

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name: ELMGROVE GARDENS HISTORIC DISTRICT

other name/site number:

2. Location

street & number: Rochambeau, Morris, and Cole Avenues, and Fosdyke and Woodbury Streets

not for publication: N/A

city/town: PROVIDENCE vicinity: N/A

state: RI county: PROVIDENCE code: 007 zip code: 02906

3. Classification

Ownership of Property: private, public-local

Category of Property: district

Number of Resources within Property:

Contributing	Noncontributing	
<u>140</u>	<u>2</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>140</u>	<u>2</u>	Total

Number of contributing resources previously listed in the National Register: 1

Name of related multiple property listing: N/A

Property name Elmgrove Gardens Historic District, Providence County, RI**7. Description**

Architectural Classification:

MID-19th CENTURYLATE VICTORIANLATE 19th & 20th CENTURY REVIVALS/Colonial Revival, Tudor RevivalLATE 19th & 20th CENTURY AMERICAN MOVEMENTS/Bungalow

Other Description:

Materials: foundation BRICK; STONE/Graniteroof STONE/Slate; ASPHALTwalls WOOD/Weatherboard, Shingle; STUCCO; METAL/Aluminum;SYNTHETICS/Vinyl

other

Describe present and historic physical appearance.

X See continuation sheet.**8. Statement of Significance**Certifying official has considered the significance of this property in relation to other properties: locallyApplicable National Register Criteria: A, CCriteria Considerations (Exceptions): N/AAreas of Significance: COMMUNITY PLANNING & DEVELOPMENT
ARCHITECTUREPeriod(s) of Significance: c. 1745, c. 1793, 1848-1948Significant Dates: c. 1745, c. 1793, 1848, c. 1870Significant Person(s): N/ACultural Affiliation: N/AArchitect/Builder: Various

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

X See continuation sheet.

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9. Major Bibliographical References

See continuation sheet.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

10. Geographical Data

Acreeage of Property: approx. 18 acres

UTM References: Zone		Easting	Northing	Zone	Easting	Northing
A	<u>19</u>	<u>301180</u>	<u>4635580</u>	B	<u>19</u>	<u>301700 4635440</u>
C	<u>19</u>	<u>301680</u>	<u>4635280</u>	D	<u>19</u>	<u>301140 4635430</u>

See continuation sheet.

Verbal Boundary Description: See continuation sheet.

Boundary Justification: See continuation sheet.

11. Form Prepared By

Name/Title: Kathryn J. Cavanaugh, Preservation Consultant; Mary Kate Harrington, Director of Preservation Services

Organization: Providence Preservation Society Date: September 2003

Street & Number: 21 Meeting Street Telephone: 401-831-7440

City or Town: Providence State: RI ZIP: 02903

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Description

The Elmgrove Gardens Historic District contains 141 houses and a fire station in a compact four-block area in the Blackstone neighborhood in northeast Providence. Bounded by Rochambeau Avenue on the north, Cole Avenue on the east, Woodbury Street on the south, and Morris Avenue on the west, the district also includes the entire length of Fosdyke Street, and the portion of Elmgrove Avenue between Woodbury Street and Rochambeau Avenue. Situated on the east slope of a hill descending toward the Seekonk River, the district lies between two principal roadways running north-south through the neighborhood: Hope Street, one block west of Morris Avenue, and Blackstone Boulevard, one block east of Cole Avenue. Rochambeau Avenue runs east-west between Hope Street and Blackstone Boulevard.

Although the Historic District lies within Providence city limits (and has done since 1874, when the entire northeast corner of Providence was annexed from the Town of North Providence), its development pattern is consistent with that of a suburb, defined as a homogeneous residential area built near the edge of the existing city from which residents commuted to downtown jobs.¹ While the actual distance between the Historic District and Downtown is not very great (2-3 miles), and perhaps not every original resident commuted to downtown for work, this part of Providence was very much on the outskirts of town for more than 250 years. From colonial times until the late 19th century, very few roads traversed this area, and several steep hills and two large swamps characterized the landscape, making it better suited for agricultural purposes than for residential development. This remoteness, relative inaccessibility, and difficult terrain combined to discourage the construction of housing, save for the occasional farmhouse, until the late 19th and early 20th centuries, when an increasing population sparked a demand for new housing, and advancements in transportation and utilities made areas at the edges of the center city more desirable for residential living.

The Elmgrove Gardens Historic District was platted for residential development in three phases: 1887, 1915-1921, and 1927-1928. Of its 142 primary structures, the majority (80%, or 114 buildings) were built in a 20-year period between 1908 and 1937. While single-family houses are by far the norm, the district also includes two-family houses and triple deckers, all on Morris Avenue, indicating a demand for rental units near public transportation lines a block away on Hope Street. Housing development started at the west end of the district, along Rochambeau and Morris Avenues, and progressed eastward to Elmgrove Avenue and then Cole Avenue along Rochambeau, Fosdyke Street and Woodbury Streets.

The first residential plat in the Historic District, the A.M. Smith Plat (1887), south of Rochambeau Avenue and east of Morris Avenue, sketched out a simple rectilinear street grid along short (about 315 ft.) lengths of Fosdyke and Woodbury Streets east of Morris Avenue. The plat anticipated the introduction of

¹ David Ames, *Draft National Register Bulletin on Suburban Development* (1998), p. 1-2.

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streetcar service on nearby Hope Street and a resulting demand for new houses within walking distance of the streetcar line, for the plat's 40-foot-wide streets and rectangular house lots of 4,000-5,500 square feet are characteristic of a "streetcar suburb."² On Fosdyke Street, this pattern continued when the street was extended east to Elmgrove Avenue between 1908 and 1926. However, the 1915 extension of Woodbury Street to Elmgrove Avenue makes a slight "Z" curve as it moves downhill, and the house lots (particularly on the south side of the street) are larger than those of the 1887 plat. These changes predicted a change from a "streetcar suburb" to an "early automobile suburb," with its curved streets intended to work with the topography to provide scenic views for drivers, and its irregularly shaped house lots of 5,000-7,250 sq.ft. large enough for driveways and garages. The Elmgrove Gardens Plat (1927, replatted 1928), extending Rochambeau Avenue, Fosdyke and Woodbury Streets from Elmgrove Avenue to Cole Avenue, is a good if small example of an "early automobile suburb."

The district was built for (and remains occupied by) primarily middle class and upper middle class residents. Throughout the district, the typical house is a 1-1/2 to 2-1/2 story, single-family structure with gable or hip roof, sheathed in clapboards, shingles, brick, brick veneer, or stucco (some houses have since been covered with aluminum or vinyl siding). In form, these houses reflect a suburban aesthetic promoting designs of relatively modest size, simple and efficient layout, multipurpose rooms, and minimal embellishment. The district exhibits a mix of house types (such as four-square, bungalow, double- and triple-decker) and architectural fashions from the traditional late Victorian and through the eclectic revival (e.g. Colonial, Dutch Colonial, Tudor) styles of the early 20th century. (The sole non-domestic building in the district, a neighborhood fire station built 1929 on Rochambeau Avenue directly opposite the north end of Morris Avenue, exhibits elements of the Tudor Revival style in an effort to blend in with the surrounding residential neighborhood.) Most houses have associated one-car or two-car garages (predominantly built in the 1920s-1940s) built separately at the rear of the lot, many similar in design and materials to the primary structures. However, a number of the later houses (especially east of Elmgrove Avenue) have integral garages built into the main block of the house. Of the 142 buildings, 140 contribute to the historical and architectural significance of the district.

In keeping with the suburban ideal of the late 19th and early 20th centuries, each house stands separately from its neighbor surrounded by open, green space: a setting intended to create a sense of peace, refuge, good health, clean living, and being close to nature. Typically, the single-family and two-family houses observe a setback of about 25 feet from the street, lending visual consistency to the streetscapes. (The few triple deckers, a more urban house type, stand a bit closer to the street.) Concrete sidewalks about 3 feet wide separate the private front yards from the public streets; a narrow unpaved strip containing street trees, grass and occasional

² Horse-drawn streetcars began running on major Providence streets in 1864; the lines were electrified and the network significantly expanded in the 1880s. However, the Hope Street streetcar line did not actually extend as far north as Rochambeau Avenue until 1908.

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small plantings runs between sidewalk and curb. Nearly every house has a landscaped front yard with trees, shrubs, paved walkways, and planting beds; most of these yards are at street level, but a few have retaining walls (typically masonry) to compensate for the sloping grade of the hillside. For the most part, front yards are not fenced in. Every house has a paved driveway, typically occupying one of the side yards. Most back yards are grass lawn, with one or more outbuildings such as a garage or garden shed; some back yards are enclosed with either wood or chain link fencing. Both houses and landscaping are well preserved and in good condition.

Two structures in the district are constructed too recently to be eligible for National Register listing, 296 Rochambeau and 301 Rochambeau Avenue, both single-family houses.

The following examples of late 19th and early 20th century domestic architecture may be found in the district, contributing to its significance.³ Characteristically, the district's earlier houses are on the modest, more vernacular end of the design scale, constructed by builders or contractors to save the cost-conscious home-builder the expense of hiring an architect. Houses in the Elmgrove Gardens Plat (all built after 1919) tend to be larger and more elaborated in their design characteristics, indicating the likely involvement of an architect as well as the higher income levels of their original owners.

18th century (Colonial)

287 Rochambeau Avenue (ca. 1745, with early 20th c. alterations)

317 Rochambeau Avenue (ca. 1793, with early-mid 20th c. alterations)

19th century

465 Morris Avenue (ca. 1887)

487 Morris Avenue (by 1882)

496 Morris Avenue (1875)

267 Rochambeau Avenue (1848-1849)

300 Rochambeau (ca. 1895)

324 Rochambeau (1888)

³ Sanderson and Woodward, pp. 82-89; also McAlester, pp. 321-326, 355-358.

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Turn of the century

497 Morris Avenue (ca. 1896)

502 Morris Avenue (ca. 1896)

Two-Family Houses

29-31 Braman Street (1919)

470-472 Morris Avenue (ca. 1916)

474-476 Morris Avenue (ca. 1917)

478-480 Morris Avenue (ca. 1918)

273 Rochambeau Avenue (ca. 1926)

The two- or two-and-a-half story house occupied by separate families living on each floor has existed in Providence since the 18th century. Early examples of two-family houses typically featured an end gable roof and a single main entrance leading to a common hallway, in which was the access to each unit. By the end of the 19th century, two-family houses began to get larger and more elaborate, with bracketed cornices, bay windows, and cross-gable or mansard roofs providing additional living space in the attic. Floor plans were rearranged to provide separate exterior entrances for each dwelling unit, and the units themselves had more and larger rooms.

Triple-deckers

507-509 Morris Avenue (ca. 1898)

Until the beginning of the 20th century, 95% of Providence's domestic buildings housed either one or two families. As immigration swelled Providence's population to a record high by the turn of the 20th century, demand for multi-family tenement housing increased in the inner city, in industrial areas, and near streetcar lines. By 1890, the triple-decker had emerged as a distinct urban house type: a 3 story wooden structure containing 3 identical dwelling units, one per floor, each with its own front porch stacked one above the other across the facade. Tall and narrow, triple-deckers could be squeezed into tight spaces next to or even behind existing houses in built-up areas; in less settled areas, they often appeared in rows lining the street, many built in groups by a single developer. Although primarily intended for lower-income families, some triple-deckers were marketed to middle-income renters, such as those found in the Elmgrove Gardens Historic District. In addition to the typical parlor, kitchen, and bedrooms, these triple deckers also contained additional amenities

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such as indoor plumbing, a dining room, bay windows for additional light and air, and even decorative stained glass.

Colonial Revival and Dutch Colonial Revival

Colonial Revival

377 Cole Avenue (ca. 1926)
511 Elmgrove Avenue (ca. 1928)
525 Elmgrove Avenue (1928)
572 Elmgrove Avenue (ca. 1920)
29 Fosdyke Street (ca. 1926)
116 Fosdyke Street (ca. 1938)
281 Rochambeau (ca. 1937)

Dutch Colonial Revival

387 Cole Avenue (ca. 1926)
559 Elmgrove Avenue (ca. 1928)
15 Fosdyke Street (ca. 1925)
39 Fosdyke Street (ca. 1928)
47 Fosdyke Street (ca. 1926)
329 Rochambeau (ca. 1926)

After the United States celebrated its centennial in 1876, Americans became increasingly fascinated with their own history, and with architecture inspired by European design traditions as adapted in Colonial America. Between 1880 and 1940, the term "Colonial Revival" came to refer to architectural forms and details taken from English and Dutch precedents; architects interpreted these precedents rather freely until about the first World War, after which a vogue arose for historical correctness. Like the concept of suburban living itself, Revival styles became familiar to and coveted by a broad swath of the American public thanks to the common practice of publishing house designs in general-interest magazines. Architectural plans were also sold through mail-order catalogs, giving those who could not afford an architect the ability to build a professionally designed house. Numerous examples of 18th century buildings had also survived in Providence, providing local inspiration to home-owners, architects and builders.

In Providence, Colonial Revival style houses began to appear around 1890 and continued to dominate local architecture until after World War II, built in both high-style and vernacular forms. Most Colonial Revival homes were wood frame (clad in clapboards or brick veneer), 2-1/2 stories tall, and had a symmetrical

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3-bay or 5-bay façade with the entrance centered under a decorative hood, portico or porch. Roof forms included hip, gable, and gambrel (the Dutch Colonial variation of the style); most had roof dormers. The interior typically followed a center-hall plan with four rooms on each floor, sometimes with a service ell at the rear. An open or enclosed porch might appear at one side of the house.

Tudor Revival

140 Elmgrove Avenue (1933)
 Rochambeau Avenue Fire Station, 270 Rochambeau Avenue (1929)
 395 Rochambeau Avenue (ca. 1932)
 51 Woodbury Street (ca. 1918)
 72 Woodbury Street (ca. 1928)
 87 Woodbury Street (ca. 1928)
 113 Woodbury Street (ca. 1931)

With its roots in the picturesque, Romantic suburban aesthetic of the mid-19th century, Tudor Revival also became popular in Providence around the turn of the 20th century. Evoking late medieval English models, Tudor Revival homes typically have a strongly asymmetrical massing and plan, and a steeply pitched front-facing gable roof. (In vernacular examples, the massing may be more symmetrical, but the steeply pitched front gable roof is a hallmark.) Wall materials are typically brick or brick veneer, sometimes in combination with stucco on the second floor; more modest examples might use all stucco or even wood siding. Non-structural half-timbering often decorates the principal façade, and may feature ornamental brick infill. Tall narrow multi-pane windows are characteristically grouped together. As masonry-veneering techniques were perfected in the early 1920s, the style became less costly to build, and therefore more popular through the 1930s.

Bungalow/Craftsman and Four-Square

Bungalow

84 Fosdyke Street (ca. 1928)
 506 Morris Avenue (ca. 1918)
 17 Woodbury Street (ca. 1912)

Four Square

290 Rochambeau Avenue (ca. 1925)

Two new house types evolved in the early 20th century as a reaction to the large, complex, formal, highly decorated dwelling house of the preceding Victorian era: the bungalow and the four-square. In both

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types, the massing was limited to one or two stories: in the 1-story version, public areas for entertaining (living room, dining room, front porch) were at the front of the house, and private areas for family activities (kitchen, bedrooms, baths) were at the rear; while in the 2-story version, bedrooms and baths would be upstairs. A simplified floor plan included a multi-purpose living room (replacing the Victorian front and back parlor, front hall, and library); and a kitchen with an eating area for informal family meals. The traditional servants' back staircase was eliminated, as families choosing to live in these types of houses did not usually have servants.

The bungalow has its roots in the English Arts and Crafts movement; bungalows are called Craftsman style houses. The bungalow typically is small – 1 or 1-1/2 stories – and features a low-pitched front or side gable roof with wide eaves and exposed rafters, and a front porch across the façade, supported by columns extending down to the ground. Dormers are common in 1-1/2 story versions. In Providence, bungalows typically had wood shingle siding. The deep overhanging eaves provided shelter, and the open front porch allowed a connection to nature, both characteristics important to the suburban ideal.

The name “Four-Square” refers to the floor plan: four equally sized rooms on each floor. Typically the façade features two bays of windows, an off-center entrance, and a full-width front porch. Four-square houses are a bit larger than bungalows, often 2 or 2-1/2 stories, and have a hipped roof with dormers.

INVENTORY

Properties are listed alphabetically by street. All properties are contributing, unless otherwise noted (by “NC”). Properties are named for the earliest known owner or occupant.

BRAMAN STREET

29-31 WALTER L. DAMON HOUSE (1919): A two-and-one-half-story, end-gable, modest, Colonial Revival-style, two-family house with a two-story, flat-roof porch. The porch features slender columns and a simple rail. A gable-roof dormer projects from the east roof slope of the building. The house was occupied by Walter L. Damon (Providence Fire Department) from about 1921 to 1934. Frank M. Witford (secretary) is listed as having lived on the second floor of 29 Braman Street from about 1921 to 1926.

31 Braman Street went through a succession of residents, mostly female. The first resident was Mervyn F. Falk (electrical supplies) in 1921 until 1924, followed by Mrs. Lina A. Smith (1925-1926) and Mrs. Annie Gibbs (1927-1934). Howard C. Gibbs, assistant supt., is listed here in 1935.

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COLE AVENUE

373 ERWIN R. DROWN HOUSE (ca. 1927): A two-story, side-gable, Colonial Revival-style, single-family dwelling with a central entrance housed in a one-story, gable-roof portico with sidelights. A one-story, side-gable ell projects from the northwest corner of the building. The building is listed in the 1929 directory, with Erwin R. Drown, assistant secretary and auditor, in residence. Drown is also listed as the building's owner in 1935-1937.

GARAGE (ca. 1927): A one-story, two-bay garage stands to the rear of the lot.

376 GRIFFIN HOUSE (ca. 1930): A one-and-one-half-story, side-gable, Colonial Revival-style, single-family residence with three gable-roof dormers spanning its front roof slope. The building's primary entrance is centered on its façade and is flanked by sidelights. The first floor of the building is clad in brick. An attached garage sits below grade at the rear of the building. The building is first listed in the 1931 directory with Clifford H. Griffin, physician, in residence. He remained at this address through to at least 1937. In 1949 Mrs. Florence T. Griffin is listed as the owner in residence.

377 ROSWELL O. SNELL HOUSE (ca. 1926): A two-and-one-half-story, side-gable, Colonial Revival-style, single-family residence with a shed-roof dormer spanning its rear roof slope. The building's primary entrance is centered on its façade within a one-story, gable-roof portico with simple columns. The entrance sits below a blind fanlight in a sunburst motif and is flanked by three-light sidelights. A one-story, hip-roof porch with square supports projects from the building's west elevation. The building faces Ray Street. The building appears on the 1926 map and is identified in the 1928 directory with Roswell O. Snell, an assistant manager, at this address. In 1929 the resident is listed as Marshall H. Connell, assistant manager; Connell remained at this address through to at least 1949.

GARAGE (ca. 1926): A one-story, hip-roof, single-bay garage stands to the rear of the lot.

381 WALTER L. ROHE HOUSE (ca. 1926): A one-and-one-half-story, end-gable, modest, Tudor Revival-style, single-family residence. The building's primary entrance sits below a scrolled pediment supported by slender, fluted pilasters. An exterior brick chimney is located on the façade. Shed-roof dormers project along both side roof slopes of the building. Diamond-pane windows illuminate the front of the building. The 1927-28 directory lists Walter L. Rohe, an education director, at this address. In 1929 Michael Tieman, a salesman, is listed at this address and in 1935, he is listed as the building's owner.

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GARAGE (before 1937): A one-story, single-bay, hip-roof garage stands to the rear of the lot.

- 387 D. LAVIGNER HOUSE (ca. 1926): A two-and-one-half-story, side-gambrel, Dutch Colonial Revival-style, single-family residence set perpendicular to the street. Shed-roof dormers extend along both the front and rear roof slopes of the building; the front dormer is topped by a large, gable-roof dormer with single window. A one-story, hip-roof porch with slender columns and a simple rail extends along the façade. A one-story, single-bay, hip-roof, bay window is located on the west elevation. The building appears on the 1926 map as the residence of D. Lavigner. The 1927-28 directory lists William T. Cruise, a contractor, at this address. He remained at this address through to at least 1949.

GARAGE (ca. 1926): A one-story, hip-roof, two-bay garage stands to the rear of the lot.

- 393 CHARLES H. LOCKWOOD HOUSE (ca. 1926): A two-and-one-half-story, end-gable, Colonial Revival-style, single-family residence with a one-story, flat-roof, enclosed porch offset on its façade. A second-story oriel window is offset in the northernmost bay of the façade. The 1927-28 directory lists Charles H. Lockwood, an architect, at this address. He remained at this address through to 1933-34 when Joseph M. Walters, a controller, is listed. Subsequent occupants included Halley J. Foster, a manager, in 1935 and Edmund F. Carey in 1949.

GARAGE (ca. 1926): A one-story, single-bay garage stands to the rear of the lot.

- 400 HOWARD BACON HOUSE (ca. 1938): A two-story, side-gable, Colonial Revival-style residence with a one-story, shed-roof, enclosed porch on its south elevation. The building's primary entrance is entered on its façade and is flanked by slender pilasters supporting a round-arch pediment. Howard Bacon is listed at this address from 1939 through to at least 1949.

- 404 BAYARD EWING HOUSE (ca. 1940): A two-story, hip-roof, Colonial Revival-style residence with a centered entrance on its façade. The entrance is flanked by sidelights and is set below a simple hood with iron roof balustrade. A two-story ell projects from the rear of the building and connects to an attached, one-story, two-bay, side-gable garage. The 1941 directory listed this property as "vacant." Baynard Ewing was listed as the property owner from 1942 until 1944. Sidney Schaffer is listed in the 1945 directory; he remained at this address through to at least 1949.

- 435 J.M. FINKLE HOUSE (ca. 1926): A two-story, side-gable, Colonial Revival-style residence with a one-story, flat-roof, enclosed sunroom attached to its south elevation. The first floor of the building is clad in stucco and the second story is sheathed in wood shingles. The building's primary entrance is centered on

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the buildings façade. Windows vary in both size and width. The building appears on the 1926 map as the residence of J. M. Finkle.

GARAGE (ca. 1926): A one-story, two-bay, hip-roof garage stands to the rear of the lot.

ELMGROVE AVENUE

511 WILLIAM B. NORTH HOUSE (ca. 1928): A two-story, side-gable, Colonial Revival-style residence with a centered entrance on its façade. The entrance is within a one-story, gable-roof portico with paired, slender columns. A one-story, flat-roof porch extends along the north elevation; a one-story, flat-roof, enclosed sunroom projects from the building's south elevation. William B. North, an accountant, is listed in the 1929 directory. The 1935 directory lists Ralph B. Taylor, a real estate agent, as the building's owner and occupant. In 1949 Mrs. Mabel M. Taylor is listed as the owner in residence.

GARAGE (ca. 1928): A one-story, end-gable garage stands to the rear of the lot.

525 WITHINGTON HOUSE (1928): A two-story, side-gable, Colonial Revival-style residence with a one-story, flat-roof, enclosed sunroom on its south elevation. The sunroom features a simple roof balustrade. The building's primary entrance is centered on its façade and is flanked by slender pilasters supporting a simple pediment. Rossiter C. Stark, a building contractor, received the land that 525 Elmgrove Avenue sits on in 1927 from Annie D. Pepler, Phoebe E. Morris, Emma A. Swift, Lillian E. Rathbun, William M. Nevin, John Benjamin Nevin, and Howard S. Almy. On May 2, 1928, a building permit was issued for a two-and-one-half-story, single-family dwelling. In June of that year, a building permit was issued for a two-car garage. Stark deeded the property to Hope B. Withington on January 18, 1929. The house was listed as "vacant" in the 1929 directory. George B. Withington, secretary and treasurer of Robertson & Withington, Inc., was listed here in 1930.

GARAGE (ca. 1928): A one-story, two-bay garage stands at the north end of the lot.

525 FREDERICK ALLEN HOUSE (ca. 1926): A two-story, side-gable, Colonial Revival-style residence with a one-story, shed-roof ell on its north elevation. The building's primary entrance is centered on its façade within a one-story, gable-roof portico with slender columns. The entrance is flanked by sidelights and is set below a fanlight. The 1927 directory lists Frederick W. Allen, a teacher, at this address. He is listed as the owner/occupant through to at least 1949.

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GARAGE (before 1937): A one-story, single-bay end-gable garage stands to the rear of the lot.

- 538 JOHN NORTON HOUSE (ca. 1928): A two-story, side-gable, Colonial Revival-style residence notable for its two-story, gable-roof projection on the façade. The building's primary entrance is within the two-story projection and is set below a round-arch hood. A one-story, hip-roof, bay window is offset on the façade. The 1929-1930 directory lists John Norton at this address. Philip Wentworth is listed here in 1935.

GARAGE (before 1937): A one-story, two-bay, side-gable garage stands to the rear of the lot.

- 559 ROBERT HEATON HOUSE (ca. 1928): A two-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence with a central entrance on its façade. The entrance is housed within a one-story, gable-roof portico with slender columns and is flanked by sidelights. A shed-roof dormer extends along the front roof slope and an eyebrow dormer is centered on the front roof slope. The 1929 directory lists Robert Heaton, a broker, at this address. By 1934 the building was occupied by Joseph P. Sullivan; Sullivan remained at this address through to at least 1949.

GARAGE (ca. 1928): A one-story, single-bay garage stands to the rear of the lot.

- 572 THEODORE ELLIS HOUSE (ca. 1920): (prior to 1955 the street address for this building was #358 Rochambeau Avenue). A two-and-one-half-story, side-gable, Colonial Revival-style residence set on a rise at the corner of Elmgrove and Rochambeau. The high style building features a central entrance housed within a one-story, gable-roof portico with slender columns. The entrance is set below a simple transom and is flanked by sidelights. A shed-roof dormer extends along the building's front roof slope and a one-story, hip-roof sunroom extends along the south elevation. The building is embellished with cornice returns and cornerboards. The building was owned by Theodore I. Ellis and his wife Mary M. Ellis, who conveyed the property to George William Brewster and Alma Suren Brewster in 1926. The first listing in the directory was in 1921 under the name Theodore I. Ellis. Ellis had previously lived at 20 Lauriston and worked at 17 Exchange Place as a contracting engineer. In 1941 the property was transferred to William L. Sweet and his wife May L. Sweet. The building remained under Sweet ownership through to 1954.

GARAGE (after 1937): A one-story, two-bay, gable-roof garage stands to the west of the house.

- 579 JAMES S. SHEPARD HOUSE (ca. 1926): A two-and-one-half-story, side-gable, Colonial Revival-style residence with a central entrance on its façade. The entrance is housed within a one-story, gable-

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roof portico with slender columns. A shed-roof dormer projects from the front roof slope and a one-story, hip-roof ell projects from the south elevation of the building. The 1927 directory lists James S. Shepard, a lawyer, at this address. The next occupant was Rudolph C. Scholz in 1935; Scholz remained at this address through to at least 1949.

GARAGE (ca. 1926): A one-story, two-bay, clipped gable-roof garage stands to the north of the house.

FOSDYKE STREET

14 ALEX WICKSTROM HOUSE (ca. 1940): A one-story, side-gable, modest, Colonial Revival-style residence with a central entrance on its façade housed within a one-story, gable-roof vestibule. The entrance is flanked by simple pilasters supporting a plain entablature. A one-story, gable-roof hyphen connects the building to a one-story, end-gable, single-bay garage to the west. Alex Wickstrom was listed at this address from 1941 through to at least 1949.

15 RAYMOND H. ALLEN HOUSE (ca. 1925): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence with an offset entrance on its façade housed within a one-story, gable-roof portico. The entrance portico is supported by slender columns. A shed-roof dormer extends along the front roof slope of the building. The building was constructed for Raymond H. Allen, a foreman. In 1949 Julius Sorgman is listed as the owner in residence.

GARAGE (after 1936): A one-story, single-bay, end-gable garage stands to the rear of the lot.

25 WILLIAM GOODMAN HOUSE (ca. 1926): A one-and-one-half-story, side-gable, Dutch Colonial Revival-style residence with an offset entrance on its façade flanked by decorative sidelights. Shed-roof dormers extend along the front and rear roof slopes of the building and a one-story, flat-roof sunroom projects from the building's west elevation. The building has been altered through the addition of synthetic siding and replacement windows. The building was constructed for William H. Goodman, a credit manager.

GARAGE (before 1936): A one-story, single-bay, hip-roof garage stands to the rear of the lot.

28 JOHN C. NORWOOD HOUSE (ca. 1929): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its façade. The entrance sits below a shed-roof door hood. A one-story, gable-roof porch extends along its west elevation and a one-story, gable-roof ell extends from its east

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elevation. The side ell has a single, gable-roof dormer on its front roof slope. The building was constructed for John C. Norwood, a dentist. By 1936, the building was occupied by Ernest A. Jenckes, a lawyer; Jenckes remained here until at least 1949.

GARAGE (before 1936): A one-story, single-bay, wood shingle garage is at the rear of the lot.

- 29 GEORGE McPHERSON HOUSE (ca. 1926): A two-and-one-half-story, hip-roof, Colonial Revival-style residence with an offset entrance on its façade housed within a one-story, gable-roof portico with slender supports. A one-story, flat-roof sunroom with a decorative roof balustrade projects from the building's west elevation and a hip-roof dormer is centered on the front roof slope. The 1928 directory lists George McPherson, a contractor, at this address. The 1933 directory shows James J. Maher, a superintendent, at this address as the owner. In 1949, Francis J. Maher is listed as the owner in residence.

GARAGE (before 1936): A one-story, two-bay, hip-roof garage is at the rear of the lot.

- 35 FREDERICK E. SCHOENEWEISS HOUSE (ca. 1928): A two-story, side-gable, Colonial Revival-style residence with a central entrance flanked by sidelights and pilasters supporting a simple pediment with a blind fanlight. A one-story, flat-roof ell projects from the building's east elevation. Windows are set below splayed lintels. The 1929 directory lists Frederick E. Schoeneweiss, a lawyer, at this address. He remained at this address to at least 1949.

GARAGE (before 1936): A one-story, single-bay garage is at the rear of the lot.

- 36 GILBERT CLARKE HOUSE (ca. 1926): A one-and-one-half-story, end-gable, single-family residence with a central entrance on its façade housed within a one-story, flat-roof vestibule. The building features wide, overhanging eaves and cornice returns. The 1927 directory lists Gilbert J. Clarke, a foreman, at this address. In 1949 Ambrose Coogan is listed as the owner in residence. A garage that appeared on the 1936 map is no longer extant.

- 39 JAMES HOOPER HOUSE (ca. 1928): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence set gambrel end to the street. Entrances are located on both the east and west elevations of the building; both are set within one-story, flat-roof porticos with slender supports. Shed-roof dormers project along both the east and west roof slopes and an oculus is located in the gambrel end. An oriel window is centered on the first floor of the building's north elevation. The 1929 directory lists James F. Hooper, a grocer, at this address. In 1931, Hooper is listed as a

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president/treasurer. The 1949 directory lists Frederick W. York as owner in residence.

GARAGE (before 1936): A one-story, two-bay, hip-roof garage is at the rear of the lot.

- 40 CHARLES CHATTERTON HOUSE (ca. 1926): A two-and-one-half-story, end-gable, Colonial Revival-style residence with an offset entrance on its façade housed within a one-story, end-gable portico with slender supports. A shed-roof dormer projects from the building's east roof slope and a one-story, shed-roof ell projects from the building's east elevation. (This building was listed as #30 Fosdyke in early directories.) The 1927 directory lists Charles O. Chatterton at this address. In 1935 he is listed as the owner/occupant. The 1949 directory shows Joseph L. Dressler as owner in residence.

GARAGE (after 1937): A one-story, single-bay, end-gable garage is at the rear of the lot.

- 44 HENRY C. AYLSWORTH HOUSE (ca. 1930): A two-story, side-gable, Colonial Revival-style residence with an overhanging second story supported by drop pendants. The building's primary entrance is offset on its façade and flanked by four-light sidelights. A one-story, gable-roof ell projects from the building's east elevation. The 1931 directory lists Henry C. Aylsworth, a real estate agent, at this address. Aylsworth is later listed at 50 Fosdyke. By 1935, Edward Ahern, a reporter, is listed as owner in residence; he remained her until 1949 at least.

GARAGE (before 1936): A one-story, single-bay garage is at the rear of the lot.

- 47 EARLE CHANDLER HOUSE (ca. 1926): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence with an offset entrance on its façade. The entrance is set below a one-story, gable-roof hood supported by brackets and is flanked by sidelights. A shed-roof dormer extends along the front roof slope of the building. A one-story, flat-roof ell projects from the west elevation. The 1927 directory lists Earle W. Chandler, an office manager, at this address. Chandler is listed as the owner/occupant in 1935 and 1949.

GARAGE (before 1937): A one-story, single-bay garage is at the rear of the lot.

- 50 HENRY C. AYLSWORTH HOUSE (ca. 1932): A two-and-one-half-story, side-gable, Colonial Revival-style residence with a central entrance on its façade flanked by sidelights and set below a blind fanlight. A one-story ell projects from the building's rear elevation. The 1933 directory lists Henry C. Aylsworth, a real estate agent, at this address. (Aylsworth was listed at 44 Fosdyke in 1931).

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The 1949 directory lists Edward S. Rising at this address.

GARAGE (before 1936): A one-story, single-bay, wood shingle garage is at the rear of the lot.

- 53 RALPH R. MELLOON HOUSE (ca. 1924): A two-story, hip-roof, Colonial Revival-style residence with an offset entrance on its façade. The entrance is housed within a one-story, gable-roof portico with slender supports. A one-story ell projects from the southeast corner of the building. The 1925 directory lists Ralph R. Melloon, a salesman, at this address. In 1935 he is listed as the owner/occupant. The 1949 directory lists Robert Brown at this address.

GARAGE (before 1936): A one-story, two-bay, hip-roof garage is at the rear of the lot.

- 56 WILLIAM J. CLEGG HOUSE (ca. 1926): A two-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence set gambrel end to the street. Shed-roof dormers extend along both the east and west roof slopes. The building's primary entrance is offset on its façade, within a one-story, gable-roof portico with simple columns. The entrance is flanked by sidelights. The house appears on the 1926 map and the 1927 directory lists William J. Clegg, a dentist, at this address; he remained here until 1937 at least. The 1949 directory lists Jules P. Goldsmith at this address.

GARAGE (before 1936): A one-story, single-bay, end-gable garage is at the rear of the lot.

- 57 ANDREW YORKSTON HOUSE (ca. 1924): A two-story, hip-roof, Colonial Revival-style residence set perpendicular to the street. The building's symmetrical façade features a central entrance set within a flat-roof portico with iron supports. The entrance is flanked by sidelights. A one-story, side-gable ell projects from the building's north elevation. The 1925 directory lists Andrew Yorston, a sketch maker, at this address. In 1929, the building was occupied by Nicholas E. Carr, an assistant secretary. In 1949 Mrs. M. Laura Carr is listed as the owner in residence.

GARAGE (ca. 1924): A one-story, single-bay garage is at the rear of the lot.

- 60 CLIFFORD A. BLACKINGTON HOUSE (ca. 1930): A two-story, side-gable, Colonial Revival-style residence with a gabled pediment centered on its front roof slope. The building's primary entrance is centered on its façade within a classical surround comprised of sidelights, a simple entablature and elliptical fanlight. A palladian window is centered on the second story of the façade. A one-story, hip-roof ell projects from the building's west elevation. The 1931 directory lists Clifford A. Blackington, a secretary, at this address. Stanley A. Help, a superintendent, is listed as the building's resident in

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1933. Blackington is listed again in the 1935 directory. In 1949 Louis J. Huddish is listed as the owner in residence.

GARAGE (ca. 1930): A one-story, end-gable garage is at the rear of the lot.

- 61 BENJAMIN SLADE HOUSE (1925): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence with shed-roof dormers along the front and rear roof slopes. The building's symmetrical façade features a central entrance flanked by sidelights. A one-story sunroom extends from the building's west elevation. The building was vacant in 1925-26, with its first known occupant, Benjamin A. Slade, a salesman, residing here in 1928. In 1933, the property had been transferred to Charles E. Rockwell, an engineer, who is listed as the building's owner in the 1935 directory. In 1949 Hyman H. Levine is listed as the owner in residence.

GARAGE (ca. 1925): A one-story, side-gable, two-bay garage is at the rear of the lot.

- 66 NORRIS ABBOTT JR. HOUSE (ca. 1928): A one-and-one-half-story, end-gable residence with a side-sloping roof housing an integral ell. The building's primary entrance is offset on its façade, within a one-story, gable-roof portico. The entrance is set below a fanlight and pedimented dormer with brackets. A shed-roof dormer extends along its west roof slope. The 1929 directory lists Norris G. Abbott, an engineer, at this address. Abbott remained at this address through to at least 1937. In 1949 Harry Simon is listed as the owner in residence.

GARAGE (ca. 1928): A one-story, end-gable, single-bay garage is at the rear of the lot.

- 67 GEORGE L. HAMMOND HOUSE (ca. 1926): A two-story, side-gable, Colonial Revival-style residence with a symmetrical façade. The building's central entrance is flanked by sidelights and simple pilasters supporting a gable pediment with a blind fanlight. The 1927-28 directory lists George L. Hammond, a printer, at this address. Hammond remained at this address through to at least 1937. In 1949 Mrs. Florence L. Hammond is listed as the owner in residence.

GARAGE (ca. 1926): A one-story, single-bay gable-roof garage is at the rear of the lot.

- 71 EDWARD E. BENSON HOUSE (ca. 1926): An unusual, one-and-one-half-story house with two flanking gables set parallel to one another. The building's primary entrance is centrally located on its east elevation, below a round-arch hood with decorative brackets. Half-light sidelights flank the entrance. A gable-roof dormer projects from the north roof slope; a deck with plain balustrade is

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reached via this dormer. The 1927-28 directory lists Edward E. Benson, a carpenter, at this address. In 1929 he is listed as a "building contractor" and in 1935 he is listed as the building's owner. Benson remained at this address through to at least 1949.

GARAGE (ca. 1926): A single-bay, one-story garage is at the rear of the lot.

- 72 FRANK W. GOODMAN HOUSE (ca. 1924): A one-story, hip-roof, modest, Colonial Revival-style residence with an offset entrance on its façade. The entrance is sheltered within a one-story, gable-roof portico with slender Doric columns. A shed-roof dormer projects from the front roof slope of the building. The 1925-26 directory lists Frank W. Goodman, a post office carrier, at this address. Goodman remained at this address through to at least 1937. The 1949 directory lists Irving Abrams as the owner in residence.

GARAGE (before 1937): A one-story, two-bay, hip-roof garage is at the rear of the lot.

- 80 WILLIAM W. MEYERS HOUSE (ca. 1940): A large, two-story, hip-roof, Classical Revival-style residence notable for its projecting center bay topped with a gable-roof pediment with oculus. The building's primary entrance is centered on its façade within an arched opening with an elliptical fanlight and sidelights. William W. Meyers was listed at this address from 1941 through to at least 1949.

GARAGE (ca. 1940): A one-story, hip-roof, two-bay, brick garage is at the rear of the lot.

- 84 HERBERT E. JACKSON HOUSE (ca. 1928): A one-and-one-half-story, side-gable, bungalow with an oversized gable-roof dormer centered on its front roof slope. The building has a one-story, full-width, integral porch with tapered supports. The building's primary entrance is offset on its façade. The building has overhanging eaves and plain brackets. The 1929-30 directory lists Herbert E. Jackson, a foreman, at this address. Jackson remained at this address through to at least 1937. The 1949 directory lists Leo Stone as the owner in residence.

GARAGE (ca. 1928): A one-story garage is at the rear of the lot.

- 88 LILLIAN RATHBUN HOUSE (ca. 1925): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its façade. The entrance is flanked by sidelights and simple pilasters supporting a blind fanlight and gabled pediment. A one-story, flat-roof, brick ell extends from the building's east elevation. The building appears on the 1926 map as the residence of Lillian Rathbun

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and the 1927-28 directory lists Rodman G. Rathbun, an insurance agent, at this address. The 1949 directory lists John Diamond as the owner in residence.

91 EARL TAYLOR HOUSE (1939): A two-story, side-gable, Classical Revival-style residence embellished with wood quoins and simple pilasters marking the central bay and supporting a plain pediment with oriel window. The building's primary entrance is centered on its façade within a recessed opening embellished with wood quoins. A one-story, shed-roof ell projects from the building's west elevation. The building was one of three buildings on Fosdyke constructed for Earl Taylor in 1939. The 1949 directory lists Leo M. Cooney at this address.

99 EARL TAYLOR HOUSE (1939): A two-story, hip-roof, brick, Classical Revival-style residence with a central entrance flanked by simple pilasters supporting a round-arch pediment. An oculus window is centered on the second story of the façade. An attached, two-bay, one-story garage projects from the building's east elevation. The building was one of three buildings on Fosdyke constructed for Earl Taylor in 1939. The 1949 directory lists LeRoy F. Ott at this address.

105 CYRUS CLOUGH HOUSE (1935): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its façade flanked by sidelights and set below a blind fanlight. The entrance is set within a one-story, gable-roof portico with slender, paired columns. Bay windows flank the front entrance at the first story level. The dwelling was constructed for Cyrus Clough. Mrs. Marion Clough was reported at this address in 1949.

GARAGE (ca. 1935): A one-story, end-gable, two-bay garage stands to the rear of the lot.

110 FREDERICK O. BARTLETT HOUSE (ca. 1930): A large, two-and-one-half-story, side-gable, brick, Colonial Revival-style residence with a shed-roof dormer centered on its front roof slope. The building's primary entrance is centered on its façade and is flanked by simple pilasters supporting a gabled pediment. A one-story, shed-roof sunroom projects from the building's west elevation. The 1931-32 directory lists Frederick O. Bartlett at this address. Mrs. Flora Milot resided here from 1933 through to at least 1949.

GARAGE (ca. 1930): A one-story, two-bay, side-gable garage stands to the rear of the lot.

111 EARL L. MILLIKEN HOUSE (ca. 1931): A two-story, side-gable, Colonial Revival-style residence with a brick first story and a wood shingle second story. The building is notable for its slight overhang between the first and second stories with drop pendants. The building's primary entrance is centered

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on its façade and flanked by sidelights. The 1932 directory lists Earl L. Milliken at this address. In 1933-34 Jeremiah E O'Connell, an associate justice, appears as the owner/occupant. He remained there through to at least 1937. In 1949 Hubert A. Latham is listed as the owner in residence.

GARAGE (ca. 1931): A one-story garage stands to the rear of the lot.

- 116 RAYMOND F. COSTELLO HOUSE (ca. 1938): A two-and-one-half-story, hip-roof, Colonial Revival-style residence with a central entrance on its façade. The entrance is sheltered within a one-story portico with slender supports and a simple roof balustrade; it is set below a transom and flanked by pilasters. Gable-roof dormers project from the front and side roof slopes of the residence. Oriel windows project from the east elevation. Raymond F. Costello is listed as the owner of this property in both the 1939 and 1940 directories. According to the city directory, Richard H. Chadwell resided here from 1941 through to at least 1949.

GARAGE (ca. 1938): A one-story, two-bay, gable-roof garage is at the rear of the lot.

- 122 FRANK G. SPENCER HOUSE (ca. 1932): A two-story, side-gable, Classical Revival-style residence with a central entrance on its façade. The entrance is set within a one-story, flat-roof portico with slender columns, pilasters dentils and roof balustrade. The entrance is flanked by sidelights and set below an elliptical fanlight. The building is embellished with dentils below the eaves, brick lintels and keystones, and a bay window on its east elevation. An attached garage projects from the rear of the building. The 1933 directory lists Frank G. Spencer, Jr. at this address. Spencer remained at this address through to at least 1949.

- 126 IVORY LORD HOUSE (1936): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its three-bay façade. The building's primary entrance is flanked by sidelights and set within a simple surround. Skylights have been added to the building's front roof slope. The building is embellished with corner quoins. This house was constructed for Ivory Lord in 1936. By 1949, the building was owned and occupied by Thomas H. Roberts

GARAGE (ca. 1936): A one-story, side-gable, two-bay garage is at the rear of the lot.

- 129 EARL TAYLOR HOUSE (1939): A large, rambling structure comprised of three main blocks: a two-story, hip-roof, central block with an offset entrance, stone-sheathed first floor and shingled second story; a two-story, side-gable block to the west with a stone-sheathed first floor and shingled second story; and a one-and-one-half-story, side-gable garage set at an angle to the street to the east and

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attached to the main block by a one-story hyphen. The building was constructed for Earl Taylor in 1939. The 1942 directory lists William J. Carey, Jr at this address; he remained here through to at least 1949.

- 132 MAYBELLE LAMSON HOUSE (ca. 1940): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its façade flanked by pilasters supporting a broken scroll pediment. An oversized, gable-roof wall dormer is offset on the façade and a large, one-and-one-half-story, side-gable, attached garage projects from the building's north elevation. The garage features a shed-roof dormer along its front roof slope. The 1936 map shows the property as an empty lot; the 1949 directory lists Mrs. Maybelle A. Lamson at this address.
- 140 GEORGE E. and MAZELLE R. COMERY HOUSE (1933): A picturesque, one-and-one-half- and two-story, gable-roof, asymmetrical, Tudor Revival-style residence clad in American-bond and patterned brick veneer and rustic weatherboard sheathing. An end-gable wing forming half the façade is fronted by a lower gabled projection which is itself fronted by a prominent chimney with a chevron-patterned vertical strip. A one-story, shed-roof, patterned brick projecting vestibule contains a Tudor-arch doorway. An attached garage with similar detailing as the main house projects from the rear elevation of the building. The house was built for George E. Comery, a certified public accountant in the firm Comery, Davidson & Jacobson, and his wife.

HOLLY STREET

- 4 ISRAEL and HILDA SARAT HOUSE (1948): D.T. Russillo, architect; Bonitati Brothers, builders. Built by Alan V. Young. A two-story, side-gable, three-bay, vinyl sided Colonial Revival-style residence. Large multi-light fixed windows flank the simple, unprotected central entrance. Mr. Sarat, the building's first occupant, was a manager. Alan V. Young and his wife, Hope G. Young, resided at 325 Wayland Avenue. Young was listed as a salesman for J.W. Riker, a real estate and insurance company located at 15 Westminster Street.

GARAGE (ca. 1948): A one-story, end-gable, two-bay garage is attached to the north elevation by an enclosed breezeway.

LORIMER STREET

- 4 MAURICE and LOUISE MILLER HOUSE (1932): A two-and-one-half-story, three-bay, brick-clad, hip-roofed, Colonial Revival-style building with wide modillioned overhangs and a hip-roof dormer.

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Enclosed porches flank the façade and a flat-roof entrance portico with fluted Doric columns houses the primary entrance. Three-quarter-height sidelights flank the six-paneled door. According to building permits for the building, the two-and-one-half-story, single-family residence was constructed in 1932, at the same time as a wood garage. The owner was Louise M. Miller of Edgewood and the builder was Chas. P. Babington. The 1937 directory lists Maurice M. Miller, an assistant manager at Samuel's Millinery, Inc, at this address.

GARAGE (1932): A one-story, hip-roof, single-bay garage sheathed in brick and clapboard.

MORRIS AVENUE

465 EDWARD W. THINERT HOUSE (c. 1870): A one-and-one-half-story, side-gable, Greek Revival-style residence that fronts onto Vassar Avenue. The building features cornice returns and cornerboards and stands on a raised brick foundation. A one-story bay window projects from the south bay of the west elevation of the building. A one-story, flat-roof porch with turned supports and a plain rail extends along the south elevation. A one-story, gable-roof ell projects from the rear elevation. The building appears on the 1895 atlas and the 1899 directory lists Edward W. Thinert, a farmer, at this address. By 1920, the property is occupied by Thomas J. Cahir, a laborer.

470- HOLDEN-STAFFORD HOUSE (ca. 1916): A two-and-one-half-story, end-gable, Colonial Revival-
472 style, three-family residence. The building is notable for its siting on top of a rise with a set of stairs rising up from street level and an exposed basement with integral garage. The building features an overhanging gable at the top story of the I, overhanging eaves, and a three-quarter width porch. The porch features tapered columns and simple rail with a roof balustrade with ball finials. A two-story bay window is located in the south bay of the west elevation. The building is almost identical to 474-476 and 478-480 Morris Avenue. The building appears on the 1918 atlas. The 1917 directory lists Dana H. Holden, a dentist, at 470 Morris Avenue; William A. Stafford, a toolmaker, is listed at 472 Morris. In 1920, Rebecca Stafford, a widow, and Grace Stafford were also residing at 472 Morris.

GARAGE (ca. 1917): A one-story, rusticated concrete block, flat-roof garage is at the rear of the lot and faces Mayflower Street.

473 RAYMOND BUSS HOUSE (ca. 1923): A one-and-one-half-story, side-gable, Colonial Revival-style residence with a shed-roof dormer along its front roof slope. The building's primary entrance offset on its façade and sheltered within a one-story, flat-roof, full-façade porch with slender supports and a plain rail. The 1924 directory lists Raymond Buss, a manager, at this address.

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GARAGE (ca. 1923): A one-story, single-bay, hipped-roof, wood shingle garage is at the rear of the lot.

474- RICE-SCHAFTOE HOUSE (ca. 1917): A two-and-one-half-story, end-gable, Colonial Revival-style
476 three-family residence. The building features a two-story porch with simple columns and a rail, corner returns, and a two-story bay window offset on its façade. The building is almost identical to 470-472 and 478-480 Morris Avenue. The building appears on the 1918 atlas. The 1918 directory lists Kenneth S. Rice, a student, at 474 Morris; Herbert B. Shaftoe is listed at 476 Morris.

478- THATCHER-BUTMAN HOUSE (ca. 1918): A two-and-one-half-story, end-gable, modest, Colonial
480 Revival-style three-family residence. The building features an overhanging gable at the top story of the I, overhanging eaves, and a three-quarter width porch. The porch features tapered columns and simple rail with a roof balustrade with ball finials. A two-story bay window is located in the south bay of the west elevation. The building appears on the 1918 atlas. The 1920 directory lists Harold W. Thatcher, an attorney, at 478 Morris Avenue; Alfred T. Butman, a manager, resided at 480 Morris. Butman later resided at 56 Woodbury.

487 WALKER HOUSE (c. 1890): A one-and-one-half-story, end-gable, Queen Anne-style residence
notable for its cornice returns and fishscale shingles below the gables. A one-and-one-half-story, gable-roof, single-bay ell projects from the building's south elevation. A one-story, hip-roof bay window is located on the south elevation, to the west of the gabled projection. A one-story, flat-roof, full-façade porch with turned supports extends along the building's façade. The primary entrance is offset on the façade below a two-light transom. An attached garage projects from the rear elevation. The 1897 directory lists Margaret Walker, a widow, and Samuel Walker, a folder, at this address. They are joined by Robert Walker, a clerk, and Samuel J. Walker, a draughtsman, in the 1909 directory. The 1929-30 directory lists Dana A. Holden, a dentist at this address.

496 HARLAN M. CARLISLE HOUSE (1883-1895): A one-and-one-half-story, end-gable, Italianate-style
residence notable for its cornice returns, slender cornerboards and offset bay window on the façade. The building's primary entrance is offset on its façade and is set below a bracketed door hood. The bay window is embellished with decorative brackets and raised wood panels. The 1897 directory lists Harlan M. Carlisle, a clerk, at this address. The 1909 directory lists Alfred Thornton, a machinist, and Leonard Thornton, a clerk, here. In 1920, Jesse G. Chamberlain, supt., was listed at this address. The 1929 directory lists Lulu M. Lake as the owner in residence.

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SHED: A one-story, end-gable, vertical wood shed is at the rear of the lot.

- 497 CHARLES HELTZEN HOUSE (ca. 1896): A one-and-one-half-story, cross-gable, vernacular residence with a one-story, flat-roof ell on its rear elevation. The building's primary entrance is offset on its façade within a one-story, gable-roof entrance vestibule with 2/2 light windows. A secondary entrance is offset on the north elevation below a shed-roof door hood with brackets. The 1897 directory lists Charles Heltzen, an engineer, at this address. He was joined by Charles W. Heltzen, a clerk between 1897 and 1909. The 1919-20 directory lists both Charles L. Heltzen and Harold Heltzen as the building's occupants. Only Charles L. Heltzen was listed at the address in the 1929-30 directory.

GARAGE: A one-story, two-bay, hip-roof, clapboard garage is at the rear of the lot.

- 502- EDWIN C. BRAMAN HOUSE (ca. 1896): A one-and-one-half-story, end-gable, Queen Anne-style
504 multi-family residence notable for its cross gables, cornice returns, and cornerboards. The building's primary entrances are sheltered within a one-story, hip-roof, full-façade porch with turned posts and a simple rail. The building is embellished with decorative shingles below the gables. A one-story, shed-roof ell extends along the building's rear elevation. The 1897 directory lists Edwin C. Braman, a foreman, at this address. Braman later moved to 506 Morris Avenue.

GARAGE: A one-story, single-bay, end-gable, clapboard garage is at the rear of the lot.

- 506 BRAMAN HOUSE (ca. 1918): A one-and-one-half-story, hip-roof, Craftsman-style bungalow with exposed brackets. The building features an integral, one-story, full-façade porch with paired and tripled square columns and a shingled rail. Hip-roof dormers project from the front and side roof slopes of the building. The 1920 directory lists Edwin C. Braman and Sarah I. Braman, a stenographer, at this address.

GARAGE: A one-story, two-bay, end-gable, wood shingle garage is at the rear of the lot.

- 507- VERY-FROBERG HOUSE (ca. 1898): A two-and-one-half-story, end-gable, Queen Anne-style,
509 three-family residence notable for its two-story bay window offset on its façade. A one-story, flat-roof porch with simple posts and a roof balustrade provides shelter to the building's main entrances. A two-story, gable-roof bay projects from the building's south elevation. The 1899 directory lists Frank W. Very, an astronomer, at 507 and Peter Froberg, a cook, at 509 Morris Avenue. By 1920, 507 Morris was occupied by Eugene Anderton while Peter Froberg remained at 509 Morris.

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GARAGE: A one-story, two-bay, hip-roof, concrete block garage is at the rear of the lot.

ROCHAMBEAU AVENUE

267 CHRISTOPHER O'BRIEN HOUSE (1848-49): A one-and-one-half-story, side-gable, Greek Revival/Italianate-style residence with cornerboards and cornice returns. A one-story, shed-roof, full-façade porch with simple supports, decorative brackets, and a plain rail with lattice underpinning spans the building's façade. A one-story, gable-roof ell projects from the rear elevation of the building. In 1846 Elizabeth M. Bicknell granted a lot of land to Christopher O'Brien for \$125. On July 12, 1849, O'Brien sold the property, which included the house, to Franklin Barse for \$1800. Barse retained ownership of the property until transferring it to Philip A. Munroe in 1864. Subsequent owners include Jeffrey Hazard (1866), Annie L. Hazard (1898), Julia A. Hogan (1899), Providence Institution for Savings (1904), John J. Quinton and his wife Annie A. (1931), Charles B. Wooster and his wife Mary E. (1938).

GARAGE (before 1926): A one-story, two-bay, hip-roof, concrete block garage is at the rear of the lot.

270 ENGINE #4 FIRE STATION (1929): A tall one-and-one-half-story, brick and half-timber, Tudor Revival-style fire station with a steep, cross-gable roof. The building's construction reflects the expansion of municipal services into this growing residential area, and its detailing represents an attempt to integrate the building with its domestic surroundings.

273 J. ERICKSON HOUSE (ca. 1926): An altered, two-and-one-half-story, clipped gable building with steeply-pitched roof slopes set on the corner of Rochambeau and Morris. The building's primary entrance is offset on its façade within a slightly projecting portico. A two-story, single-bay ell projects from the west elevation of the building and a large ell projects from the rear elevation. The building has been altered through the addition of synthetic siding, replacement windows, and trim. The building is identified on the 1926 map as the residence of J. Erickson. The 1928 directory lists Walker F. Whittaker, a salesman, at this address.

GARAGE (before 1936): A one-story, two-bay, flat-roof garage is at the rear of the lot.

281 HARRY A. SCHWARTZ HOUSE (ca. 1937): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its façade. The entrance is housed within a one-story portico with slender, paired columns and is set below an elliptical fanlight with tracery and flanked by sidelights. Three gable-

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roof dormers project from the front roof slope, breaking the cornice line. Harry A. Schwartz was listed at this address from 1938 through to at least 1949.

GARAGE (ca. 1937): A one-story, two-bay, end-gable, wood shingle garage with vergeboard is at the rear of the lot.

- 282 CHARLES MUFFS HOUSE (ca. 1936): A two-and-one-half-story, side-gable, Colonial Revival-style residence with a centered entrance on its façade. The entrance is housed within a one-story portico with simple supports and is flanked by sidelights. Chas Muffs was listed at this address from 1937 through to at least 1949.

GARAGE (ca. 1936): A one-story, side-gable, two-bay garage is at the rear of the lot.

- 287 PHEBE and PHINEAS BROWN HOUSE (ca. 1745 with later alterations): A large, two-and-one-half-story, side-gambrel building clad in synthetic siding. The building features early 20th century windows and a Tuscan porch, which give it the appearance of a suburban house in the Dutch Colonial mode. Certain elements of the building, such as the roof and dormer form suggest that this is in fact a much altered 18th-century dwelling. One-story, flat-roof ells project from the side elevations of the building. Gable-roof dormers project from the front roof slope of the building. The structure stands on or near the site of the house of Phebe (1728/29-1809) and Phineas Brown (1719-1805). The couple was married in 1745 and built a dwelling in this vicinity about that time.

GARAGE (after 1937): A one-story, three-bay, side-gable garage is at the rear of the lot.

SHED: A one-story, side-gable shed stands to the southwest of the house.

- 290 R.H. KETTLETY HOUSE (ca. 1925): A two-story, hip-roof, vernacular Four Square with a one-story, gable-roof ell projecting from the front elevation of the building. The ell houses the building's primary entrance. A small, one-story, hip-roof, bay window projects from the east elevation. The building has been altered through the addition of synthetic siding, replacement windows, and trim. (The building is listed as #286 Rochambeau in the 1926 directory.) R.H. Kettlety is identified on the 1926 map; by 1930, the property was occupied by Elwood W. Walling, a bookkeeper.

- 292 WALKER F. PARKER HOUSE (ca. 1925): A two-story, side-gambrel, Dutch Colonial Revival-style residence with shed-roof dormers along the front and rear roof slopes. The building's primary entrance is centered on its façade. A one-story, flat-roof ell projects from the west elevation. The 1926 directory

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lists Walker F. Parker, an instructor, at this address.

GARAGE (ca. 1925): A one-story, single-bay, gable-roof garage is at the rear of the lot.

295 EVERETT S. WOODMANCNEY HOUSE (ca. 1925): A one-and-one-half-story, hip-roof residence with an offset entrance housed within an integral porch on the façade. Shed-roof dormers project from the east and west roof slopes of the building. A row of four, narrow 6/1 windows extends along the first floor of the façade. The 1928 directory lists Everett S. Woodmancey, secretary and treasurer, at this address.

GARAGE (ca. 1925): A one-story, two-bay, hip-roof, concrete block garage is at the rear of the lot.

296 HOUSE (late 20th century): A one-story, end-gable, Ranch with an offset entrance on its façade housed within an integral porch. A one-story, shed-roof carport projects from the east elevation. This building was constructed in the late 20th century on the site of an earlier building shown at this location in the early 20th century.

300 GEORGE CLAYTON HOUSE (ca. 1895): A one-and-one-half-story, end-gable, single-family residence. The building's primary entrance is offset on its façade within a one-story, gable-roof portico with slender supports. The entrance is flanked by sidelights. The building is embellished with cornice returns and a simple cornice at the porch. The building appears on the 1895 atlas; the 1896 directory lists George Clayton, a composer, at this address.

301 HOUSE (1995): A modern, two-story, end-gable residence with a projecting, attached garage on the façade. A shed-roof ell on the east elevation houses the building's primary entrance.

305 EDGAR C. FISHER HOUSE (ca. 1925): A two-and-one-half-story, hip-roof, Colonial Revival-style residence with a one-story, hip-roof, full-façade porch with tapered columns and a simple rail. The building's primary entrance is offset on the façade and flanked by five-light sidelights. A hip-roof dormer projects from the front roof slope of the building. A secondary entrance is located on the building's west elevation. The 1926 directory lists Edgar C. Fisher, a secretary, at this address.

GARAGE (ca. 1925): A one-story, two-bay, concrete block garage is at the rear of the lot.

311 DAVID FERNS HOUSE (ca. 1925): A one-story, hip-roof, modest Colonial Revival-style residence with an offset entrance on its façade housed within a one-story, gable-roof portico with tapered columns.

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The building's asymmetrical façade features two sets of paired windows to the west of the entrance and a single window to the east. The 1926 directory lists David Ferns, a paymaster, at this address.

- 314 GEORGE H. REIS HOUSE (ca. 1936): A one-and-one-half-story, modest, Colonial Revival-style residence with an offset entrance on its façade. The entrance is housed within a one-story, gable-roof portico with paired, slender columns. Shed-roof dormers project from the side roof slopes of the building. A one-story, flat-roof ell projects from the building's west elevation. The 1937 directory lists George H. Reis, gas station, at this address.

GARAGE (ca. 1936): A one-story, two-bay, concrete block is at the rear of the lot.

- 317 MORRIS BROWN HOUSE (1793?, 1931, 1950): Norman M. Isham, consultant for 1931 renovations. A small, one-and-one-half-story, gambrel-roof building with a rear ell and garage added in 1931 and a large addition built in 1950. The building's primary entrance is offset on its façade, below a five-light transom. Morris Brown (1767-1817) purchased a half-acre plot here in 1793 from his parents Phebe and Phineas Brown, described as "the lot of land where said Morris Brown is now building a house on." However, the scale and detailing of this building are closer to those of a house of the mid-18th century. Morris Brown inherited 15 acres of his parents' farm after their deaths in 1805 and 1809. When Morris died the property was sold to pay his debts, and was purchased by Stephen Dexter. Morris Brown's grand-nephew John Morris and Dexter's niece Anna Emerson were married, and they subsequently acquired the farm. The property was sub-divided in 1927-28 by Morris' descendants and number 317 was sold to Phebe Parker. Parker was a librarian at the John Hay Library, Brown University and undertook a freely conceived restoration of the building. Although Norman Isham reportedly offered his advice, the project was carried out by Parker's brother, a naval carpenter or engineer. The property passed to new owners in 1946, who were responsible for the large addition to the southeast. (Listed individually on the National Register.)

- 321 HARRY E. LOVELL HOUSE (ca. 1925): A one-and-one-half-story, end-gable, Craftsman-style residence with an offset entrance on its façade. The entrance is housed within a one-story, gable-roof portico with square posts and a shingled rail. A gable-roof dormer projects from the west roof slope and the building is embellished with exposed rafter ends. The 1926 directory lists Harry E. Lovell, a salesman, at this address.

GARAGE (before 1937): A one-story, single-bay, clapboard garage is at the rear of the lot.

- 324 PERRY HOUSE (1888): A two-and-one-half-story, end-gable, Italianate-style residence with an offset

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entrance on its façade set below a simple hood. A two-story, hip-roof bay window is offset on the east bay of the façade. A two-and-one-half-story, gable-roof, single-bay ell projects from the building's east elevation. The building stands on a double lot and has been altered through the addition of synthetic siding and replacement windows. The building was constructed in 1888. Edward D. Perry occupied the second floor of the building. The 1896 directory lists Miss Carrie F. Perry, Edward D. Perry, a farmer, and Frances Perry, a widow.

GARAGE (before 1937): A large, three-bay garage is at the rear of the lot.

- 329 M. FORAN HOUSE (ca. 1926): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence with an offset entrance. The entrance is within a one-story, gable-roof portico with simple supports. A one-story, hip-roof sunroom projects from the east elevation. A shed-roof dormer extends along the front roof slope of the building. The building appears on the 1926 map as the residence of M. Foran; the 1928 directory lists Herbert A. Stevens at this address.

GARAGE (ca. 1926): A one-story, single-bay, hip-roof, concrete block garage is at the rear of the lot.

- 335 ESTHER A. GORTON HOUSE (ca. 1923): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence with a shed-roof dormer on its front roof slope. The building's primary entrance is centered on its façade, within a one-story, gable-roof portico with paired supports. The entrance is flanked by multi-light sidelights. A one-story, hip-roof sunporch projects from the building's west elevation. The building is listed as "vacant" in the 1924 directory. The 1926 directory lists Mrs. Esther A. Gorton at this address.

GARAGE (after 1937): A one-story, single-bay, hip-roof, concrete block garage is at the rear of the lot.

- 338 MATTHEW E. SEAGOOL HOUSE (ca. 1938): A two-and-one-half-story, Colonial Revival-style residence with a central entrance on its façade. The entrance is housed within a one-story, round-arch portico with slender columns and is set below a fanlight and flanked by sidelights. A one-story ell projects from the rear of the building. Matthew E. Seagool was listed at this address from 1939 through to at least 1949.

GARAGE (ca. 1938): A one-story, two-bay, brick garage is at the rear of the lot.

- 341 CHARLES W. WEBSTER HOUSE (1923): A two-story, cross-gable, Tudor Revival-style residence with an offset entrance, sheltered by a steeply-pitched gable roof. A two-story, gable-roof ell projects

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from the building's west elevation. The 1924 directory lists Charles W. Webster at this address.

GARAGE (after 1937): A one-story, single-bay, end-gable, concrete block garage.

- 346 WILLIAM F. SAINSBRY HOUSE (ca. 1925): A two-and-one-half-story, side-gable, Colonial Revival-style residence set perpendicular to the street. The building's primary entrance is centered on its façade. A one-story, hip-roof ell extends along its south elevation. The 1926 directory lists William F. Sainsbry, a bookkeeper, at this address.

GARAGE (ca. 1925): A one-story, single-bay garage is at the rear of the lot.

- 351 JAMES FORAN HOUSE (ca. 1925): A two-story, hip-roof, Colonial Revival-style residence with a one-story, full-façade, partially enclosed porch on its façade. The building's primary entrance is offset on its façade. A secondary entrance is located on the building's east elevation. The 1926 directory lists James Foran, an insurance agent, at this address.

GARAGE (ca. 1925): A one-story, single-bay, hip-roof garage is at the rear of the lot.

- 357 MAURICE C. FAIRCHILD HOUSE (ca. 1923): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence with a center entrance flanked by four-light sidelights. A shed-roof dormer projects from the front roof slope and a one-story, screened-in porch projects from the building's east elevation. The 1924 directory lists Maurice C. Fairchild, railroad supplies, at this address. The 1926 map identifies J. Nevin as the building's owner.

GARAGE (ca. 1923): A one-story, single-bay garage is at the rear of the lot.

- 375 ALBERT E. GODFREY HOUSE (ca. 1929): A two-story, side-gable, Colonial Revival-style residence with a central entrance within a one-story, gable-roof portico with slender supports. The entrance is flanked by sidelights and set below an elliptical fanlight. A one-story, flat-roof sunroom projects from the building's west elevation; it is embellished with a simple roof balustrade. The 1930 directory lists Albert E. Godfrey at this address; by 1937 the building was occupied by George E. Lucas, a manager.

GARAGE (ca. 1929): A one-story, two-bay garage.

- 377 JOSEPH L. AHEARN HOUSE (ca. 1933): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its façade. The entrance is housed within a one-story, segmental-arch portico

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supported by lattice work and is flanked by sidelights and set below an elliptical fanlight. A one-story, flat-roof sunroom projects from the building's east elevation. The 1934 directory lists Joseph L. Ahearn, a lawyer, at this address.

GARAGE (ca. 1933): A one-story, side-gable, single-bay garage is at the rear of the lot.

- 378 HELEN FOWLES GRANT TUBBS HOUSE (1925): A two-and-one-half-story, side-gable, Colonial Revival-style residence with a central entrance on its façade. The entrance is housed within a round-arch portico with slender supports. The door is flanked by four-light sidelights. One-story, flat-roof sunrooms extend from both the east and west elevations of the building. Helen Fowles Grant Tubbs and Eugene H. Tubbs purchased the lot of land in 1924 from Fred Anderson, treasurer of the Blackstone Boulevard Realty Corporation. The Tubbs family moved from 270 Benefit Street to 378 Rochambeau in 1925. The 1925 directory lists H. Fowles and G. Tubbs at this address. The property was sold to Frank B. Cutts and Anna M. Cutts in 1937. In 1947, the property was purchased by Robert G. Murphy and Elizabeth W. Murphy. The property remained in the Murphy family until 1983.

GARAGE (ca. 1925): A one-story, two-bay garage is at the rear of the lot.

- 383 ETHELBERT HARMAN HOUSE (ca. 1931): A one-and-one-half-story, clipped gable, single-family residence with an offset entrance set within a round-arch opening. A one-and-one-half-story, gable-roof ell projects from the east elevation and a one-story, hip-roof sunroom projects from the building's west elevation. The 1932 directory lists Ethelbert Harman, an assistant treasurer, at this address.

GARAGE (ca. 1931): A one-story, two-bay garage is at the rear of the lot.

- 387 DWIGHT K. BARTLETT HOUSE (ca. 1933): A large, two-story, side-gable, Classical Revival-style residence with a central entrance on its façade set within a classical surround and one-story portico. The portico has slender Doric columns and a simple roof balustrade. The entrance is flanked by sidelights and set below a Palladian window. The 1934 directory lists Dwight K. Bartlett, a vice president, at this address.

GARAGE (ca. 1933): A one-story garage is at the rear of the lot.

- 392 CHARLES C. CORNELL HOUSE (ca. 1925): A two-story, hip-roof, Colonial Revival-style residence, with wide, overhanging eaves. The building's primary entrance is centered on its façade, within a one-story portico with slender columns and a roof balustrade. The entrance is flanked by multi-light

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sidelights. A one-story, flat-roof porch with columns projects from the east elevation. The 1926 directory lists Charles C. Cornell, a contractor, at this address.

GARAGE (ca. 1925): A one-story, hip-roof garage.

- 395 ARTHUR M. MOLTER HOUSE (ca. 1932): A two-story, hip roof, brick-and-timber, Tudor Revival-style building with a stone-trimmed, Tudor-arch entrance set in a gabled, saltbox profile side pavilion. The building features brick quoins, a side chimney with flue columns topped by terra-cotta chimney pots, and casement windows with rusticated stone trim at the center of the façade. Arthur M. Molter was a silk manufacturer.

GARAGE (ca. 1932): A one-story garage is at the rear of the lot.

- 401 ROY F. WHITING HOUSE (ca. 1931): A two-and-one-half-story, hip-roof, Colonial Revival-style residence with a centered entrance on its façade. The entrance is housed within a one-story, flat-roof portico with tapered columns and a roof balustrade. The building features many hallmarks of the Colonial Revival style, including, flared lintels, and entrance flanked by sidelights, and an elliptical fanlight above the door. A shed-roof dormer with round-arch dormers spans the front roof line. A one-story, flat-roof ell with roof balustrade projects from the east elevation of the building. The 1932 directory lists Roy F. Whiting at this address.

GARAGE (ca. 1931): A one-story, two-bay, hip-roof garage.

- 405 CARL E.P. LINDEN HOUSE (ca. 1937): A two-story, hip-roof, Colonial Revival-style residence with a two-story, gable-roof ell projecting from its east elevation. The building's main entrance is offset on its façade, within a one-story, gable-roof portico with slender columns. The entrance sits below a round-arch fanlight. Two gable-roof dormers project from the front roof slope of the side ell. Carl E.P. Linden was listed at this address in 1938.

GARAGE (ca. 1937): A one-story, two-bay, side-gable garage is at the rear of the lot.

WOODBURY STREET

- 5 EDWARD C. PEPPER HOUSE (ca. 1922): A two-story, hip-roof, Colonial Revival-style residence with a central entrance on its three-bay façade. The building's entrance is set within a one-story, gable-roof portico supported by slender columns. A one-story, shed-roof ell projects from the building's east

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elevation. The 1923-24 directory lists Edward C. Pepper at this address. In 1925-26, Stanford D. Tappan, a superintendent, resided here.

GARAGE (ca. 1922): A one-story, single-bay, gable-roof garage.

- 11 WILLIAM E. KERSHAW HOUSE (ca. 1922): A one-and-one-half-story, end-gambrel, Dutch Colonial Revival-style residence with shed-roof dormers extending along both side roof slopes. The building's primary entrance is offset on its façade within a one-story, full-width, flat-roof porch with slender posts and a simple rail. The 1923 directory lists William E. Kershaw, a clerk, at this address.

- 12 ALBERT I. RUSSELL HOUSE (ca. 1932): A two-story, side-gable, Dutch Colonial Revival-style residence with an offset entrance on its façade set within a one-story, gable-roof portico with slender Doric columns. The entrance is flanked by sidelights and the columns stand on brick bases. The 1933-34 directory lists Albert I. Russell, president and secretary of Irons & Russell Company, at this address.

GARAGE (ca. 1932): A one-story, two-bay garage is at the rear of the lot.

- 15 GORDON HENLEY HOUSE (ca. 1922): A one-and-one-half- to two-story, side-gable, Colonial Revival-style residence notable for its two-story, gable-roof projection on its façade. The building's primary entrance is offset on its façade; an oriel window is located in the east bay of the façade. The 1923-24 directory lists Gordon Henley, clerk at the National Bank of Commerce, at this address. The building was later occupied by Lillian Henley from 1925 to at least 1935-37, when she is listed as the owner/occupant.

GARAGE (ca. 1922): A one-story, two-bay, hipped-roof garage is at the rear of the lot.

- 16 LEWIS L. ALLEN HOUSE (ca. 1913): A tall, two-and-one-half-story, side-gable, Colonial Revival-style residence embellished with cornerboards and cornice returns. The building's primary entrance is offset on its façade within a one-story, flat-roof, full-façade porch. The porch features a plain rail and slender Doric columns. Two hip-roof dormers project from the front roof slope. (This building was identified as #6 Woodbury until 1921.) The 1914 directory lists Lewis L. Allen, a clerk at 148 West River Street, at this address. The 1919 directory also lists Lillian S. Allen, a widower, at this address.

GARAGE (before 1926): A one-story, single-bay, hip-roof garage is at the rear of the lot.

- 17 ELMER S. HORTON HOUSE (ca. 1912): A one-and-one-half-story, side-gable, Craftsman-style

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bungalow with wide, overhanging eaves. The building's primary entrance is offset on its façade, within a one-story, gable-roof vestibule. A shed-roof dormer projects from the front roof slope and a one-story, flat-roof, partially enclosed porch with roof balustrade projects from the building's east elevation. (The building was identified as #7 Woodbury until 1921.) The 1913 directory lists Elmer S. Horton, a broker, at this address. He is listed a year later as an advertising agent. Horton moved to 22 Woodbury in 1916. John Woodward, a treasurer, occupied the building after Horton, from 1921 through to 1948.

GARAGE (before 1926): A one-story, two-bay garage.

- 22 BRAINARD CAVERLY HOUSE (ca. 1913): A two-and-one-half-story, hip-roof, Colonial Revival-style residence with a hip-roof dormer centered on its front roof slope. The building's primary entrance is housed within an offset, one-story, screened-in porch that spans the eastern half of the facade. One-story, shed-roof bay windows project from the south and west elevation of the building. (This building was identified as #8 Woodbury until 1921.) The 1915 directory lists Brainard Caverly, a clerk at the public building department, at this address. Caverly later resided on Dexterdale, Doyle, and Ogden streets. By 1920, the property was occupied by Byron Judson Brown, Jr., a physician. He remained at the address until 1927, when Sharon O. Brown, an editor, moved in.

GARAGE (before 1926): A one-story, concrete block, two-bay garage.

- 23 JARVIS S. HORTON HOUSE (ca. 1911): A one-and-one-half-story, end-gable, modest Colonial Revival-style residence with a one-story, gable-roof porch on its façade. The porch has simple square supports and a shingled rail. A shed-roof dormer extends from the east roof slope and a one-story, shed-roof entrance bay extends from the rear of the east elevation of the building. The 1912 directory lists Jarvis S. Horton, a commercial merchant, at this address. By 1920, the property was occupied by Mrs. Ina Bragg and Mrs. Josephine Guptill. Subsequent occupants included Curtis C. Chartier (1921-26), Clarence H. Wall (1927-28), and Mrs. Edith R. Wall (1929 to 1949).

GARAGE (ca. 1926): A one-story, two-bay, gable-roof garage.

- 36 HORACE I. BIGGS HOUSE (ca. 1916): A two-and-one-half-story, hip-roof, Colonial Revival-style residence set perpendicular to the street. The building's primary entrance is centered on its west elevation within a one-story, gable-roof portico with simple columns. A one-story, flat-roof porch with simple supports and lattice extends along the building's south elevation. (This building was identified as #14 Woodbury until 1921.) The 1917 directory lists Horace I. Briggs, a salesman, at this address. He is listed as a sales manager in the 1923 directory and remained at this address to at least 1949.

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GARAGE (before 1926): A one-story, two-bay garage.

- 37 EARL THOMAS RICHARDS HOUSE (ca. 1926): A tall, side-gambrel, two-and-one-half-story, Dutch Colonial Revival-style residence. The building's primary entrance is set within a one-story, enclosed porch and is flanked by four-light sidelights. The 1927 directory lists Earl Thomas Richards, an architect, at this address. In 1929 his occupation changes to engineer. He remains in residence through to at least 1937. The 1949 directory lists Leon M. Brock as the owner in residence.

GARAGE (ca. 1926): A one-story, single-bay, gable-roof garage is at the rear of the lot.

- 41 BRAINARD E. CAVERLY HOUSE (ca. 1921): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence set gambrel end to the street. Shed-roof dormers project from the front and rear roof slopes of the building. The building's primary entrance is centered on its façade within a one-story, flat-roof portico with simple supports. The entrance is flanked by three-light sidelights. A one-story ell projects from the building's north elevation. The 1922 directory lists Brainard E. Caverly, an insurance agent, at this address. (Caverly formerly resided at 22 Woodbury).

GARAGE (ca. 1921): A one-story, single-bay garage.

- 42 JOHN C. NORMAND HOUSE (ca. 1916): A two-and-one-half-story, clipped-gable, Colonial Revival-style residence notable for its clipped gable and two-story, clipped-gable ell on its west elevation. The building's primary entrance is sheltered within a recessed opening set within the steeply sloping roofline of the side ell. A one-story, flat-roof porch projects from the façade of the main block. (This building was identified as #16 Woodbury until 1921.) The 1917 directory lists John C. Normand, a dentist, at this address.

- 46 EDMUND SARTORIUS HOUSE (ca. 1916): A one-and-one-half-story, side-gable, Colonial Revival-style residence with a shed-roof dormer spanning its front roof slope. The building's primary entrance is centered on its three-bay façade within a recessed opening with four-light sidelights. Bands of casement windows extend along the façade. (This building was identified as #18 Woodbury until 1921.) The 1917 directory lists Elmer S. Horton, from the advertising department of the Providence Journal. In 1919, the building was occupied by Edmund M. Sartorius, an investment secretary.

GARAGE (before 1926): A one-story, hip-roof, two-bay garage.

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- 47 MARY A. GAUNTLEY HOUSE (ca. 1928): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence with an offset entrance on its façade. The entrance is reached by a flight of steps and a wood ramp. Shed-roof dormers project along the front and rear roof slopes of the building. The 1929 directory lists Mary A. Gauntley at this address. Gauntley occupied the house through to 1935-37.

GARAGE (ca. 1928): A one-story, single-bay, end-gable garage.

- 50 E. CALDWELL HOUSE (ca. 1925): A two-and-one-half-story, side-gable, Colonial Revival-style residence with an oversized, gable-roof dormer projecting from its front roof slope. A notable feature of the building is its one-story, octagonal, hip-roof bay window offset on its façade. The building's primary entrance is offset on the façade and is flanked by five-light sidelights. The building appears on the 1926 map as one of two buildings on the same lot owned by E. Caldwell.

GARAGE (after 1926): A one-story, single-bay garage.

- 51 M.M. HORTON HOUSE (ca. 1918): A two-story, clipped gable, Tudor Revival-style residence notable for its multiple intersecting rooflines and gable-roof projection with stucco and half-timbering. The building's asymmetrical façade features an offset entrance sheltered within a one-story, shed-roof projection. The building is one of several Tudor Revival-style residences on this street, including 113 and 125 Woodbury. An attached garage extends from the east side of the building. (This building was identified as #25 Woodbury until 1921.) M.M. Horton is identified on the 1918 map as the property's owner. The 1919 directory lists Elmer S. Horton, manager at the advertising department of the Providence Journal, at this address.

- 56 ALFRED T. BUTNAM HOUSE (ca. 1925): A one-and-one-half-story, side-gambrel, Dutch Colonial Revival-style residence. The building's primary entrance is offset on its façade within a one-story, hip-roof portico with simple supports; the entrance is flanked by sidelights. Shed-roof dormers project from the front and rear roof slopes of the building. The building appears on the 1926 map as one of two buildings on the same lot owned by E. Caldwell. The 1927 directory lists Alfred Butman, of Butman & Tucker Laundry Co., at this address.

GARAGE (after 1926): A one-story, hip-roof, two-bay garage.

- 61 E.S. HORTON HOUSE (ca. 1917): A one-and-one-half-story, end-gambrel, Dutch Colonial Revival-style residence with shed-roof dormers projecting from both side roof slopes. A one-story, hip-roof, full-façade porch extends along the façade and features Doric columns. An enclosed porch projects from the

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building's rear elevation. The building is identified on the 1918 map as the residence of E.S. Horton. The 1918 directory lists Albert P. Onderdunk, a clerk at 21 South Main Street, at this address.

GARAGE (before 1926): A one-story, single-bay, gambrel-roof garage.

- 62 HENRY C. JACKSON HOUSE (ca. 1920): A two-story, hip-roof, wood shingle, Colonial Revival-style residence. A one-and-one-half-story, clipped-gable ell projects from the façade. The 1921 directory lists Henry C. Jackson, assistant secretary at Industrial Trust, at this address. In 1925-26 he is listed as treasurer. The building was occupied by Stephen W. Tourtellott, a salesman in investment securities, from 1928 through 1937.

GARAGE (ca. 1920): A one-story, hip-roof, single-bay, wood shingle garage.

- 63 STANTON SMITH HOUSE (1935): A two-story, pyramidal hip-roof, Colonial Revival-style residence. The building's primary entrance is offset on its east elevation below a shed-roof hood with iron supports. A hipped-roof oriel window is offset on its north elevation. An intent to build card for a dwelling and garage was filed for this lot in 1935 by Stanton Smith of 29 Luzon Avenue. The 1936 directory lists Stanton Smith, a secretary, at this address.

GARAGE (1935): A one-story, pyramidal hipped-roof, two-bay garage.

- 65 E. & L. FISHER HOUSE (ca. 1925): An unusual, two- to two-and-one-half-story, gable- and hip-roof, Colonial Revival-style residence. The building is comprised of two blocks: an end-gable, two-and-one-half-story block on the west end, and a two-story, hip-roof block to the east. The building's primary entrance is offset on its gabled end and sheltered within a one-story, flat-roof, single-bay vestibule. An oriel window projects from the second story of the east elevation of the building. The building appears on the 1926 map as the residence of E. & L. Fisher.

GARAGE (after 1936): A one-story, two-bay, concrete garage.

- 66 FRANCIS B. MARSH HOUSE (ca. 1920): An unusual, one-and-one-half-story, side-gable residence with hallmarks of both the Tudor Revival and Bungalow forms. The building is notable for its steeply-pitched gable roof which shelters a one-story, integral entrance porch and its stuccoed walls. A two-story, end-gable block projects from the east end of the building and a shed-roof dormer projects from the west end of the front roof slope. The primary entrance is housed within the integral porch, which features a stuccoed half wall and square supports with a rounded opening. The 1921 directory lists

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Francis B. Marsh, a civil and designing engineer, at this address. He remained at this address through to 1928.

- 72 ISABEL M. BROWNSON HOUSE (ca. 1928): A two-story, cross-gable, Tudor Revival-style residence clad in stucco with half-timbering below the gable ends. The building's primary entrance is offset on the façade within a round-arch opening. A secondary entrance is offset on the west elevation below a shed-roof door hood. There is an overhang between the first and second stories of the building. The 1929 directory lists Isabel M. Brownson, secretary and treasurer of the Rhode Island Electric Protective Co., at this address.

GARAGE (ca. 1928): A one-story, single-bay, stucco garage.

- 76 ROGER COOKE HOUSE (ca. 1927): A two-and-one-half-story, side-gable, Colonial Revival-style residence set gable end to the street. The building's primary entrance is centered on its façade within a one-story, round-arch, lattice portico. The 1927 directory lists Roger W. Cooke, treasurer at Citizens Savings, at this address.

GARAGE (ca. 1927): A one-story, single-bay, gable-roof garage.

- 83 ALONZO S. DODGE HOUSE (1928): A modest, one-story, clipped gable residence with a projecting, one-story, hip-roof bay window offset on its façade. The building's primary entrance is offset on its façade and sheltered below a small, one-story, integral porch. In 1928 an intent to build was filed by Alonzo Dodge of 18 Ferncrest Street. The 1929 directory lists Alonzo Dodge, treasurer of Dodge Textile Co., Inc., at this address.

- 86 ARTHUR S. BUNN HOUSE (ca. 1928): A two-story, cross gambrel, Dutch Colonial Revival-style residence that is unusual for its intersecting gambrels. Shed-roof dormers project from both the side and front roof slopes of the building. The building's primary entrance sits below an elliptical doorhood supported by decorative brackets. A one-story, single-bay, hip-roof bay window projects from the front gambrel block of the building. The 1929 directory lists Arthur S. Bunn of A.S. Bunn & Co., grocers at 273 Thayer Street, at this address.

GARAGE (ca. 1928): A one-story, gambrel-roof, single-bay garage.

- 87 FRANCIS P. ALLEN HOUSE (ca. 1928): A two-story, Tudor Revival-style residence with an offset entrance set within a round-arch opening. The building's walls are sheathed in stucco. The 1929

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directory lists Francis P. Allen, vice president and assistant treasurer of Cadillac Providence Co., at this address.

GARAGE (ca. 1928): A one-story garage.

- 94 LEROY M. GARDNER HOUSE (1935): A two-story, side-gable, Colonial Revival-style residence with a slight overhang between the first and second stories and a recessed entrance on its façade. The entrance is centered on the three-bay façade and flanked by sidelights and simple engaged columns. In 1935 an intent to build was filed for a single-family dwelling and two-car garage by Joseph Majeau and George Bradley. The 1937 directory lists Leroy M. Gardner at this address.

GARAGE (1935): A one-story, side-gable, two-bay garage.

- 95 WILLIAM REID HOUSE (ca. 1930): A two-and-one-half-story, side-gable, Colonial Revival-style residence with a central entrance on its façade. The entrance is set below an elliptical fanlight and flanked by sidelights. A one-story, flat-roof porch with Doric columns projects from the building's west elevation; a one-story, flat-roof ell projects from the east elevation. The 1931 directory lists Rev. William Reid, general secretary of the Rhode Island Baptists State Convention, at this address. Reid occupied the building through to at least 1937.

GARAGE (ca. 1930): A one-story, two-bay, gable-roof garage.

- 103 JOHN L. CASEY HOUSE (ca. 1930): A two-and-one-half-story, side-gable, Colonial Revival-style residence with a central entrance on its façade. The entrance is flanked by five-light sidelights and is set within a one-story, gable-roof portico with slender columns supporting a pediment. A one-story, flat-roof, port-cochere projects from the east elevation of the building; a hip-roof dormer is centered on the front roof slope. A two-story ell projects from the rear of the building. The building is embellished with a wide cornice band and cornice returns. The 1931 directory lists John L. Casey, a lawyer, at this address. Casey remained here for only a short time; he is listed in the 1933 directory at a house on Elton Street. N. Gibson Madge, an engineer and department manager, lived here from 1933 through 1937.

GARAGE (ca. 1930): A one-story, three-bay, hip-roof garage.

- 104 SUSAN A. BROWN HOUSE (ca. 1932): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its three-bay façade. The entrance is set below an elliptical fanlight and flanked by sidelights. A one-story, shed-roof ell projects from the west elevation of the building; a one-story, gable-

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roof ell projects from the rear elevation. The 1932 directory identifies this house as vacant. Its first known occupant was Susan A. Brown, a widow, in 1933.

112 ORTON-STARK-GREENE HOUSE (1930): A one-and-one-half-story, gable-roof building with gable-roof dormers projecting from the front roof slope. A one-story side garage wing with a recessed, arched porch sheltering a side entrance projects from the main block of the building. The building is notable for its detailed front entrance, with pilasters on pedestals, an entablature with turned up back-band, and a pediment. Details are carefully modeled after Providence doorways of the 1730s and 1740s. The house was built by Providence contractors John E. Orton, Jr. and Rossiter C. Stark. The 1932 directory identifies this house a vacant. Its first known occupants were William W. and Lilla S. White, who rented the building. Orton and Stark sold the house to Mary C. Greene in 1937. The 1937 directory lists Everett A. Greene as the occupant.

113 JOHN J. FITZPATRICK HOUSE (ca. 1931): A large, two-and-one-half-story, side-gable, Tudor Revival-style residence The building is notable as one of several Tudor Revival-style residences on this street and features stucco walls and half-timbering. A two-story, end-gable projection is offset on the façade; the first floor of the façade is faced in brick. The building's primary entrance is set within a round-arch opening reached by a set of stairs. 1932 directory lists John J. Fitzpatrick, a manager and organist, at this address. Fitzpatrick continued to reside here through the 1940s.

GARAGE (ca. 1931): A one-story, two-bay garage.

119 JOSEPH T. MAJEAU HOUSE (1936): A two-story, hip-roof, Colonial Revival-style residence with a central entrance on its three-bay façade. The entrance is flanked by sidelights and set below a pedimented gable supported by slender columns. A one-story, flared hip-roof oriel projects from the building's east elevation. A one-story ell projects from the rear of the building. An intent to build card for a dwelling and garage was filed by Joseph T. Majeau in May 1936. The 1938 directory lists James F. Allison, a salesman, at this address.

120 GEORGE C. URQUHART HOUSE (ca. 1931): A two-story, side-gable, brick, Classical Revival-style residence. The building's entrance is centered on its three-bay façade and features a classical surround with broken pediment with finial supported by fluted pilasters. A one-story, flat-roof porch with a simple rail and slender columns extends along the building's west elevation. In 1933, the property was occupied by George C. Urquhart, a salesman.

GARAGE (ca. 1931): A one-story, side-gable, two-bay garage.

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- 125 JOHN E. HAYWARD HOUSE (ca. 1930): A large, two-story, side-gable, Tudor Revival-style residence notable as one of several Tudor Revival-style residences on this street. The first floor of the building is sheathed in brick while the second story is sheathed in stucco with half timbering. A one-and-one-half-story, end-gable projection houses a two-car garage. The building's primary entrance is centered on its façade within a simple surround. A gable-roof wall dormer breaks the cornice line of the façade. The 1931 directory lists John E. Hayward, a comptroller with Washington Wire in Phillipsdale, at this address.
- 130 STARK HOUSE (1937): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its three-bay façade. A two-story, end-gable projection is offset on the west bay of the façade. The entrance is set below a round-arch pediment supported by slender pilasters. Skylights have been added to the front roof slope of the building. A one-story, two-car garage projects from the rear of the building. An intent to build a residence was filed by Rossiter G. Stark and Archer A. Stark in May 1937. The 1938 directory lists Robinson C. and Maud H. Brown at this address.
- 131 FREDERICK MACALISTER HOUSE (ca. 1930): A two-story, hip-roof, Colonial Revival-style residence. The building's primary entrance is centered on its façade and features a pediment supported by engaged Doric columns. A one-story, shed-roof bay window projects from the building's east elevation. A one-story, gable-roof ell projects from the building's rear elevation. The 1931 directory lists Frederick Macalister, a clerk with the Industrial Trust, at this address.
- 135 STUART H. TUCKER HOUSE (ca. 1937): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its three-bay façade. The entrance is sheltered by a one-story, gable-roof portico supported by slender columns. The door sits below round fanlight. An oriel window projects from the first floor of the east elevation of the building. The 1938 directory lists Stuart H. Tucker, a lawyer with Huddy & Moulton, at this address.
- GARAGE (ca. 1937): A one-story, two-bay, side-gable garage.
- 139 ELISHA SCOLIARD HOUSE (ca. 1951): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its three-bay façade. The entrance The entrance is set within an altered, one-story, gable-roof portico that has been enclosed. Two large picture windows have been to the first floor façade. The building does not appear on maps prior to 1951. The 1957 directory lists Elisha Scoliard, president and treasurer of Guarantee Plumbing & Heating, at this address.

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GARAGE (ca. 1951): A one-story, end-gable, two-bay garage.

140 HUGO A. CLASON HOUSE (ca. 1931): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its three-bay façade. The 1932 directory lists Hugo Clason, Jr, a lawyer at Clason & Brereton, at this address.

144 BENJAMIN J. NEVIN HOUSE (ca. 1928): A two-story, side-gable, Colonial Revival-style residence with a central entrance on its three-bay façade. The entrance is set below an elliptical fanlight and flanked by sidelights. A two-story ell projects from the rear of the building; a one-story, shed-roof ell projects from the east elevation. The 1930 directory lists Benjamin J. Nevin, a treasurer, at this address.

GARAGE (ca. 1928): A one-story side-gable, two-bay garage.

151 ROBERT D. and MARY L. GREGORY HOUSE (1929): A picturesque, one-and-one-half-story, gambrel roof, shingled building with an offset front projection covered by an extended roof slope. The entrance is flanked by sidelights and set below an oversized, shed-roof dormer. A smaller, gable-roof, wall dormer projects from the western end of the roof slope. A one-story, shed-roof ell projects from the building's west elevation. The house was built for Robert D. Gregory, vice president of Old Colony Cooperative Bank, and his wife.

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Significance

A well-preserved and cohesive example of an early 20th century, middle/upper-middle-class, residential suburb on the East Side of Providence, the Elmgrove Gardens Historic District demonstrates both the “streetcar” and “early automobile” phases of suburban-style housing development in the city. The 142 structures, most constructed between 1908 and 1948, are characteristically 1-1/2 to 2-1/2 story, single-family, wood frame and masonry homes in an eclectic mix of period styles, including Colonial Revival, Dutch Colonial, and Tudor Revival. Platted in several phases between 1887 and 1928, the district’s layout of streets and house lots reflects a transition from a time when travel by public streetcar was the norm, to a time when most homeowners possessed at least one automobile. The district is also distinctive for being platted mostly by the same extended family that had owned and farmed this land for nearly two centuries. The district retains all of its original primary structures, and has seen very little additional new construction. Although individual buildings have experienced some alterations, the overall architectural and visual character of the district remains largely intact. The presence here in the district of two early houses, one of them well preserved, provides visual evidence of the area’s transition from outlying farm to in-town suburb. The Elmgrove Gardens Historic District retains a high level of historic and architectural integrity and meets Criteria A and C for listing on the National Register.

The Elmgrove Gardens Historic District reflects the confluence of several historical trends in Providence, and the United States as a whole, dating back to the mid-19th century. As the main focus of the American economy shifted from agriculture to manufacturing in the early and mid-1800s, cities like Providence underwent a radical transformation. Factories were constructed, and expanded; new businesses were established, and grew; railroads were built, eventually connecting to a transcontinental transportation network; and an increased population arrived to seek the many economic opportunities available in cities. Those opportunities included not only factory jobs and other forms of manual labor, but also a new category of “white-collar” positions in business and trade: the managers, clerks, secretaries, bookkeepers, salespeople, bank tellers, and others who sat behind a desk or stood behind a counter every day. These white-collar workers (as well as educators, civil servants, small business owners, lawyers, doctors, and other professionals) evolved into a new socio-economic group known as the middle class, typically well educated, with opportunities for social and professional advancement, and an income level that afforded a comfortable lifestyle.

Meanwhile, as urban areas industrialized, they grew increasingly overcrowded, dirty, and dangerous. Immigrants crammed into older, established neighborhoods; streets became jammed with traffic. Poor sanitation provided a breeding ground for disease, while factories polluted the air and water. Vice and crime appeared to increase along with the population, and conflicts erupted between groups from different countries and cultures. All of these conditions encouraged the creation of new communities outside of urban areas.

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By definition, a suburb is “a largely homogeneous residential area built at the edge of the existing city, from which residents commute daily to jobs in the center city... usually [built] in units containing single-family houses on small parcels of land.”⁴ These small parcels were subdivided from a larger tract of open (usually agricultural) land lying outside the urban core but provided with transportation facilities to the city center. A formal subdivision plan, or plat, dictated the use of the land, the layout and widths of streets, and the arrangement of house lots. The lots were usually a standard size within the subdivision, with consistent frontages and depths; some plats also set the parameters for size and placement of individual dwellings within the house lots. Generally speaking, U.S. historic suburban development evolved through four phases, each categorized by a transportation system: railroad (also known as “garden”) suburbs in the mid-19th century, streetcar suburbs from the Civil War to the end of World War I, early automobile suburbs from the turn of the 20th century through the end of World War II, and freeway suburbs from the 1950s to the present.⁵ In Providence, the railroads arrived in 1835; horse-drawn streetcars in 1864, and electric trolleys in 1892; the first automobiles appeared in 1896-97, and the first interstate highway in 1954. Each of these advances in transportation allowed city residents to live farther and farther away from the traditional city center.

As early as the 1840s and 1850s, living outside the city in a single-family house, set in an environment closer to nature with fresh air, open spaces, and picturesque surroundings, was being promoted as a means to achieve a more physically and spiritually healthy lifestyle. Inspired by examples from Europe (particularly near London) and the Romantic landscape movement, designers Alexander Jackson Davis and Frederick Law Olmsted created prototype “garden suburbs” outside Chicago and New York, from which residents could commute to the city by train. “Designed to be residential landscapes separate from but connected to the city, and to combine the open space and greenery of the country with an efficient layout of houses and transportation,” the railroad or garden suburb was also intended “to shelter the family from the corrupting influences of the city,” providing a refuge of rest and tranquility.⁶ At first a lifestyle available only to the wealthy, the suburban ideal took root in the American popular imagination, and became the foundation of community planning theory well into the 20th century.⁷

Over time, advances in transportation made suburban land more accessible to those of moderate incomes as well, and living in the suburbs came to symbolize a dream of homeownership, material well-being, and clean-living morality to which Americans of all economic classes aspired, most especially the middle class. The electric trolley, introduced in Providence in 1888, opened suburban areas to both white-collar and blue-collar

⁴ Ames, pp. 1-2.

⁵ Ibid, p. 5.

⁶ Ibid, pp. 2 and 29.

⁷ “Blackstone Park Historic District” National Register Nomination (in Providence, listed 1998).

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workers, generating the first large-scale movement of residents relocating out of urban centers. In 1908, Ford Motor Company began to mass-produce the Model T; as the 20th century progressed, cars truly revolutionized American society, making people much more mobile than even before. After World War II, as high-speed freeways were built nationwide, a second great wave of suburbanization pushed even farther beyond city centers. Improved transportation facilities also expedited the movement of building materials from manufacturer to buyer, which helped to reduce housing construction costs for aspiring suburban homeowners.

Several other factors helped to keep suburban housing costs under control in this period. The balloon-frame method of construction (invented in the U.S.A. in the 1830s) made houses easier and faster to build by using light-weight, standard-sized framing members. Manufacturers could mass-produce not only framing members, but also other architectural features such as windows, doors, clapboards, shingles, hardware, and decorative elements, which could then be shipped by rail (and later, by truck) anywhere in the country. Middle-class suburban homes were typically smaller than their Victorian predecessors, and had standardized floor plans, which helped to offset the cost of new technological innovations such as central heating, indoor plumbing, hot water heaters, and electricity (all available by the turn of the 20th century). A technique for applying a thin veneer of brick or stone to a wooden structure (perfected in the early 1920s) even allowed balloon-framed houses to imitate their more expensive masonry counterparts.

Meanwhile, popular perceptions of what constituted “a proper home” also evolved in the late 19th and early 20th centuries, reflecting changing social values about the family. Middle-class families tended to live on one income, to lack live-in servants, and to have relatively few children. Consequently, suburban families preferred homes of modest size that were easy to maintain as well as affordable. “Housewives” (a new term at the turn of the 20th century) were expected to manage both the household and the children, largely by themselves, while their husbands worked outside the home as the family’s sole provider. In housing design, “the Victorian aesthetic that valued richness and complexity was replaced by one stressing practicality and simplicity, efficiency and craftsmanship...the elaborate Victorian house was replaced with a house of structural simplicity, balanced proportions, ... minimal decoration ... and standardized [room] layouts.”⁸

Two new house types fit this modern aesthetic: the bungalow and the four-square house. In both types, the multi-purpose living room replaced the Victorian front and back parlor, front hall, and library; kitchens included eating areas for informal family meals; and the traditional servants’ back staircase was eliminated. In one-story houses, public areas for entertaining (living room, dining room, front porch) were at the front of the house, and private areas for family activities (kitchen, bedrooms, baths) were at the rear; in the 2-story version, bedrooms and baths were upstairs. The bungalow, typically 1-story, with its deep overhanging eaves providing a sense of shelter and its open front porch allowing a connection to nature (both characteristics so important to

⁸ Ames, pp. 33-35.

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the suburban ideal), became the most popular American suburban house type in the early 1900s. The four-square house, typically 2 stories with a front porch and four equally-sized rooms on each floor, gained popularity in the 1920s and 1930s for its adaptability to the increasingly popular revivals of traditional European and American Colonial architectural styles.⁹

Architectural pattern books of suburban house designs began to be published in the 1840s, marketed not just to professional designers and builders but also directly to the prospective home buyer. Pattern books contained illustrations of completed homes in landscaped settings, along with floor plans, details, and advice about plantings, giving the home owner both vision and guidance and obviating the need for a professional architect (another cost-saving measure). Such illustrations were also published in popular magazines, such as *Godey's Lady's Book*, *Good Housekeeping* and *Ladies Home Journal*, as well as in mail-order catalogs (which also sold detailed architectural plans and prefabricated house components). These mass-marketing techniques helped to popularize across the country not only the suburban ideal itself, but also its expression in an eclectic variety of architectural styles, during the late 19th and early 20th centuries.

Suburban development on Providence's East Side mirrored these national trends. In the eight decades between the end of the Civil War and the end of World War II, Providence became a metropolitan area. The city's textile, jewelry and silver, and metal products industries dominated American manufacturing, and overall industrial production made Rhode Island one of the wealthiest states per capita in America at the turn of the 20th century. The population jumped 460% between 1865 and 1945, with most of that growth occurring before 1910; in 1900 Providence was the 20th largest city in the country. This boom caused living conditions in many older neighborhoods to deteriorate, and created a tremendous demand for new housing.

To provide more space for new development, the city re-annexed land from the surrounding towns of Cranston, Johnston and North Providence, more than tripling its land area between 1860 and 1900. Meanwhile, public utilities (water and sewer lines, electricity and telephones) were all introduced between 1870 and 1890, giving rise to an expectation that new houses would feature these modern conveniences, and making those new homes all the more attractive to middle-class renters and buyers. Public transportation systems facilitated the commute to downtown: horse-drawn streetcars began traversing principal streets in 1864, and by 1893 a network of electric street railways crisscrossed the city (supplanted by buses and trackless trolleys in the 1920s and 1930s). The first practical automobiles intended for continuous operation appeared in Providence in 1896-1897; by 1930, cars had become ubiquitous.¹⁰ All of these trends prompted both upper and middle-income residents to relocate outside the city center between 1875 and 1945, transforming former agricultural lands on the edges of Providence into suburban-style neighborhoods within the city. The Elmgrove Gardens Historic

⁹ McAlester, pp. 319, 326 and 454; also Ames, p. 35.

¹⁰ Sanderson and Woodward, pp. 54-63.

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District embodies this transformation.

When Providence was founded in 1636, the original settlement area lay only a couple of miles south of where the Elmgrove Gardens Historic District is today. North of the settlement boundary at “Olney’s Lane” (now Olney Street), a large, steep hill rose between the Moshassuck River on the west and the Seekonk River on the east; two sizeable areas of wetlands lay on the east side of that hill: the Cat Swamp and the Great Swamp. These topographical features inhibited residential development in what is now the northeast corner of Providence, despite its proximity to the center of town, and the area remained sparsely settled and relatively inaccessible for some 250 years.

During the colonial era, only four public highways traversed this part of Providence: two north-south routes (“the Neck Road to Pawtucket Falls,” now a private road in Swan Point Cemetery, and “the Common Road to Pawtucket,” now North Main Street); one east-west roadway connecting the two Pawtucket roads, called Hearnton’s or Herrington’s Lane (now Rochambeau Avenue); and Cat Swamp Lane, which extended along a zigzag route north and east from Olney’s Lane to the Neck Road (later called Olney Street, following parts of today’s Morris Avenue, Sessions Street, and Cole Avenue). The primary use for the land was agriculture, with a few houses scattered here and there for the resident farmers. Several of these farm families were related to each other, either by blood or by marriage.

In the 17th century Henry Browne (1676-1703) owned a large farmstead near Swan Point, which is believed to have extended as far west as today’s Morris Avenue. In 1745, his granddaughter Phebe Brown (1728/9-1809) married Phineas Brown (1719-1805), great-grandson of Chad Brown, another early settler. Around the time of their marriage, the couple came into possession of about 80 acres of Henry Browne’s farm, lying south of Hearnton’s Lane (today’s Rochambeau Avenue) and west and north of Cat Swamp Lane (Sessions Street/Cole Avenue). Phebe and Phineas Brown built themselves a dwelling house on Hearnton’s Lane that still stands, albeit much altered (now 287 Rochambeau Avenue). The boundaries of their farm roughly coincided with today’s Rochambeau Avenue, Cole Avenue, Sessions Street and Morris Avenue.

In 1765, a large tract of land was set off from Providence and incorporated as the Town of North Providence; the border was adjusted two years later so that Hearnton’s Lane marked the boundary between the two towns. Phebe and Phineas Brown’s farm directly abutted this municipal boundary but remained within Providence town limits.

Phebe and Phineas Brown had two surviving children, son Morris (1767-1817) and daughter Phebe (1759/60-1818).¹¹ Morris Brown never married, but in 1788 his sister Phebe married her cousin Joseph Morris,

¹¹ Phebe Brown II’s birth was not recorded in Providence.

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a grandnephew of Jeremiah Dexter (1730-1807), whose substantial farm was situated on the north side of Hearnton's Lane about a quarter mile west of the Browns' farm.¹² This connection to the Dexter family persisted through later generations, and in years to come portions of both the Jeremiah Dexter Farm and the Phineas and Phebe Brown Farm devolved into joint ownership, through the marriage of John Morris (1828-1906), grandson of Joseph and Phebe [Brown] Morris, and Anna Emerson (1830-1909), granddaughter of Jeremiah Dexter.

(*Note:* Both Morris Avenue and Woodbury Street in the Elmgrove Gardens Historic District were named after Joseph Morris's father, Captain Woodbury Morris.¹³)

After their marriage, Phebe and Joseph Morris apparently lived with her parents and brother, and raised their children in Phebe's childhood home. Five years after his sister's marriage, in 1793, Morris Brown purchased a half-acre lot from his parents and built his own home nearby on Hearnton's Lane (now 317 Rochambeau Avenue). After their mother's death in 1809, Phebe Morris and Morris Brown inherited their parents' farm. Phebe Morris's share included her parents' dwelling house and about 65 acres of land extending as far south and east as Olney Street (today's Sessions Street and Cole Avenue). Morris Brown's share was far smaller, only about 15 acres; this land surrounded his own home on Hearnton's Lane and extended east to Olney Street (Cole Avenue) and south to what is now Woodbury Street.¹⁴

Phebe and Joseph Morris continued to live in her parents' farmhouse, and in accordance with family tradition, their son William Morris brought his bride (also Phebe) home to live with his parents, so their children were reared in the same house where both William and his mother had grown up. William and Phebe Morris lived in the Brown-Morris farmhouse until their deaths in 1856, after which the dwelling house and its 65 acres passed to their four surviving children: Elizabeth Smith (who got the house), Henry Morris, Phebe Willey, and John Morris.

Meanwhile, when Morris Brown died in 1817, his 15 acres on Hearnton's Lane were sold to pay his debts. The buyer was Stephen Dexter, a son of Jeremiah Dexter; thus Morris Brown's property stayed within the control of the extended family. Stephen Dexter died in 1832, leaving the Hearnton's Lane property to his wife Phebe Ann Dexter and their minor son Charles H. Dexter. Phebe Dexter later remarried, and in 1848 her

¹² Joseph Morris's mother, Mary Brown (1736-1777), and his wife Phebe Brown were second cousins, both great-granddaughters of Henry Browne, so Joseph and Phebe were second cousins once removed. Joseph's maternal grandmother, Susannah Dexter Browne, was the sister of Jeremiah Dexter, whose house (1754) still stands at 957 North Main Street, at the corner of Rochambeau Avenue. The Jeremiah Dexter Farm contained about 80 acres bounded by today's North Main Street, Rochambeau Avenue, Hope Street, and Fifth Street.

¹³ John Morris obituary, *Providence Journal*, May 22, 1906.

¹⁴ Although Woodbury Street did not then exist, Morris Brown's south property line lay approximately where the rear lot lines on the south side of Woodbury Street are today.

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second husband Frederick Winslow purchased Morris Brown's property; however the Winslows lived in Somerset, Mass., and leased the Hearnton's Lane property to a tenant. In 1858, Frederick Winslow sold the 15 acres to Jirah Pettey, who immediately flipped it back to Phebe Winslow. Apparently, she never returned to live in Providence, and city land evidence records do not indicate that she ever sold this property, so it must have passed by inheritance either to her son Charles Dexter (likewise not a resident of Providence) or to other unknown heirs. By 1895 two men named Hiram and Charles Richards of Washington state owned the former Morris Brown property, and they sold it to John Morris.¹⁵

John Morris (1828-1906), son of William Morris, grandson of Joseph Morris, and great-nephew of Morris Brown, was born and raised in the old Brown-Morris farmhouse on Hearnton's Lane, next door to his great-uncle's property. He attended Brown University (Class of 1850) and after a three-year stint as a teacher in North Providence and Cumberland, R.I. and in Rochester, N.Y., he returned to Providence to embark on a career in real estate and farming.¹⁶ By 1853 he had also married a distant cousin, Anna Emerson (1830-1909), a granddaughter of Jeremiah Dexter (and niece of Stephen Dexter). John and Anna Morris lived in the Dexter farmhouse with her relatives and raised their children there, just down the road from the Brown-Morris farmhouse then occupied by John's sister Elizabeth Smith and her family.¹⁷ In addition to his business and farming activities, John Morris was politically active, serving in the North Providence Town Council in 1865, in the Rhode Island General Assembly as a representative of North Providence in 1866, and in the Providence City Council from 1875-1884.

In 1856, Hearnton's Lane was renamed North Street in recognition of its status as a boundary between Providence and North Providence. By the mid-19th century, Morris Avenue had achieved its present layout, and the East Turnpike to Pawtucket (later East Avenue, now Hope Street), one block west of Morris Avenue, had been constructed. For the next several decades, agriculture and land-based businesses such as nurseries remained the predominant land use in this area. But the latter half of the 19th century also saw a population boom unprecedented in Providence's history, as thousands upon thousands of new residents arrived to seek their fortunes in one of the most prosperous industrial centers in the country. To help meet an ever-increasing demand for new housing, Providence annexed a large portion of North Providence in 1874 and extended the city's northern border from North Street to the present Pawtucket city line. Almost immediately, some property owners began to survey their open agricultural lands for residential subdivisions, a change in land use that

¹⁵ Will of Stephen Dexter, Will Book 13 Page 631 (1832); also Providence Land Evidence Records: Deed Book 110/Page 255 (1848), DB 120/293 (1851), DB 150/179-180 (1858), and DB 397/307 (1895).

¹⁶ City directories consistently list John Morris's profession as farmer, but his obituary indicates that his primary business was real estate, and that farming was a sideline (*Providence Journal*, 5/22/1906, p. 2). He and his wife and their extended families held considerable property, so his real estate business probably involved managing the family holdings.

¹⁷ Anna Emerson grew up on the Dexter Farm, which was still in North Providence at the time she married John Morris. She inherited over 33 acres of the Dexter Farm, including her grandfather's house, from her aunt Ann Dexter in 1874. Anna and John Morris's children subsequently subdivided the farm for residential development in the early 20th century: see Summit Historic District (Providence) National Register nomination (2002).

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would extend throughout this part of the city over the next seventy-five years.

Residential plats of streets and house lots ranged in size from just a few to hundreds of lots. Their boundaries typically followed traditional property lines, giving many plats an irregular shape. (Sometimes, where two plats came together, the streets met at awkward angles and formed lots of odd sizes and shapes, a characteristic still clearly discernible in current maps of northeast Providence.) In plats recorded between 1874 and about 1920, the street layout usually followed a grid pattern; house lots were typically rectangular, with the narrow end facing the street, and contained between 4,000 and 5,000 sq. ft. As the automobile grew increasingly more prevalent, some plats of the 1920s, '30s and '40s exhibited wider, sometimes curving streets with larger house lots ranging from 5,000 to upwards of 10,000 sq. ft., the easier to accommodate a driveway and garage. Some plats, particularly those marketed to wealthier residents, also included deed restrictions governing the placement and type of new housing that could be built on individual lots.

It took nearly eight decades to complete the actual construction of streets and buildings in the various residential plats recorded in northeast Providence after 1874. Factors affecting the pace of development included not only the availability but also the condition of the land, the existence of city services and transportation facilities, and fluctuations in the real estate market. Real estate developers had to acquire and survey large parcels of land, and develop a plan with house lots and streets. Swampy areas had to be drained and hilly areas graded to prepare land for new construction; new roads had to be built, streetcar lines extended, and utility lines installed. Over time, some still-vacant early plats were redrawn to adjust lot sizes and street layouts. Finally, prospective homeowners had to buy lots and contract with builders to construct houses. Most of these activities occurred well before the City of Providence adopted citywide zoning regulations (in 1923), and so new development in this northeast corner of Providence proceeded as the product of many uncoordinated decisions. As a result, the area developed neither quickly nor as a single community.

The 1875 City Atlas shows that Phebe and Phineas Brown's 18th century farm was still relatively intact. About 78 acres (3.4 million sq. ft.) bounded by North Street on the north, Morris Avenue on the west, and Olney Street on the south and east (now Sessions Street and Cole Avenue). Approximately 80% of this land belonged to John Morris, his sister Phebe Willey, the children of his sister Elizabeth Smith (died 1872), and the Heirs of Stephen Dexter. Their collective holdings in seven parcels totaled some 2.75 million sq.ft. (about 63 acres). Most of this land was still in agricultural use. The only structures standing on the Morris and Dexter families' land in 1875 were the two 18th century farmhouses built by Phebe and Phineas Brown and Morris Brown (with associated outbuildings) on the south side of North Street.¹⁸ Neither public transportation nor

¹⁸ About 15 acres in the southwest corner of the former Brown farm (bounded by Morris Avenue on the west and Olney Street on the south) belonged to other owners by 1875. This land was likewise almost entirely vacant, save for a house and outbuildings on a 100,000 sq.ft. lot on the north side of Olney Street belonging to a Mary Sessions, whose family name was later adopted for that portion of the street.

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utilities were available in the vicinity of the Brown-Morris farm until after 1900, which probably explains why it fell to the children of Elizabeth Smith and John Morris to plan the residential subdivisions that together constitute most of the Elmgrove Gardens Historic District.

Perhaps in anticipation of improved transportation systems and residential amenities, in 1887 Albert M. Smith (son of Elizabeth Smith) recorded a plat of 23 house lots on the east side of Morris Avenue and the south side of North Street.¹⁹ At that time, only one house stood within this plat: the ca. 1745 Brown-Morris farmhouse on North Street (now 287 Rochambeau Avenue), where Albert Smith lived (he too was a farmer by profession). The Smith Plat introduced two new streets, Fosdyke and Woodbury, both parallel to North Street and perpendicular to Morris Avenue, both 40 feet wide and extending about 300 feet east of Morris. (Note that a parcel of about 22,000 sq.ft. at the southeast corner of Morris and Woodbury was not part of this plat.) Except for the farmhouse lot, which had an area of about 18,000 sq.ft., and four house lots on the south side of Woodbury Street measuring about 5,500 sq.ft. each, the majority of house lots in the Smith Plat contained about 4,500 sq.ft., typical of a “streetcar suburb” of the late 19th century (despite the fact that streetcar service was not yet available in the vicinity of this plat). Outside of the A.M. Smith Plat, only two other structures stood within the Elmgrove Gardens Historic District as of 1887, both on North Street: Morris Brown’s ca. 1793 farmhouse (now 317 Rochambeau Avenue) and another farmhouse on the southwest corner of North Street and Morris Avenue (now 267 Rochambeau).

During the period 1875-1914, neighboring property owners recorded several additional residential plats on the land directly north, east and west of the Brown-Morris farm. These plats are noted in this nomination insofar as houses on the west side of Morris Avenue, north side of Rochambeau Avenue, and east side of Cole Avenue are included in the Elmgrove Gardens Historic District. Directly north of the Brown-Morris farm was one of the earliest plats to be recorded after this area was annexed from North Providence: the East Avenue Plat (1875), whose southern edge extended along North Street (renamed Rochambeau Avenue in 1894²⁰) from East Avenue (Hope Street) east to Balton Road. East of the Brown-Morris Farm, the Partition Plat of the Martha Lippitt Lot (1895) included the east side of Cole Avenue between Rochambeau and Ray Street. West of the farm was the Dow & Allen Plat (portions replatted in 1904 and 1908), whose eastern edge extended along Morris Avenue from Rochambeau to Braman Street; and the Quality House Plat #1, on the north side of Mayflower Street between Morris Avenue and Hope Street.²¹

¹⁹ A.M. Smith Plat recorded March 30, 1888 in Plat Book 18, Page 24, copied on plat card 593.

²⁰ Near the end of the Revolutionary War, after the Battle of Yorktown in 1782, French troops under the command of the Comte de Rochambeau camped at the Dexter farm while en route to Boston for the voyage home. The name “Rochambeau Avenue” commemorates this event.

²¹ East Avenue Plat (1875), Plat Book 12, Page 10, copied on plat card 479; Partition Plat of Martha Lippitt Lot in Equity Suit #3770, Gammell vs. Tyler (1895), Plat Book 22, Page 21, copied on plat card 704; Dow & Allen Plat ; Replat of a Portion of the Dow & Allen Plat (1904), Plat Book 27, Page 23, copied on plat card 903; Partition Plat in Equity Suit #1292, Hall vs. Durfee (1908), Plat Book 30, Page 16, copied on plat card 940; Quality House Co. Plat #1 (1914), Plat Book 33, Page 39, copied on plat card 1020.

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The 1895 city atlas shows that in the eight years since the A.M. Smith Plat was recorded, only one new house was built within it, at 487 Morris Avenue on the north side of Woodbury Street. Just outside the Smith plat, houses had also been erected at 465 Morris Avenue (the John M. Willey House, ca. 1887, built by one of John Morris's nephews, also a farmer), 496 Morris Avenue, and 296, 300 and 324 Rochambeau Avenue. The very slow pace of development persisted for more than a decade. The 1908 atlas shows only two more houses built within the Smith Plat (497 and 507-509 Morris Avenue, on either side of Fosdyke Street), and one more outside it, at 502 Morris Avenue. Thus, 20 years after the Smith Plat was recorded, only five houses stood within it, and seven houses stood on its fringes, all on Morris and Rochambeau Avenues.

John Morris died in 1906, and his wife Anna in 1909, both shortly after streetcar service had been extended along Hope Street and water and sewer lines were installed along Rochambeau and Morris Avenues. All of these events combined to spark a building boom within the Elmgrove Gardens Historic District over the next three decades. (Also by 1908, the sections of Olney Street that ran along the south and east sides of the former Brown farm had been renamed Sessions Street and Cole Avenue, respectively.)

Between 1908 and 1918, thirteen new houses were constructed in the district. In October 1915 the Anna Morris Heirs recorded a plat that extended Woodbury Street (maintaining its 40-foot width) in a shallow-Z-shaped alignment eastward to Elmgrove Avenue, which itself was extended northward three blocks from Savoy Street.²² The plat map does not show any house lots, but the 1918 city atlas illustrates nine new houses on Woodbury Street (16, 17, 22, 23, 36, 42, 46, 51 and 61 Woodbury). Also by 1918, four additional houses had been built at 470-472, 474-476, 478-480, and 506 Morris Avenue, all on the west side of the street. The three double houses reflected a market for rental apartments close to the Hope Street trolley line. In addition, by 1921 four houses (at 473 Morris Avenue and 7, 11, and 15 Woodbury Street) had been built on a small plat recorded by John H. Equi.²³

The height of the building boom in the Elmgrove Gardens Historic District occurred between 1918 and 1937. Of the district's 142 primary buildings, 47 went up between 1918-1926, and another 52 (plus a neighborhood fire station) between 1927-1937. Development progressed steadily from west to east. While no record was found of a plat extending Fosdyke Street east to Elmgrove Avenue, and Elmgrove north from Woodbury Street to Rochambeau Avenue, those extensions had happened within a decade of the extension of Woodbury Street. Fosdyke Street maintained a 40-foot width, while Elmgrove Avenue was 60 feet wide. New housing construction quickly followed. The 1926 city atlas shows fourteen new houses on Rochambeau

²² "Plan Showing the Extensions of Elmgrove Avenue, Savoy Street and Woodbury Street..." recorded February 1916 in Plat Book 33, Page 57, copied on plat card 1031.

²³ John H. Equi Plat, recorded July 28, 1921 on plat card 1058.

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Avenue, thirteen on Fosdyke Street, and three on Woodbury Street, all between Morris Avenue and Elmgrove Avenue. East of Elmgrove nine more new houses had been erected: three on the north side of Rochambeau, five on the east side of Cole Avenue, and one on the east side of Elmgrove Avenue itself (88 Fosdyke Street). One other house lot had been carved out at the southeast corner of Elmgrove and Rochambeau, but the remainder of the land between Elmgrove and Cole Avenues, south of Rochambeau, was a vacant parcel of nearly 273,000 sq.ft. owned by "Emma A. Swift et al." Emma Swift was one of the daughters of John and Anna Morris.

Emma Swift and the other Anna Morris Heirs recorded the historic district's final plat in 1927 as the Elmgrove Gardens Plat.²⁴ This plat extended Fosdyke and Woodbury Streets (still 40 feet wide) across Elmgrove Avenue; Fosdyke curved to the south to meet Woodbury, which extended in a straight line to Cole Avenue. The alignment of Rochambeau Avenue also curved southward to intersect with Cole. (Curving streets were often found in "early automobile" suburb layouts. They were considered more picturesque by landscape designers and community planners.) The 1927 Elmgrove Gardens Plat contained 46 house lots. Those on Woodbury Street typically had 50 feet of frontage and an area of about 5,500 sq.ft., while those on Fosdyke Street and Rochambeau Avenue varied in size from 49 to 74 feet of frontage and about 5,500 to 8,000 sq. ft. in area. The plat was partially redrawn the following year, reducing the overall number of house lots on the south side of Fosdyke and both sides of Woodbury from 26 to 23, but making most of the lots bigger. Of those 23 new lots, 17 were 6,000-8,000 sq. ft. in area.²⁵ Most of the Elmgrove Gardens Plat was built out over the next decade. The city's 1937 atlas indicates that only 10 house lots in the plat were still vacant. Elsewhere in the historic district, only five lots remained undeveloped: two on Fosdyke Street and three on Rochambeau Avenue. The Rochambeau Avenue Fire Station (270 Rochambeau) was also built in 1929 to serve the larger neighborhood that had grown up within a substantial radius of that street, more evidence of the extent of housing development occurring in this part of Providence in the early decades of the 20th century. Of the district's fifteen vacant lots in 1937, all but one had a house standing on it by 1950. Almost all of the house lots had garages standing on them by this time, many designed with materials and features copied from the main house. Within the Elmgrove Gardens Plat, several of the later houses were built with garages integrated into the massing of the house itself (such as 301 Rochambeau).

The Elmgrove Gardens Historic District extends from the north side of Rochambeau Avenue to the south side of Woodbury Street, and from the west side of Morris Avenue to the east side of Cole Avenue. It consists primarily of three plats recorded within the bounds of these four streets: the A.M. Smith Plat of 1887, the Woodbury Street Extension Plat of 1915, and the Elmgrove Gardens Plat of 1927-1928, all of which were created within an 18th century farmstead established by Phebe and Phineas Brown and passed down through

²⁴ Elmgrove Gardens Plat, recorded April 21, 1927 in Plat Book 37, Page 76, copied on plat card 1114.

²⁵ Replat of a Portion of Elmgrove Gardens, recorded April 14, 1928 in Plat Book 39, Page 15, copied on plat card 1116.

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five generations of their descendants and relatives in the Morris and Dexter families. However, while the significance of the Elmgrove Gardens Historic District is based on its historical development as a series of residential plats developed by members of an extended family that had occupied and worked that land for nearly two centuries, the district boundaries include both sides of all exterior streets in recognition of the visual qualities shared with surrounding plats. While historic plat boundaries may divide one side of a street from another, those boundaries are not readily evident in situ, as extensive visual compatibility exists among the various plats. Therefore, the district also includes portions of additional plats surrounding the original Brown farmstead, which were developed by other property owners.

Although no census data is available specifically for the Elmgrove Gardens Historic District, data about its larger neighborhood provides some clues about the people who lived here at that time. If one superimposes a map of the district over a map of the 1950 Census of Providence, most of the district would lie within census tracts #32 and #34, which met at Elmgrove Avenue. (A few houses on the north side of Rochambeau Avenue were in census tract #33). Within these tracts, nearly all (99%) of residents were white, and less than 20% were foreign-born, with the largest ethnic groups being Russian (at most nearly 6%), Irish (at most 3%), and English (at most 2%). This indicates that the typical householder in 1950 was a native-born or long-time Providence resident, who had moved to this neighborhood from other parts of the city. In census tract #34 (east of Elmgrove Avenue), 21% of families had incomes of \$10,000 or more, representing a solidly middle-class and upper-middle-class character that is reflected in the size and designs of the residents' homes. In tract #32, 45% of homes were owner occupied; that number rose to 64% in tract #34; in both tracts, only 2-4% of houses were vacant. Both of these facts indicate the neighborhood's stability and its desirability as a place to live.

Since 1950, the built fabric of the historic district has remained remarkably intact. Only one primary structure within the district has been demolished, and only two recent houses have been built (296 Rochambeau and 301 Rochambeau). 296 Rochambeau was constructed on the site of an earlier building and 301 Rochambeau was constructed on a previously undeveloped lot.

Although its houses were predominantly constructed during the period when the automobile was becoming increasingly popular, the Elmgrove Gardens Historic District exhibits elements of both the typical "streetcar suburb," with small house lots arranged in a rectilinear grid pattern of relatively narrow streets, and the typical "early automobile suburb," with larger lots and curving streets. The district reflects the broad patterns of history in Providence from 1875 to 1950, as substantial increases in population resulted in the construction of transportation networks and suburban neighborhoods built around the urban core.

The houses within the district are good examples of early 20th-century residential architecture and retain a high degree of their architectural integrity. Although some synthetic materials and replacement windows can

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be found on a limited number of buildings throughout the district, the majority of buildings retain their original fabric and continue to reflect the period in which they were constructed. Today the Elmgrove Gardens Historic District still retains integrity of location, design, setting, materials, feeling and association as an early 20th century suburban-style neighborhood in Providence, and meets Criteria A and C for listing on the National Register.

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Waterman Engineering. Replat of Elmgrove Gardens, March 1928. Recorded in Plat Book 39, Page 15, copied on plat card 1116.

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Waterman, Frank E. Quality House Co. Plat #1, December 1914. Recorded in Plat Book 33, Page 39, copied on plat card 1020.

Waterman, Frank E. Plan Showing Extensions of Elmgrove Avenue, Savoy Street and Woodbury Street on Land Formerly Belonging to John Morris, now Belonging to Anna Morris Heirs and on Land Belonging to Sarah C. Durfee Heirs, October 1915. Recorded February 1916 in Plat Book 33, Page 57, copied on plat card 103.

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Geographical Data

UTM REFERENCES

- 1 - Zone 19, Northing 0120, Easting 3558
- 2 - Zone 19, Northing 0172, Easting 3544
- 3 - Zone 19, Northing 0170, Easting 3530
- 4 - Zone 19, Northing 0116, Easting 3546

VERBAL BOUNDARY DESCRIPTION

The boundaries of the Elmgrove Gardens Historic District (Rochambeau Avenue on the north, Cole Avenue on the east, Woodbury Street on the south, and Morris Avenue on the west) are as shown in the gray shaded areas on the accompanying map entitled "Elmgrove Gardens Historic District, Providence, RI." The district includes the following individual lots:

Assessor's Plat 6, Lots 1, 327, 328, 329, 330, 341, 504, and 505.

Assessor's Plat 7, Lots 1, 2, 5, 6, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 26, 28, 29, 30, 31, 32, 138, 150, 152, 153, 154, 155, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 195, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 219, 220, 221, 222, 223, 224, 225, 226, 229, 234, 235, 236, 237, 238, 239, 241, 242, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 256, 257, 258, 259, 260, 261, 263, 264, 265, 266, 267, 268, 270, 271, 272, 274, 275, 276, 277, 302, 303, 304, 305, and 359.

Assessor's Plat 93, Lots 166, 177, 178, 179, 180, 181, 182, 188, 190, 191, 203, 207, 209, 210, 211, 212, 213, 247, 261, 266, 280, and 331.

BOUNDARY JUSTIFICATION

The district is largely made up of two residential development plats, recorded some 40 years apart by members of the same extended family. The first plat, recorded in 1887 by A.M. Smith, was located on the east side of Morris Avenue and the south side of Rochambeau Avenue, and also including parts of Fosdyke and Woodbury Streets east of Morris Avenue. The second plat, recorded by the Anna Morris Heirs in 1926 as the Elmgrove Gardens Plat, encompassed the east side of Elmgrove Avenue, south side of Rochambeau Avenue, west side of Cole Avenue, and the portions of Fosdyke and Woodbury Streets between Elmgrove and Cole. The A.M.

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Smith plat was extended in 1928 along Fosdyke and Woodbury Streets, to meet the Elmgrove Gardens plat at Elmgrove Avenue.

The district boundaries also encompass a small plat of four house lots on the east side of Morris Avenue and south side of Woodbury Street (recorded 1921 by John H. Equi), as well as lots on the north side of Rochambeau Avenue, the west side of Morris Avenue, and the east side of Cole Avenue. All of these additional properties were developed contemporaneously by other owners but retain visual and historical continuity with the A.M. Smith and Elmgrove Gardens plats.

LIST OF PHOTOGRAPHS

All photographs were taken by Kathryn J. Cavanaugh in January 2003. Negatives are on file with the R.I. Historical Preservation & Heritage Commission.

- 1 - Rochambeau Avenue, south side, looking southeast.
Left to right: 559 Elmgrove Avenue (on east side of Elmgrove), 357 and 351 Rochambeau.
- 2 - Fosdyke Street, east and north sides, looking northeast from Woodbury Street.
At right, left to right: 110, 116, 122, and 126 Fosdyke.
- 3 - Woodbury Street, south side, looking southeast.
Left to right: 119, 113, and 103 Woodbury.
- 4 - Woodbury Street, north side, looking northeast.
Left to right: 12 and 16 Woodbury.
- 5 - Woodbury Street, south side, looking southeast.
Left to right: 63, 61, and 51 Woodbury.
- 6 - Morris Avenue, west side, looking southwest.
Left to right: 474-476 and 478-480 Morris.
- 7 - Morris Avenue, west side (corner/north side of Braman Street), looking northwest.
Left to right: 498, 502, and 506 Morris.
- 8 - Cole Avenue, east side (corner/north side of Ray Street).

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Left to right: 387, 381, and 377 Cole.

- 9 - Rochambeau Avenue, north side (corner/east side of Mutual Place).
Shows Engine Co. #4, 270 Rochambeau, and 282 Rochambeau.

