of Gustav Sidfelt, a painter.

WEST STREET

- 26 **Wilcox House (c. 1800):** A 2½-story Federal house with a gable roof and 1-story, shed-roof wing; it is among the oldest houses in the eastern section of the neighborhood.

YOUNG STREET

- 16 **Fire Station Number Two (1877):** Designed by Colonel James Fludder, this 2-story, flat-roofed structure has an elaborate cornice and tall flagstaff. A pair of altered garage doors for fire engines take up most of the first story. The 2nd-floor facade has six segmental-head windows accented by keystones.
- 27 **Mary A. Sullivan House (c. 1911):** Noted for its good state of preservation, this is a 2½-story, clapboard- and shingle-clad dwelling with a porch across the front. It is a characteristic South Thames area house.

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Printing: College Hill Press