

THE PROVIDENCE ARCADE—AN OLD VIEW TAKEN IN 1850.
Its great stone pillars are the largest monoliths in America, except those of the New York Cathedral of St. John the Divine.

Rhode Island In Last Two Centuries.

Sacrifices Prestige as Commerce-leader of America to Engage in Manufacture.—Samuel Slater Sets Pace for Cotton Factors in 1790.—Elijah Ormsbee Runs First Steamboat in 1792.—Providence Establishes Free Schools 1799.—First Big Business Consolidation 1800.—Wrangle Over State Constitution is on from 1793 to 1842.—Great Gale, September, 1815.—First Temperance Meeting 1827.—Steam Railroading Begun 1835. Dorr War 1842.—Murder of Amasa Sprague, 1843, and Hanging of John Gordon Results in Abolition of Capital Punishment, 1852.

History was making fast in Rhode Island with the end of the 18th, and the opening of the 19th, century, and the state was enjoying a season of prosperity following the eventful days of the Revolution. Thirteen years before the new century opened the first spinning jenny constructed in the United States was made in Providence, and this device was quickly followed by other mechanism which gave the state great prominence as a producer of cotton goods and as the acknowledged leader for many years in that line of business.

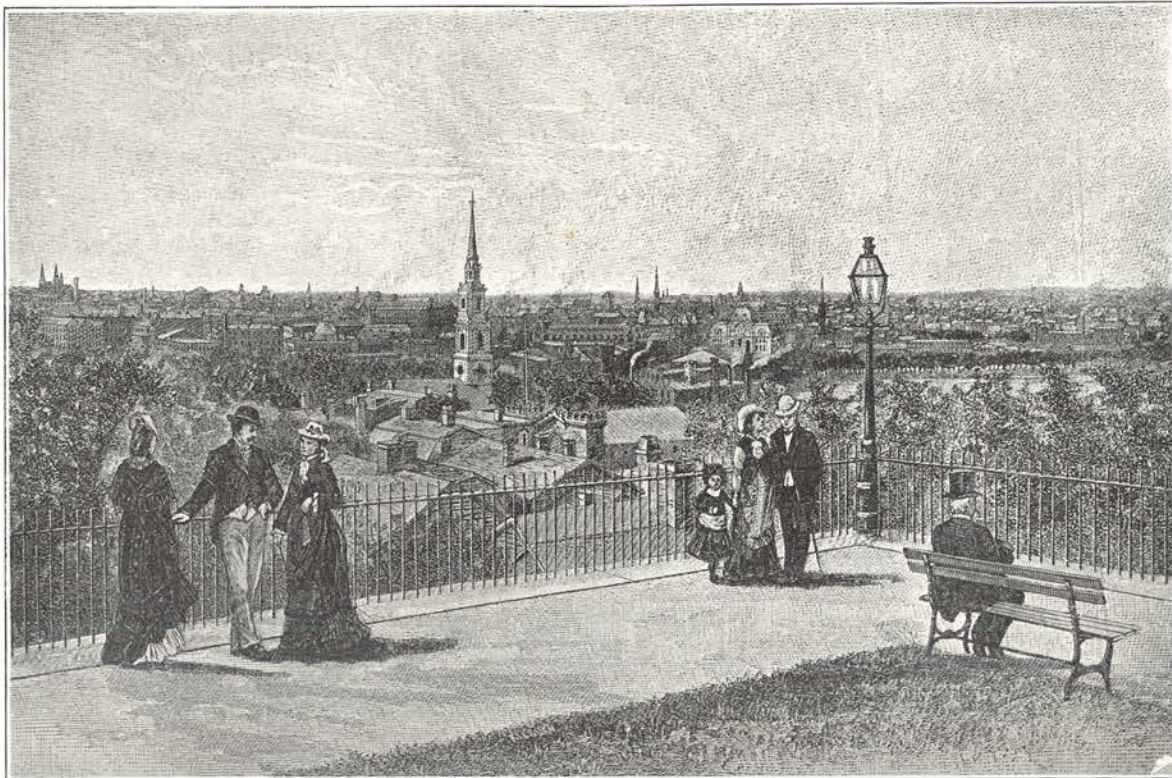
Up to this period Rhode Island's eggs had been in quite another basket, and it was one productive of great wealth—shipping; for her fleet-footed clippers were scudding across the ocean, bringing and taking cargoes that netted handsome profits to those who made the ventures, while her coast-wise fleet was holding the greater part of the Atlantic seaboard business. Newport was then a greater port than New York, and thought to be in a position to hold that prestige for an indefinite period, when capital turned its attention from shipping to manufacture and Rhode Island sails gradually disappeared from the oceans.

Samuel Slater the Pioneer.

Samuel Slater set the pace for the cotton factors of the country when, on December 21, 1790, and at Pawtucket, he started the first cotton mill. Nearly a year later, October 3, 1791, the Providence Bank was established, being the first of the stable institutions of the state that were to furnish sinews for the cotton and other manufacturers. The old bank stood firm throughout the various storms that threatened the finances of the commonwealth, and even the nation, and it is to-day the Rhode Island financial Gibraltar.

While elsewhere more or less satisfactory successes were made with steam navigation, Elijah Ormsbee in 1792 made good with his investigation, proving it by putting overboard the steamboat Experiment, and making a number of successful trips on the Providence river, although they were not such as presaged much speed.

There was a good deal of agitation among the people as early as 1793, looking to the adoption of a state constitution, a memorial being in that year rejected by the General Assembly. The subject was renewed on July 4, 1797, when George Burrill urged that a constitution be adopted, but his appeal



PROVIDENCE FROM PROSPECT TERRACE IN 1886.

The old cove appears on the right, surrounded by its circle of trees. The Rhode Island Hospital is at the extreme left. The First Baptist Meeting-House is the most prominent object in the centre. The City Hall and old railroad station are visible at the edge of the cove and the Butler Exchange and Narragansett Hotel are the highest buildings in the business district.

fell on deaf ears, as the proposition was turned down in October of the same year and again in 1799, in which year, by the way, the present free-school system of Providence was inaugurated. Nothing better represents the truth of the old adage that "tall oaks from little acorns grow" than the magnificent expansion of our educational system, which in Providence alone calls for an expenditure of considerably over one million dollars a year for maintenance only, and which represents an investment of about five million dollars, with at least two schoolhouses added to the formidable total number each year in a vain endeavor to keep up with the rapidly increasing school population.

There was peace and quiet in the state during the first 12 years of the new century, in which period business was coming on rapidly and manufacturing enterprises were starting up wherever there were good water privileges for turning the wheels. The close of the old, and the birth of the new, century were marked by the incorporation of two companies that were the cornerstone and foundation of the great insurance business of the state—the Providence, in February, 1799, and the Washington, in February, 1800. These were consolidated as the Providence Washington in February, 1820, an act which may rightly be considered as the forerunner of the merger system out of which has come many of the giant corporations of the United States.

Our Part in 1812.

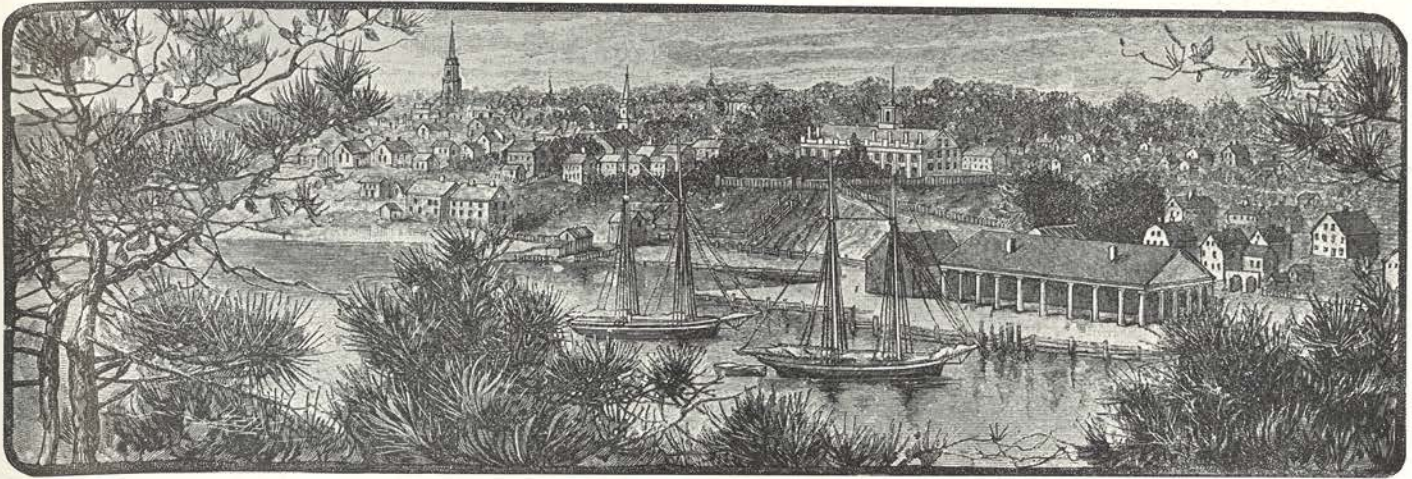
Trouble came upon the young nation in 1812 when it resolutely took up the challenge of Great Britain and entered upon the second war with her. As in the Revolution, Rhode

Island was like a windward anchor for the remainder of the country. She gave the nation the invaluable services of Commodore Oliver H. Perry and his noble supporters, mostly of Rhode Island stock, who won the signal victory on Lake Erie on September 10, 1813, that gave England the jolt which led her to see the uselessness of continuing the conflict, for peace was declared on February 18, 1815, ever since when England has "kept off the grass."

Business affairs once more got down to a reasonable basis; the war was forgotten, and the people of Providence were bending their energies for the development of the town and its industries, including ship-building, which had been revived in quite a degree, and building operations had been extensively engaged in, when there came the great gale of September 22-23, 1815, which swept a tidal wave up the bay and river and flooded the town, while the tremendous wind wrecked property everywhere. In a few hours Providence property owners suffered to the extent of more than one million dollars.

Built of sterling material and being imbued with resolute determination, the citizens began, as soon as the tidal wave had subsided and the sun was once more shining brightly, to mend broken fences and to get down to business.

Business relations with Newport and other points down the bay were still maintained by recourse to small sailing craft, but on May 28, 1817, the skippers were privileged to watch the steamboat *Firefly* make her first trip from Providence to Newport, and to catch a vision of what was to be the order of things in the not-distant future with relation to water-borne freights.



VIEW OF INDIA POINT, 1840.

Taken from a point near Fort Hill. In the foreground is the station of the Boston and Providence Railroad Company, to which passengers were brought via East Junction, to be ferried across to the west shore if bound for New London, Conn., and way stations. On the brow of the hill beyond is the Tockwotton House, a noted hostelry, later used by

the city of Providence as the Reform School. The tall spire on the left is that of the First Congregational Church, Benefit street. The shorter one was that of the Third Baptist Church, Wickenden and Hope streets, long since demolished.

In April, 1821, the Constitution ghost that would not down came up once more, this time on a proposition to appoint delegates to form a written constitution, which was rejected by the freemen by a vote of 1,519 ayes to 1,905 noes.

That year Providence took a really progressive step, when it inaugurated the first of its public utilities—street-lighting by gas. This may have illuminated the highways satisfactorily, but the freemen were still groping in the dark, for on April 17, 1822, they downed another proposition for forming a written constitution, this time by the more convincing vote of 1,905 noes to 843 yeas.

The great triumph of the century was now achieved—at least Rhode Islanders and the citizens of southern Massachusetts so looked upon it, when the Blackstone Canal Company was chartered and built the waterway between Providence and Worcester.

Beginning of Constitutional Agitation.

Perhaps this stimulated the freemen to something worth while, for on January 21, 1824, they actually made the General Assembly see the importance of authorizing a convention to form a written constitution, in accordance with which authorization a convention was convoked at Newport on June 21, 1824, which sat until July 3, adopting a constitution which the freemen complacently rejected in the following October by a vote of 1,668 ayes to 3,206 noes, for the reason that it made no desirable changes in the government.

Providence was highly honored on August 23, 1824, when Lafayette, the staunch friend of Washington, and his vigorous ally during the Revolution, paid the town a visit and was accorded a most hospitable reception as a token of the gratitude of the people for his valiant and effective services to the struggling patriots.

It will interest those who are watching the tidal wave of prohibition that is expected to sweep over the country to know that the first public "temperance meeting" in Providence was held in April, 1827, when it was resolved that liquor must be put down. That was nearly 90 years ago, since when various people have been engaged, literally, as well as figura-

tively, in putting it down, aided and abetted by a license system which accommodates their every desire and ambition.

Rhode Island evidenced commendable spirit, when, in January, 1828, she established a permanent school fund throughout her domain, and she was becoming interested in steam railroading, for in the following June she granted her first railroad charter for the construction of a road between Providence and Boston. This was probably considered too great a menace to individual rights, and to imperil property, for three years later the charter was repealed. Similar lack of progressive spirit was evidenced on February 15, 1830, when the freemen of Providence refused to avail themselves of the privilege offered to be incorporated as a city.

The first real riot Providence ever experienced was on September 21-24, 1831, when several lives were lost. This riot resulted from trouble started by sailors in Olney's lane populated by colored people, and which threatened to become a far more serious matter before it was suppressed. The First Light Infantry Company brought the riot to a close by using ball cartridges, killing four men with the first volley. This was the first time in this country that the militia was so used in quelling a riot. This episode presumably had not a little to do with the final decision of the freemen, which was arrived at on November 22 of that year, to adopt the act incorporating the City of Providence, for it meant a better form of government and the proper policing of the community.

First Anti-Slavery Agitation.

During the same year Rhode Island was drawn into the general controversy concerning Free Masonry, and for the next four years the craftsmen met in secrecy, when the ridiculous storm blew over. In the meantime the people were concerning themselves with things far more sensible and serious, for on July 4, 1833, they convened for the first public anti-slavery meeting in Providence, while in June, 1834, they began the consideration of an act that had been passed by the General Assembly, authorizing the holding of a constitutional convention in Providence. The convention was assembled September 1; on September 13 it was adjourned until Novem-



WHEN THE FILLING OF THE COVE BEGAN.

On this side will be noticed the old "moving-wagon stand" that was one of the fixtures of Providence for many years. It was there that the householders used to go to make their bargains with the drivers. The part of the old station shown was popularly called the Worcester end and its location was about on the site of the present Central Fire Station. The most conspicuous building on the horizon at that time was

the Federal street school. The spire farthest off belongs to the Church of the Mediator. The spiles in the water are for the purpose of building foundations for the river walls through the cove. Even at the time of this picture the elm trees around the circular "Promenade" were in splendid condition. The main entrance of the present Union Station occupies a position very near the centre of the cove as shown above.

ber 10; again to February 9 and June 29, 1835, when it failed to get together again and thus did not complete the draft of the anticipated organic law.

There was something else, however, to comfort those of progressive ideas that year, for on June 2 the first train was run over the Boston and Providence railroad, and the steam horse came into his own. The Stonington railroad was opened to travel on November 10, 1837, and these two roads later became highly important links in the great New Haven chain.

Once more the General Assembly had a go at the game of kicking the constitution ball, on February 6, 1841, authorizing a convention to be held in Providence to frame a constitution for the state. The convention met on November 1, framed a constitution, adjourned to February 19, 1842, when it adopted the draft of the so-called "Landholders' Constitution," which in the following March was rejected by a vote of 8,013 ayes to 8,689 noes.

While this constitution was being worked out a mass meeting was called at Providence, on May 5, 1841, at which a state committee was appointed that on July 5 was directed to call a convention for the purpose of framing a constitution. In pursuance of this plan, delegates were on August 28 elected by the people to serve in the "People's Convention" which met at the State House in Providence on October 4, and on November 18 framed and adopted a constitution and offered the

52 against, the measure, but through an analysis of the vote it was disclosed that 4,960 freemen and 8,984 non-freemen, or those who did not have a right to vote under the charter, had favored the adoption of the constitution. Nevertheless, proclamation was, on January 13, 1842, made of the adoption of the "People's Constitution." This was in accordance with the order given by the convention which had framed it.

Now came on Rhode Island's bloodless revolution, for under this constitution Thomas W. Dorr was elected Governor of Rhode Island, and with him an entire state ticket.

Immediately began the Dorr War, with the almost grotesque attack upon the arsenal on Benefit street; the bravery with which the contending forces avoided hurting each other, and the culminating farce at Acote's Hill, Chepachet, on June 28, with Dorr a fugitive over the Connecticut line.

Dorr's Conviction for Treason.

With the war subsided, and "troublesome Dorr" out of the way, the freemen held a convention at East Greenwich, where on November 5, 1842, they adopted the present constitution of the state, which the electorate ratified on November 21, 22 and 23, by a vote of 7,032 to 59 against, the government being organized under it on May 2, 1843. October 31 following, Dorr voluntarily returned to Rhode Island and surrendered himself. He was tried at Newport for treason, and on



A VIEW TAKEN IN THE EARLY NINETIES.

In the foreground on the right is the old freight house, designed, like the passenger station, by Thomas Tefft. It still stands, but has been much disfigured by a sheet-iron addition in front and by the cut through the roof for the "tunnel trains." Beyond this is the round-house, and beyond this is the sandy and ragged slope of Smith's Hill rising above a disreputable row of old tenement houses. The State House

grounds now occupy this location. The Jefferson Street and Park Street Churches are seen on the skyline. The passing of the old cove marked the end of fully twenty years of contention over the improvement of the local "terminal facilities," and resulted in the extensive making over of an enormous district near the city's centre.

highly pleasing to some. Better judgment prevailed; the people were ashamed of what they had done, and on January 17, 1845, they put a bill through the General Assembly, liberating Dorr from confinement, on condition that he take an oath of allegiance to the state. He was released, but he never took that oath, for the reason that freedom came through another bill passed by the General Assembly on June 27, 1845, to pardon "certain persons," who had been convicted of treason and were then in prison. That same day the prison door opened outward for Thomas W. Dorr, who on May 9, 1851, had restored to him all his civil and political rights. He died December 27, 1854.

Rhode Island during this period was interested in another prosecution, conviction, and the infliction of capital punishment on the gallows. Amasa Sprague, the founder of the house of A. & W. Sprague, was on December 31, 1843, found murdered in a field near the Cranston Print Works. John Gordon of Cranston was apprehended, convicted on purely circumstantial evidence, and hanged. His was the last execution in Rhode Island, for there was then created a great public sentiment against hanging, largely based upon the belief that Gordon was innocent and that circumstantial evidence had claimed for its victim one who had been railroaded to the scaffold. There was never anything adduced to prove this contention, but it obtained to such an extent that on February 11, 1852, capital punishment was abolished, since when Rhode Island

has been entertaining a considerable number of murderers, few of whom have died in prison in conformity with the life sentences imposed upon them, many obtaining pardons—some under circumstances that were not over-creditable to the state.

Rhode Island was after this generally quiescent for a while. Many of her merchants and manufacturers had severe experiences during the panic of 1857, which was of country-wide extent, but they were all getting their feet on the ground again when the country was rent on the slavery question, in consequence of which, in 1861, came the call from President Lincoln for volunteers to defend the Union. On April 18, the first detachment of volunteers was sent to Washington, with War Governor William Sprague at their head. The state contributed nobly of her sons, and generously of her means, for the upholding of the flag, and on September 16, 1871, formally dedicated in Providence a memorial to the soldiers and sailors who so heroically had offered and laid down their lives.

Two notable events are connected with November, 1871, for on the 27th Betsey Williams died, and by her will bequeathed her farm, now Roger Williams Park, to the city of Providence, in honor of her illustrious ancestor, the founder of Rhode Island. Three days later the Pawtuxet water system, built by the city of Providence, was formally made use of by the opening of a gate on Exchange place, extending over the Providence river, by which means a great fountain was made to play throughout the day.



GREAT GALE OF 1815.

The great gale of 1815 caused a loss of at least \$1,000,000, one-fourth of the taxable valuation of the town of 12,000 inhabitants. On the corner post of the building corner Westminster street and Washington row is a brass plate with the following inscription: "Height of water in the Great Gale of September 23rd, 1815."
(From painting in the Rhode Island Historical Society.)

Providence Introduces Water.

That was a great undertaking—the introduction of city water—but it was not accomplished until after twenty-five years of strenuous fighting in the City Council and wherever citizens could be congregated to discuss the proposed service.

The official history of the public water supply of Providence began March 21, 1853, at which time the City Council created a committee to examine and report upon the subject. Five different committees considered the matter, and six different reports were submitted. The proposition was voted down in 1853, 1856 and in 1866, and was finally accepted in 1868, with the Pawtuxet river as the source of supply. Public ceremonies attending the introduction were held on Thanksgiving Day, November 30, 1871, and on the following day the first public-service pipe for consumers was opened for the Providence Opera House.

For many years the waterworks has been a very profitable investment, paying not only the annual interest on the cost of construction, and retiring most of the bonds issued on its account, but for all the extensive additions and improvements that have since been made, including the great filter beds at Pettaconsett.

Also it has, out of its surplus earnings, paid hundreds of thousands of dollars on account of other public improvements, while this service has made possible and very materially built up the great suburban districts of the city. In fine, it is the most valuable municipal investment in the United States.

It is to be noted that while the City Council planned carefully the details of the Pawtuxet service, it apparently did not realize that this would also involve provisions for sewer-

and the others who had been fighting for a water supply had carefully neglected to advertise the fact.

The realization that followed provoked another prolonged discussion, during which the Providence river, which erstwhile had been a much-admired stream, became a big sewer into which was poured that which filled the centre of the city with an overwhelming stench during the hot weather.

A sewerage scheme was soon worked out and built, proving wholly inadequate and giving rise to the derisive characterization of "pipe-stem" sewers. The whole plant was practically abandoned, the city putting in one which, with later construction and connection with the precipitation plant at Field's Point, has given the city an ideal system.

The introduction of the Pawtuxet water was considered at the time to be about the last word for Providence on the subject of a water supply. It involved pumping from the river at Pettaconsett, up to the reservoir at Sockanosset Hill, from which point the water was to distribute itself by gravity throughout the entire city, except for a few of "the higher hilltops." To care for these, and to provide an independent high pressure, the water was to be taken from the Hope Reservoir, into which it would flow by gravity, and forced into the mains on the East Side by recourse to a steam pump. Latterly the Fruit Hill Reservoir was built, which is now supplied with water by the Hope pumping station. From there the water reaches the city by gravity and with a pressure far exceeding that obtained from the Sockanosset mains because of the greater altitude of Fruit Hill. This latter is known as the high-pressure service. The Sockanosset Reservoir still serves as the distributing feature of the waterworks, and it will continue as such for an indefinite period, for be it known that Providence is about to abandon the old service and to take on

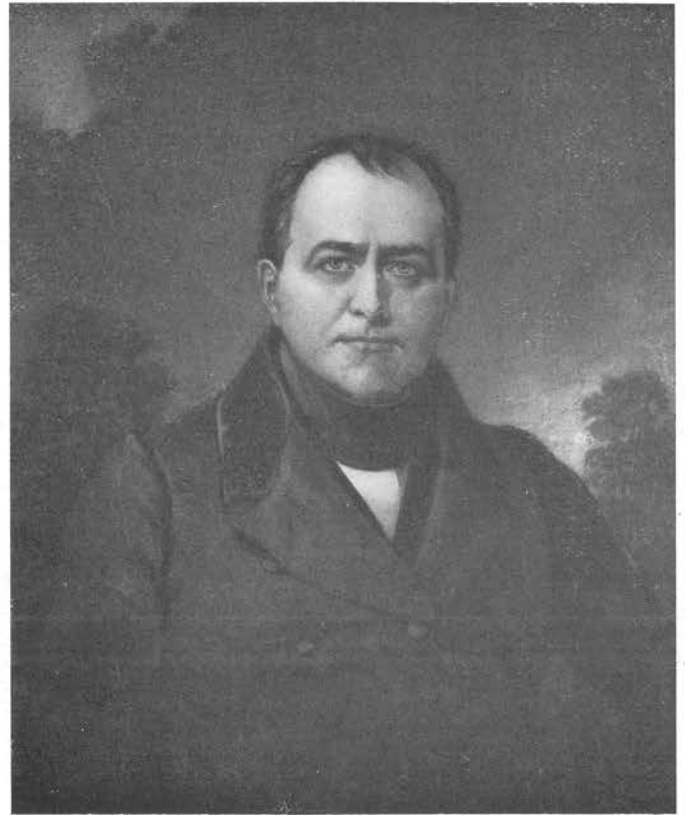
one which will be without equal in this part of the country, if not anywhere in the states. It will include the largest artificially created body of water in New England, requiring the flooding of the greater part of the present township of Scituate, and what is more remarkable is that after the water has been conveyed by a cut and tunnel less than six miles long, it will flow on to Providence, wholly by gravity, reaching every point in the city with a "head" equal to that derived from the operation of a powerful steam fire engine, not an ounce of coal, not a drop of fluid fuel being required for any part of the service, making it one of the most economical public waterworks in the land. In striking contrast are the operations Boston found essential before it could obtain a sufficient water supply, and those of Greater New York, which is taking water through a tunnel and main system extending fully one hundred miles up into the Catskill mountains.

Why Tax-payers Should be Happy.

When this great undertaking is completed Providence will have waterworks comparable with the best there is in the country, at a cost of eleven or twelve million dollars, as against \$30,000,000 to \$40,000,000 spent elsewhere, which will be provided without calling upon the taxpayers for a cent other than what they pay as water-consumers.

If anyone should ask when the state seal was formally established, write that it was on February 24, 1875, and that the state flag was legally established on March 30, 1877.

Providence, after much discussion, voted to have a suitable City Hall in lieu of the old Market Building, where the City Government had sat since the city charter was made effective. It dedicated the new City Hall on November 14, 1878, when Mayor Thomas A. Doyle proudly announced that the municipality now had a building which would suffice for its needs for a generation or more. In less than ten years this building was found to be in an overcrowded condition. It is now being remodeled on the inside to provide more office room, but before another decade has rolled by the city will find it necessary to erect an annex, to be devoted to the preservation of real estate and other important public records.



THOMAS WILSON DORR.

Leader of Rhode Island's "Bloodless Revolution," which brought about the adoption of a new state constitution and a more liberal form of government.

Pawtucket shook off its old town clothes and became a city, March 27, 1885; Woonsocket was incorporated as a city June 13, 1888; Central Falls, February 21, 1895, and Cranston, March 10, 1910.

The state abandoned the dual capital system on November 6, 1900, and on January 1, 1901, the General Assembly met for the first time in the new State House at Providence, which had been erected at a cost of more than \$3,000,000. Biennial elections came as the result of an amendment of the constitution, which the people adopted November 7, 1911.



THE VERNON STILES INN—THOMPSON, CONN.

Historic hostelry just over the Rhode Island boundary, to which Mr. Dorr made his escape, June 28, 1842.



THOMAS A. DOYLE.

For eighteen years Mayor of Providence. A progressive and far-seeing municipal officer, whose term of office marked the passing of this city from an overgrown village to the beginnings of a metropolis.

SOME OTHER HISTORICAL PICTURES.

We Couldn't Wait for the "History of Providence" Numbers of the Magazine to Use Them.

In addition to the pictures used in this and succeeding numbers of the PROVIDENCE MAGAZINE under the caption of "History," numerous others have already appeared in this publication as a part of the "Alphabetical Presentation" of Greater Providence, which might appropriately have found a place at this time as illustrations of the text. For convenient reference, some of them are referred to as follows:

AN OLD HILLSIDE STREET IN PROVIDENCE, where the stranger visiting this city for the first time feels the spell of far-off days. A drawing of Thomas street from in front of the First Baptist Meeting house, by Whitman Bailey.—February, 1914, page 193.

"THE BAPTIST CATHEDRAL OF AMERICA." First Baptist Church, built 1775, "for the worship of Almighty God, and also for holding Commencement in." The oldest Baptist church and one of the finest examples of Colonial architecture in America. Designed by Joseph Brown and James Sumner, who used St. Martin's-in-the-Fields, London, as the basis of their design. Brown University Commencements have been held in this building since Revolutionary days. From time immemorial the bell has been rung at sunrise, noon and at the curfew hour of 9 in the evening. Roger Williams was first pastor of this society.—February, 1914, page 99, and April, 1914, page 315.

WEYBOSSET STREET IN 1890.—May, 1914, page 378.

MARKET SQUARE, GREAT BRIDGE AND EXCHANGE PLACE. View taken in the early nineties, from Canal street.—May, 1914, page 378.

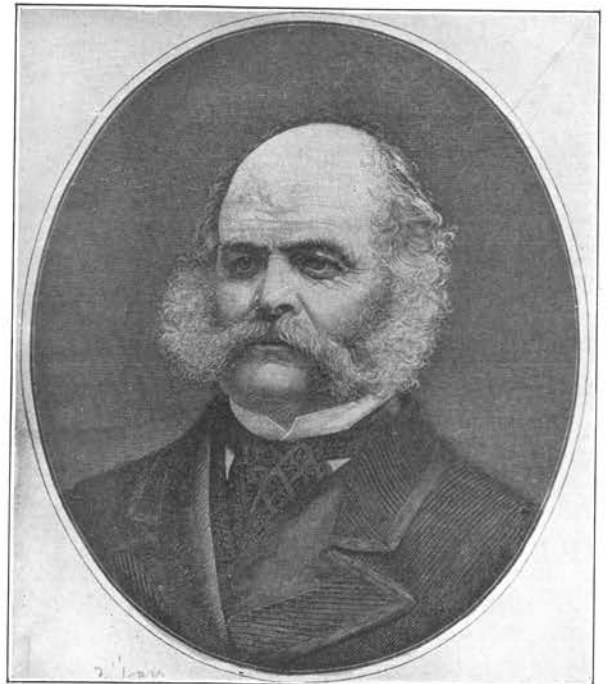
ANCIENT CHANDELIER, FIRST BAPTIST CHURCH. Given in 1792 by Hope Brown, and said to have been lighted for the first time on the evening of her wedding. It is not likely, however, that the wedding took place within the illuminated meeting-house, as that would have been too great a departure from the standard of decorum prevailing in the Baptist societies.—August, 1914, page 554.

THE FIRST CONGREGATIONAL MEETING-HOUSE IN PROVIDENCE. Built 1723 on Rosemary lane, on present corner of College and Benefit streets, used as Town House and Police Court after 1795, and demolished in 1860.—August, 1914, page 566.

"SCENE—THE VILLAGE OF PROVIDENCE, IN NEW ENGLAND; TIME—AUGUST 25, 1762." "Benefit street, near the head of Gaol lane, looking southwest. The recently completed Colony House (later the State House, and now the Sixth District Court House) appears upon the right. Mr. Douglas's 'Histrionic Academy' (the first real theatre in New England), lately transformed from the Percivals' cow-barn, is diagonally across the road. The vacant slope of Prospect Hill rises above the 'Academy.' The village of Providence extends along the valley on both sides of the Towne street. Weybosset Point is seen in the distance across the broad waters of the Great Salt river. The time is late afternoon." (Photograph of the stage setting used for Act I of the celebration play, "In Colony Times," given at the Providence Opera House by Brown University to commemorate its one hundred and fiftieth anniversary. Design and model by Henry A. Barker.)—November, 1914, page 718.

PROVIDENCE ABOUT 1860—FROM PRESENT LOCATION OF STATE NORMAL SCHOOL. Taken from an old woodcut which was reproduced all over the world as a "General View of the City of Providence—Home of Perry Davis' Pain Killer." Fence on left is on line of present Francis street. The former "Great Salt River" has been filled in, and "Weybosset Point" has flattened and expanded to accommodate the business section of the town. The long draw-bridge of earlier days has been replaced by a maze of crossings, and all that remains of the big upper bay is the "Cove," a circular walled basin, one mile in circumference, encircled by a promenade. The old Union Station is directly across it. The scene of "Providence in 1762," shown last year upon the stage, is taken from the hill on the left, beyond the First Baptist Church, looking across at a right angle with this one.—November, 1914, page 720.

PROVIDENCE IN 1915—FROM TERRACE OF STATE NORMAL SCHOOL. The view is from the same point as that shown in the woodcut of 1860, but the harbor is now hidden and the Union Station is in about the centre of the area that the "Cove" used to occupy. Francis street is beyond edge of shrubbery on the left. Train-shed of Union Station on right, with Turk's Head building and other tall structures showing above it. Several new steeples appear upon the East Side Hill.—November, 1914, page 721.



AMBROSE E. BURNSIDE.

Brigadier-General of the Army of the Potomac in the War of the Rebellion.

JOHN BROWN HOUSE—BUILT 1786. Referred to by John Quincy Adams in 1789 as "the most magnificent and elegant private mansion that I have ever seen on this continent."—December, 1914, page 783.

SULLIVAN DORR HOUSE. Built 1809 at the corner of Benefit and Bowen streets. It was long the residence of Thomas W. Dorr, whose efforts to reform the suffrage in Rhode Island brought on the Dorr War. Contains remarkable mural decorations. The footsteps of many a reverent pilgrim have been turned toward this spot, for the Dorr House stands upon a portion of the original "home lot" of Roger Williams, whose burial place is supposed to have been not far from the east wall of the present mansion.—December, 1914, page 785.

JOSEPH BROWN HOUSE, 78 SOUTH MAIN STREET. Built 1774. Now occupied by the Providence National Bank, the oldest bank in New England. Its curved gable or pediment was a distinctive feature of Rhode Island architecture.—December, 1914, page 787.

CLARENDON HOTEL. Built 1775. The first three-story dwelling in Providence. It has since been raised one more story.—December, 1914, page 790.

STEPHEN HOPKINS HOUSE. Built 1742. Home of Stephen Hopkins, nine times Governor of Rhode Island, Chief Justice, and signer of the Declaration of Independence. "A plain and unassuming building which by its very simplicity must remind us of the homely virtues of the greatest man the colony produced."—December, 1914, page 791.

OLD ARCHWAY ON COLLEGE STREET. Drawing by Whitman Bailey. "Some of the archways of Providence would feel perfectly at home could they be transplanted to Spain or Northern Africa."—December, 1914, page 800.

EAST INDIA WAREHOUSES ON SOUTH WATER STREET. Picturesque line of old buildings which with their "peaked roofs and iron shutters are a forcible reminder of a vanished era—an age of adventure and peril on the seven seas, of profitable voyages to the ends of the earth, of fortunes accumulated by commercial enterprise."—January, 1915, page 10.

IN THE DAYS OF THE OLD COVE. View taken from the spire of Grace Church, October 25, 1850. Union street is in the foreground. At the date of this picture, the "Cove" had but recently been walled in in the circular form shown, and the surrounding "promenade" had been well planted with young trees. Small groups of these trees still survive upon the present Normal School grounds and in the west section of City Hall Park.—January, 1915, page 10.

"OLD BRICK SCHOOLHOUSE." Built 1768. The first brick schoolhouse and first free school in town. In 1908 it was turned into an Open-Air School, the first to be established in this country as a part of the regular public school system. It stands opposite Shakespeare's Head on Meeting street.—April, 1915, page 215.

Many other fine old mansions of more or less historical interest were shown in the Colonial Architecture numbers for December, 1914, and January, 1915, and old-time schools under "Education" in March, April and May, 1915.

PAWTUCKET'S CHIEF DISTINCTION.

Here Samuel Slater Laid the Foundation of America's Cotton Manufacture.

Pawtucket and Central Falls, two cities situated so near together that considered geographically they are one, owe their settlement to Joseph Jenks, a blacksmith from Lynn, Mass., who came upon the Pawtucket river at a point near the present Pawtucket Falls in 1655, and at once noted the advantages of its water power for manufacturing. He lost but little time in settling there, and set up his forge just below the falls, near the plant of the Bridge Mill Power Company.

For nearly two centuries the houses built by Jenks and his four sons, who were sturdy blacksmiths like himself, were landmarks in Pawtucket. The oldest son, Joseph Jenks, who became a governor of



GENERAL AMBROSE E. BURNSIDE.
Statue by Launt Thompson in City Hall Park.

the colony of Rhode Island, discovered that the bogs in the vicinity of Mineral Spring, near the avenue now bearing that name, contained iron. Using this at his forge, the industrial history of Pawtucket began.

The village of Pawtucket was divided into two parts by the Blackstone river. That portion on the east was in the Massachusetts Colony, being a part of the Rehoboth purchase. The west side of the village was in Rhode Island and was then a part of the town of Providence. In 1765 the northern part of the town of Providence was set apart as North Providence.

The village of Pawtucket on the Massachusetts side was situated within the corporate limits of Seekonk, which was otherwise a farming community, and friction arising between the villagers and the agricultural element, a division was made in 1828, when the village of Pawtucket in Massachusetts was incorporated. Meantime the Rhode Island side of the settlement was growing, and was established as a separate fire district in 1801.

A long dispute over the boundary line between Rhode Island and Massachusetts came to an end in 1862, when Pawtucket in Massachusetts was ceded to Rhode Island. Thirteen years later the village of Pawtucket on the west side of the river was taken from North Provi-



SAMUEL SLATER.

To whom New England owes its prestige in the cotton manufacturing industry.



OLD SLATER MILL, PAWTUCKET—BUILT 1793.

First successful cotton factory in America. It has been suggested that the city of Pawtucket purchase this interesting building, which is by far the most notable structure within its limits.

dence and joined to the town on the east side of the stream, the combined population then being 18,000. The town became a city in 1885, with a population of 22,906, since which time it has increased to 55,000.

While this growth had been going on, the neighboring village of Central Falls had also grown. The name was gained from the waterfalls. It was a part of the town of Smithfield for years, later a part of the town of Lincoln, but was cut off from Lincoln and made a city in 1895, and is now a crowded municipality of about 24,000 population, although less than a mile square.

Pawtucket's real fame came from the fact that it was the birthplace of modern cotton manufacture in this country. Samuel Slater, an English machinist, came from his home in 1790 to engage in his trade by reason of an advertisement he had seen in a Philadelphia paper. He knew how English cotton machinery was built, but did not dare bring any drawings of it with him.

He first settled in New York, and not meeting with success, was about to go to Philadelphia, when he heard through a sea-captain that experiments in cotton machinery were being made by Moses Brown of Providence. Slater wrote to Brown, offering his services, which were readily accepted.

He agreed with Mr. Brown to reproduce the Arkwright machines, the condition being that he was to be paid nothing if he did not make yarn equal to the best produced in England. He labored under many disadvantages for lack of tools, but persevered and soon established at Pawtucket the first water-power cotton mill on the continent.

Slater started a mill of his own on the west side of the river, which is still standing and is known as the "Old Slater Mill." In 1798, in partnership with three others, he started a second mill on the east side of the river. There he had trouble with his operatives, several of whom went to Cumberland and built a small mill. From their revolt may be traced the growth of the cotton industry. Slater died in Webster, Mass., in 1835.

From this beginning grew the industrial city of Pawtucket. One by one, more mills were built, until today there is no section of the United States which represents to a greater extent the manufacturing industries than do Pawtucket and the Blackstone Valley. Many of the establishments are cotton manufactories, but they have no monopoly. Woolen mills, iron foundries, machine shops, and other plants as important dot the banks of the river from Pawtucket Falls to Woonsocket. It is very likely true that for a city of its size, Pawtucket has more diversified industries than are usually to be found in this country.

