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HISTORIC STRUCTURES REPORT

THE GREAT NORTH BRIDGE

and

HISTORIC WALL WEST

MINUTE MAN NATIONAL HISTORICAL PARK

by

← David L. Leonard, ARCHITECT

Historic Preservation Team

Denver Service Center

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✓ C 4/19
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Student

$$\frac{12}{5} \div \frac{5}{2} = \frac{12}{5} \times \frac{2}{5} = \frac{24}{25}$$

We are transmitting herewith the subject report which was prepared by Historical Architect David Leonard of this office. We would appreciate you reviewing this report and sending us your comments within thirty days.

With a copy of this memorandum we are also sending review copies of the report to the park and to the Office of Archeology and Historic Preservation, WASO.

(Sgd) Glenn O. Hendrix
Glenn O. Hendrix

Enclosure

cc:
~~Dir., OAHF, WASO, w/encl.~~
Supt., Minute Man NHP, w/encl.



(Enlarge 8x10)

ADMINISTRATIVE DATA

There have been no Interpretive Prospectus or Historic Resources Study made on the North Bridge. This structure is classified as being of the first order of significance due to the events which transpired there on April 19, 1775; that is, the first shots were fired by organized companies of Colonials against British Regulars in what was to develop into the American Revolution.

PROPOSED TREATMENT

This report contains no recommendations for action with the exception that the bridge should be viewed in a light different from most historic structures. The report establishes that the present bridge is not, in fact, an historic structure, and that alterations to it should, in the main, be viewed in terms of their environmental and esthetic impact.

OPERATING PROVISIONS

Continuing maintenance by the National Park Service as a structure at an important historic site.

COOPERATIVE AGREEMENTS

Cooperative agreement with Town of Concord which owns the bridge and land to each side, including the monuments. See Appendix C.

HISTORICAL DATA

In the times of pre-history, the landscape of New England was largely shaped by the succeeding overlays of glaciers; hills and valleys were basically shaped; ponds and lakes were outlined. The succeeding years have largely seen a mellowing and softening of this terrestrial hypothesis: hills have blended into valley, rivers have formed, and the growth of trees and vegetation have completed the composition. A faint mist often hangs over the New England landscape, blending one form into the other.

Fish and small aquatic animals abounded in the waterways. Deer became plentiful as did wolves and bear to prey upon them. Grouse and pheasants were the prey of foxes. Beaver, otter and muskrats contributed their parts to the ecological continuum of the time before the coming of man. No! No!

For thousands of years thereafter, aboriginal man found sustenance in this environment. Blueberries and cranberries were abundant. The Mystic River provided an ample supply of oysters, clams, and salt-water fish, and the Musketaquid provided an abundance of fresh-water fish, some of which they used to fertilize their patches of corn, where pumpkins and beans were also raised.

By the time of the early seventeenth century, the early aborigines had, in their turn, been replaced by the more advanced Massachusetts (Massadchn-es-et) tribe of the Algonquin Indians. They had a good knowledge of bow-and-arrow technology, and a simple agriculture provided for all their basic needs. However, a low birth rate, constant disease and warfare, and several severe epidemics had kept their numbers low.

The year 1620 saw the arrival of the first settlement of white men at Plymouth. Boston was founded September 17, 1630, to be followed shortly afterwards by Salem.¹

Prior to 1635, all of the settlements had been on the Atlantic coast.

Based on 1634 explorations, and recommendations of Simon Willard, the General Council ordered, in 1635, the establishment of the first inland settlement:

"It is ordered that there shall be a plantation at Musketaquid, and that there shall be six miles of land square belonging to it and that the inhabitants thereof shall have three years immunities from all public charges except trainings. Further, when any that shall plant there shall have occasion of carrying their goods thither, they shall repair to two of the next magistrates where the teams are, who shall have power for a year to press draughts at reasonable rates to be paid by the owners of the goods, to transport their goods thither at reasonable times. And the name of the place is changed and henceforth to be called Concord."

Thus a precedent was set for the size of new towns to be established. The ideal beginning population was considered to be sixty families of ten members each. 1

1. Wheeler, Ruth, Concord, Climate for Freedom, Concord Antiquarian Society Ch 1, p 1-8

The decade of the 1630's saw large numbers of emigrants from England arrive in Boston. Securing the necessary numbers of people was thus hardly a problem; those already here could sell their properties to the new arrivals and move inland; or as was more often the case the new arrivals moved directly inland and set about the business of laying out and constructing the new towns.

In the case of Concord, due to its situation near the confluence of the Assabet^{and}, Musketaquid^{forming the}, and Concord Rivers, the construction and maintenance of roads and bridges was an important consideration.

I. The North Bridge

Although the earliest town records have disappeared, existing town records as early as 1654 pertain to problems of highway and bridge repair. The North Bridge, often referred to as the "Great North Bridge", the "Great Bridge", marked one of the principal overpasses, being the route to Acton, Groton, and Carlisle, and numerous farm dwellings in the North quarter of the town. An excerpt from the September 1, 1654 Town Meeting is as follows:

Item: the heighwayes are as folow: the north quarter are to make & maintaine all the heighwayes from the training place to the great Rivers with the bridg, and all that is to be done with the North sid thereof:

Another document is a petition to the General court from the "Inhabitants of the Town of Concord," dated October 19, 1659, asking for assistance in maintaining the Town's three bridges: The South Bridge, the Great North Bridge, and the bridge over the North (Assabet) River. The court granted

30 pounds relief. The North and South Bridges were rebuilt in 1660, and at frequent intervals thereafter.

The ancient bridges were in constant need of repair and rebuilding, and this charge of maintenance of the North Bridge was one of the duties of the North Quarter. Records of the repairs were kept in the books of the North quarter, and the bridge came to the notice of the Town meeting only when its defects became obvious. In 1706 the town was ordered to answer to the General Court in Charlestown for defects in the North Bridge.

In 1725, there was evidently some difficulty in getting bridges and highways cared for by the taxpayers of the quarter, and the town voted one hundred pounds toward the cost, though the tax could be crossed off the individual's tax if work were contributed instead.

In 1730 the town voted to rebuild the North Bridge with planks. Again in 1736 it was voted to replank the bridges.

In May 1737, Captain William Wilson, who lived in the house now called the Old Manse, was paid by the town one pound eleven shillings "for drawing his rocks from the Great Bridge layd there in the spring of the last year to secure it from going down stream, and making up his stone wall again."

In 1742, Ephraim Brown was paid two pounds ten shillings for two hundred feet of oak plank for the Great Bridge, but this did not save it, for in 1744 the town paid Ephraim Jones "for rum for raising the North Bridge."

At a very early time, it can be seen that the maintenance, repair, and periodic replacement of the bridges constituted a major item on the town's civic agenda. Frequent references throughout the minutes of the town meetings deal with problems relating to the bridges, and the North Bridge was no exception.

Although there are no references to rebuilding the North Bridge until the November 13, 1759 meeting, it is presumed that its preceding history was no better than that following 1760; that is, replacement every 20 to 30 years, with good luck. In that year a lottery was proposed (but turned down):

"for the rebuilding the Great Bridge near Captain Jonathan Buttericks and for Railing the Causway at Said Bridge and for Railing the Causway at the South Bridge..."

The following pages, from the Town Records of November 7, 1760 list the workmen and materials used in completing the bridge of 1760, ~~which was~~ the structure in place on April 19, 1775.

An account of us the Subscribers a Committee Chosen by the Board of the
North Bridge in Concord in Labour and Procuring Timber &c.
In the year 1760

Simon Hunt for Nineteen Days and half at 2¹/₈ per Day 2-12-0-6
For a Team to draw Timber 1-5-6-6
For hiring Timber by him found and open to Town in Timber 1-17-10-7
For three Ton and half and Two feet of Timber Total 6-6-2-1

Joseph Buttrick for Seventeen Days and half at 2¹/₈ per Day 2-6-8-0
also for Timber for said Bridge 4 Ton and 27 feet Total 4-10-7-0

Stephen Sturmer Nineteen Days after Timber having Timber
Drawing, hauling &c at 2¹/₈ per Day 1-15-0-0
To each 4 Cords Timber 0-3-0-0
For three Days of a waterman 0-12-0-0
For weekly for 4 days of My self at 2¹/₈ per Day 3-00-0-0
For six Days at Total 6-7-4-3

Francis Wheeler for for framing the bridge
also for fifteen Days and half work at 2¹/₈ 3-5-1-3
Total 1-16-0-0
3-1-4-3

Joseph Wheeler for four Days work at 2¹/₈ per Day 0-14-4-3

Joseph Wheeler Junr Six Days one of it in the water 0-18-4-3

Josiah Merriam five Days 0-12-0-0

Jonas Baleman four Days 2 of it in the water 0-12-9-2

John Brown four Days his Team and Days
also for a rope used in raising the bridge Total 0-14-4-3
0-1-3-1
0-18-8-0

Jacob Brown three Days 0-7-2-2

Samuel Buttrick for two Days
also for Timber Total 0-4-9-3
0-7-9-2
0-12-8-1

John Buttrick four Days and half 2 of it in the water one of it at 0-14-7-1

Nehemiah Hunt four Days
also 3 Tons and 27 feet of Timber Total 0-9-7-1
0-4-11-1
0-7-2-2

Nathan Barrett three Days 0-4-9-3

Josiah Hunt two Days 0-4-9-3

Benjamin Clark five Days Team one 0-13-4-3

Charles Miles for eight Mudsills standing 0-12-0-0

Chairs and other Timber standing 0-9-0-0

Eleven Days and half work at 2¹/₈ per Day 0-14-2-0

For a Team to draw Timber 0-7-6-0

For six Large plank 1 11-0-0

For six Days in finishing the bridge Total 0-14-4-3
4-11-0-3

Ezekiel Miles for 550 feet of Plank at 9 per hundred 2-9-6-0

For three Days in cutting Timber 0-3-0-0

For two Large plank 0-10-6-0
Total 3-5-2-0

Ephraim Whitaker one Day 0-2-4-3

William Willson Junr two Days 0-4-9-2

Due to Mr Silly Merick for one Pound and half of powder	1 - 3 - 0 - 0
Due to Mr. Merick for 78 feet of Timber	1 - 0 - 9 - 2
to Mr. Merick for 89 feet of Timber	1 - 3 - 8 - 3
Due to John Barrett for 36 feet of Timber	0 - 9 - 7 - 2
Ephraim Minott for 74 feet of Timber	1 - 5 - 0 - 3
Samuel Farrar for Eight Days and half at 25¢ per Day	1 - 2 - 8 - 0
Joseph Billing for Ten Days and half at 25¢ per Day by his Man	1 - 6 - 5 - 2
for a 25¢ per Day by his Man at Two per cent per Day	1 - 15 - 1 - 2
for a 25¢ per Day by his Man at Two per cent per Day	0 - 7 - 2 - 2
Joseph Billing for Three Days	0 - 11 - 2 - 2
Nathl Billing by his Man for Four Days one of it in the water	0 - 4 - 9 - 2
Jacob Baker Two Days	0 - 2 - 4 - 3
Amos Brooks one Day	0 - 2 - 4 - 3
John Barrett one Day	0 - 2 - 4 - 3

The Total of the above acct
64 - 15 - 2 - 3

Concord Nov 7: 1760

Stephen Thomas
Simon Hunt
Joseph Buttrick
Gime Billing
Sam^l Farrar

Commdtee
for Concord
and Lincoln

Lincoln Paid in Labour &c 4 - 5 - 11 - 0

On that day in history, April 19, 1775, the course of world history was forever altered. The North Bridge bore silent witness to these events which transpired:

On this Wednesday morning, the Minute Men and the Militia, aroused by the bell in the Town Turret, gathered in the training field near Wright Tavern. Word soon came that there had been firing on the Lexington Green, and that some had been killed, although, the details of the massacre were not known at this time.

The Concord men, led by Captains David Brown and Charles Miles, at this point marched down to Meriams Corner and waited on the slope of the hill. As the glittering British force of about 700 men, under the command of Lt. Colonel Smith, approached, the Provincials saw that they were badly outnumbered, and marched back to the center. They warned the militia on the burial hill to follow; and took up a position for a short time on Windmill Hill. At Punkata^{ss}net Hill, reinforcements from Bedford and Acton gradually joined them until their numbers became between three and four hundred.

As the British advanced, six companies under Captain Parsons crossed the North Bridge and left two companies, under the command of Captain Laurie, at the bridge. One of the companies departed

and rejoined Captain Parsons, and the other remained at the bridge.

Dr. Joseph Hunt, pretending that he was on his way to see a patient, was allowed to cross the bridge and alerted the Americans to the fact that Captain Laurie, who was now greatly outnumbered, held the bridge. As the Americans advanced near John Flints', they appeared to the British as a vast army, perhaps 1500 men, while in reality their numbers were between 300 and 400.

Two British companies, first the 10th and then the 4th withdrew to the bridge. They now numbered about 100 men. Urgent requests were sent to Lt. Colonel Smith for reinforcements.

The Americans, under orders not to fire first, withheld their fire, but as they rounded the last corner by the river, the British began to fire. Scattered shots went into the river, inspiring jokes among the Americans: "Where the British firing jackknives?" However, several were wounded, and Isaac Davis and Abner Hosmer, both of Acton, fell instantly dead.

"Fire, fellow soldiers, for Gods' sake, fire.", cried Major John Buttrick. The British, crowded in the narrow roadway, obstructed one another, and presently fled, leaving one dead and two mortally wounded. Nine others were wounded. 2 .

This ended organized fighting for the day on the part of the Americans; and thus the now-famous North Bridge forever secured its place in history.

Wheeler, Concord, Climate for Freedom . . .

During the siege of Boston, Ralph Earle, a Connecticut painter, and Amos Doolittle, an engraver, came to Concord to record the scenes of battle. Doolittle's engraving of the engagement at North Bridge is included in Appendix B Plate 1.

This same bridge existed until 1788 when it was taken down and replaced. The following list, from the Concord Town Records gives the names, many of revolutionary fame, of those who performed the work:

98.71
23.114
124.185

North Bridge
Committee Report
1788

Concord September 4th 1788 the Committee that
built the grate north Bridge met to settle their
accounts and proceeded as follows

mens mris	Days	High work Doubled	Town charges yet due
x Col David Brown	27	3:3:3	2:4:9
x Dunken Ingraham	7 1/2	1:2:6	
x Col Nathan Parrott	20 1/2	1:1:6	2:3:0
x Lt. Elisha Jones	35 1/2	3:3:8	2:2:10
x Robert Asa Brooks	7 1/2		1:2:6
x Samuel Ball	12	0:6:11	1:9:1
x Ephraim Brooks	32	0:8:5	4:7:7
x Josiah Meriam Junr	24	0:8:11	3:3:1
x Jonathan Prescott	20	0:3:0	2:5:0
x Ephraim Brown	6	0:1:0	0:1:4
x Abner Wheeler	7	0:7:7	0:1:3
x Thos. Hunt	6	0:6:9	0:1:3
x John Wymon	6	0:4:6	0:1:3
x John Flint	1	0:3:0	
x Abijah Flint	2	0:3:0	0:3:0
x Col John Buttricks	12	1:16:0	
widow Ellis Jones	7	1:1:0	
x Edward Flint Junr	2	0:3:0	0:3:0
ammi white	8	1:4:0	
		13:11:0	23:1:0

accounts for Boarding &c.	
✓ Capt David Brown 50 Days 2/1 p. Day	2 = 10 = 0
To Twenty Diners 2/6 each	0 = 10 = 0
✓ Lieut Eliza Jones 28 Days	1 = 8 = 0
To Eight Diners 1/6 each	0 = 4 = 0
✓ Thos Jones Twenty five Days	1 = 5 = 0
Decon Simon Hunt 14 Days	0 = 14 = 0
To Twelve Diners 1/6 each	0 = 6 = 0
✓ Lieut Keuben Hunt 29 Days	1 = 9 = 0
To Two Diners 1/6 Two Loads of Stone 3/	0 = 4 = 0
Decon John White To painting	0 = 14 = 3
Jonathan Hilbreth To a Barrel of Tarr 12/	0 = 17 = 9
To Sugar 3/9 To molasses 2/	
Dunfingraham 2/4 a Barrel of Tarr 2/	4 = 2 = 9
To 15 1/2 of Sugar & 1/6 gallons of new Rum	14 = 4 = 9

account of Carlisle Timber plank & sum	
Timber 216 d 261 p Ton	7 = 0 = 6
one mud sell 12/	0 = 12 = 0
plank 400 feet d 13/ p Ton	2 = 12 = 0
To 14 1/2 of new Rum	1 = 19 = 6
To 19 1/2 Days of expens work finding themselves	3 = 18 = 0
To 44 Days Labour & find themselves	6 = 12 = 0
	22 = 8 = 0

Carlisle To the Town for board	
for boarding To 22nd 1/ p Day	£ 1 = 2 = 0
To 241 Diners 2/6 each	1 = 0 = 6
To half a Barrel 2/	0 = 2 = 0

The committee for building of the Great north Bridge Beg leave to make Report that they have attended the service for which they were appointed, and completed the Bridge (having only the Plank under the fence on the Bridge) and find the expence of the same in the whole to amount to the sum of 159-12-10

deducting the work done by highway work being - - - - - 26-12-2

Carlisle's Proportion in the same which amounts to - - - - - 26-12-2

and the old stuff sold at a vendue. 1-11-2

Leaves ninety five Pounds five Shillings and one penny which the committee submit to the Town for pay must and

David Brown B. order

64-7-9
95-5-1

the account of the Timber--

1 Capt David Brown 50 1/2 d 26 P.M.

X Col John Buttrick 44 --

X Lieut Headen Hunt 61 1/2 --

X Jonas Bateman 42 1/2 --

X Ephraim Brown 58 --

X Abel Davis 13 1/2 --

X Joseph Chandler 19 --

X Col Nathan Barratt 102 --

X Lieut. Silas Mann 37 --

X Samuel Buttrick 18 --

X Nathan Buttrick 29 --

X John Blood 18 --

X John Barratt Junr 21 --

X Enr John Barratt 24 1/2 --

X Jonathan White 40 1/2 --

X Lieut Elisha Jones 98 1/2 --

X Fimi Hoar Junr 84 --

X Peter Wheeler 49 1/2 --

X Enr Ephraim Farrar 26 --

X Jacob Farrar 17 --

1 1/2 Oliver miles 44 1/2 feet d 26 P.M.

1 1/2 19 = 4 X Isaac Lee 40 --

1 1/2 8 = 7 X Abel Conant 40 --

2 = 0 = 0 X Col Amos Wood 62 --

1 = 7 = 7 X Don Joseph Lee 19 --

1 = 7 = 9 X Lieut John Brooks 41 1/2 --

0 = 8 = 8 X Det George Minott 37 --

0 = 12 = 4 X Ebenezer Hardy 35 --

3 = 6 = 3 X Samuel Smith 34 1/2 --

1 = 4 = 1 X Jonas Heywood Esq 30 --

0 = 11 = 9 X (Capt) John Hubbard Esq Ditto --

2 = 18 = 10 X Ephraim Matter To Ditto --

0 = 11 = 9 X Humphry Barratt Esq Ditto --

0 = 13 = 7 X Jacob Potter To Ditto --

0 = 16 = 0 X Jonas Lee for 21 feet of Timber for plote --

1 = 6 = 4 X Ebenezer Hubbard for 28 poles --

2 = 19 = 6 X Saml Buttrick for sawing & carting --

2 = 14 = 6 X Capt El Nathan Jones 503 feet of planks --

1 = 12 = 2 X Abiah Bond 300 feet of planks --

0 = 16 = 4 X Col Amos Wood 300 Ditto --

0 = 11 = 1 X Enr Ephraim Farrar 200 Ditto --

27 = 17 = 0 X Jacob Farrar 200 Ditto --

X Lieut Elisha Jones for 6 poles 3/4 for the use

of Tools To Blow Boats 10/ --

1 1/2 8 = 9

1 = 6 = 0

1 = 6 = 0

2 = 0 = 3

0 = 15 = 4

1 = 7 = 0

1 = 4 = 2

3 = 1 = 9

1 = 2 = 0

0 = 72 = 0

0 = 12 = 0

0 = 12 = 0

0 = 12 = 0

0 = 12 = 0

0 = 2 = 0

2 = 6 = 6

0 = 16 = 0

3 = 5 = 4

1 = 14 = 0

1 = 19 = 0

1 = 6 = 0

1 = 6 = 0

0 = 13 = 0

30 = 1 = 1

mens name	Days	High way	Town Charge
Willard Buttrick	6	L f D	L f D
Levi Keuben Hunt	10	0=3=0	0=15=0
Deon Simon Hunt	3	1=3=4	0=4=8
Fonas Bateman	7	0=9=0	0=5=2
Thos Jones	15	0=15=10	0=5=2
Humphry Barratt	10	0=19=11	1=5=1
Abel Barratt	4 3/4	1=10=5	
Frederic meriam	2	0=14=3	
Jacob walker	2	0=6=0	
Levi Emerson Cogswell	1/2	0=1=6	
Levi Keuben Brown	6	0=18=0	
Widow Rebecca Heywood and osa Heywood	2	0=6=0	
W Peter Wheeler	9	1=7=0	
Capt Jim. Wheeler	12	0=14=7	1=1=5
Ebenezer Hubbard	4	0=12=0	
Fonas Heywood Hunt	6 1/2	0=19=6	
Rehemiah Hunt	8 1/2	1=5=6	
Jonathan white	3	0=9=0	
Benjamin Clark Hunt	8 1/2	0=11=3	0=14=3
Benjamin Ball	2 1/2	0=7=9	
Charles Brown	1	0=3=0	
Benjamin Barnes and his father	2	0=4=5	0=1=7
Sam John white	2	0=6=0	
Thos. Whiting	.	1=12=6	
	.	0=7=11	
		16=9=8	4=7=2

mens name	Days	High way	Town Charge
Capt John Sten	2 1/2	L f D	L f D
John Laughton	4	0=4=6	7=8
Ephraim Whildaker	2	0=6=0	
Levi Thoms Hunt	2	0=6=0	
Timothy Storr Hunt	3	0=9=0	
Capt Stephen Jones	2	0=6=0	
William morcer	2	0=6=0	
Frederic Storr	3	0=9=0	
Jonathan Reddick	1	0=3=0	
William Hurvill	1	0=3=0	
John Lawrence	1	0=3=0	
Sammuel Buttrick	1	0=3=0	
Joseph Buttrick	2	0=6=0	
Willard Blood	1	0=3=0	
Amos Melvin	1	0=3=0	
Edmon Coman	1/2	0=1=6	
Dea George Minatt	1/2	0=1=6	
Capt Sammuel Jones	6	0=18=0	
Valendmuel Phillips	3 1/2	0=6=9	0=3=9
Doct Joseph Lee	2	0=6=0	
Briston Freeman	7	0=3=0	0=18=0
Cler Robbins	1 1/2	0=4=6	
Samson negro	1	0=3=0	
Keuben negro	1	0=3=0	
		6=3=9	1=9=3

In 1791 the Reverend Ezra Ripley, of the "Old Manse," Elisha Jones, of the "Bullet Hole House," and others, petitioned the town to remove the North Bridge and place it in a more advantageous spot near the home of John Flint.

On May 18, 1793, after years of argument, the town voted to allow the petitioners to take down the old North Bridge and set it up near Flint's, and relocate the roads on the west side as follows:

"Beginning at a heap of stones by the stone wall on the westarly side of the road opposet to the dwelling house of Jonas Buttrick & running southerly with a curve line about 10 feet to a stake & stones from thence running southwesterly by a straight line through Capt David Brown's land between his house and Barn & through Lt. John Richardsons land formerly Jonas Batemans and before the front of his house to a stake & stones three feet south of an apple tree in the front of said house and thence straight to the road now trod the marks on ad alteration are on the northerly side thereof and the way to be two rods wide from the same and further the Selectmen proceeded and made an alteration in the road between the dwelling house of Jno Richardson aforesaid and the great north bridge near Reuben Hunt's land beginning at a heap of stones in the road in front of said Richardson's

house two rods and a half southerly of the stake and stones south of an apple tree above mentioned and running a strate line partly in said old road and partly in land of Lt. Reuben Hunt to a stake & stones about three feet south of an apple tree near the northerly end of the North Bridge causeway from thence with a curved line southerly to the end of a stone wall and the southerly end of a pair of barrs the bounds last mentioned are on the southerly side of the road and the old wall on the northerly side of the now trod road to remain as it is now except a corner in front of Mr. Richardson's house to be removed to the line above mentioned."

The above alteration being agreed on by the parties concerned to take place free of expence to the town . . . and relinquishing all right they may have in the lands by the river.

	Ephraim Wood
Selectmen	Jacob Brown
	Asa Brooks

And the same accepted by the town with the addition that the petitioners who has the benefit of the land by the river make said new way passable by taking the rocks out of the same and they having their highway taxes the next year to enable them to do it. 3

3. CONCORD TOWN RECORDS VOL IV p. 96-97

The new road across Flint's Bridge was to start at the gateposts in front of the Ripley house and go on a line nearly straight to the lane northerly of Flint's barn.

The committee had figured out that the new road would make a saving to the applicants of twenty-two pounds at one penny a mile. An alternate route further down the river was approved in January, 1792, reconsidered in February, and recommitted to a committee of twenty-one, who recommended in May, 1792, the route finally adopted; but it was May 18, 1793, before

Lieutenant Elisha Jones was authorized to take down the old North Bridge.

END OF PAGE SEE THE FOLLOWING EXCERPTS FROM THE CONCORD TOWN RECORD

New Page
Thus came to an end the approximately 150-year life of the Great North Bridge, as a functional entity of the community. The entire structure, with the exception of the abutments was removed to its new location. These ^{abutments} existed for nearly 100 years thereafter; most probably they were removed when the first commemorative bridge was constructed in 1874. This bridge (see plates 2 & 3) existed until it was (fortunately) swept away by a flood in 1888. It was of a peculiar style, completely unlike the 1760 bridge, perhaps reflecting the then voguish pseudo-orientalism.

It was replaced in 1889 by a more reasonable structure constructed of oak, ^{to be} ~~It was~~ taken down in 1909. See Plate 4.

In 1909 the bridge was replaced by a concrete (or cement) structure which existed until the time the present bridge was built. It was taken down following damage by Hurricane Diane the previous year. 4.

4, Kingston, Cynthia The new North Bridge, manuscript record,
Minute man NHP

Middlesex To Mr. Jesse Hopper one of the constables of the
Town of Concord in the county aforesaid - Greeting -

In the name of the common wealth of Massachusetts you are required
to warn and give notice to all the Votable Inhabitants of the Town of
Concord, that live in the south ward, in said Town, to meet
at the Town house in said Town on Monday the third day of
March next at one of the clock in the afternoon, to take into
Consideration the following articles - and act upon them as the
Town shall think Proper - viz -

first to chuse a Moderator -

secondly To chuse the Necessary Town officers for the ensuing year
thirdly To chuse one man of said Town of Concord to serve as a
Grand Juror at the court of Gent. Sessions of the Peace in this county
the year ensuing - also to appoint as the Law Directs two other men
to serve on the Petit Jury for Trials at said court, and court of
common pleas to be holden in Cambridge within and for the county
of Middlesex the second Tuesday of March next

fourthly To see what sum of money the Town will grant to be expen-
ded in keeping the highways and bridges in repair the year ensuing

fifthly To see if the Town will order the same method in appoynting, collect-
ing and laying out the sum that may be granted for the support of
the highways as they have Done in year past - - - - -

sixthly To fix a price for labour at the Highways this year -

* seventhly To see if the Town will rebuild the great north Bridge
in this Town, and to Transact all matters respecting the same as
the circumstances thereof may require

eighthly To Prepone the consideration of repairing the new laid out
ways in the westerly part of the Town, as set forth in the articles
in the warrant for last Town meeting, which was postponed to this
meeting, and to act on that affair as the Town shall think proper

ninthly To hear the request of James Barrett Esq. for Liberty of let-
ting his Horse Stable Stand where it now does on common land
in the middle of the Town, during the Town Pleasure -

tenthly To hear the request of Eli Conant once more, and granting
of it if the Town shall think proper - - - - -

eleventhly To see if the swine may go at large this year - - -

Hereof I will not, and make the return of this warrant, with your do-
ings therein to the selectmen, before the time appointed for said meet-
ing. Dated in Concord the twentieth $\frac{1}{2}$ day February in the year
of our Lord 1788

By order of the selectmen
Ephraim Wood Jr. Town Clerk

To Mr. Jonas Lee one of the Constables of the Town of Concord in the County of Middlesex

Greeting

In the name of the common wealth of Massachusetts you are required to notify and warn all the male inhabitants of the Town of Concord being twenty one years of age, and resident in said Town for the space of one year next preceeding having a freehold Estate within said Town of the annual income of three pounds or any other estate of the value of sixty pounds ^{yearly} that they come within the South ward in said Town, to meet at the Court house on Monday the thirteenth day of May current at ten of the clock in the forenoon for the purpose of choosing a person to represent them at the great and Genl Court of this common wealth, appointed to be convened & hold at the State house in Boston on the last Wednesday of May 1793

and you the said Constable is alike required to give notice and warn all the Voteable inhabitants of the Town of Concord that live in the south ward aforesaid, to meet at the Court house within four days at the time above mentioned to consider & act on the following articles viz -

first to choose a moderator

secondly To hear the statement made by the selectmen of the expenditures of the monies granted by the Town the last year

thirdly To see what sum of money the Town will grant to defray the necessary Town charges, and to support the poor, and other contingent charges - this year

fourthly To see what sum of money the Town will grant for the maintenance of the school the ensuing year

fifthly To see if the Town will take into consideration the paper read by the Rev. Ezra Ripley at a public meeting, relative to his support as a Gospel minister & act thereon as they shall see fit agreeable to the request of a Number of respect able inhabitants of this Town

sixthly To see if the Town will contract with some person or persons to Board all or any of the poor of the Town, and act thereon in every respect as the Town shall judge fit -

seventhly To hear the proceeding of the committee appointed by the Town at a public meeting upon the proposed Roads to accommodate the people in the South westerly part of the Town, and to see if the Town will reconsider the Vote passed on the 28th of January last, for giving liberty to build a Bridge near Zephaniah Woods, and opening a way from thence leading to the meeting house: and to accept of the report of their committee for another way from that part of the Town leading to the meeting house, on Terms proposed by Capt Thos Hubbard and others, or otherwise act on that affair in every respect as the Town shall think best agreeable to the request of Capt Hubbard & others

* Eighthly To see if the Town will authorize Capt Nicholas Jones & others to remove the old North Bridge, and place it over the river to act to answer for the new road laid out near Abner's Flints - and also to appoint an agent to petition the next Court of Sessions for the County of Middlesex to distribute the road leading from the old North Bridge to the west end of the old causeway, and act thereon in every respect as the Town shall think proper

Ninthly To see if the Town will consent to sell or otherwise dispose of that piece of ground which lies between the waste water brook & Mrs. Lafford's & Larkin's Barn house for the purpose of Building a Shop twenty two by twenty four feet, and agreeable to the request of Capt Samuel Jones

Tenthly To see if the Town will ratify and confirm Mr. Jonathan Tracy the plat of ground he hath chosen in the Burying place on the hill to build his Tomb upon and act on his said request and any other similar to it as the Town shall think best which is his own Verbal request -

Decreed by

The present North Bridge was constructed by the Massachusetts Department of Public Works in 1956 at a cost of \$48,000. It is an approximation of the design of the 1760 bridge, but differs in details. All traces of the historic bridge have vanished. See Appendix B Plates 5-12 for photos and drawings of the present bridge construction. The bridge and property to either end are owned by the Town of Concord, and maintained and operated under a cooperative agreement with the National Park Service (see Appendix C).

II Changes in the Historic Fabric of the Environs.

In 1825, on the 50th anniversary of the Battle, there was some discussion about placing a monument in the North Bridge area. However, a site closer to the center of town was chosen. It was not until 1834 when the Rev. Ripley gave back the property on the east bank of the river that a monument to the battle could be established. The monument itself was a cause of some dissatisfaction, for it stood, not where the Colonials had fought and fallen, but where the British soldiers had made their stand. That no monument lay on the Colonial side so upset Ebenezer Hubbard, a Concord resident, and grandson of a Concord patriot, that in his will in 1870 he left \$1,000 for a monument on the Colonial side and \$600 to construct a bridge to reach it. In 1873 the town accepted and added to his bequest.

Shortly thereafter, Stedman Buttrick, grandson of Major John Buttrick, gave a quarter of an acre on the east bank so that a bridge could be built and a monument established. He, however, stipulated that there would be no right of access to the east bank except by the bridge to be constructed. His quarter acre grant was to be completely enclosed by a

fence. It was not until the establishment of Minute Man National Historical Park that the hillside upon which the Colonials gathered and the road, the Groton Road, on which they marched to the bridge would be purchased from the Buttrick family and opened to the public. 5

After much deliberation by the Committee to choose a sculptor, it chose a young, untried Concord sculptor by the name of Daniel C. French, basing the decision on a small plaster model of the Minute Man he had submitted to them. On his recommendation the material was changed from granite to cast bronze. Congress was persuaded to give the town ten obsolete brass cannon, from which the statue was successfully cast.

Since the west bank of the river was notorious throughout history for having been frequently under water, the land given by Mr. Buttrick was built up to the level of the old abutment. A willow hedge was planted in the hopes that its roots would hold the soil against the eroding effects of the annual spring floods.

Thus, the entire quarter acre of land was built up as much as five feet above the historic level. It is thought by Leland Abel, archeologist, that this mound possibly obscures portions of the old roads, and that other portions were forever obliterated by the removal of the fill, even perhaps the stones from the wall upon which foot travellers once walked during the floods. No excavations were performed, however, since this is land owned by the Town of Concord. See insert Maps, Appendix C ~~Plate~~.

The present bridge and its abutments can in no way be described as an historic structure. As the photographs (Plates 7-12, Appendix B) reveal, as well as the bridge working drawings, the entire area was cleared of historic remains and reconstructed in a manner, though some what similar, to Kingston, The New North Bridge, p 2-3

is not an exact replica of the 1760 bridge. The structure of the 1760 bridge, as it shows in the Doolittle engraving (see ~~enlargement~~, Appendix B Plate 1), appears to consist of five groups of 3 piles (not cross-braced), forming 4 main arches with 2 shorter ones at each bridge end, as contrasted with seven equal arches in the present bridge. The railing ^{was} ~~is~~ much simpler, having no "kicker" braces as in the present bridge.

The point at which the bridge was built has a fairly high bank on the east, but the west bank is so low as to create a four acre swamp that is flooded every spring and remains muddy throughout the average summer and fall. If the bridge were to be usable during any time other than winter, some provision had to be made for getting the roadway west of it above the swamp. To meet this need, a slightly elevated cobblestone road was laid from the bridge to the foot of the hill upon which the Buttrick farms were located. This road-bed probably was built when the bridge was, i.e., between 1635 and 1650.⁶

As time passed, this road proved inadequate, either because it was too narrow (one rod) or because its elevation was not high enough. In 1750 the town received from Captain Jonathan Buttrick a strip of land to widen the causeway leading to the western end of the North Bridge on the condition that the town would pay for "making a good and sufficient ^a wall on the line." The town fulfilled the condition, and in 1752 paid James Minot, Esq. three shillings two pence, Thomas Jones nine shillings four pence, Jonathan Harris six shillings, and Humphrey Barrett thirteen shillings eight pence for building the wall.

6. Lealand J. Abel, Archaeological Explorations for Traces
of the Historic Roads west of the Great North Bridge in Concord
p. 6.

In 1760 the town rebuilt the wall along the causeway and ten years later set up posts and one rail to help people to walk along the wall and to follow it when it was covered by flood water.

The causeway's wall was obviously on the north side of the road, since Buttrick's condition for donating the right-of-way was that the wall be built on the line separating the road from his land, and he did not own the land between the road and the river. This is confirmed by Allen French who wrote: "At such times (floods) vehicles could reach the bridge by means of the roadway, but for a number of rods pedestrians had to make their way along the top of a low stone wall on the northerly side of the way, where a handrail gave a little guidance." 7

Neither the Town Records nor graphic sources, i.e., the Doolittle Prints and the 18th century map, show the location or provide any dimensions for the wall. About all that is known is that it was high enough and broad enough to provide footing for pedestrians at times when the causeway was covered by flood waters.

All traces of this historic wall have vanished, and there apparently are no records to exactly locate it or to describe its dimensions. Perhaps there may be traces of it and of the ancient roads beneath the Minute Man Statue mound, but this is conjectural. In any event, the land is owned by the Town of Concord, and permission to do archeological work within this area would have to be obtained.

7. French, Allen. The Day of Concord and Lexington
Boston 1925 p. 154

Recommendations for further study:

Since this has been a well-known historic site for nearly 200 years and adequate documentation and research has been performed on it, including archeological digs in 1966 by Leland Abel, it is unlikely that further study will do more than re-iterate what is already known. Further study at this time is therefore not recommended.

Recommended action:

Proposed reconstruction of the wall west of the North Bridge is not recommended to be undertaken, due to the absence of information about it. It has been established that the U. S. Corps of Engineers has no jurisdiction over this area of the Concord River; however, the Town of Concord does have such jurisdiction as well as the Massachusetts Department of Public Works and the Department of Natural Resources; coming under provisions of the Hatch Act. Therefore, any proposed work on the wall, since it would be an obstruction to the flow of water in times of flood, would need approval by these agencies. good!

The present bridge is in excellent condition after 17 years of use. While it can in no way be considered an historic structure, it probably will last another 15 to 25 years, due in large part to its use of pressure-treated wood (apparently copper sulfate with creosoled piles) and its bolted heavy timber construction. It is a reasonable facsimile of the original, and a very practical bridge which should be allowed to remain. However, at the time of its eventual replacement, it should be replaced with an exact duplicate of the original. CR!

Since this bridge is not an historic structure, considerations such as the proposed work ^{on} ~~of~~ the abutments (N.E. Reg 12-5-72) should be viewed more in the light of their overall environmental impact ^{and esthetic effect} rather than as alterations to an historic structure. The present design is not recommended for approval on this basis. It is felt that the stonework is more than is necessary, causing the ^{unnecessary} ~~wanton~~ destruction of existing mature trees which are very much a part of the natural scene at the bridge. ~~It is felt that~~ their loss would in itself constitute ^{an adverse} ~~a grave~~ environmental impact. It is felt, however, that a heightening of the rip-rap walls, perhaps with ^{buried} tension cables anchored into fixed objects, omitting the top-surface stonework, would be adequate and more appropriate. Under no circumstances should mature, healthy trees be cut to facilitate this work.

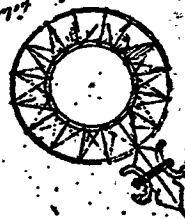
... MARCH 2 1961 ...
... TO DOWNTOWN ...
... 15 ...

APPENDIX A

MAPS

Concern

The same position on Lorrain and Alder:
running N. 22 deg. 15 m. East 1641 rods, or 5 miles & 41 rods.



The first going is a Plan of the Town of Concord. Taken by Retinal Survey, by order of the General Court of the Commonwealth of Massachusetts, by a resolve bearing date Nov^r 26th of June 1791, laid down by a scale of two hundred rods to an inch, by which plan the length and the breadth, by the Magnesian vessels, of the boundary lines of said Town of Concord, and on what Town it joins, is inserted - and in which Place, the course of the rivers in said Town, and the bridges over the same are particularly described & delineated; and the course of the country roads - and the situation of the meeting house & Court House is also peculiarly pointed out - The actually known, and admeasured distance of the center of said Town of Concord, from the Town of Cambridge, the River Town of the County of Middlesex, is fifteen Miles - And from Boston the Metropolis of said Commonwealth is eighteen Miles - The breadth of the river called Concord river in said place, where it enters another bounds from Sudbury is about thirty rods, and where it falls out, he lower part of the tributary Conittis is about twenty rods - In the other river called Esaboth, or north river is about eight rods wider - There are four ponds described in the plan aforesaid, of the following magnitude viz. Three hundred containes, twenty five thousand - Baldwins Pond sixty five acres, while Don't forty three acres - and Baldwins Pond supposed to be thirty acres - There is no man's house in the Town of Concord, it being a town of unity & peace, as you will observe - There is a grist mill in said Town of Concord, and a saw mill in said Town, and no other that is aware of - There is a Village, and Store in the Town of Concord - there is no many factories in the Town, during what is done is familiar within the name.

My direction of the Town of Concord Expresses Best examination.

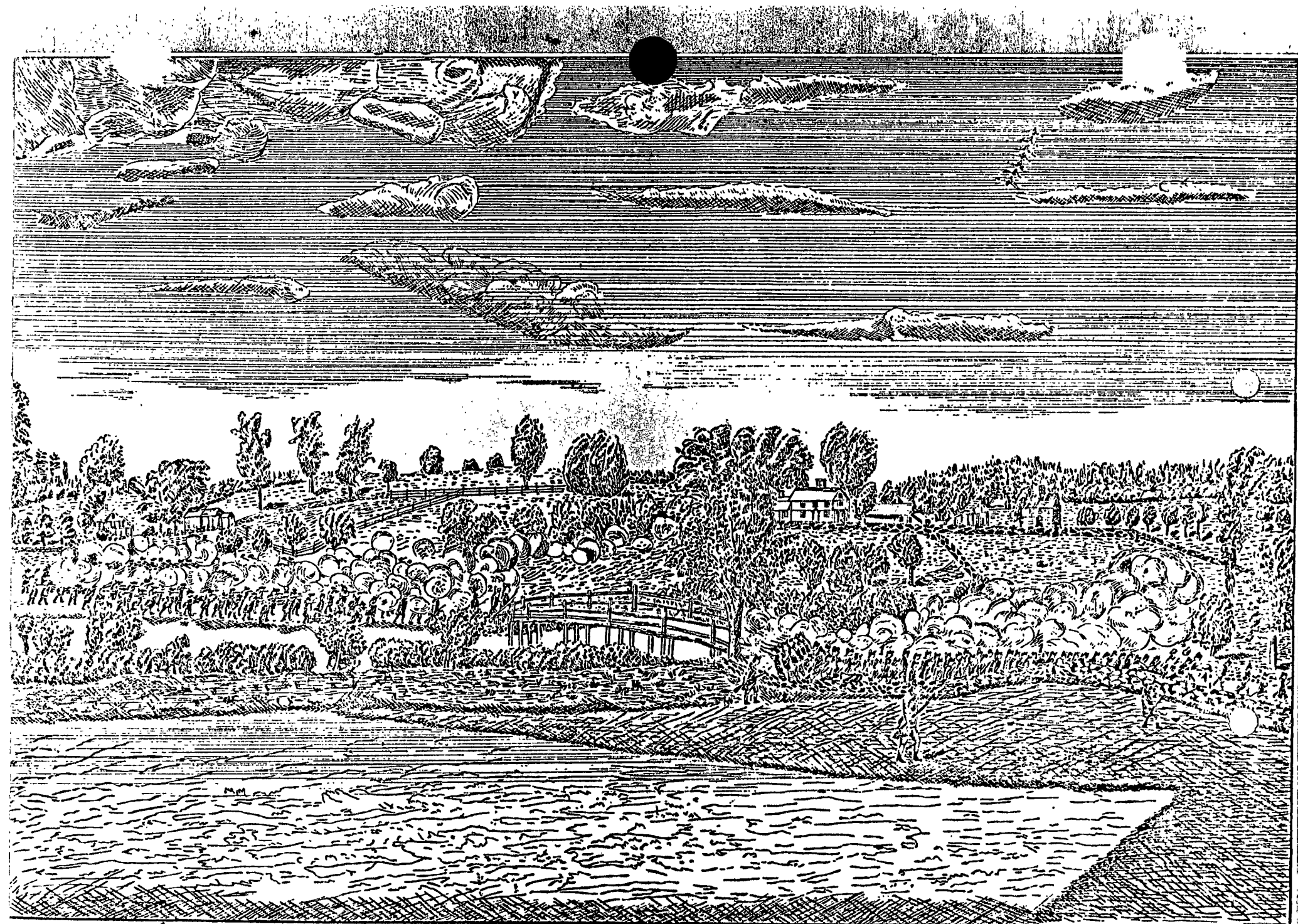
APPENDIX B

DRAWINGS AND PHOTOGRAPHS

1112

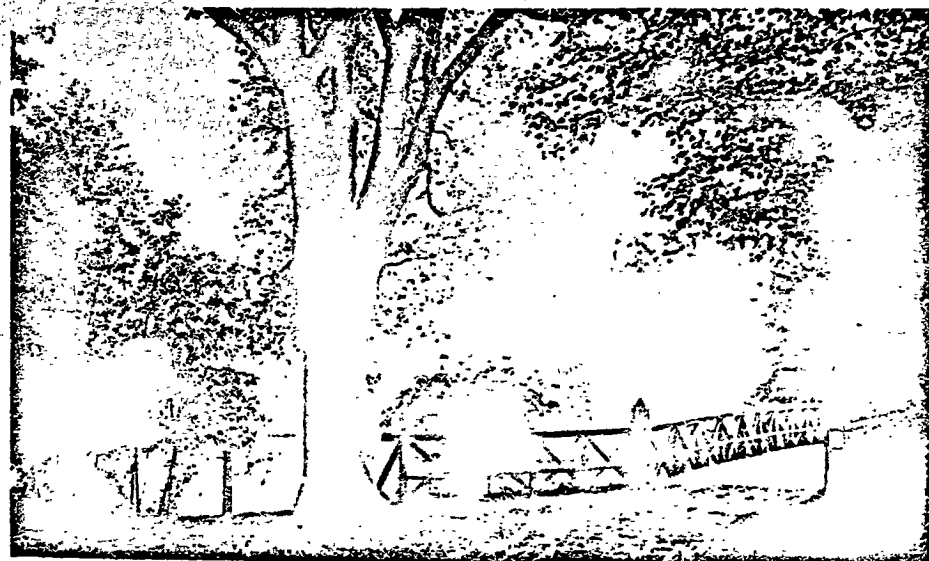
RECEIVED
MAY 11 1964
U.S. AIR FORCE

1112



1 The Detachment of the Regulars who fired first
on the Provincials at the Bridge

2 The Provincials headed by Colonel Robinson &
Major Buttrick 3 The Bridge.



PHOTOS COURTESY
CONCORD PUBLIC LIBRARY.

PLATES 2
& 3 THE FIRST COMMEMORATIVE
BRIDGE, CONSTRUCTED 1874,
LOST IN FLOOD, 1888



COURTESY CONCORD
PUBLIC LIBRARY

PLATE 4. THE SECOND COMMEMORATIVE
BRIDGE, CONSTRUCTED 1889
REMOVED 1909.



PHOTO COURTESY CONCORD
PUBLIC LIBRARY

PLATE 5

THE THIRD COMMEMORATIVE
BRIDGE, CONSTRUCTED OF CEMENT, 1909
REMOVED AFTER EXTENSIVE HURRICANE
DAMAGE, 1955

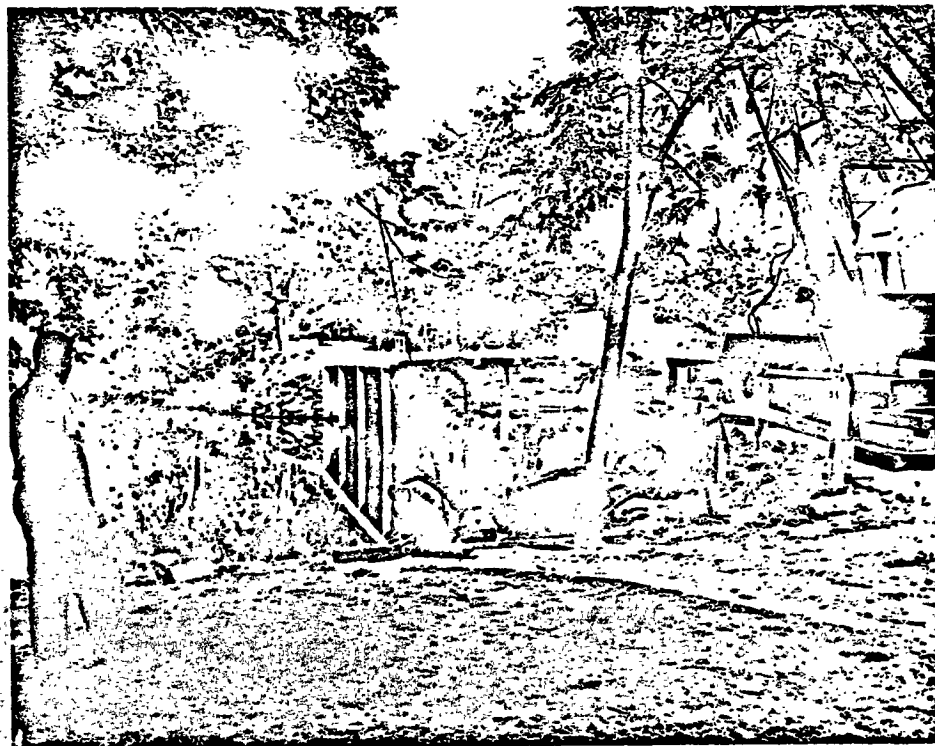


PHOTO: KEITH MARTIN

PLATE 6

DEMOLITION OF THE THIRD COMMEMORATIVE
BRIDGE, 1955



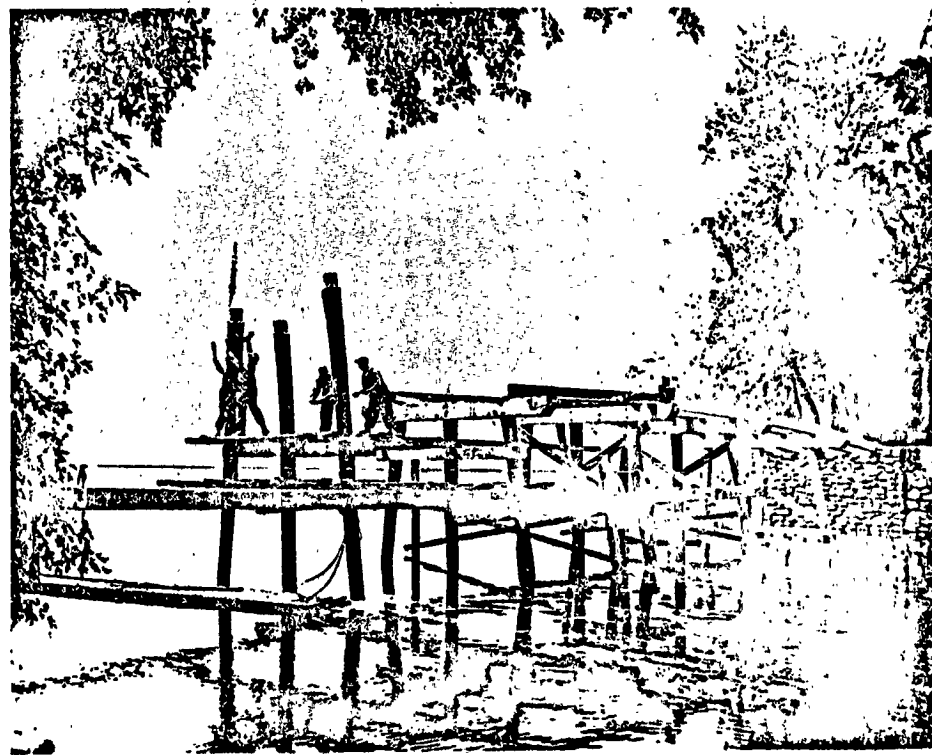
ENLARGE 8 x 10



Enlarge 8x10



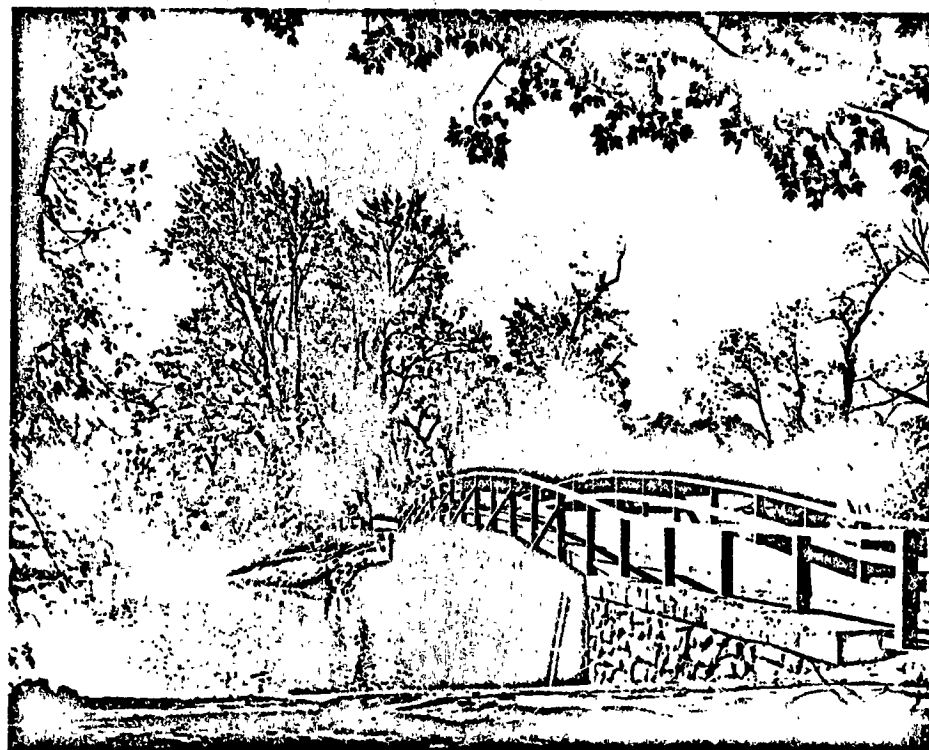
(ENLARGE 8x10)



(Enlarge 8x10)



Enlarge 8x10



(Enlarge 8x10)

APPENDIX C .

COOPERATIVE AGREEMENT
AND MAP SHOWING OWNERSHIP
BY TOWN OF CONCORD

RIVER

05-101

Simmon's Landing Lane

Parking Lot

05-112

GREAT MEADOWS ROAD

05-102

05-103

D-154

MONUMENT STREET

RIPLEY

05-113

D-155

INE

Brook

Mill

To file 444

COOPERATIVE AGREEMENT BETWEEN THE TOWN OF CONCORD, MASSACHUSETTS
AND THE NATIONAL PARK SERVICE RELATING TO THE TOWN PROPERTY
KNOWN AS THE BATTLE GROUND AREA

THIS AGREEMENT, made and entered into this 6th day of June 1963, by and between the United States of America, acting in this behalf by Conrad L. Wirth, Director of the National Park Service, party of the first part, and the Town of Concord, Commonwealth of Massachusetts, hereinafter referred to as the "Town", party of the second part,

WITNESSETH:

WHEREAS, the Minute Man Statue, Old North Bridge and associated historic structures and objects, located in the Town on land bounded northerly by land now or formerly of Tanner, easterly by Monument Street, southerly by land of the Trustees of Reservations, and westerly by land now or formerly of Buttrick, hereinafter referred to as the "Battle Ground area", which reference shall include the parking lot adjacent thereto bounded northerly by Simmons Landing Lane and easterly by Great Meadows Road, are recognized as possessing national significance as associated with the American Revolution; and

WHEREAS, the Act of Congress approved September 21, 1959 (73 Stat. 590-591) has provided for the establishment of the Minute Man National Historical Park for the purpose of preserving for the benefit of the American people the above-named and other nationally important historic lands and structures in the Town associated with the American Revolution and the founding and growth of the United States; and

WHEREAS, the Town by vote of its Annual Town Meeting held March 11, 1963, has authorized the Selectmen and Town Manager to execute and deliver this agreement on behalf of the Town; and

WHEREAS, the United States in all matters hereinafter referred to will act through the National Park Service or such other body as may be legally substituted therefor; and

WHEREAS, it is the desire of the Town to bring about the preservation of the said historic structures, objects and grounds in the Battle Ground area as a national historical park that they may be devoted to public use and to the perpetuation of the greatest traditions of the United States of America; and

WHEREAS, it is the desire of the United States to cooperate with the Town in preserving the integrity of the above-mentioned historic structures, objects and area, and to interpret them to the American people as a great national heritage.

3

3

NOW THEREFORE, in consideration of the foregoing and pursuant to the authority contained in the act of Congress approved August 21, 1935 (49 Stat. 666), entitled "An Act to Provide for the Preservation of Historic American Buildings, Objects, and Antiquities of National Significance, and for Other Purposes", and the act of Congress approved September 21, 1959 (73 Stat. 590-591), entitled "An Act to Provide for the Establishment of the Minute Man National Park, and for Other Purposes", the said parties have covenanted and agreed, and by these presents do covenant and agree to and with each other and in consideration of the mutual promises herein expressed, as follows:

ARTICLE I. The Town will retain ownership of the said historic structures, objects, and grounds in the Battle Ground area but hereby agrees:

(a) To permit the United States to occupy them exclusively, except as otherwise provided herein, during the term of this agreement for the purpose of preserving, exhibiting, and interpreting them to the American people and otherwise utilizing them for national historical park purposes.

(b) To permit the United States to have curatorial responsibility for the care and display of such exhibits of historical interest as may be available in the Battle Ground area for exhibit and interpretive purposes.

(c) To supply customary municipal services, including police and fire protection and water facilities without charge therefor.

ARTICLE II. The Director hereby agrees, on behalf of the United States:

(a) That he will occupy the grounds and associated structures and objects for the purposes set forth in Article I of this agreement, and for no other purposes, and that he will not sublet or assign to another person or organization any part of the structures, objects, or grounds without prior approval in writing by the Town; that he will (as funds become available through appropriations by Congress) operate and maintain the structures, objects and grounds and make all repairs thereto; remedy all defects in the structures and objects which may arise from any cause whatever, including ordinary wear and tear; and undertake such work of restoration or major alteration as may be mutually agreed upon under the provisions of Article III (b).

The Director may apply such reasonable rules and regulations therein as may be necessary properly to perform his functions.

(b) That he will exercise reasonable care to prevent damage to, or destruction of, any part of the structures, objects and grounds.

(c) That he will provide public access to the area at all reasonable times, and will provide the services of a competent person, or persons, to furnish information to the visiting public.

(d) That he will encourage and cooperate with the Town, civic groups and patriotic societies in the annual observance of Patriots' Day and other celebrations in which the area and its facilities may be appropriately used which have the approval of the Selectmen.

ARTICLE III. It is mutually understood and agreed:

(a) That nothing herein contained shall be construed as binding the United States to expend in any one fiscal year any sum in excess of appropriations made by Congress for that fiscal year, or to involve the United States in any contract or other obligation for the future expenditure of money in excess of such appropriations.

(b) That any work of restoration or any alterations or major repairs in the area shall not be undertaken until the plans for such work shall have been mutually agreed upon with the Selectmen.

(c) That neither of the parties to this agreement will erect or place, or permit the erection or emplacement of any monument, marker, tablet or other memorial in the area without the written consent of the other. This section shall not be construed as prohibiting the placing of signs within the area for the information and direction of the public. The design and location of any signs within the area to indicate that it is occupied and operated by the National Park Service acting in cooperation with the Town, shall be subject to the approval of the Selectmen.

(d) That it is the purpose of both parties to this agreement to develop a unified, long-range program of preservation, development, protection and interpretation for the area for the inspiration and benefit of the people of the United States, and to secure this result a high degree of cooperation is necessary with each other, and the parties hereto pledge themselves to consult on all matters of importance to the program.

(e) That nothing herein contained shall be held to deprive the Commonwealth of Massachusetts or the Town of their civil and criminal jurisdiction in and over the said structures, objects and grounds.

(f) That wherever in this agreement the Director is referred to, the term shall include his duly authorized representative or representatives.

(g) No member of or delegate to Congress or resident commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise therefrom, but this restriction shall not be construed to extend to this agreement if made with a corporation or company for its general benefit.

(h) This agreement shall become effective upon its execution, but occupation, operation, and maintenance by the United States in accordance with Article II shall begin on July 1, 1963, or as soon thereafter as practicable. It shall continue in effect until such time as Congress enacts legislation inconsistent with its continuance or expressly providing for its termination, or until terminated by the Director, National Park Service, who shall give six months' notice to the Town of such intention, or if the Town at an annual or special town meeting, held after January 1, 1968, shall vote to terminate this agreement, it shall terminate not less than six months from the date on which such vote is taken by the town meeting.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals (in quintuple) the day, month and year aforesaid.

UNITED STATES OF AMERICA

By (Sgd.) Conrad L. Wirth
Director, National Park Service

TOWN OF CONCORD

By (Sgd.) John B. Finigan
Chairman

(Sgd.) Robert E. Sheehan

(Sgd.) Herbert P. Wilkins

(Sgd.) Frederick J. Robbins

(Sgd.) Robert J. Rodday
Board of Selectmen

By (Sgd.) Theodore M. Nelson
Town Manager



BIBLIOGRAPHY

