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THE CABLE TRAMWAY GRIP CAR

*From a photograph presented to the Society by the
Misses Jane L. Anthony and Mary B. Anthony.*

This photograph apparently was taken looking north on Governor Street, at Waterman Street, about 1891. The smaller car, at the left, is the grip car. It has one of the Olneyville horse cars in tow. A small section of the Dexter Asylum wall can be seen between the two cars. (See page 33.)

ISSUED QUARTERLY AT PROVIDENCE, RHODE ISLAND

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RHODE ISLAND HISTORY

VOL. IV APRIL, 1945 NO. 2

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*The Rhode Island Historical Society assumes no responsibility
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The Cable Tramway System of Providence

by ALONZO R. WILLIAMS¹

The late Patrick Fitzmaurice of 60 Fourth Street, East Providence, one of the original operators of the cable car over College Hill, came to see me one day in 1944. I had ridden with him on his first trip over the Hill, and he used to say that he and I grew up on the grip car.² I asked him to talk with me a while about the old grip car days; he remembered all the incidents very well, and this story is the result of that conference.

The cable road over College Hill was constructed in 1889 and began operation in the spring of 1890, the first car being operated over the road by Milton H. Bronsden, superintendent of the Cable Tramway System and the Power House. Two men had been brought in from Chicago as instructors because there was such a cable road in Chicago at that time.

The power house was situated on South Angell Street near the corner of East River Street. (For some time after the disappearance of the cable road it was operated as a laundry.) The cable ran from the bottom of College Hill, thence over College Street, Prospect Street, and Angell Street, where it went into the power house over an enormous wheel. From that wheel it made its exit onto South Angell

¹ Mr. Williams is first vice-president and general manager of the United Electric Railways Company, ultimate successor to this cable tramway system.

² See front cover. The grip car was so called because it gripped the running cable in order to move.

Street, down East River, up Waterman, and down College Hill to the bottom, where it again went around a wheel, this one underground.

The cable was supported every few feet by rollers beneath a slot which ran between the rails, and it was through this slot that the operator of the grip car made contact with the cable, gradually, so that the car was not jerked.

The cable road was planked with three-inch boards, four feet long, and the whole was covered with cement.

The grip car itself was not very long and had seats at the sides, front, and rear. The operator stood in the open space between the side seats, which were enclosed with glass in winter. By means of a long lever he connected the car with the moving cable, and disconnected before he wished to stop. The brakes were operated by another lever; the shoes did not brake on the wheels, as now, but on the track itself.

At the foot of the Hill, near South Water Street, there was a section of slightly elevated track along which the grip car, by means of some small, higher wheels, was able to cross over to the north, or uphill, track. Horse cars from the Olneyville line would be picked up by the grip car at the foot of the hill, the attachment being made by means of a removable coupling pin.

It was not long after the line had been started that the youths of the East Side worked out a scheme by which they could ride over the line in their express wagons. A rope attached to the tongue of the express wagon would be dropped down into the slot near a roller, where it would whip around the cable, and off would go the express wagon. Whenever a policeman was sighted the boys would cut the rope and disappear with their express wagon.

A man was on duty in the power house, watching the cable as it passed over the wheel. His job was to watch for frayed strands, and whenever he saw a rope attached to the cable the machinery had to be stopped and the rope removed.

A little later it became evident that operating the cable over the entire length of the route was costly, particularly as the cable had to be renewed quite frequently.

The first attempted improvement was the installation of a "Dutchman's counter-weight" to run underground alongside the rail on College Hill. This was a complete failure. It had not been in operation long before there was an explosion underground due to a leaky gas main. This explosion killed one of the workmen on the road, Tommy Nelson, who was struck on the head by a flying plank. Nelson had the duty of riding up and down the Hill on the platform of the horse car to assist the grip car man by applying the brakes on the horse car. It is interesting to note that in this same explosion another plank was blown so high and far that it came down on the roof of the Unitarian Church at Benefit and Benevolent Streets.

In 1894 the "compound counter-weight" was devised and installed. This weight, totalling 14 tons, travelled on two underground rails, one under each track, between Benefit and the corner of South Water and College Streets. By passing the cable over wheels on top of the weights they were slowed down so that they ran only half as fast as the car moved. Thus, although the weights ran only half-way up the Hill, the car went the entire distance. A pocket, slanted slightly downhill toward the east, was dug under Benefit Street as a resting place for the weights when they were at the top of their run. Another grip car was added, speeding up schedules, and the route was reversed so that outbound cars used the south track instead of the north. By this time electricity was in use, permitting cars to run by electric power once they had been carried over the hill and eliminating the cable between the top of the hill and East River Street.

At the same time the old method of gripping the cable was abandoned and a gadget installed on each track, raised above the slot and permanently attached to the cable; the grip car simply locked onto this contrivance, which was known as a latch. In a few cases the grip car did not carry

far enough so that the counterweights were snugged into their pit. When this happened the weights would start down and the latch would go speeding up the hill.

Once when I was standing at the foot of the hill I saw the latch start up. I got away from the gratings at the foot of the Hill as fast as I could, for I knew the weights were coming down. But I stayed long enough to see the latch as it was crossing Benefit Street take the two hind wheels off a junk wagon.

In one other case a well known man in this city also saw the latch start to move, but he, not realizing that the weight was coming down, stepped over onto the grating which covered the resting place of the weights when they were at the foot of the hill. He was thrown into the air with the gratings and the weights when they struck.

The operators of the grip cars were Oscar Taylor, Patrick Fitzmaurice, Eli Levery, and John Cox. I do not believe there was anyone more widely known in his time in this city than Pat Fitzmaurice, for he ran the last grip car up the hill at night. All Brown undergraduates knew him well, for often he would delay the last trip to pick up stragglers he knew would be running to catch the last car up the hill.

Further recollections of the Cable Tramway will be welcomed. Members are urged to communicate them to the Director or Associate Editor.

The Development of the Neck

A Chronicle of the East Side of Providence

by JOHN HUTCHINS CADY, F.A.I.A.

Concluded from Rhode Island History, Vol. III, p. 132

CHAPTER VI. 1784-1800

The town soon recovered from the effects of the war and attained such a degree of wealth that property valuations nearly trebled between 1782 and the end of the century. Newport was surpassed in the number of inhabitants and, by the year 1800, Providence had become the largest town of the state with a population of 7614.

The town's growth and development during that period were influenced by the activities of its commercial and industrial leaders, among whom were the Brown brothers, Clark and Nightingale, Welcome Arnold, Thomas Lloyd Halsey, Philip and Zachariah Allen, John Corliss, and Joseph and William Russell. The firm of Nicholas Brown and Company had changed in personnel since its organization in 1761.¹ Moses retired in 1773 to devote his time to philanthropy, education and industrial progress; Joseph left the firm about 1780 and later became professor of Experimental Philosophy at the College; and John separated from Nicholas, the remaining brother, in 1782 and undertook the development of the south shore of Tockwotton Hill (page 43) from which point he established trade with the East Indies under the name of Brown and Francis.² Nicholas carried on the business of the old firm, also in the East India trade, under the successive names of Brown and Benson,³ Brown, Benson and Ives,⁴ and, finally, Brown and Ives, a firm name which is still maintained.⁵

¹ See page 38, chapter IV, April, '44.

² John Francis, son-in-law of John Brown. See page 47.

³ George Benson. See page 49.

⁴ Thomas Poynton Ives, son-in-law of Nicholas Brown. See page 53.

⁵ Field, II, 445.

John Brown sent the first Providence ship to the East Indies, the *General Washington*, on December 24, 1787, with a cargo of cannon shot, anchors, bar iron, ginseng, wine, brandy, spirits, and New England rum, which returned to her home port July 5, 1789, with a shipment of tea, silks, cotton goods, flannels, gloves, china, and lacquer ware.⁶ The East India trade, thus initiated, was continued in the *Rising Sun*, *John Jay*, *President Washington*, *Ann and Hope*, and other merchant ships.

Following the passage by Congress, August 4, 1790, of an act in relation to duties payable for imports, Rhode Island was divided into two customs districts located, respectively, at Providence and Newport. The office at Providence was established on Water Street (South Main, corner of Custom Avenue) where it was continued until 1857. A total of 129 sailing vessels belonging to the port of Providence was listed in 1791, including 11 ships, 35 brigs, 1 snow, 1 polacre, 25 schooners, and 56 sloops.⁷ By the end of the century 58 wharves had been erected along the waterfront, most of which were on the shore of the Neck from India Point to Smith Street.

In 1792 the first steamboat made its appearance in Rhode Island waters, the *Experiment*, Elijah Ormsbee, captain, builder, and owner.⁸ It was not a complete success, however, and twenty-five years elapsed before another was seen in Narragansett bay.

Pursuant to an act by the General Assembly in 1790, granting a lottery to raise £3000, Weybosset Bridge was again rebuilt in 1792, 120 feet long between abutment walls and 56 feet wide, with a draw of the lift type.⁹ The east

⁶ *Ibid.*, 462.

⁷ *Publications of the Rhode Island Historical Society, New Series*, VI, 196.

⁸ *Providence Plantations*, p. 68.

⁹ *R.I.C.R.*, X, 395; Staples, p. 359. It will be noted that successive bridges at Weybosset increased in width (14 feet in 1711, 18 feet in 1744, 22 feet in 1764, 56 feet in 1792), and decreased in length as abutment walls were built closer together. See page 91, chapter II, July, '43; page 124, chapter III, Oct., '43; page 41, chapter IV, April, '44.

abutment was built in the river, about 40 feet west of the shore line which then followed, approximately, the present east line of Canal Street; the wall was extended northerly as far as the present Steeple Street and a new waterfront street was constructed on filled land.¹⁰ The west abutment was nearly in line with the present west line of Washington Row, as in the case of the 1764 bridge, and the wall was extended southerly in the river, about 50 feet east of the present west line of Dyer Street, terminating at a slip located between the present Post Office Court and Custom House Street.¹¹ South of the slip was Long Wharf (page 44) which extended from Weybosset Street to the river, its end in alignment with the river wall.¹² Below Long Wharf the original shore line was practically unchanged, running nearly midway between Weybosset and Pine streets as far as Muddy Dock (Dorrance and Weybosset streets).¹³

Acts were passed by the General Assembly in May, 1792, granting the erection of two toll bridges over Seekonk river. Up to that time no bridge had spanned that waterway at Providence and the only means of crossing to Rehoboth, Massachusetts, were by the upper ferry at Narrow Passage and Fuller's ferry at Tockwotton Point, established in 1679 and 1739, respectively.¹⁴ Authority for the erection of the bridges was granted to two groups of citizens who had subscribed sums of money for the purpose and were incorporated, respectively, as "The Proprietors of the Central Bridge, leading to and from Providence" and "The Providence South Bridge Society in the town of Providence."

¹⁰ *Plan showing River Lines and Street Lines between Crawford Street Bridge and Weybosset Bridge*, City Engineer's plan 040215, July 15, 1914.

¹¹ *Record Book No. 7*, p. 238. The area was filled and graded a few years later and West Water (Dyer) Street constructed.

¹² *Chart of Providence River from Weybosset Bridge to the Crook, 1834*, City Engineer's plan, Harbor Department, 0109.

¹³ See page 124, chapter III, Oct., '43.

¹⁴ See page 83, chapter II, July, '43 and page 123, chapter III, Oct., '43.

Each corporation was required to install in its bridge, and to maintain at all times, "a convenient draw, twenty-four feet wide" and to appoint as toll collector "an able bodied man, to aid and assist in raising the said draw, for the purpose of vessels passing, and in lowering the same." It was provided in each case that the toll should "not exceed the present rate of ferriage, established by law" and that "whenever the said toll shall amount in value to all costs, charges and expenses, in the erecting and keeping in repair the same bridge, with interest thereon, together with . . . a reasonable allowance . . . the said toll shall be subject to be regulated by this Assembly."¹⁵ Central Bridge, as erected in 1793, was a predecessor of the present Red Bridge and the South, or India, Bridge spanned the river a short distance south of the present Washington Bridge.¹⁶

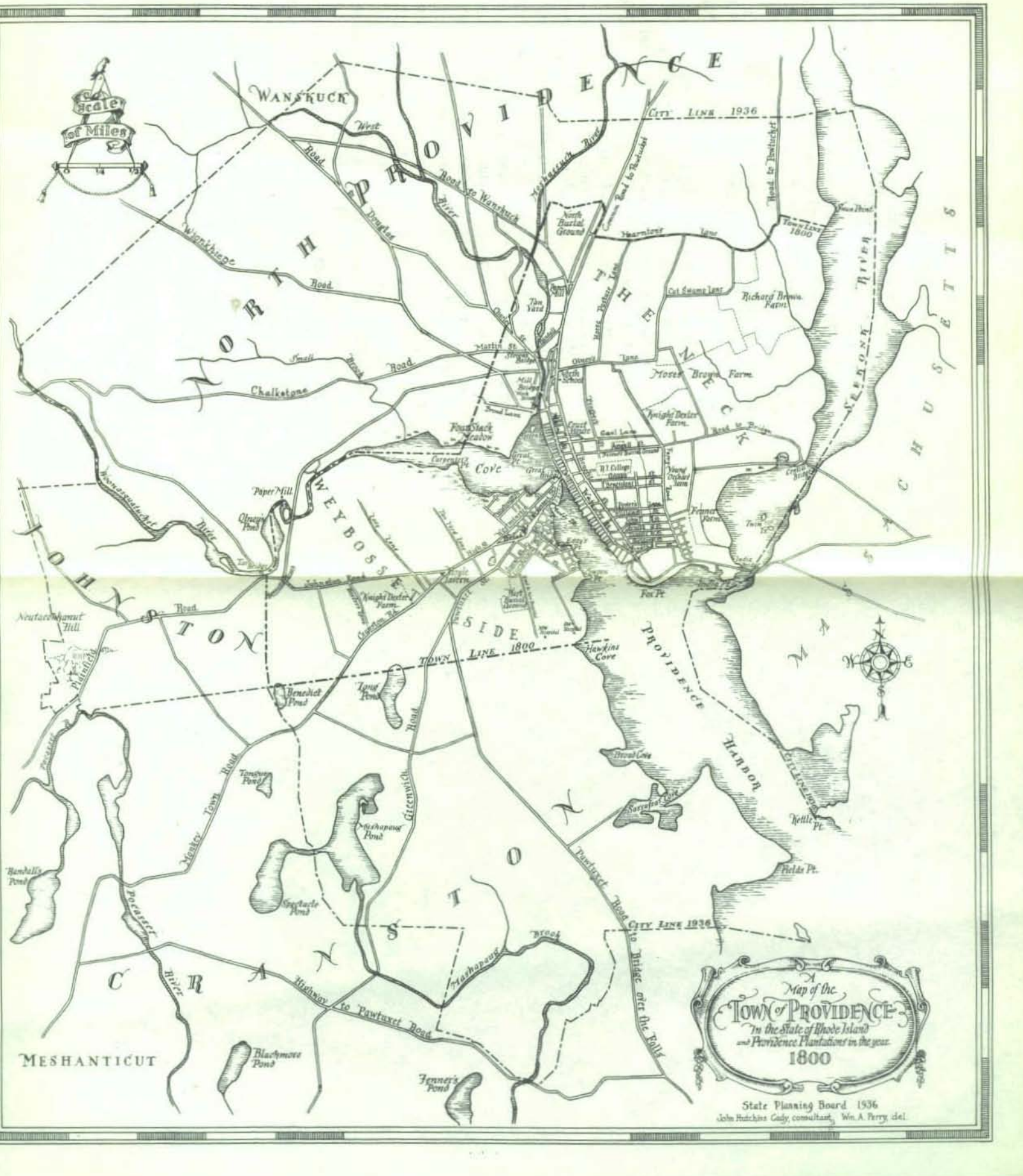
The old country road to Pawtucket, established before 1684 as a northerly extension of the Towne street, curved westerly around and over a sand hill east of North Burial Ground before continuing its rather crooked way to the north.¹⁷ A committee appointed by the Town Council "to examine the land eastward of the highway . . . and see if an eligible route for a road is therein contained" reported that "a straight, handsome and convenient street may be had from the house where Amasa Gray now lives [the junction of North Main Street and Branch Avenue] to the corner of Jeremiah Dexter's¹⁸ stone wall [the corner of North Main Street and Rochambeau Avenue] . . . and that the same direction may be continued towards Pawtucket

¹⁵ *R.I.C.R.*, X, 491-492. Moses and Nicholas Brown and 25 others were subscribers for Central Bridge; John and Nicholas Brown, Welcome Arnold, Joseph Nightingale, John Innes Clark and others for South Bridge.

¹⁶ Both bridges were rebuilt following a freshet in 1807. India Bridge was carried away in the great gale of 1815 and replaced by a new span and Central Bridge was damaged in the same storm and repaired. Both were conveyed by their owners to the city of Providence, the former in 1860 and the latter in 1869.

¹⁷ Dorr, p. 238. See also page 85, chapter II, July, '43.

¹⁸ The gambrel-roofed Dexter house (erected about 1764) still stands at the northeast corner of North Main Street and Rochambeau Avenue.



Map of the
TOWN of PROVIDENCE
 in the State of Rhode Island
 and Providence Plantations in the year
1800

State Planning Board 1936
 John Hutchins Gady, consultant, Wm. A. Perry, del.

nearly straight for about two miles; and that the same will greatly accommodate and beautify the north end of said town, as well as be extremely convenient." In order to purchase the necessary land and construct and pave the road permission was acquired from the General Assembly in February, 1791 to raise the sum of £900 by means of a lottery.¹⁹ Stage coaches traveled this highway on the "Road from Providence to Boston, Newbury-Port and Portsmouth" charted in the *North American Calendar* for the year 1793.²⁰

The production of stage plays, interrupted by decree of the General Assembly in 1762,²¹ was revived in 1792 when Joseph Harper and his company gave several performances in the Court House. In 1794 Mr. Harper fitted up a part of the Coffee House on the Town Parade as a theatre for a season of drama, culminating in the presentation of "The Beggar's Opera." The following year the Providence Theatre was built at the corner of Westminster and Mathewson streets with funds subscribed by John Brown, T. L. Halsey, John Corliss, Cyprian Sterry, George and Jeremiah Olney, and others. The statute against theatrical entertainments was repealed as a result of Mr. Harper's efforts and the Providence Theatre was maintained for a number of years under his management.²² The building was purchased by Grace Church and altered in 1832 and was demolished when the present church was built in 1845.²³

A permanent night watch was organized in Providence in 1797 under direction of the Town Council and subject to rules and regulations established by that body. This pro-

¹⁹ *R.I.C.R.*, X, 413.

²⁰ *Wheeler's North-American Calendar or an Almanack for the year of our Lord 1793, printed at Providence and sold by B. Wheeler.*

²¹ See page 44, chapter IV, April, '44.

²² *Providence Magazine*, Oct., 1916, p. 647. A drop curtain, painted by Worrall and hung in the theatre in 1812, is owned by the R. I. Historical Society. It shows a view of the East Side of Providence about 1808 as seen from Federal Hill.

²³ Henry Barrett Huntington, *A History of Grace Church in Providence, Rhode Island, 1829-1929* (Providence, 1931), pp. 24, 57.

vision for public safety superseded the voluntary night watch established in 1775 and led eventually to the formation of the Providence Police Department.

The closing years of the 18th century were marked by a significant increase in manufacturing, a prelude to the industrial era that was to come. In the 17th century, when Providence was a community of planters, the only industrial establishments were the grist mills, saw mills, lime kilns, leather tanneries (for shoes,) and blacksmith shops. In the early 18th century shipbuilding, brick manufacturing, weaving, and distilling plants were established in the town, followed in the middle of the century by iron works, cider mills, cheese presses, and printing shops. The commencement of cotton spinning at Pawtucket by Samuel Slater and Moses Brown in 1790 and the manufacture of jewelry by Nehemiah Dodge in 1794, inaugurated what were to be two of the leading industries of Northern Rhode Island.

As the number and size of industrial plants increased the complexion of the town began to change, particularly along the water fronts where factories and shops gradually replaced the former dwellings whose owners removed to the newly developed areas of the town that formerly were farm lands.

The most industrialized area was along the Moshassuck river, separating the Neck from the lands to the northwest, the waters of which were utilized for power. Located in the area between the present Smith Street and Schley Square were Oliver Bowen's tanyard and slaughter house, Henry Smith and Company's distill house and cooper shop, and Michael Metcalf's slaughter house.²⁴ Jere B. Howell's grist mill was at the falls of the Moshassuck, near the site of the original town mill,²⁵ and Robert Newell's chocolate and fulling mills were near the corner of Charles and Nichols streets. Amasa Gray's slaughter house and Aaron Mason's

²⁴ The maps in *Owners and Occupants* establish the locations of these industries and others to follow.

²⁵ See page 30, chapter I, Jan., '43.

tanyard were on the Neck side of the river, near the present Printery Street, and Thurber's paper mill (established about 1780) was on the present Livingston Street, not far from North Burial Ground. Bordered by such industries it is small wonder that Moshassuck river became polluted in the early years of the town, a condition that prevails to the present day.

The water lots on the west side of the present North and South Main streets, from Smith Street southerly to Fox Point, were used mostly for maritime trades and were built up with wharves and warehouses, interspaced here and there by dwellings and industrial plants. Zachariah Allen operated a distillery and sugar house near the original spring lot²⁶ on North Main Street. Joseph Congdon opened an iron shop near the present corner of North Main and Steeple streets about 1790, inaugurating the business to which Congdon, Carpenter and Company succeeded in 1865. In the same neighborhood Ezekiel and William Burr operated a silversmith shop, Seril Dodge made shoe buckles, and Nehemiah Dodge manufactured gold rings, fancy jewelry and silverware. Clark and Nightingale owned a cooper shop and a blockmaker's shop at the present southwest corner of South Main and Power streets as well as a distill house near Burnside Square.

The waterfront at Tockwotton was developed about 1790 by John Brown²⁷ who erected shops and warehouses for the trade which he established with China and the East Indies, giving the spot the name India Point. Mr. Brown also maintained a distill house on the shore, a spermaceti works (started a half-century earlier by Obadiah Brown, his uncle) near the present corner of India and Ives streets, and an air furnace at the present Tockwotton Park. Rope walks were established by Rebecca Williams, John Pitman,

²⁶ See map opposite page 26, chapter I, Jan., '43.

²⁷ "Daniel Abbott . . . laid out Tockwotton with the object of making that point the commercial center of the town, and bay, fifty years before John Brown was king of India Point"—Henry R. Chace ms. in R. I. Historical Society.

William Holroyd and others in the area now bounded by Hope, Wickenden, Governor and Williams streets.

Meanwhile, commerce and industry were securing a foothold along the waterfront south of Weybosset Point. Long Wharf, owned jointly by B. and E. Aborn, Nathan Angell, Zephaniah Brown, Samuel Butler, Arnold Whipple, Simeon Aldrich, Amos Jenks and Stephen Harris was located at the present Custom House Street (page 39). Stephen Harris' spermaceti works were on the shore, near the corner of Pine and Orange streets, Daniel Jackson's brass foundry (established 1762) was near the site of Narragansett Hotel on Weybosset Street, Augustus Winsor's slaughter house faced Potter's Ditch (Garnet Street), and John Innes Clark's distill house was located on Distill House Lane, now Page Street. Benjamin Tallman's shipyard was on the shore of Eddy's Point (near the junction of Dyer and Eddy streets).²⁸

The earliest industry on Woonasquatucket river was established about 1745 by David Rutenberg, a German emigrant, who erected a mill on the river between the present Atwells Avenue and Valley Street. Christopher Olney, who owned a 95-acre farm in that section and gave the name to Olneyville, established a grist mill and the Rising Sun Paper Mill in the latter part of the century on a wide section of the river north of the present Kossuth Street, then known as Olney's pond.

The Providence Association of Mechanics and Manufacturers was incorporated by the General Assembly in 1789 "for the purpose of promoting industry, and giving a just encouragement to ingenuity, that our own manufactures may be improved, to the general advantage not only of the manufacturers themselves, but of the state at large."²⁹ One of the first activities of the association was an agitation, led by John Howland, to institute a public school system³⁰

²⁸ See page 121, chapter V, Oct., '44.

²⁹ *R.I.C.R.*, X, 315.

³⁰ A previous attempt had been made in 1767. See page 45, chapter IV, April, '44.

which culminated in 1800 when the General Assembly passed an act for the establishment of free schools in every town. Thus there was achieved a "great State triumph—not of long duration indeed, as the act was repealed in 1803,—but long enough to secure a permanent blessing to Providence."³¹



JOHN BROWN HOUSE (1786)
Home of the Rhode Island Historical Society

The first financial institution in the town was the Providence Bank, organized by John and Moses Brown and opened October 10, 1791, following its incorporation by the General Assembly.³² It was originally located on the south side of Governor Hopkins' lane (Hopkins Street) and was moved in 1801 to the Joseph Brown house on South Main Street.³³ Charters were granted to the Providence Insur-

³¹ *Life of Howland*, pp. 138-143.

³² *R.I.C.R.*, X, 458; *R.I.H.S.C.*, XXXIV, 113.

³³ See page 125, chapter V, Oct., '44. The two-way entrance steps were removed and replaced by a doorway in the basement story.

ance Company in 1799 and the Washington Insurance Company in 1800; these were consolidated under the name of the Providence Washington Insurance Company in 1820.³⁴

During the Colonial period architectural design had followed rather closely a contemporary English style based upon the Italian Renaissance which had been used by such architects as Inigo Jones, Sir Christopher Wren and James Gibbs. Although a change in style, influenced by Robert Adam's adaptation of Louis XVI motives for interior decoration, was evolved in England about 1770 its effect was not noted in Providence before the early 19th century. It transpired, therefore, that the buildings erected between the close of the war and 1800 closely resembled those of the Colonial period with an added richness of ornamentation and an emphasis on Classic precedent. During the years of the Early Republic a number of houses were built which were among the best ever produced in Providence.

The earliest of these dwellings and in many respects the finest among the survivals was erected by John Brown (page 45) in 1786 on an acre-and-a-half tract extending from Benefit Street to the present Brown Street, fronting on Power's Lane (now 52 Power Street). This project inaugurated a development of the lower East Side that was to expand, in the next twenty years, to include a large part of the area between Power, Thayer, Wickenden and Benefit streets. Joseph Brown,³⁵ brother of the owner, designed the house but died before it was erected; construction work was in charge of Zephaniah Andrews, the mason.

In his will made in 1802 John Brown described his house as "54 by 50 feet square, three stories high, with a deep cellar under the whole." The ell at the rear was not built until later and the kitchen and bathing facilities originally were

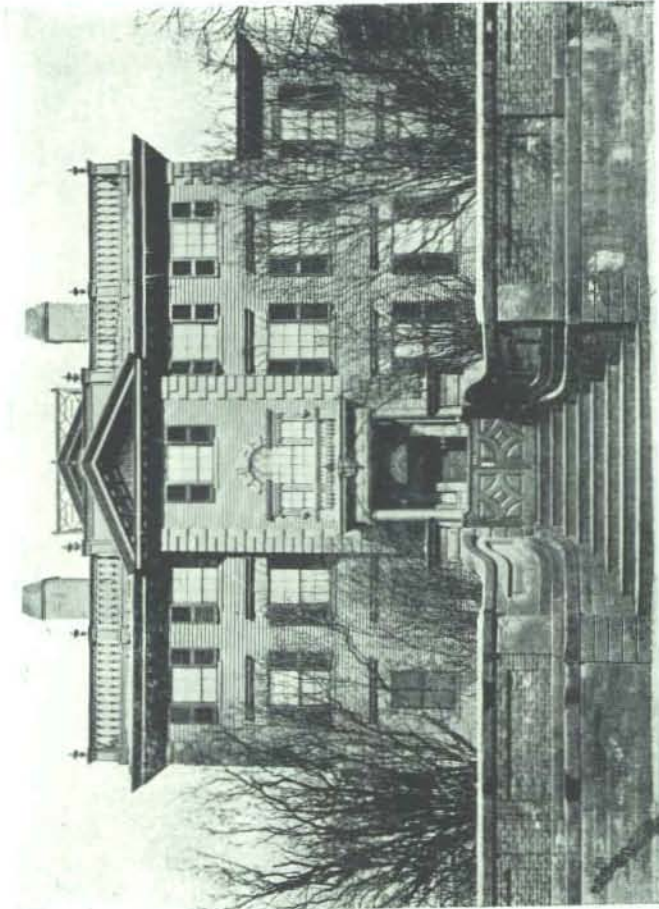
³⁴ *Charter of the Providence Washington Insurance Company*, Providence, 1887.

³⁵ See page 125, chapter V, Oct., '44.

located in outhouses. The plan conformed in general to that of contemporary houses of the central-hall type except that the fireplaces were set in the outside walls and each had a chimney of its own,³⁶ an arrangement which set a precedent for many later Providence dwellings. A distinctive feature of the facade, which followed English tradition but was new to Providence, is the slight projection in the center, crowned by a pediment. An open entrance porch is set in the projection, with brownstone columns crowned by a wooden entablature and a balustrade with twisted balusters, and over the porch is a Palladian or Venetian window. The walls have belt courses and are crowned by a fine cornice. The effect of dignity and repose which the outside gives repeats itself within the house. The stairway hall is very spacious and the doors opening to the rooms are finely treated with entablatures and broken-curved pediments with rich carving. The great mahogany staircase has twisted balusters, a beautiful scroll at the foot of the rail, an unusual wall scroll, and a curved string at the landing. The house was officially opened with the marriage of John Brown's daughter Abby to John Francis January 1, 1788. Its most distinguished visitor was President Washington, on August 19, 1790. It became the property of the Rhode Island Historical Society in 1941 by gift of John Nicholas Brown, great-great-great-nephew of the original owner.

John Innes Clark and Colonel Joseph Nightingale, shipping partners, built houses on Benefit Street, the former at the northeast corner of John Street in 1789 and the latter at the northeast corner of Williams Street in 1791, both wood houses, three stories, with hipped roofs. President Washington "drank wine and punch" at Mr. Clark's August 19, 1790, and Senator William Smith, who accompanied the presidential party recorded in his diary "I slept that night at Mr. Clark's, a merchant who lately has built a handsome house and is a man of prosperity . . . He treated me with much civility, having offered me a bed immediately

³⁶ See plan C, page 50, chapter IV, April, '44.



JOSEPH NIGHTINGALE HOUSE (1791)
(Now owned and occupied by John Nicholas Brown)

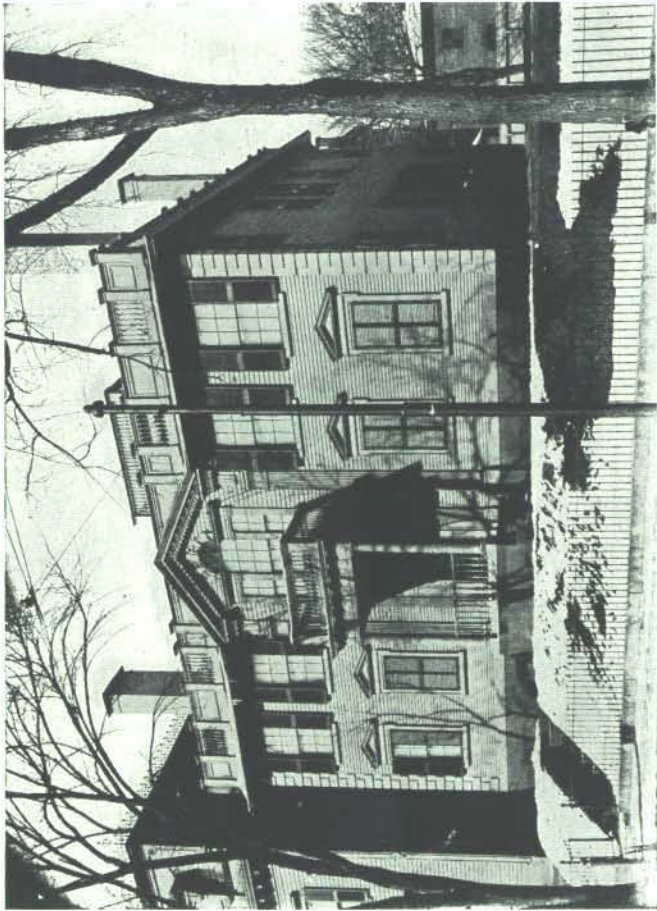
on my arrival, though I had never seen him before."³⁷ The house was destroyed by fire a few years later. The Nightingale house (page 48), still standing at 357 Benefit Street, has a pedimented projection in the facade similar to that noted on the John Brown house. There are heavy beveled quoins at the corners and the windows, the latter having rusticated voussoirs and moulded cornices. The front porch is in the Roman Doric order with brownstone steps and the entrance door has sidelights and a curved top-light. The interior is characterized by spaciousness and fine wood finish, and the chimneys are located in the partitions with two fireplaces in each chimney on each floor.³⁸ Colonel Nightingale died a few years after erecting the house and it was purchased by John Carter Brown, great-nephew of John Brown, and has since remained in possession of his descendants.

Somewhat smaller are the wood two-story hipped roof houses of Captain George Benson (1796) and Edward Dexter (1799). The Benson house at 64 Angell Street has two center chimneys with balusters encircling the main roof and roof deck, and a distinguishing feature is the excellent Doric entrance porch with its curved pediment. Mr. Dexter built his house at the corner of George and Prospect streets (now a part of the Brown campus) in spite of a warning by John Brown that "the Street too it will Ever be a whet Muddy Way, the Natural Springs being Such that Can not be Got Clear of Neither above nor below Ground."³⁹ The house was moved in 1860 to 72 Waterman Street, its present location (page 50), where for many years it was the residence of Charles L. Pendleton and housed most of the Pendleton collection of furniture now in possession of the

³⁷ Howard W. Preston, *Washington's Visits to Rhode Island* (Providence, 1932), p. 22.

³⁸ See plan B, page 50, chapter IV, April, '44.

³⁹ From a letter written March 16, 1796 in possession of the R. I. Historical Society. Mr. Brown tried to persuade Mr. Dexter to build near India Point, an area he was interested in developing.



EDWARD DEXTER HOUSE (1799)
(Now owned and occupied by Frank L. Hinckley)

Rhode Island School of Design.⁴⁰ The house has brick ends with outside chimneys set in the walls, and in the center of the facade is a Doric entrance porch with a modified Palladian window above it, all framed by full length pilasters and a pediment. The interior has very fine wood finish.



THOMAS STREET IN 1932

showing Burleigh Studio, the Edward Taylor House and the two Seril Dodge houses. From a pencil drawing by Helen M. Grose in possession of the Providence Art Club.

The Colonial type of gable roof continued to be used for most of the smaller wood houses of the period. Two of these were built on Angell's Lane (Thomas Street), opposite the First Baptist Meeting House about 1789 and are still standing. Deacon Edward Taylor erected the three-and-a-half story house at 9 Thomas Street and Seril Dodge the one adjoining at No. 10, originally two-and-a-half

⁴⁰ Edwin A. Burlingame, *Plats of Brown University and Their History* (Providence, 1938), p. 9. A unit of the R. I. School of Design known as Pendleton House was erected in 1908 to house the Pendleton Collection (Stone, Carpenter and Willson, architects), the interior of which was modeled closely after the Dexter house.

stories and later raised to provide for a shop on the ground floor. Both are of the two-chimney type⁴¹ (the Dodge chimneys have been removed) and have pedimented side-



FIRST CONGREGATIONAL MEETING HOUSE

Erected 1795; destroyed by fire 1814.

From an engraving by William Hamlin

walk entrances. Mr. Dodge built a three-story house (11 Thomas Street) of brick veneer over wooden construction about 1791 (later considerably altered) and sold

⁴¹ See plan B, page 50, chapter IV, April, '44.

his other house that year to Hope Brown (daughter of Nicholas) and her stepmother Avis, and there Hope was married to Thomas Poynton Ives in 1792. Both Dodge houses now are the property of the Providence Art Club.

Aside from the dwellings the most monumental work of the Early Republican period was the First Congregational Church (page 52), erected at the corner of Benefit and Benevolent streets in 1795 from the design of Caleb Ormsbee, the only 18th century Providence architect⁴² of record beside Joseph Brown. The church was built of wood and its design was influenced by the west facade of Saint Paul's in London and Charles Bulfinch's recently completed (1788) Hollis Street Church in Boston. A Doric portico, flanked by twin towers, framed the facade. The building was destroyed by fire in 1814 and was replaced by the present edifice.

The original Congregational Church, erected at the present corner of College and Benefit streets in 1723⁴³ was sold to the town when the new meeting house was built and was known thenceforth as the Town House (page 54). It provided quarters for the various public offices and departments except the town clerk's office and the council chamber which were continued in the Market House.⁴⁴

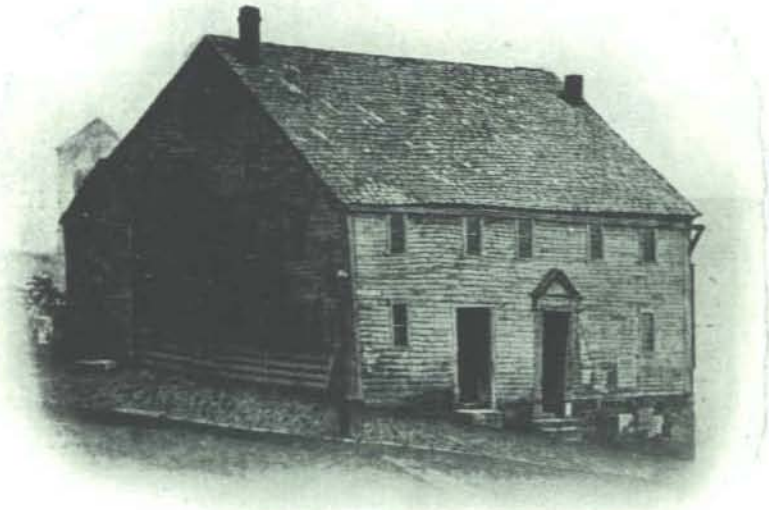
As the 18th century closed the Neck still dominated the town of Providence. Located within its territory were the

⁴² The word is used in its literal meaning "a person skilled in the art of building" (Webster) rather than in its professional sense. Mr. Brown was a scholar of scientific attainment as well as a man of taste and culture, and acquired his knowledge of architecture through the study of books on the subject. Mr. Ormsbee was a master builder, self-taught in the art of design.

⁴³ See page 113, chapter III, Oct., '43. Some time after the erection of the meeting house an entrance porch was added at the east end, over which a steeple was erected. Upon representation in 1773 that "the steeple . . . is in so serious a condition that it must be immediately taken down" the General Assembly granted a lottery to pay for its removal and for erecting a clock tower on the west end (*R.I.C.R.*, VII, 206). The building was demolished before 1875.

⁴⁴ See page 123, chapter V, Oct., '44.

state and municipal seats of government, the market, the principal industries, and most of the homes. The town was expanding westerly across the river, however, where already a significant development was under way (see map opposite page 40), and it was there, on the Weybosset side, that a new civic and commercial center was to materialize in the next century.



THE TOWN HOUSE

Originally the Congregational Meeting House (1723)

This concludes "The Development of the Neck", constituting Part I of the author's manuscript entitled The Civic and Architectural Development of Providence. For lack of space it is unlikely that Parts II and III entitled, respectively, "The Weybosset Side" and "The Modern City" will appear serially in RHODE ISLAND HISTORY. Their publication in book form, together with a reprint of Part I, is in contemplation.

Providence Theatricals in 1773

by S. FOSTER DAMON

Professor of English, Brown University

The first play ever performed professionally in New England was Vanbrugh's *Provoked Wife*, given at Newport on September 7, 1761, by Hallam's Virginia Comedians. The next July they boldly invaded Providence,¹ but were suppressed by the Rhode Island legislature in August. From that time until December 26, 1792, when Joseph Harper's company, fleeing from Boston, presented *The School for Scandal*, with *The Poor Soldier* as afterpiece, at the Providence court house, there were supposedly no theatricals in Rhode Island.

But prohibition does not necessarily prohibit, and the moral objections to professionals did not apply—at least, with the same force—to amateurs. We know that Young's *Revenge* with Otway's *Cheats of Scapin* was acted by undergraduates of Rhode Island College (now Brown University) in April 1785, perhaps as part of a series of dramatics, such as were being instituted at other New England colleges.²

However, probably the first amateur performances open to the public came still earlier, as appears from the following item in the *Providence Gazette*, May 29, 1773:

On Monday and Tuesday Evenings Otway's Tragedy of the Orphan, or unhappy Marriage, with Miss in her Teens, was performed at Mr. Hacker's Hall, by some young Gentlemen of the Town, who were honoured with the Applause of sensible and crowded Assemblies.

More information about these performances of May 24 and 25 is to be found in an undated letter from Nathanael Greene to Samuel Ward, Jr.:³

¹In the April, 1944, issue of *Rhode Island History*, III, 44, the name of the first play acted in Providence was given as "Morro Castle taken by storm." Actually this supposed title was merely the headline of a news handbill. (See W. R. Staples, *Annals of the Town of Providence*, p. 206.)

²Harold Karl Halpert, "Early College Performances of Otway in Providence," *R.I.H.S. Collections*, XXIII (April, 1930), 33-41.

³Discovered in the Ward Family Papers by William G. Roelker. For the sake of clarity, the text has been paragraphed and the punctuation altered slightly.

Greenwich Sunday Evening 11 oClock
[May 30, 1773]

Friend Sam

I receivd your Letter inclosed in a Line to your Sisters. you see its late when I begin, and youl excuse me for being short. Kitt saild for Maryland Wednesday last. Joy go with him, and Guardian Angels protect and Secure him from the innumerable Evils incidental to Human Nature.

Ring the Bells backward Cry fire, the Church is in danger. There has been a play acted in Providence, known by the Name of the unhappy Orphan. Joseph Rusel [?] acted Monemia, Mr. Halsey Polid[ore], Mr. Harris Castalio, Mr. Bloget Shamont. I have forgot the under Characters, but it is said they performd inimitably well, and to the satisfaction of all the spectators. They had Hackers Hall, with regular Scenes formd for that purpose, all was [illegible] and in good order. You say there's nothing new under the Sun, this is new, for its the first attempt ever made in this Colony, by its Inhabitants. Various are the Sentiments with regard to its Consequences, but the Priests and Levites of every Order cries out against it, as subversive of Morallity, and dangerous to the Church.

I was in Mr. Arnolds Office a few days ago, he has a pretty Law Library, and promises himself a fine run of Business. I wish his success may equal his expectation. Thank you for your Compliment upon my Milletary Dignity, and thank you again for the ridicule of its Author. He is vain above measure and em[p]ty beyound Conception. I was almost Offended with Mr. Varnum for such a freedom, before the Supreme Court of the Colony. General Meeting News and all other Neighbourly occurrences refer you to the Girls for Particulars. Not another word

N Greene, Jr.

The "young Gentlemen of the Town" were not from the college, and have not been identified. They were evidently affluent enough to hire the fashionable Hacker's Hall for two evenings, and to fix it up with scenery and presumably a curtain; and they were of sufficient prominence to attract "crowded Assemblies" and to get a notice in the paper. It is worth remarking that though they did not—probably could not, had they tried—persuade a young lady to act with them, they chose nevertheless two plays with female title-roles: Otway's famous "she-tragedy," *The Orphan*, and Garrick's popular farce, *Miss in Her Teens*.

Greene doubtless exaggerated the indignation of the religious for the sake of epistolary jocularly, as the audiences were described as "sensible" (that is, sympathetic), and no letters of protest appeared in the *Gazette*.

The authorities are vague, but it seems clear that Hacker's Hall was built, or remodelled for assemblies, in late 1767 or early 1768. Joshua Hacker had come from Salem to Providence perhaps as early as 1759. According to Edwin Martin Stone (*Our French Allies*, Providence, 1884, pp. 252-55), "For many years he sailed a packet between Providence and Newport; after retiring from that business he opened at the Hall a house of entertainment." Originally the packet was run in partnership with Benjamin Lindsey, but in 1766 (according to an advertisement in the *Providence Gazette*, August 9, 1766) the partnership expired, Benjamin Lindsey forming a new partnership with Thomas Lindsey. Hacker continued his own packet, but evidently suffered from the competition, for in the *Gazette* for November 28 and December 12, 1767, he inserted an unusually long advertisement (half a column), in which he stated that he had been running his packet "for upwards of ten Years" and expressed the hope that "he shall not want Employ." These are the last advertisements of his packet; and seven months later, on July 30, 1768, appears the first mention of his Hall, in the advertisement of a concert of instrumental music, to be followed by a ball.

The Hall, which was on the east side of South Main Street, between Planet and Power, was the scene of celebrations given for Washington, Lafayette, Varnum, and others. It was burned down in the "Great Fire" of January 1801, and in 1884, when Mr. Stone wrote, a brick dwelling occupied the site.

As this paper concerns theatricals, it is worth adding that in Hacker's Hall, on September 18, 1769, the *Beggar's Opera* was performed by "a Person who has read and sung in most of the great Towns in America. All the Songs will be sung. He personates all the Characters, and enters into the different Humours or Passions, as they change from

one to another, throughout the Opera." The advertisement in the *Gazette* for September 9 and 16, 1769 was repeated in the *Boston News Letter* September 28, 1769 and again March 23, 1770. It has been conjectured that the monologist was James Joan, a Boston teacher of instrumental music and French, who is also conjectured to have been the musician James Juhan who appeared later in Philadelphia concerts.

In the interests of our theatrical history, it is also worth adding that in the *Gazette* for December 1, 1792—just two weeks before the debate over allowing Harper's company to perform in Providence—appeared the advertisement of one Mr. Roberts, who was exhibiting at the court house on December 3 "a Variety of Feats of Activity on the TIGHT and SLACK ROPE, TIGHT and SLACK WIRE, &c, to conclude with the great ITALIAN SHADES."

Ward-Greene Papers Acquired

Through the generosity of 183 contributors, representing 17 per cent of the Society's membership, we have been able to acquire the Ward-Greene Papers. Sufficient funds were raised so that there will be a balance which will be used to defray some of the costs of indexing, cataloguing, and otherwise preparing this valuable manuscript collection for use by scholars.

In addition, the Westerly Historical Society has agreed to contribute \$500 toward the cost of publishing selected material from the collection, probably the Governor Samuel Ward letters from the Continental Congress.

W. G. R.

A Pre-Revolutionary Incident

Extracted by MISS MARY T. QUINN

Archivist of the State of Rhode Island

When the flagship of the British fleet commanded by Admiral Montagu entered Newport Harbor in January of 1773, Fort George there failed to fire a salute. The result was an exchange of letters between the British authorities and the Rhode Island colonial government.

On 3 March, having had a report on the incident from the Admiral, the Earl of Dartmouth wrote as follows¹ to Governor Joseph Wanton:

(No. 2) Duplicate

Whitehall, 3^d March 1773

Gentlemen:

It appearing by a letter from Rear Admiral Montagu to the Lords of the Admiralty, dated the 19th of January, that the Fort, in the Harbour of Rhode Island, had not paid the proper Respect to the British Flag; The King who is justly incensed at such an Indignity, has commanded me to signify to you His Majesty's Pleasure, that you do give the necessary orders that His Majesty's Ships of War, coming into any of the Ports within the Colony of Rhode Island & having an Admiral's Flag or broad Pennant hoisted, be saluted in such manner as is usual in all other Ports of His Majesty's Dominions in America.

I am

Gentlemen

Your most obedient
humble servant

Dartmouth.

Governor & Company of Rhode Island

Governor Wanton replied on 1 July 1773:²

Rhode Island July 1, 1773 —

My Lord,

I am honored with your Lordship's Favours of the 3th of March and 10th of April last directed to the Governor and Company of this Colony which I shall communicate to them at their next Session —

Permit me to assure your Lordship, that the Fort's not Saluting the British Flag when Admiral Montagu came into this Colony in January last, was not owing to the want of a proper sense of Duty and Respect; but to an Order of Government, passed many Years Since, when they could not possibly have had the most distant Idea of being honored

¹ R. I. State Archives—*Letters to the Governor*, VII, 96.

² In the Frederick S. Peck Manuscript Collection, now the property of the R. I. Historical Society.

with an Admiral's Flag; which Order, as it continued unrepealed, absolutely put it out of my Power to direct the Guns fired at the Public Expence on any Occasion excepting such as were allowable by Law.

This Apology I made to the Admiral in Person, and flattered myself that he wou'd have admitted the Excuse; however as he has been pleased to mention this Incident to the Lords of the Admiralty your Lordship will excuse me for laying this true State of Facts before your Lordship in order to exonerate the Colony from the imputation of disrespect to the British Flag: And I am perswaded from that Benignity which pervades your Lordship's Administration, that such a representation of this Matter will be made by your Lordship, as will restore the Colony to His Majesty's Most Gracious Regard.

I have no doubt, but, that the Assembly will order, that His Majesty's Ships of War coming into this Colony and having as one Admiral's Flag or a broad Pennant hoisted, be Saluted in such Manner as is usual in all other Parts of His Majesty's Dominions in America.

I have the Honor to be with great Respect,

My Lord,

Your Lordship's

Most obedient humble Servant

J Wanton

Copy

To the Earl of Dartmouth

Original & Duplicate forwarded

I am afraid the Governor was stretching the truth a little when he said that the law governing the firing of salutes was of some years standing, because at the October Session, 1772, the General Assembly specified on what occasions a salute should be fired from Fort George, probably having some such contingency in mind.³ British ships had been in and out of Newport harbor for some years but no mention is made in the act of a salute for an admiral's flag or broad pennant.

The incident covered by these letters illustrates the temper of both sides under these minor provocations, so it is no wonder larger issues caused an open revolt.

³ The occasions upon which a royal salute could be fired at the expense of the colony by the gunner at Fort George were the King's birthday, his royal consort's birthday, the day of His Majesty's accession, the day of coronation, and the day of the election of general officers for this colony. (*R. I. Colonial Records*, VII, 194.)

Genealogical Contributions

By G. ANDREWS MORIARTY, A.M., LL.B., F.S.A.

CAPT. WILLIAM AND NATHAN WALKER OF PROVIDENCE

In 1908 the well known English genealogist, the late Gerald Fothergill of London, printed in the *New England Historical and Genealogical Register* (vol. LXII, p. 93) the abstract of the will of Nathan Walker of the British Army, which he had discovered in the Prerogative Court of Canterbury. The will of Nathan Walker, ensign in a detachment on the island of Ratan of H.M. Forces commanded by Major John Caulfield which belonged to the late American Regiment, commanded by Colonel Gooch, was dated at Augusta, 25 November 1744 and proved in the Prerogative Court on 15 October 1746. Ensign Walker left his arrears of pay to his "cousin John Gardiner, Merchant, in Rhode Island in New England." To Lieut. Jenkins of the aforesaid detachment and to Lieut. Carre of Brigr. Wolf's Regiment of Marines he left his silver-hilted sword, his silver shoe and knee buckles and a "blew coat." His executors were the above-named officers. The will was witnessed by Francis Hopkins, Alexander Cosby, and John Senn Barnett.¹

This will raises the question as to who this Nathan Walker was and who was his "cousin John Gardiner, Merchant," of Rhode Island. The evidence so far collected is meager, but it reveals an interesting story.

On 6 May 1729, Nathan Walker of Providence was admitted a freeman and on 26 February 1739/40, Capt. William Walker of Providence likewise was admitted.² The Register of St. Paul's Church at Narragansett records that on 14 October 1742, between 2 and 3 A.M., Capt. William Walker F.R.S. (Fellow of the Royal Society) of Providence died suddenly "in the chamber with Col.

¹ *P.C.C. 314 Edmunds.*

² *R. I. Colonial Records*, IV, 420, 565. No other mention of these men occurs in the printed colonial records of R. I.

Updike and Mr. John Checkley Jr., and was interred in ye churchyard of St. Paul's Narragansett the 15th of the said month. The sermon was preached by the Dr. [Rev. James MacSparran]."³ The South Kingstown records at the time of his death describe him as "of England." In 1743 Dr. MacSparran was appointed administrator on the estate of "William Walker gentleman, late of Providence in the County of Providence." The probate account shows a charge for postage for writing an advice of Capt. Walker's death to Dr. Baker of St. Michael's, Cornhill, London, and for postage on a letter to Dr. Bancroft (probably the Dr. Bancroft who was secretary of the Society for the Propagation of the Gospel) relating to Capt. Walker's son, and also for postage on "another dbl. letter from young sd. Walker himself." The death of Capt. Walker is also recorded in the Providence records. Dr. MacSparran's diary, under date of 23 September 1743, notes the receipt of a letter from Mrs. Walker, who was probably the widow.⁴ On 25 May 1740, being Whitsunday, Nathan Walker, an adult, was baptized by Dr. MacSparran, who, with his wife and her brother John Gardiner (i.e., Col. John Gardiner of Boston Neck, South Kingstown) were his chosen witnesses.⁵

It may be suggested that this Nathan is identical with the man who was made a freeman of Providence in 1729 and that he is the ensign who made his will at Ratan in 1744. Capt. William Walker, F.R.S., was probably a near kinsman of Nathan. It would be interesting to learn more about Capt. William. Perhaps the records of the Royal Society, oldest of the learned societies of Great Britain, may reveal something about his career. He evidently came to Providence from England shortly before 1739 and the above records show that his son was at Narragansett as late as 1743.

³ *History of the Narragansett Church*, Goodwin, ed., I, 234; II, 530.

⁴ *ibid.*, I, 549-551.

⁵ *ibid.*, II, 523-524.

The question still remains as to who was the John Gardiner named in the will of the ensign, and how were they cousins.

George Gardiner, the early settler of Newport, after his separation from Herodias Long-Hicks, his common law wife, married, in 1665, Lydia, daughter of Robert Ballou of Portsmouth, R. I., and Boston. After his death Lydia married William Hawkins of Providence on 14 June 1678 and went to that town to live, taking with her the five young children she had by Gardiner, among whom were Joseph and Mary.⁶ On 18 July 1690, Mary Gardiner married Archibald Walker at Providence and had the following issue: Charles, born 6 May 1691; Susannah, born 28 September 1695; Abigail, born 15 January 1698/9; Hezekiah, born 14 March 1701/2; Nathaniel [?Nathan], born 26 June 1704; Anne, born 14 February 1708/9.⁷

Joseph Gardiner, brother of Mary Walker, lived in Newport. He was the father of John Gardiner of Newport who was a prominent merchant there and Deputy Governor of Rhode Island from 1756 to 1764. He died 29 January 1764 and is buried under a flat armorial tombstone in the Newport cemetery.⁸

There can be little doubt but that the Nathaniel or Nathan Walker born in Providence 26 June 1704 is the man baptized by Dr. MacSparran as an adult on 25 May 1740 and that he is the ensign of Ratan who was a cousin, as stated in his will, of John Gardiner of Rhode Island. It seems likely that Capt. William Walker, F.R.S., may have been his kinsman, perhaps his uncle and a brother of Archibald, and that this William remained in England and only came to Providence in, or shortly before, 1739.

More research remains to be done by anyone interested. The Providence and South Kingstown records should be searched, and the record of Capt. William Walker in the records of the Royal Society should be obtained.

⁶ *Genealogical Dictionary of R. I.*, Austin, pp. 12, 81-82, 318; *The Gardiners of Narragansett*, by Caroline E. Robinson, pp. 3, 206.

⁷ *The Gardiners of Narragansett*, p. 206.

⁸ *ibid.*, pp. 3, 7, 24.

News – Notes

The Rhode Island Historical Society's 123rd annual meeting was held the evening of Tuesday, January 30, 1945. The following officers were elected:

Charles B. Mackinney, president; Henry D. Sharpe and Richard LeBaron Bowen, vice-presidents; Ronald C. Green, Jr., secretary; George L. Miner, treasurer; Howard W. Wilson, assistant treasurer.

John Hutchins Cady and Philip D. Creer showed plans for a proposed addition to the present building which would provide the Society with a larger auditorium for lectures and also with space for display of pictures and our historical collections. A discussion of these plans brought the meeting to a close.

G. Andrews Moriarty has contributed more "Additions and Corrections to Austin's Genealogical Dictionary of Rhode Island" to the January, 1945, issue of *The American Genealogist*. The same issue also carries "The Parentage of George Gardiner of Newport, R. I.," by the same author, and a note on Richard Ingraham of Rehoboth, Mass., (1643) by John Benjamin Nichols.

France and Rhode Island, 1686-1800, by Mary Ellen Loughrey of Rhode Island College of Education has been published recently by King's Crown Press, a division of Columbia University Press, New York City. Another study of French activity in this State is to be found in *When The French Were Here*, by Stephen Bonsal, published by Doubleday Doran; it deals with the French expeditionary force sent to Newport during the Revolution.

A pamphlet, *George H. Corliss of Rhode Island, 1817-1888*, by Robert Stowe Holding, president of the Franklin Machine & Foundry Company of Providence, has been published by the Newcomen Society, New York City.

RHODE ISLAND HISTORICAL SOCIETY

Treasurer's Report – Year 1944

Balance January 1, 1944.....	\$20,053.44	TOTAL
<i>Receipts</i>		
Annual Dues	6,150.00	
Dividends	2,351.70	
Interest	842.50	
State Appropriation	4,500.04	
Sales of Books and Publications.....	198.15	
Contributions	3,366.00	
State of R. I. Newspapers.....	660.46	
Sundry	93.18	
Investment Special Account.....	13.29	
Sales of Securities	11,521.05	
Interest on Savings Account.....	135.03	
Interest Sales of Securities.....	122.12	
	<hr/>	\$50,006.96
<i>Disbursements</i>		
Operating Expenses:		
Executive	\$11,200.74	
Membership	105.95	
Library	966.13	
Publications (4 R. I. History).....	1,552.96	
Ground and Buildings.....	1,140.12	
Lectures	278.20	
State of Rhode Island Account.....	688.57	
Miscellaneous	1,268.95	
Manuscript Copied.....	70.00	
Securities Purchased	15,617.00	
	<hr/>	32,888.62
Balance December 30, 1944.....	\$17,118.34	
		GEORGE L. MINER, Treasurer

New Members of the Rhode Island Historical Society

Since January 1, 1945

- | | |
|--|--|
| Col. Davis G. Arnold, A.U.S.
(Inactive) | Mr. Leo D. Marshall
Pawtucket, R. I. |
| Miss Dorothy C. Barck
New York, N. Y. | Mr. Lewis H. Meader, Jr.
Edgewood, R. I. |
| Dr. Beverley W. Bond, Jr.
Cincinnati, Ohio | Miss Margaret S. Morriss |
| Dr. Henry Steele Commager
New York, N. Y. | Mr. Edward C. Palmer |
| Mr. Roger Williams Cooke | Mrs. Edward C. Palmer |
| Mr. Robert Fuller Day | Dr. Charles Penrose
West Chester, Penna. |
| Mr. Theodore E. Dexter
Central Falls, R. I. | Mr. Frederic W. Rounds |
| Rev. Frederick C. Foley, O.P. | Mr. Edwin F. Sherman
Barrington, R. I. |
| Mr. Allyn B. Forbes
Boston, Mass. | Dr. S. K. Stevens
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| Miss Marjorie P. Grant | Mr. Francis Taylor
Seekonk, Mass. |
| Capt. William Grosvenor, A.U.S.
(Inactive) | Prof. Will S. Taylor |
| Reid, Kellogg, M.D.
Woonsocket, R. I. | R. G. W. Vail
New York, N. Y. |
| Mrs. Edward R. Lassone
Edgewood, R. I. | Mrs. Walter H. Watson
North Providence, R. I. |
| Mr. Hamilton C. Macdougall
Wellesley, Mass. | Mr. Richard E. Wheeler |

Gift to the Cruiser *Providence*

The Rhode Island Historical Society, through its president, Charles B. Mackinney, was among the first to step forward with a gift for the cruiser *Providence*, soon to be commissioned by the U. S. Navy. The Society offered to provide some 50 or 60 books on Providence and Rhode Island history for the ship's library, in the belief that this would give the vessel's crew an idea of the background of the city for which their ship has been named.