

*** MASSHIGHWAY HISTORIC BRIDGE INVENTORY ***

Town/City: Rowley

MHD Dist.:

Facility Carried: Glen Street Extension [n/f Fullingmill Road ?]
over

Feature Intersected: Mill River (also formerly known as Little River?)

Structure No:

Photo Nos.:

BDEPT No.: R-11-007

B.I.N.:

AASHTO Rating (date):

Common/Historic Name (source): Glen Mills Stone Bridge (Malloy)

National Register Eligibility Finding (by/date):

Year Built (source): probably 1860 (see History on reverse)

Years Rebuilt (source):

Builder (source): possibly A[mos?] M. Dodge (Rowley Annual Reports, 1860)

Designer (source): possibly James K. Barker (see History on reverse)

Structural Type/Material:

Structure Length:

Length of Maximum Span:

Skew:

Deck Width (out-to-out):

Main Unit, No. Spans:

Lengths:

Approaches, No. Spans:

Lengths:

Plaque:

Location:

Alterations, unusual features, comments:

Visual Quality (bridge/setting): High Average Low

BDEPT No: R-11-007

Site Integrity: Retained Lessened Violated

Site Description:

History of Bridge and Site:

Thomas Nelson reportedly built a grist mill and a sawmill on this privilege in 1643; in the same year John Pearson reportedly built the first fulling mill in America on another part of the site. Pearson and his descendants eventually bought out the Nelson interests, and the Pearsons operated the mills here into the nineteenth century. According to Jewett (p.171), "The fulling-mill was in operation as late as 1809; the sawmill until about 1875. In 1817 the gristmill passed from the Pearsons to the Dummer who operated it under the name of 'Glen Mills' until 1916 when it was destroyed by fire."

It was Nathaniel N. Dummer, proprietor of the Glen Mills Cereal Company, who petitioned the Essex County Commissioners in 1859 to lay out a new road "from the old road by Dummer's Mills, so called in Rowley now known as The Glen Mills, to the Road formerly the Newburyport Turnpike." In April of 1860, the County Commissioners ordered that this new road, including a new bridge crossing the Mill River, be laid out and built in accordance with a plan drawn by James K. Barker (a Lawrence civil engineer). This new road is the present "Glen Street Extension;" the site of the new bridge on the 1860 plan is the site of the present stone arch. Although Barker's profile view shows the proposed bridge as a timber structure on stone abutments, the town apparently determined to build the bridge as a more permanent stone arch. The Rowley Annual Reports record numerous payments (as well as the receipt of \$200 from Essex County) for work on the "Dummer road & bridge" in 1860-61; the largest single payment -- \$112.80 -- went to A[mos?] M. Dodge for "labor on Dummer bridge."

Sources:

BH: N

RR:

Plans: Barker, James K. "Plan and Profile of New Road at Dummer's Mills in Rowley, 1860." (Essex County Engineer's Office, record no. 1102)

OBH: N

Other: L. Bennett, McGinley Hart Assocs., stone arch/slab bridges documentary research project:
• Jewett, Amos E. Rowley, Massachusetts, (1946). • Gage, Thomas. History of Rowley, (1840). • Chamberlain, Robert. A Working Mill: A Brief History of the Jewel Mill, (1989). • Hurd, D.H. History of Essex County, (1888). • Anderson, Philander. "Map of Rowley, 1830." • Beers, D.G. Atlas of Essex County, (1856). • Walling, H.F. "Map of Essex County, 1856." • Rowley Annual Reports, 1856-61. • Essex County Commissioners Records, 1859-60. • Malloy, Peter. Lower Merrimack River Valley, 2nd ed. (1978).

Summary Statement of Significance:

Statement Prepared By:

Date:

Field Survey By:

Date:

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