

Annisquam Bridge (Bridgewater St. Bridge)  
Spans Lobster Cove between Washington  
Street and River Road  
Gloucester  
Essex County  
Massachusetts

HAER No. MA-61

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

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HISTORIC AMERICAN ENGINEERING RECORD

ANNISQUAM BRIDGE (Bridgewater St. Bridge) HAER No. MA-61

Location: Bridgewater Street spanning Lobster Cove between Washington Street and River Road in the incorporated City of Gloucester, Essex County, Massachusetts.

	West End	East End
Latitude:	42° 39' 16" N	42° 39' 15" N
Longitude:	70° 40' 34" W	70° 40' 31" W

UTM: 19/362600/4723620 19/362680/4723570

USGS Quad: GLOUCESTER, MA

Date of Construction: 1861. Altered 1877, 1908, 1928. Rebuilt 1946-47.

Builder: Joseph B. Burnham (1817-1884)

Owner: City of Gloucester  
City Hall  
Dale Avenue  
Gloucester, MA 01930

Present Use: Closed to vehicular traffic since 1968, and to pedestrian use in April 1987.

Significance: The Annisquam Bridge is a wood-pile and timber-stringer highway bridge, 443 feet in length and 26 feet in width. Although it was the most common type of bridge over wide bodies of water throughout much of the 18th and early 19th centuries, it is today a rare example. It is important locally for its close connections with the development of Annisquam. The bridge was listed in the National Register of Historic Places June 23, 1983.

Project Information: This mitigative documentation was undertaken in February 1987 in accordance with a Memorandum of Agreement between the U.S. Coast Guard and the Massachusetts Historical Commission, prior to the replacement of the bridge by a new footbridge.

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Cape Ann, of which the city of Gloucester is today the principal feature, was settled by European colonists as early as 1623, attracted primarily by the rich fishing grounds in the nearby coastal waters. By mid century, shipbuilding had also been initiated. Annisquam, or 'Squam, as it is sometimes known locally, forms a rocky peninsula of some 220 acres, separated from the western edge of Cape Ann by Lobster Cove. The peninsula, bounded on the east by Ipswich Bay, is located at the mouth of the Annisquam River. As early as 1644, a channel, the Blynman Canal, was cut through from the upper end of the Annisquam River to Gloucester Harbor, thus providing an inland waterway around the rocky promontory of Cape Ann, and a ready access for the shipbuilding yards on Ipswich Bay to Gloucester Harbor. Gloucester's earliest settlement was scattered along the Annisquam River, between Gloucester Harbor and Annisquam, which was settled not long after other parts of Gloucester. Abraham Robinson established a fishing stage and flake yard at Stage Cove on the Annisquam peninsula as early as 1631. [1] Permanent settlement followed not long after, though the peninsula was sparsely settled until the early 18th century. Small boatyards and fishing posts multiplied in the 18th century along with Annisquam's population. "Chebacco boats," first built in Essex (then called "Chebacco") on the nearby Essex River, were frequently built. As fishing and trading vessels grew, however, Annisquam builders increasingly built them with flat bottoms so as to navigate the shallow waters of the Cove. During the Revolution, Annisquam's hidden harbor attracted many boats from Gloucester's main harbor, to escape the British fleet. By 1775, Annisquam boasted 80 dwellings, compared to the Harbor Village's 100. [2] At one time, as many as 65 vessels sailed out of Lobster Cove, providing sea and shore work for 1500 men. [3] By the early 19th century, six shipyards lined the cove. At least two square-rigged ships were built in Annisquam, according to local historian Donald Usher: the Gloucester, built in O.G. Lane's yard; and the Annisquam, built by the Boston builder Thomas Page. The granite piers which line Lobster Cove date to this early period, reflecting both confidence and substantial investment in the cove and in fishing and trading generally. This prosperity came to a permanent end for 'Squam in the Panic of 1837. Today, the last shipyard building still in place in Annisquam is the structure, now a garage, built for shipbuilder Epes Davis near the foot of the Annisquam Bridge.

Gloucester, in the meantime, was experiencing a population growth hitherto unknown. Between 1830 and 1870, Gloucester grew by 105%, the fifth highest rate in the county. [4] Despite fires in 1830 and 1860, the Harbor Village grew into a major port. Commercial fishing replaced foreign trade as the village's major industry. The new quarries of Cape Ann, together with the town's rapidly expanding population required better roads than the hilly and irregular cartpaths laid out in the 17th and 18th centuries. Prior to 1833, travel to Annisquam from the town center was via Holly and Bennett streets. In that year, the town constructed the present Causeway across Goose Cove, thus opening up a relatively level shore route, now Washington Street. [5]

The Point Bridge Company

The earliest proposal for a bridge across Lobster Cove was contemporary with the proposals for the extension of Washington Street. In 1832, the Point Bridge Company was incorporated, authorized to build a bridge "from some convenient point, northeasterly from the wharf now owned by William Hodgkins and Jonathan Dennison, on the southeast side of said cove, to some convenient point on the northwest side of said cove" (see figure 3). [6] The bridge was to be no less than 22 feet wide, with a draw span of at least 25 feet wide. A draw tender was to be stationed at the bridge at all times to raise the draw for any vessel which could not conveniently pass beneath the span. Failure to do so would make the company liable to a fine of ten dollars. To reimburse the company for the expense of construction and maintenance, the act specified a schedule of tolls that the company could charge pedestrians, vehicles, and a variety of livestock. Scholars traveling to and from school were exempt from the toll.

Incorporators of the bridge company named in the act were many of the important men of Annisquam: Oliver G. Lane, Gideon Lane, Jr., George N. Davis, Asa Woodbury, Epes Davis, William Hodgkins, and Jonathan Dennison. Several, including Asa Woodbury, Oliver Lane, Epes Davis, and Jonathan Dennison are shown as wharf owners on the 1820 plan of Lobster Cove prepared by Daniel Woodbury (figure 3). Deacon Epes Davis (1774-1856) owned the shipyard wharf from which the bridge would later be constructed. In the 1890s, Sebastian Davis operated a coal wharf here.

Despite the initial enthusiasm, no action was taken, and the rights granted by the act expired after five years, in 1837. Ten Years later, in 1847, the Point Bridge Company was again chartered, with many of the same conditions. This time, its width was to be at least 24 feet, with a draw span not less than 22 feet. Exempt from the tolls were persons traveling to or from worship, school, military duty, or funerals. Among the bridge's named incorporators, only Gideon Lane's name survived from the 1832 Act. Lane's family operated a successful boatyard on the Cove, and he himself had been a State Representative in 1833 and 1834. Also named were Timothy A. Smith and George Norwood. [7]

Completion of the bridge in 1848 was reported by a local newspaper:

The bridge across Lobster Cove, in Squam Parish, we understand is so far complete as to be open to public travel. It is a good piece of woodwork, and will be of great benefit to the inhabitants of Squam Point. We do not, however, like the entrance on the South end from the main road. It is too narrow, and makes too sharp a corner. [8]

Although no illustrations depicting this structure survive, its description in the act incorporating the bridge company and the announcement of its completion leave little doubt that it was a timber-stringer, wood-pile bridge, like its successor. The editorial comment critical of the narrow, sharp corner made by the bridge access road at the "south" end of the bridge (usually referred to as the east end) is a criticism that has continued to be made to the present day.

The Town Constructs a New Annisquam Bridge, 1861

Within a few years of the bridge's completion, however, local residents began to agitate for a free bridge, and about 1855 the town voted to take over the bridge, reimbursing the bridge company as had been provided for in the Act. [9] By 1860, however, the town appears to have been unwilling to maintain the bridge. In 1860-61, 'Squam residents took the town to Court over attempts by the town to block passage by local residents. On April 23, 1861, the matter came before Judge Hoar of the state Supreme Court, then sitting at Salem. The Judge ruled that the town was bound to maintain the bridge in good repair and "enjoined [the town] against placing any barrier or other obstruction on or over said bridge or said way leading thereto...." [10] At the town's annual May meeting five days later, the selectmen reported the decision of the judge. After an hour's debate, it was voted to refer the matter back to the selectmen with instructions to advertise for two proposals: one for building a solid bridge with a suitable draw, and another for building a wooden bridge. [11]

By July 1st, the town had received seven proposals: four for a solid road, and three for a pile bridge. The lowest bid for a solid road, 343 feet in length and 100 remaining feet of wood, was from William Sullivan, for \$4600. The lowest bid for a pile bridge was from Joseph B. Burnham, for \$2587. Considerable debate, motions, and counter motions followed the reading of the selectmen's report, and a final decision was postponed until a subsequent town meeting July 10th, when it was voted to accept Joseph Burnham's bid, according to the specifications and plans and his proposals. [12]

The original specifications for the wood-pile bridge show a bridge which differed little from the record drawing of the bridge produced in 1899 (see photocopy MA-61-15). The deck was to be supported by 28 "sections, or tiers of not less than four [oak] piles in a tier." The caps, 10x14 in section, and stringers, 7x12, were to be of white pine, and the 4-inch deck planks of hemlock or white pine. [13]

The Annisquam Bridge utilizes the timber pile and beam method of construction adopted by the earliest bridge builders in the 18th century, when confronted with large bodies of water. Samuel Sewell (1724-1815) of York, Maine is generally credited with building the first long pile

structure in the colonies, when he spanned the York River in 1761. The 270-foot deck rested on 13 transverse rows of piles, each tied together with horizontal beams bolted to the piling. [14] Twenty-five years later, Sewell built his most famous pile bridge over the Charles River estuary, linking Boston and Charlestown. The deck of the 1786 Charlestown Bridge was 1503 feet in length and rested on 75 oak pile bents. Like the later Annisquam Bridge, it also featured a draw-span, 30 feet in length. [15] Today, long wood-pile highway bridges are rare. The Powder Point Bridge in Duxbury (1892) and the Mitchell River Bridge in Chatham (1858) are the only other known 19th-century examples in Massachusetts, although both have seen at least one complete reconstruction in the present century. [16]

The draw span of the Annisquam Bridge is less clearly described, but its 30-foot opening, as well as the 1899 and 1908 drawings, clearly indicates a double-leaf draw. Typical of the 19th-century timber draw spans, the leaves were counterweighted by extending the deck stringers beneath the deck and stringers of the adjoining spans. Today, the only extant example of such a timber draw span in Massachusetts is the single-leaf draw span in Chatham's Mitchell River Bridge. Originally constructed in 1858, the draw has been rebuilt several times, most recently in 1980. [17] The cable-lift draw span probably approximated the lift mechanism of the Annisquam bridge until it was electrified in 1941.

On November 23rd, 1861 the Telegraph reported:

The bridge over Lobster Cove, which has been in process of building by Mr. Jos. B. Burnham, has been completed and accepted by the Selectmen, and is now open for public travel. The bridge is very substantial and well built, and is a great credit to the builder. Mr. David Chard has been appointed draw tender. [18]

Joseph B. Burnham, Builder

Joseph B. Burnham (1817-1884), the contractor whose bid was accepted by the town, was a well-known Gloucester builder. His father, Capt. Parker Burnham (1781?-1871), was a famous Essex shipbuilder, from a long line of shipbuilders. Local legends report that the first Chebacco boat was built in Essex by a Burnham ancestor. [19] Joseph Burnham, born in 1817, moved to Gloucester, where, with his brothers, he began building ships about 1840. Afterwards, he built the first marine railway in Gloucester and established a planing mill. When a new tonnage law went into effect, redesigning the manner in which ship tonnage was calculated, Joseph Burnham was engaged to remeasure the Gloucester fishing fleet. [20] Wood-pile wharves, replacing the old timber crib and stone structures, began to be constructed in the second quarter of the 19th century, and Burnham Brothers must have been among their first builders. For Joseph Burnham, the wood-pile bridge across Lobster Cove would have been a familiar piece of work.

### Repair and Maintenance History

The Annisquam Bridge is the product of many repairs, alterations, and at least one complete reconstruction. In consequence, the present structure is composed of building materials from a variety of dates. In general, the most frequent repairs were made to the superstructure -- the bridge planking, railing, and draw span, and to a lesser extent to the floor beams (stringers) supporting the planking. The cap beams were replaced less frequently, and the piles replaced least often. The replacement of piles was a time-consuming and costly affair; consequently it was infrequent. In 1908, major repairs on the bridge included the replacement of only four spur piles and one intermediate pile. The first known instance of complete substructure reconstruction was the 1946-47 rebuilding of the bridge. This work did not so much replace the existing pile substructure as supplement it with a new series of pile bents. Indeed, all of the existing bridge fabric above the cap beams dates to this rebuilding of the structure in 1946-47.

Lobster Cove was an important port for lumber and coal schooners, and while the draw was heavily used, the community made sure of its maintenance. Throughout the remainder of the 19th century and the early years of the 20th, 'Squam Bridge was the charge of a Superintendent, responsible for raising the draw and for the ordinary maintenance of the bridge. David and Thomas Chard, William Davis, and John A. Going successively held this position, and almost yearly the town and city annual reports reported minor repairs to the bridge. The first major repairs, unspecified, were made in 1877 by B. Griffin & Son, who were paid \$1,910.18. The same year, two other bridges in Ward Six were replanked with planks from 'Squam Bridge, suggesting a major rehabilitation. [21]

By the 1890s, however, commercial traffic in Lobster Cove had slowed. The last commercial vessel to pass through the draw was the Lucy May, a Maine coal schooner destined for Sebastian Davis' coal yard immediately upstream of the bridge on the western side of the cove. (While waiting for the tide in June 1896, the schooner was captured on a glass plate by local photographer Martha Harvey [see photo MA-61-13]). The typical late 19th-century decline of the coastal trade was aggravated in Annisquam's case by the silting up of the cove, discouraging larger vessels. By the turn of the century, Annisquam had turned from a busy commercial village to a residential enclave and major summer colony. Residents used the bridge to reach the trolleys, and later buses, which stopped at the waiting station at the eastern end of the bridge.

In 1899, as part of a survey of thirty-two structures that year, the Engineer's Department, under City Engineer Winslow Webber produced a detailed record drawing of the bridge (photocopy MA-61-15), for the Joint Standing Committee on Highways. [22]

Since 1900, repairs have continued to be made to the bridge, but increasingly against the background of city attempts to replace the wood-pile structure with a modern steel bridge. The earliest of these suggestions was in February 1900, when the City Engineer presented plans and cost estimates for a new steel crossing of Lobster Cove. [23] Nothing was done, however, and in 1908, the deteriorated condition of the old bridge forced its closure. In September the Village Improvement Association, perhaps to forestall another city proposal for a new bridge, engaged Paul Winsor and a Boston Elevated Railway engineer, F.A. Schlens to inspect the bridge. Their report and the accompanying "Schedule of Repairs" (photocopy MA-61-16) were presented to the City Council. About 22% of the floor-beam stringers required replacement, but "on the whole," Winsor wrote, the piles and cap beams were in good or excellent condition. Only five piles required replacement. The railing was to be renewed, but floorplanks were to be replaced only where necessary. He anticipated that the expense should not be more than \$1250. [24] This estimate, however, proved to be inadequate. When the Highway Department began repairs to the bridge a month later, it was found that the stringers and caps were in a much more decayed condition than had been portrayed in September, and the cost tripled to over \$3200. [25] Contemporary accounts do not indicate how many additional stringers and caps were replaced. It is likely that the rest of the repairs followed Winsor's recommendations.

Additional repairs were made in 1916 and 1921. In July 1928, the city paid \$4175 for repairs to the bridge. The work was reportedly for "new flooring and bracing where needed." [26] There is no evidence that a major reconstruction of piling or cap beams was required at this time. In 1934, the City spent an additional \$1100 in repairs. [27]

In 1935 City Engineer John H. Griffin made an extensive report in which he stated that the maintenance of the bridge was proving too costly to the city, recommending instead the construction of a new high-level bridge conforming to the grade of Washington Street. Nothing was done, however, for another six years, when the bridge again was closed for most of December 1941. At that time, the draw was strengthened and twelve new cap beams installed. [28] In October 1945 the bridge was closed again for temporary repairs. [29]

#### Reconstruction: 1946-1947

In the meantime, plans were made for a new bridge. After a meeting with the Leonard Club in January 1946, Mayor Weston U. Friend announced preliminary arrangements for constructing a new bridge in the spring, "to replace the present rickety span." [30] As the draw had not been operated for approximately forty years, it was proposed that the bridge be rebuilt without a draw span. The bridge would be "95% new, since little can be salvaged from the present structure." [31] Despite the city's intention, permits and plans had not been completed by the spring, and to



avoid the nuisance of construction during the popular summer months, rebuilding was postponed until the following winter. Work started on reconstruction October 8, 1946 and was completed March 28, 1947. [32]

Designed by City Engineer Paul A. Polisson, the new work represented the largest reconstruction of the bridge since it had been built in 1861. A newspaper account at the opening described it as "all new except for some of the piles and timbers that were sound enough to retain." [33] A close inspection of the bridge, however, shows that in fact virtually all of the original piles were retained, chiefly to save the expense of removing them. [34] New pile bents were driven between the old bents, thus doubling the number of bents and halving the length of each span. Although the new bent configuration was basically identical to the original bent design, the pile caps of the new bents were six feet longer on the north side to accommodate the added width of the deck. The new deck had been widened from 20 feet to 26 feet, allowing a 22-foot roadway and a raised sidewalk four feet in width. The draw span was entirely removed, leaving no evidence of the leaves or operating mechanism. [35]

The builder responsible for the new bridge was Arthur C. Hall (1888-1964), a well-known wharf builder in Gloucester. Both his father, Arthur W. Hall (1864-1943), and grandfather Frederick T. Hall (1830-1913) had been wharf builders before him, and many of the wooden wharves of Cape Ann and the North Shore had been built by his family. Arthur W. Hall was credited with helping to build "the second Annisquam Bridge," probably a reference to its reconstruction in 1908. [36]

The bridge was closed to automobile traffic briefly in 1961, and for the last time, in June 1968. [37] After inspecting the bridge, City Manager Paul Talbot reported that all the planks needed to be replaced, many of the pilings were in serious shape, and the stringers were all too soft to hold nails. [38] The sum of \$300,000 was appropriated to rebuild the bridge. In 1970, a new policy from the state Department of Public Works declared that state policy would no longer permit the construction of wooden bridges. Proposed instead was a new, high-level bridge. Further plans for a replacement were shelved, and the city agreed to maintain the bridge as a pedestrian walkway. However, the lack of automobile traffic after 1968 accelerated the deterioration of the structure by eliminating the frequent inspection and the regular (if limited) maintenance it had been receiving as a vehicular bridge. By the mid 1970s, there were grave questions about whether the bridge was safe even for pedestrians. [39] A fire in April 1975 further damaged a 10x50-foot portion of the bridge near the former draw span. [40] Although occasional maintenance to the deck kept the bridge open to pedestrians, deterioration of the substructure brought the bridge to near collapse by the mid 1980s. As part of an agreement with the City of Gloucester, the Massachusetts Department of Public Works agreed in 1986 to fund replacement of the structure with a wood-pile footbridge of similar design to the existing bridge.

Endnotes

- [1] Donald K. Usher, "Annisquam on Cape Ann," Yankee Magazine (May 1981), pp. 54-58.
- [2] Massachusetts Historical Commission, Reconnaissance Survey Report: "Gloucester" (1985), hereafter cited as "MHC: Gloucester."
- [3] Usher, p. 54.
- [4] MHC: Gloucester.
- [5] The causeway and dam also provided for a tide mill at the outlet of the Cove, built by William Hodgkin in 1833 and recorded by the Historic American Buildings Survey 101 years later (HABS No. MASS 2-92).
- [6] Chapter 75 of the Laws of 1832.
- [7] Chapter 139 of the Laws of 1847.
- [8] Unidentified 1848 newspaper clipping, Scrapbook 6, p. 2, collection of the Cape Ann Historical Association, Gloucester.
- [9] Cape Ann Shore 14 July 1928, p. 13.
- [10] Gloucester Telegraph 1 May 1861.
- [11] Gloucester Telegraph 8 May 1861.
- [12] Gloucester Telegraph 3, 10 July 1861.
- [13] Gloucester Telegraph 3 July 1861: "The specifications on which the Selectmen invited proposals, were, that for a wooden bridge the length should be 443 feet between the abutments, and 21 feet wide from the outside of the stringers. The piles to be of white oak, not less than nine inches in diameter at the distance of fifteen feet from the butt; twenty-eight sections or tiers of not less than four piles in a tier; each tier to be braced; the caps of white pine, 10 by 14 inches; the stringers of white pine, 7 by 12 inches, six in number throughout the length of the bridge; the planks of the bridge to be of hemlock or white pine, not less than four inches thick; the bridge to be railed; the draw to be 30 feet in the clear, and sixteen feet wide; the whole to be built in a thorough, and workmanlike manner. The piers on each side of the draw to be not less than forty-five feet long by eight feet wide. The whole to be finished ready for travel by the first of November next."

- [14] Carl W. Condit, American Building Art: The Nineteenth Century (New York: Oxford University Press, 1960), p. 292.
- [15] The Charlestown Bridge, which stood until 1900, was built as a money-making venture by a private corporation. Its financial success was instrumental in creating other toll bridge corporations, of which the first Annisquam Bridge was an example.
- [16] Three modern examples are reported in the bridge data base of the Massachusetts Department of Public Works: Oak Bluffs-Edgartown (240 feet long, built in 1932; rebuilt, 1956); Falmouth (120 feet, 1939); and Bourne (125 feet, 1939). Personal Communication, S. J. Roper, MDPW Historic Bridges Specialist.
- [17] S. J. Roper, Mass. Dept. of Public Works Historic Bridges Specialist, "Moveable Bridges under MDPW Purview" (June 1985).
- [18] Gloucester Telegraph 23 November 1861, p. 2.
- [19] Parker Burnham built in 1811 the largest vessel ever built in Essex, the 220-ton brig Silk-worm, and then sailed her for five years as Captain, making voyages to Lisbon and various ports in the Mediterranean. After he quit the sea, he engaged for many more years in shipbuilding and is credited with being the first Essex builder to discontinue the custom of distributing rum to his workmen at lunch. See Duane H. Hurd, History of Essex County, Massachusetts (2 vols., Philadelphia: J.W. Lewis, 1888), vol. 2, pp. 1205-1206.
- [20] Cape Ann Weekly Advertiser 28 March 1884, p. 2.
- [21] Annual Reports of the City of Gloucester for the Year 1877, p. 63.
- [22] Annual Reports of the City of Gloucester for the Year 1899, p. 5.
- [23] Gloucester Daily Times 15 November 1941.
- [24] Ibid., 23 September 1908, p. 4.
- [25] Ibid., 11 November 1908, 15 November 1941.
- [26] Cape Ann Shore 14 July 1928, p. 13. No other records of the extent of these repairs have been located.
- [27] Gloucester Daily Times 15 November 1941.
- [28] Ibid., 11 November, 13 December 1941.
- [29] Ibid., 6 October, 1 November 1945.

- [30] Ibid., 24 January 1946.
- [31] Ibid., 7 March 1946. A special act of the Legislature, Chapter 289 of the Laws of 1946, was necessary to authorize the rebuilding of the bridge without a draw. The same act also authorized the city to issue \$50,000 worth of bonds ("Gloucester Bridgewater Street Reconstruction Loan, Act of 1946") to meet the construction costs.
- [32] Ibid., 28 March 1947.
- [33] Ibid., 31 March 1947.
- [34] Ibid., 22 May 1975.
- [35] Ibid., 22, 31 March 1947.
- [36] Newspaper accounts continually confuse repairs, reconstruction, and new construction. Frederick T. Hall, founder of the family wharf-building business, came to Gloucester from England by way of Nova Scotia in 1857. Although some accounts have linked Hall's name with that of Burnham's in the 1861 construction of the bridge, information in Hall's obituary seems to preclude this. For a number of years after coming to Gloucester he made several trips as mate with Capt. Nehemiah D. Cunningham in the Surinam trade. He then followed fishing to some extent, and also worked as a caulker. Not until he bought the existing business of the retiring pile driver Timothy Fields did Hall enter the wharf building business, possibly in the late 1860s or early '70s. Obituaries for the three Halls may be found in the Gloucester Daily Times of 23 April 1913, 20 September 1943, and 7 February 1964.
- [37] Gloucester Daily Times 7, 8 June 1968, 14 November 1974.
- [38] Ibid., 7 June 1968.
- [39] Ibid., 14 November 1974.
- [40] Ibid., 22 April 1975.

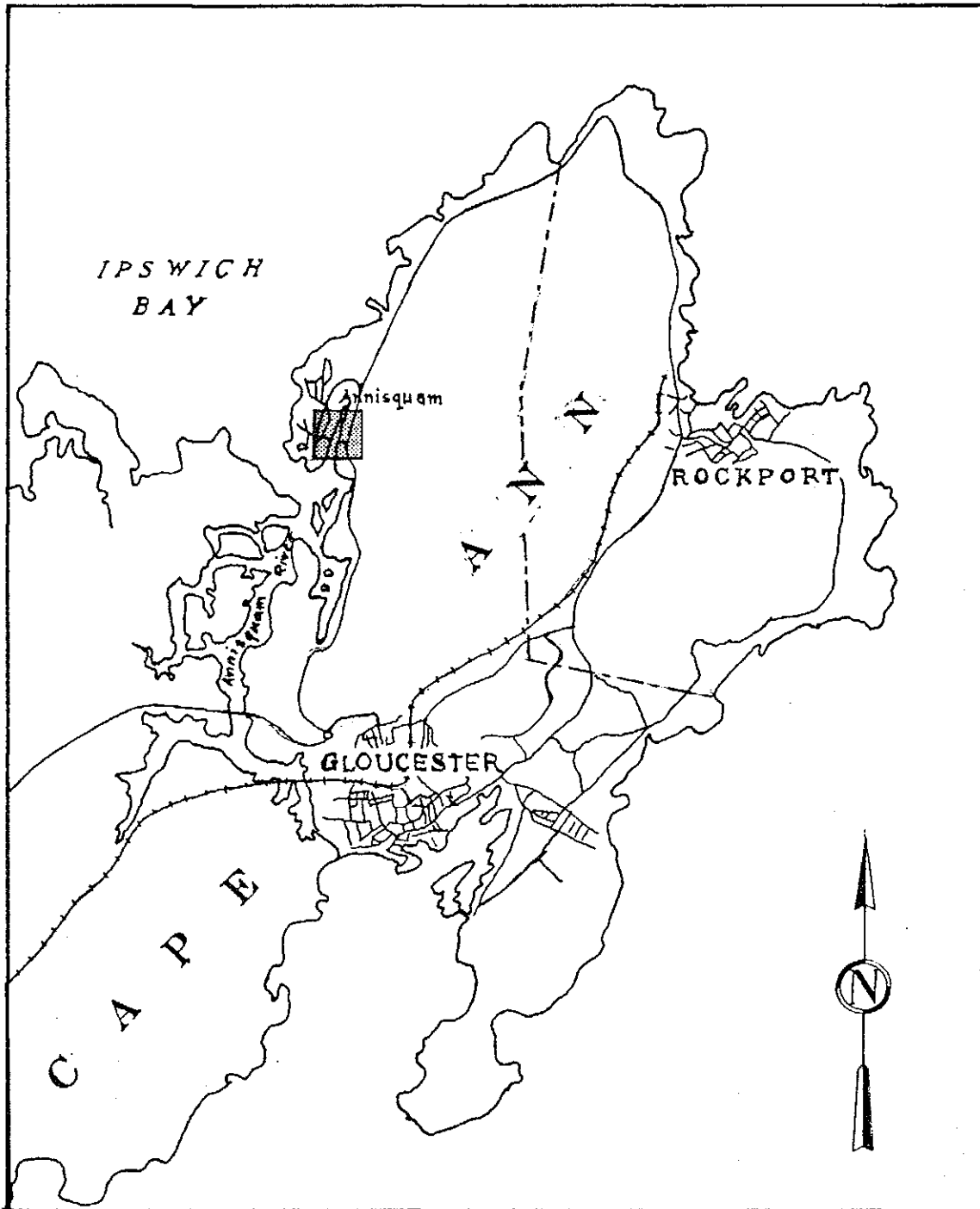


FIGURE 1. A Map of Cape Ann, Massachusetts, showing the location of Annisquam. Scale, 1:80,000 (1 inch = approximately 1.25 miles). The shaded portion denotes the area covered by the Vicinity Map, Figure 2.

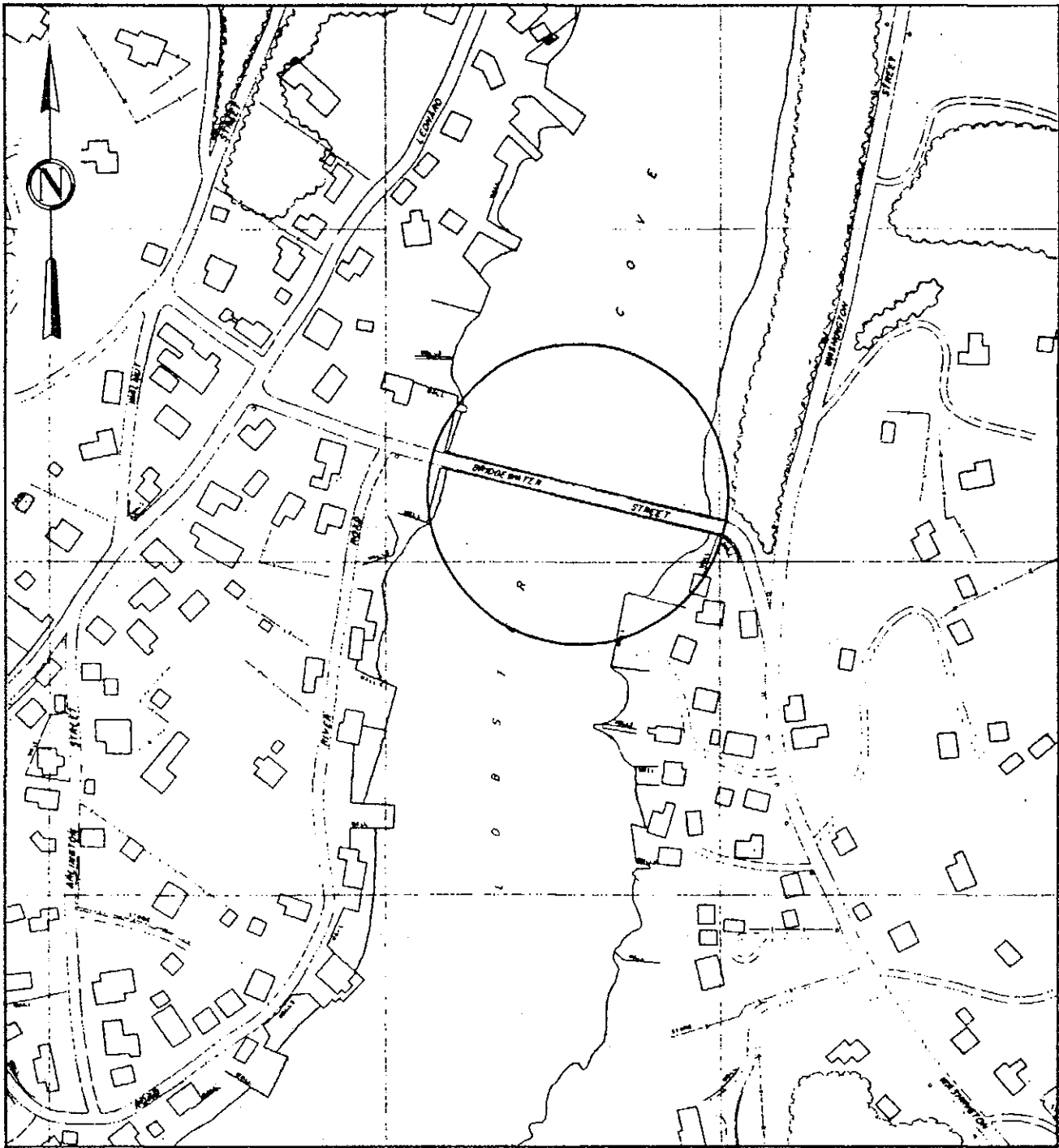


FIGURE 2. Vicinity Map. Location of the Annisquam Bridge at Lobster Cove. Scale, 1:3,000 (1 inch = 250 feet)

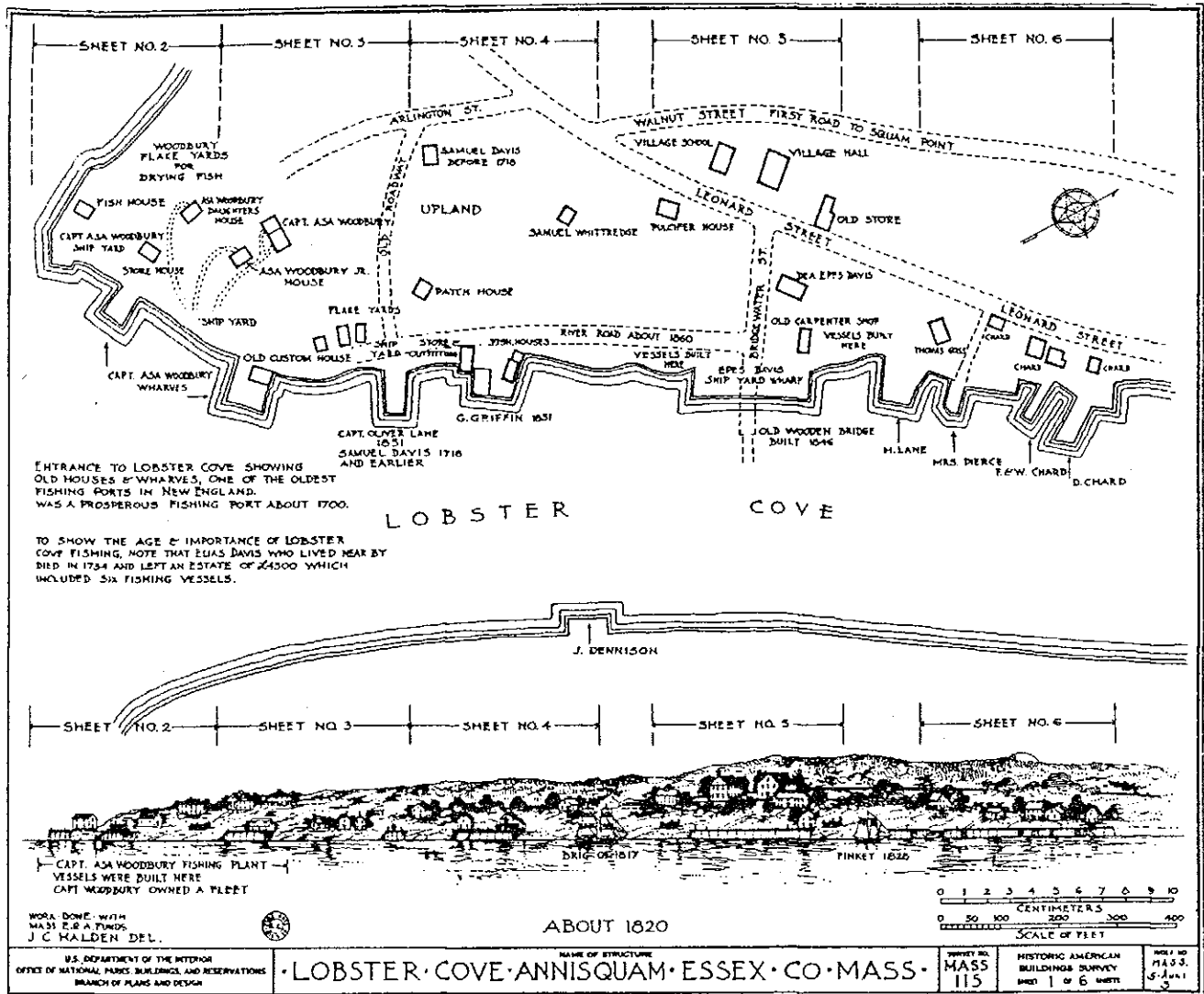


FIGURE 3. Plan and perspective view of Lobster Cove, about 1820. Sheet 1 of 6-sheet drawing set prepared for the Historic American Buildings Survey, 1934. HABS Survey No. MASS-115. Prints & Photographs Collection, Library of Congress. According to the Annisquam Historical Society, delineator "J.C. Halden" was the pseudonym of Cape Ann architect Daniel Woodbury (1869-1956), descendent of Annisquam fishing captain Asa Woodbury (see plan above).