

Site of the Middlesex Company  
Off Warren Street  
Textile manufacturing site by 1813  
Incorporated 1830  
Demolished 1956

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### Inventory Forms

Millyard site  
128 Warren Street (W. H. Bagshaw Co.)  
172 Warren Street (Middlesex Mills Cottage)

Research Report  
Site of the Middlesex Manufacturing Company  
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Textile manufacturing site by 1813  
Incorporated 1830

Captain Phineas Whiting and Colonel Josiah Fletcher, looking for a good manufacturing site on the Concord River, settled on a spot about three hundred yards from its entrance into the Merrimack River where there had previously stood a saw-mill and a gristmill. There, in 1813, they erected a frame cotton factory that was sixty feet long by fifty feet wide and forty feet high(1). They did not build the mill for their own use, however, but for that of one John Goulding, in partnership with Jonathan Knowles, who had come to East Chelmsford in 1812. The mill stood in the southern portion of the later Middlesex Company site, at the west end of the Concord River dam. Goulding used it for, among other things, carding wool. Various types of machinery and looms were made there as well. Goulding invented and put in operation a water power loom to weave tape and another to weave boot webbing. He also installed machinery to spin and wind cotton thread.

In a letter written from Worcester on April 4, 1874 Goulding recalled:

I settled there in the year 1812, had a factory built for me by Fletcher & Whiting, on Concord River; hired it for eight years at \$200 a year; carried on the business of spinning cotton yarn, in a small way, as all our manufacturing was done at that time; spun about twenty pounds of yarn per day, Nos. from 10 to 20; also had a carding machine, for carding custom wool for spinning by hand, making what was called homespun cloth; carried on a machine shop, making cotton and wool machinery; make looms for weaving suspender webbing and boot webbing and a tape loom to weave thirty-six pieces at one and the same time. The above were all pretty well under way when the war closed and ended all such enterprises, at least for a time--which, thanks to our enterprise and skill, we have in a great measure overcome, and established our manufactures on a tolerably good footing with other nations.



That place was very thinly settled at that time; say Mr. Fletcher, J. Tyler,--Gedney, just over into Tewksbury, Major Fletcher, Widow Warner, and Tavern House belonging to the Canal, and I think one other, were all the houses that could be seen at that place at that time. I occupied the building I hired of Fletcher & Whiting for some four years, when Mr. Thomas Hurd purchased it and used it for makingsatinet. I built a small mill on the Canal property, and took water from the canal, and made machinery there; helped fit up Hurd's Mill. I moved from there just before the Canal Company sold out to the present owners, who came in possession and established Lowell. Mr. Tyler built a gristmill just below me on the canal. I think that was all the improvement there was at that time.(2)

Goulding and Knowles were apparently doing a good business until the peace of 1815 put an end to their operations by letting in cheap foreign goods. They then put in machinery for making woolen cloth but this effort also failed and the mill and most of the machinery were sold to Thomas Hurd in 1818. Goulding then started a machine shop on the western side of the Pawtucket Canal. This shop was said to have been on the site later occupied by E. B. Patch & Co. (3). [See Research Report on "Whipple's Mills."] Goulding later went from East Chelmsford to Worcester where he settled until his death. While there he made many improvements in machinery for cotton and wool manufacturing and won a reputation as an inventor.

After the sale of the mill and water privileges to Thomas Hurd by Whiting and Fletcher during the winter of 1818, Goulding's partner, Jonathan Knowles, retained or bought certain parts of the machinery previously used in the mill and, having rented the loft in Hale's sawmill on River Meadow Brook, began making cotton batting. According to one source, Knowles was the first entrepreneur to convert the cotton waste, previously thrown into the Merrimack River by the manufacturing companies, into a saleable product. After convincing the Merrimack Company to sell him all their waste at one cent a pound, he apparently enjoyed a monopoly on the cotton batting business for many years. It is also

said that Knowles's wife, at his suggestion, was the first to sew the batting between cotton cloth, thus using the new product to make comforters (4).

On November 3, 1818 Thomas Hurd, gentleman, bought "six acres with the buildings thereon" from Whiting and Fletcher for \$2600.

Also a water privilege in said Concord River appurtenant to and adjoining the aforesaid tract of land being a right to erect and maintain a dam across said river of the height of the dam now standing on the premises and to raise and flow the water in said river as high as it may or can be raised and flowed by a dam of the height aforesaid. (5).

Hurd, who had come to East Chelmsford from Charlestown, and after whom Hurd Street is named, immediately set about repairing the wood frame mill he had purchased from Whiting and Fletcher and fitting it up for a wooden manufactory. The Chelmsford historian, Rev. Wilkes Allen, gives the following account of Hurd's early efforts:

In 1818, they sold the building to Mr. Thomas Hurd, an enterprising gentleman from Charlestown, who repaired and fitted it for a woolen manufactory. Sixteen looms, worked by water, are employed in making satinete; of which about 120 yards per day are manufactured. This estimate includes the colouring, carding and spinning of the wool, weaving and dressing the cloth. It employs of both sexes about twenty persons.

Machinery--16 Looms, worked by water--  
1 Winder of 50 bobbins--1 do. for warping  
8 spindles--Warping apparatus--1  
Columbian spinner of two hundred spindles  
--3 large coppers for dyeing--one for blue,  
of 400 gallons--two smaller for other colours--3 double carding machines, &c. &c. (6)

On August of 1821, Hurd purchased more land from Whiting and Fletcher on which he erected a second mill, this one brick (7). This second mill site was slightly down river from his first one and was powered by a canal which he dug off the Concord River just above the dam. This canal described a broad westward arc before flowing back into the river. [See Figs. 1-5.]



The new brick mill was three stories high with a clerestoried gable roof. It stood, in enlarged form, until 1862 when it was demolished and a much larger mill was erected in the same location by the Middlesex Company, owner of the former Hurd property after 1828 (8).

In August 1822, Hurd acquired additional water power rights from Nathan P. Ames and John F. Fisher, blacksmiths who had a forging mill up river from him on the site at Massic Falls which was later occupied by Richmond's paper mills. [See Research Report on Richmond's Mills.] From Ames and Fisher, Hurd acquired for \$500 the right:

...to raise and keep up by means of flash boards from 1 June to 1 December his mill dam running from his factory across Concord River one foot higher than the same now is or erect and maintain a new dam across said river for the same purpose. (9)

An incident between Hurd and the Merrimack Manufacturing Company in 1822 shows him to have been a shrewd businessman, despite his later failure. He learned of Merrimack's plan to buy up land around Pawtucket Falls [Some reports say he overheard a conversation on the subject while in Boston.] and hastened to purchase the Bowers sawmill with water rights near Pawtucket Bridge, along with a large amount of land. Thus Hurd, by putting his mill in operation first, forced Merrimack to buy him out in order to prevent any interference with their control of the Falls. Merrimack Company records show that at a meeting on July 29, 1822, the directors received a proposal from Hurd in reference to a sale of land at the Falls. On August 17, 1822, the Hurd holdings were bought by the company. (10).

Then, according to one source:

The building was taken down and conveyed piecemeal to the scene of his operations on the Concord River. The water-wheel was floated down the Merrimack, towed up the Concord and put to service at the same point. The foundations at Pawtucket Falls were discernible, until within a few years [of 1904], from the southern side of the Merrimack River (11).

In 1822 Hurd was making about 200 yards of satinete a day,



whereas by 1826 his mills were turning out about 400 yards of satinet and 100 yards of cassimere each day. These products were made from raw wool which was washed, dyed, dressed, and prepared on the same premises. About 100 hands were employed by the later date (12). In June of 1826, however, Hurd's wooden mill burned. It was the first fire in the town of Lowell after its incorporation on March 1, 1826. The breast wheel which powered the 1813 mill was put in motion during the fire, however, and saved to be used again in a larger brick mill which Hurd soon erected on the site. While the rebuilding proceeded, he leased the mill which Goulding had constructed for himself on the western side of the Pawtucket Canal. Starting in 1835, when Hurd's 1826 brick mill was owned by the Middlesex Company and Hurd's machinery had been removed from it, it was occupied by Artemis L. Brooks, who ran a planing mill, and William Fiske, a master carpenter, and others in the woodworking business. Brooks and Fiske also added a saw mill. Finally, in 1846, all the occupants departed for new buildings at Mechanics Mills (Fletcher and Dutton Streets) and the 1826 mill was taken down and moved up river to Whipple's Mills. In its place the Middlesex Company then erected their Mill No. 3. Many years later, in 1883, the old breast wheel which had powered Hurd's Mill was unearthed in the Middlesex yard near Mill No. 3 (13).

To return to 1826, however, we find Hurd carrying out plans to expand his business. At the same time as he was rebuilding his first mill he sought to increase the water power supplied to his mills by digging a second, rather extensive, canal.

It commenced at the termination of the Hamilton Canal, at the entrance-gate of the Hamilton Print Works, and running under Jackson and Central Streets by an aqueduct constructed of wood, it came to the surface in the rear of the buildings upon the east side of Central Street, about midway between Hurd and William Streets, and was continued in a direct line between earth embankments to George Street (No. 21), where it dipped, and going under the street, it continued by a sharp decline of fifteen feet or more, going under Warren Street, into the canal (No. 16). The contract for the use of this water was dated June 23, 1826, wherein

the Locks and Canals stipulated to sell to Thomas Hurd twenty-five cubic feet of water per second, under a head of thirty feet, for the consideration of an annual rent of thirty-two ounces and twenty grains of gold, Troy weight, or four hundred and sixty-eight ounces, Troy weight, of silver. Water to be taken at the end of a feeding canal on a level with the Swamp Locks, being the end of the Hamilton Canal. [The numbers refer to plan in Fig. 2.] (14).

The agreement whereby Hurd purchased this one mill power of water rights from the Proprietor of Locks and Canals reads in part:

... he [Hurd] has agreed to purchase... a right to draw a quantity of water from that water course or canal of theirs [the Proprietors] at Lowell known as the Swamp Lock Canal or feeding canal to be used on said Hurd's lands as a mill power by him... for which a perpetual annual rent is to be paid said Proprietors... 25 cubic feet of water per second... (15)

The aboveground portion of this 1826 canal, Hurd's earlier (circa 1821) canal which was taken off the Concord River, and both of his mills are shown on the 1833 "Plan of the Factories, Houses, &c. Belonging to the Middlesex Company" [Fig. 4] (16).

Hurd continued to purchase (and sell) land and water rights, including lots on the Tewksbury (eastern) side of the Concord River, with the idea of controlling the water power at that point. In 1828, however, he went bankrupt. The year before on May 8, 1827, he had mortgaged "37 acres with all the buildings thereon and the water powers and privileges ... and all the machinery for the purpose of manufacturing cotton and wool now in use on said premises" to William Lawrence, W. W. Stone, and Samuel Lawrence, all later incorporators of the Middlesex Company, for \$55,000. Thus it happened that by August 9, 1830, the Middlesex Company had possession of much of the real estate, buildings, and machinery formerly belonging to Thomas Hurd, manufacturer (17). Ironically, Hurd was one of the incorporators of the Lowell Bank in 1828 along with Phineas Whiting, Kirk Boott and Paul Moody, among others, and was serving on its first board in 1828 when he went bankrupt (18).



Millyard Development: 1830s

The Middlesex Company, formed by Samuel Lawrence and William W. Stone and others, was incorporated "for the purposes of manufacturing cotton and woolen goods at Lowell" on June 5, 1830. The act of incorporation allowed the company to "hold such real estate, not exceeding in value the sum of \$250,000, and such personal estate, not exceeding in value \$250,000, as may be suitable and convenient for carrying on the manufactures aforesaid" (19). The company, in fact, produced only wool products for the duration of its existence.

Although the Middlesex Company's acquisition of real estate in Lowell was extensive, both before and after their incorporation, the site on which they established a millyard was limited to about seven and one-half acres at the junction of the Pawtucket Canal and the Concord River, with Warren Street as its southwesterly boundary. From Thomas Hurd the Middlesex incorporators had acquired water rights both on the Concord River and from the system built and run by the Proprietors of Locks and Canals on Merrimack River. The latter they augmented with further purchases of mill powers during subsequent years of operation. Middlesex was thus running its mills on power from three different sources: steam engines once they were installed, and water from both the Merrimack River and the Concord River.

The Lowell Directory for 1832 describes the Middlesex Company as already having two mills in operation:

The Middlesex Manufacturing Company with a capital of 500,000 dollars, have two factories; one of wood, both four stories high, in which are 2080 spindles, and 52 looms, employ 50 males and 100 females; consume 150,000 lbs. wool and manufacture 100,000 yards of cassimere, at an average value of \$1.75, and 100,000 yards cassinets, at an average value of 75 cts. (20)

At least one of these mills was a former Hurd factory. It is the building labeled "Old Woolen Factory" on a November 1833 "Plan of the Factories, Houses, &c. Belonging to the Middlesex Company" (Fig.4) (21). It served the company, presumably as their No. 2 Mill, until they demolished it and built a new Mill No. 2 on its site in 1862. The wooden mill mentioned in the 1832 directory presents something of a problem. Either the Middlesex Company constructed this



second, wooden mill soon after incorporation (in which case its location is unclear) or the directory is in error and they were in fact using Hurd's first mill, originally wood frame but rebuilt in brick after the 1826 fire. Middlesex could have used this mill until 1835, when the company leased it to various woodworking concerns.

By the time the Lowell Directory for 1833 was published, Middlesex had constructed a third mill:

The Middlesex Manufacturing Company...has likewise erected the past season a large brick factory seven stories high, which will soon be put in operation. (22)

This mill is also shown, labeled "Woolen Factory," on the plan which was drawn in 1833 by Uriah A. Boyden for the Proprietors of Locks and Canals (Fig. 4). Unlike the "Old Woolen Factory," this structure of circa 1831-32 depended for power on water privileges purchased from the Proprietors of Locks and Canals. It appears as well on Benjamin Mather's Plan of Lowell made in 1832 (Fig. 3), as does the Dye House adjacent to it.

We know from the Lowell Directory of 1834 that the new mill constructed by the Middlesex Company was 158 feet long and 46 feet wide. It is the Mill No. 1 ("Old Mill") shown on a 1913 insurance survey of the Middlesex yard (Fig. 11). It can also be seen in a photograph published in Lowell Illustrated in 1884 (Fig. 10) and on undated stereograph cards (Fig. 9). Mill No. 1 alone in 1833-34 contained 2,880 spindles, 64 cassimere looms and 40 looms for broadcloth. Employed in the new mill were 70 men and 175 women. Three hundred thousand pounds of wool a year were being used to produce 210,000 yards of cassimere and 75,000 yards of broadcloth. The two earlier mills were being "repaired" when the third was first put into operation (23).

According to the insurance survey made of the Middlesex Canal in 1913, Mill No. 1 ("Old Mill") was built in 1830; as were No. 4 "River Mill"; No. 11 "Felt Factory" No. 12 "Watch House"; No. 13 "Paper Tube Factory"; and No. 14 "Office". This appears to be inaccurate, however, judging from a comparison between the earlier plans cited above (Figs. 3, 4 & 5) and that drawn in 1913. The "Plan of the Factories, Houses, &c. Belonging to the Middlesex Company" in 1833, for instance, shows the two former Hurd factories, built in 1821 and 1826 respectively, the two Hurd canals dug in 1821 and 1826, the Middlesex Mill No. 1 of 1831-32 and the Middlesex Dye House.

Shown also are two small structures, one on each side of what was most likely the yard entrance, as well as a third near the midpoint of the earlier canal.

Millyard Development: 1840s

In 1844 Middlesex had two mills and two dye houses in operation. The mills were Mill No. 1 and the former Hurd mill constructed in 1821 and enlarged by Middlesex. Two hundred and fifty men and 550 women were employed and the company's equipment included 7,200 spindles, 37 broad-cloth looms and 122 cassimere looms.

No. 3 Mill was constructed by the Middlesex Company in 1846, on the site of Hurd's brick mill which he in turn had constructed in 1826 on the site of Whiting and Fletcher's frame mill of 1813. (See p. 1 and Fig 12.) The 1913 survey dates this mill to 1865 which is incorrect. Neither the style of the building nor the statistical evidence for 1865 support such a date, whereas the statistical evidence for 1846 strongly suggests the addition of a mill at that time. Finally, in a letter written many years later, O. H. Perry, twice agent for the Middlesex Company, states that "No. 3 Mill" was built in 1846" (24). Perhaps No. 3 underwent interior reconstruction in 1865 which would have upgraded it for insurance purposes and therefore might explain the later date.

By 1848 Mill No. 4 ("River Mill") had been built (Fig. 12) and put into operation along with a third dye house. The Handbook for the Visiter [sic] to Lowell, published in 1848, gives the following information on the Middlesex Company:

The Middlesex Manufacturing Company, incorporated in 1830, with a capital of originally \$500,000, now extended to \$1,000,000, has in operation, 16,000 spindles; they manufacture annually 1,000,000 yards of cassimere and 120,000 yards of broadcloth. They have four mills, one of which is driven by the waters of the Concord, and large and extensive dye, dry, sorting and storing houses. Steam has been introduced for boiling and drying, and before being used for this purpose is passed through steam engines, as at the Merrimack print and Lowell carpet works. They own beside, a small carpet mill, producing about 100,000 yards per annum. The falls of the Concord at this place have long been used for manufacturing purposes. (25)



Additional information about Middlesex as of January 1, 1848 is provided by Kenngott:

The Middlesex Company make use annually of 6,000,000 teasles, 1,716,000 lbs. fine wool, 30,000 lbs. Glue, \$60,000 worth Dye Stuffs, and \$17,000 worth of Soap. They also own the Wamesit Carpet Mill, on the Concord River...producing 91,000 yards Ingrain Carpeting annually. (25A)

A statement by Samuel Lawrence, the company treasurer, sheds further light on the goods produced by the Middlesex Company.

The shawl manufacture by the Middlesex Company was commenced in 1847. Up to that time the fringes were twisted by hand, and the success depended on it being done by machinery. At that time Mr. Milton D. Whipple was in the employment of the company, perfecting a felting machine, and he was employed to produce a twisting machine for fringes, in which he succeeded perfectly and thus gave this branch of the industry to this country. (26)

By 1849 the Middlesex Company spindles numbered 16,340 and there were 45 broadcloth and 375 cassimere looms, all operated by 820 men and 930 women. The production of cassimere and broadcloth doubled between 1844 and 1849 to 18,957 yards of cassimere and 2,334 yards of broadcloth turned out each week (27). Thus by 1850 the Middlesex yard had assumed the basic configuration which it maintained throughout the remainder of its history [See Sidney & Neff's Plan of Lowell, 1850.]. Also by 1850 the canal which Thomas Hurd constructed in 1821 had been covered over, although Middlesex continued to draw water power from it as long as their No. 2 Mill and the other buildings on the canal were used for manufacturing purposes. It would be interesting to know how much evidence of this early canal still lies beneath the present parking lot. Likewise, there may be traces of the canal constructed in 1826 to bring Hamilton Canal water into the Middlesex yard.

The Middlesex Company, unlike the other large manufacturing companies in Lowell, appears never to have built long brick boardinghouse blocks in which to house their operatives. Miscellaneous brick and frame dwellings served that function instead, all on the opposite side of Warren Street from the millyard..



Corporate Reorganization: 1850s

By 1858 the Middlesex Manufacturing Company was in grave financial trouble due to gross mismanagement by its officers. In 1868 Cowley wrote:

The mismanagement of the Middlesex Company's affairs during many years was astonishing. The entire capital of the Company was lost through the mistakes and irregularities of Samuel Lawrence, William W. Stone and their associates. (28)

Lawrence, brother of Amos and Abbott Lawrence, was not only an incorporator of the company but also its treasurer from 1840 until 1857, and its agent from 1846 to 1848. After being forced to leave the company in 1857 he went to New York and continued in the wool business there. Dr. J. C. Ayer, in his Usages and Abuses in the Management of our Manufacturing Corporations, published in 1863, gave a scathing account of the situation at Middlesex:

By the failure of the Middlesex, in Lowell, and Bay State Mills, in Lawrence, something over \$2,000,000 were sunk from the retired capital of our community. The stockholders, some of whom were ruined by the disaster to these Corporations, well remember the system by which their mismanagement was sustained. At the annual meetings of the owners for the election of officers, which were called in rooms too small to admit more than one quarter of them, the immediate friends of the selling agents, Lawrence, Stone & Co., had early possession of the premises. Those who could gain admission after them, had but little chance to influence or interfere with the voting. The ticket to be carried was found ready prepared, and the appliances were ample to secure, at all hazards, the re-election of the old officers, who, as they did not depend on the owners of the property for their election, so they did not owe allegiance to them or their interests in the management of that property. Men in Lowell, Lawrence, and elsewhere, who had invested the earnings of their whole lives in these institutions, could not prevent the dissipation of their means, even had they fully known the extent of the abuses which were in operation.

By the wanton extravagance of the men who had monopolized their capital, dependent families, widows, and old men incapable of labor have been stripped of the reliance of their old age.

The fact that they could expend \$89,000 of the Company's money in a manner and for a purpose never explained, except by the unrefuted charge that it was used to bribe Congress, without any consent or even knowledge of the stockholders, of itself, shows the impunity with which they could squander and the baseness of the purposes to which they could appropriate the capital in their charge. Wild schemes and sumptuous living in this case, as in others not unlike it now, consumed the proceeds of the industry of multitudes of men. Mr. Samuel Lawrence, of Lawrence, Stone & Co., the selling agents, was the Treasurer of both Corporations. His bond of \$25,000 to each Company, forfeited by default, although signed by Abbott Lawrence, was never paid. The Corporations, after their failure, being continued in the control of his friends, it was never enforced. Thus the constant pretense that the Company's interests were safe because secured by a wealthy man, ended in pretense only. It is supposed by inexperienced stockholders, that the wealth and great pretensions to character and standing in the community of their officers, give them ground of security for the fair, honorable, and judicious, management of the interests entrusted to them. But this is a delusion. These men have generally been chosen by the appliances herein shown, and are sustained by the same, for purposes which do not look to the public benefit, and which will not bear the scrutiny of day-light. If it be fair to judge of men's characters by their acts, we would ask whether this character, upon which so much has been built, should command the unfaltering confidence of the community? (29)

The Middlesex Manufacturing Company was reorganized in 1858 with new managers and new subscriptions to stock. Cowley reports five hundred shares with a par value of \$100 each formed the new capital, but more likely the value was \$1,000 each, as the 1861 directory lists the company's capital as \$500,000. This was increased to \$750,000 not long afterwards. Cowley adds the following comment on this sale of Middlesex stock:

Dr. Ayer and Gen. Butler bought largely of this stock, and their investments yielded them splendid

returns. Those who think Gen. Butler's fortune was derived solely from the plunder of Louisiana and Virginia, should look into the Company's books and learn their mistake. (30)

The Middlesex Company also adopted a new method of selling their products. Previously this company, like the other Lowell manufacturing companies, had sold their goods through commission houses in Boston and New York (i.e. selling agents), whose payment was based on the gross amount of sales rather than on profits. At the urging of stockholders during the reorganization, Middlesex started to make their sales through their treasurer, whose compensation depended mainly on the company's profits. Thus the selling process was for a period kept directly under company control, as the interests of the treasurer were identical with those of his firm (31). Later the company employed a selling agent with a fixed salary who was also personally interested in augmenting sales and therefore increasing income. In 1884, for instance, M. R. Wendell was both a member of the Middlesex Company board of directors and a member of the firm of Wendell Fay and Company, selling agents for Middlesex (32).



Millyard Development: 1860-1900

The physical development of the Middlesex yard began again with renewed vigor during the early 1860s after a lapse during the 1850s. In 1862 the mill constructed by Hurd in 1821 (the "old Woollen Factory"), and acquired by Middlesex nine years later, was demolished. In its place the company constructed their Mill No. 2. The same year saw the erection of Building No. 7 (including a boiler house) and No. 8.

By 1868 the millyard operations had expanded to the east banks of the Concord. Middlesex maintained buildings on the island at the east end of the company's dam into the twentieth century.

The next major building campaign by Middlesex occurred in 1880 when they erected a new 180 x 55 foot addition to Mill No. 1 on the site of an earlier structure. The new building [Fig. 10] was of brick pier construction which allowed the walls to be opened up into very much larger windows than was possible with load-bearing walls. The windows had narrow granite sills and were segmentally arched. Their much greater size and lighting capacity are evident in the comparison between the Mill No. 1 "Old" and "New" mill buildings afforded by Figure 10. The "Old" No. 1 Mill was of masonry construction with load-bearing walls and accordingly had much smaller windows.

The Middlesex Company apparently did very well after the reorganization in 1858. According to Cowley, writing in 1868, their percentage of profits was greater than that of any other company in Lowell. In 1897 it was reported that the average of the company's dividends had been nearly 12% during the previous twelve years (32). The reorganized Middlesex Company manufactured indigo blue coatings, cassimeres, police, yacht and cadet cloths, ladies sackings and beavers. In 1893, for instance, 20,000 pounds of clean wool were used each week; 400 men and 300 women were employed. At that time the motive power for the company was supplied by two turbines, three breast wheels and three steam engines of 250 horsepower. It is interesting to note that Middlesex was still using breast wheels long after most of the other companies had replaced them entirely with turbines.

Middlesex Manufacturing Company: 1900 to Dissolution

The same slackening of business due to changing circumstances in the marketplace that affected many of the other Lowell companies also had an impact on the Middlesex Company, starting late in the nineteenth century and continuing into the twentieth. Gradually they began to cut back on the number of mills in operation and began to rent out space. Tenants in circa 1910 included the U.S. Bunting Company, (woolen goods); Gilet Carbonizing Company (wool scouring and carbonizing); Merrimack Utilization Company (cotton waste); Lowell Felt Company; and Lowell Paper Tube Company (34). In 1911 or 1912 Middlesex installed machinery for making woolen hosiery in "New" Mill No. 1 in an apparent attempt to diversify and thus remain in the manufacturing business. The company's directory listing therefore changed in 1912 from "woolen goods, as it had been previously, to "woolen hosiery." In 1913, however, the company directors, with the approval of the stockholders, leased Mill Number 1 with Wing Number 1, together with the adjacent yards and premises and with "the machines and equipment used for the manufacture of hosiery, now situated on the premises..." to Ipswich Mills, a Boston-based company. The lease was to run five years at a yearly rental of \$30,500 per year (not including power and heat) and contained an option to buy as well as a provision whereby the lessee could rent additional space, which Ipswich did (35). In 1918 a new five-year lease was agreed to by the two parties and included "Old" Mill No. 1.

Meanwhile, Middlesex appears to have continued some manufacturing on a small scale in Mill No. 3. However, the Middlesex Company was listed as "woolen goods mfrs." for the last time in the Lowell Directory for 1918. Henceforth only the company name was listed and although the corporation continued to exist, its interests were limited to renting and selling off space in its former woolen manufacturing plant. In 1920 Ipswich Mills purchased the machinery and real estate which they had been leasing from Middlesex (36). Ipswich acquired as well five mill powers which the Proprietors of Locks and Canals had sold to Middlesex when the Locks and Canals Company was reorganized in 1853 (37). In 1928 Ipswich Mills went into receivership, however, and the Boston company's mortgage was assigned to Middlesex to whom the property reverted in December of that year.

In 1946 the stockholders of the Middlesex Company voted that "all remaining real estate of the corporation shall be sold in accordance with the action taken by the Board of Directors," following which steps were taken to liquidate and dissolve the company (38). In 1956 all the remaining buildings in the old Middlesex Manufacturing millyard were demolished and the site reduced to a parking lot. The roads into the lot retain the alignment they had in the millyard. Perhaps beneath the paved surface lies evidence of Thomas Hurd's canal constructed in 1821 and used by the Middlesex Company throughout the nineteenth century.

#### Archeological Comment

The Middlesex Company was the only complex in Lowell to utilize two sources of water power--the Pawtucket Canal and the Concord River. The site is presently a paved parking lot. Many features indicative of the historic land use are visible. These include elements of the hydropower system utilized by the various occupants, building walls, and millyard roadways. In addition, the surface of the parking lot has numerous depressions which likely are indicators of subsurface depressions associated with turbine pits and power canal remnants.

On the Concord River side of the property are the remains of the dams and other elements of this portion of the power system. The dam structures incorporate islands in the Concord River. Visible are portions of a twentieth century dam and segments of a nineteenth century-type timber dam. Waste ways, spillways, intake gate openings, and metal intake gate machinery are in place.

No surface indications of the Pawtucket Canal power intakes are visible. However, tailrace openings at both ends of the property indicate the dual power source noted in the documentary evidence.

The building remains on the south side of the parking lot appear to represent the stone houses and repair shops shown in the 1920 plan of the millyard. The degree to which they incorporate or stand on earlier structures associated with this property is not possible to determine from the available evidence.



As noted in the documentary evidence, this property has hosted industrial activity since the early nineteenth century. Owing to the massive construction on the site by the Middlesex Company, it is likely that only disturbed and vague remains of early mills exist, with the exception of the ca. 1820 power canal constructed by Hurd. This canal was incorporated into the Middlesex works and used for some time. Although it was covered over and perhaps modified, it probably remains beneath the parking lot.

This site has a high potential for yielding remains of several periods of industrial development in Lowell. These include the ca. 1820 canal--one of the first power canals in the city, possible remnants of early structures, the later power systems from the Concord River and the Pawtucket Canal, and substantial remains of the Middlesex Company. The dams and associated features in situ on the Concord River are unique and significant cultural resources. The fact that this property developed based on the two available hydropower systems in Lowell makes it a site which can reveal information about both the adaptation of the Concord River throughout Lowell and the use of the Pawtucket Canal on this property.

#2389  
Copy of L&C Document #314  
May 28, 1928.

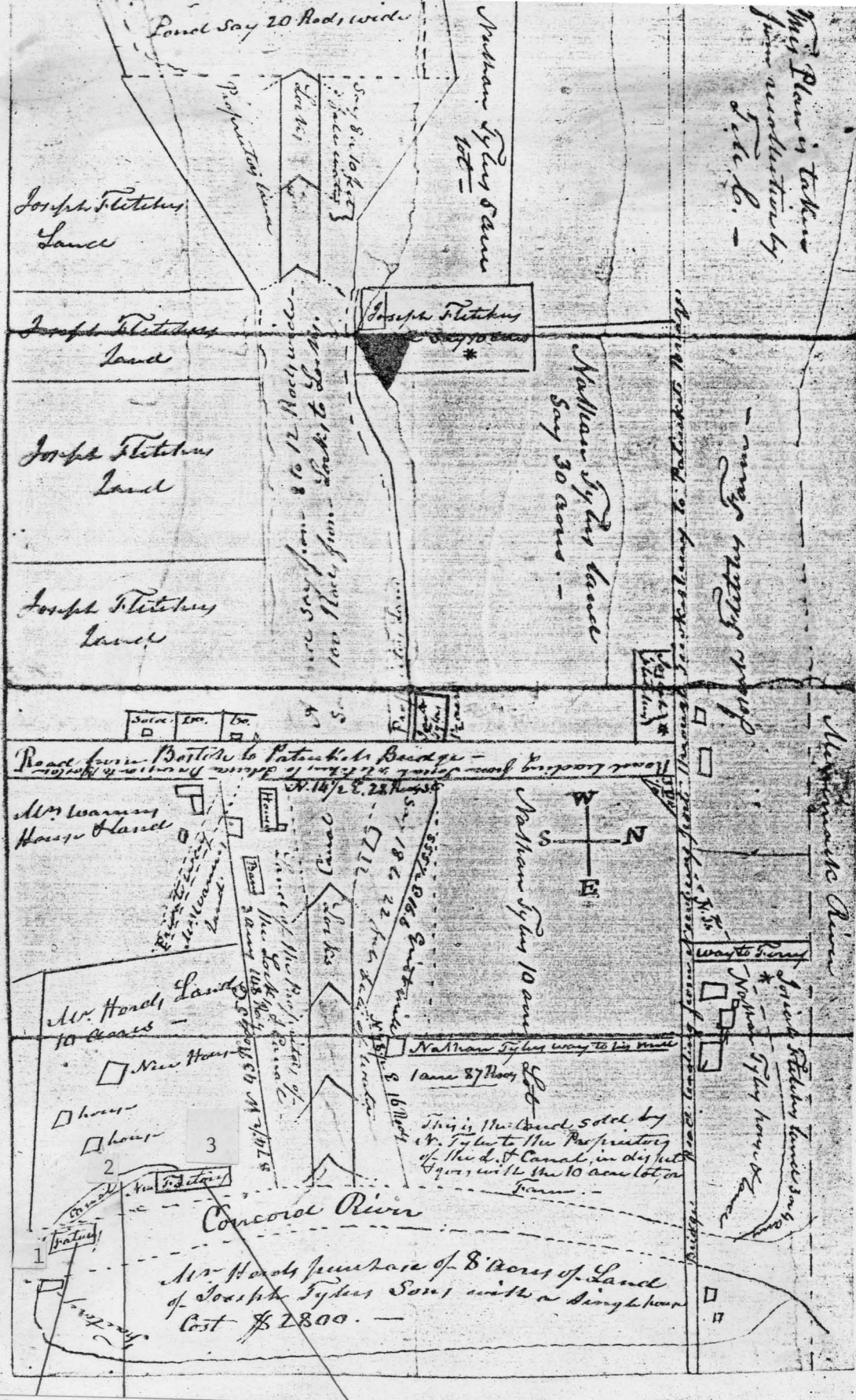


Figure 1a  
Sketch map of land along the Pawtucket Canal from Swamp Locks (top) to Lower Locks (bottom), ca. 1821. Hurd's factories and canal are shown at lower left. #1 indicates Whiting and Fletcher's mill of 1813, #2 points out Hurd's canal, and #3 indicates Hurd's "New Factory" of ca. 1821. University of Lowell Library, Special Collections, Locks and Canals photo.



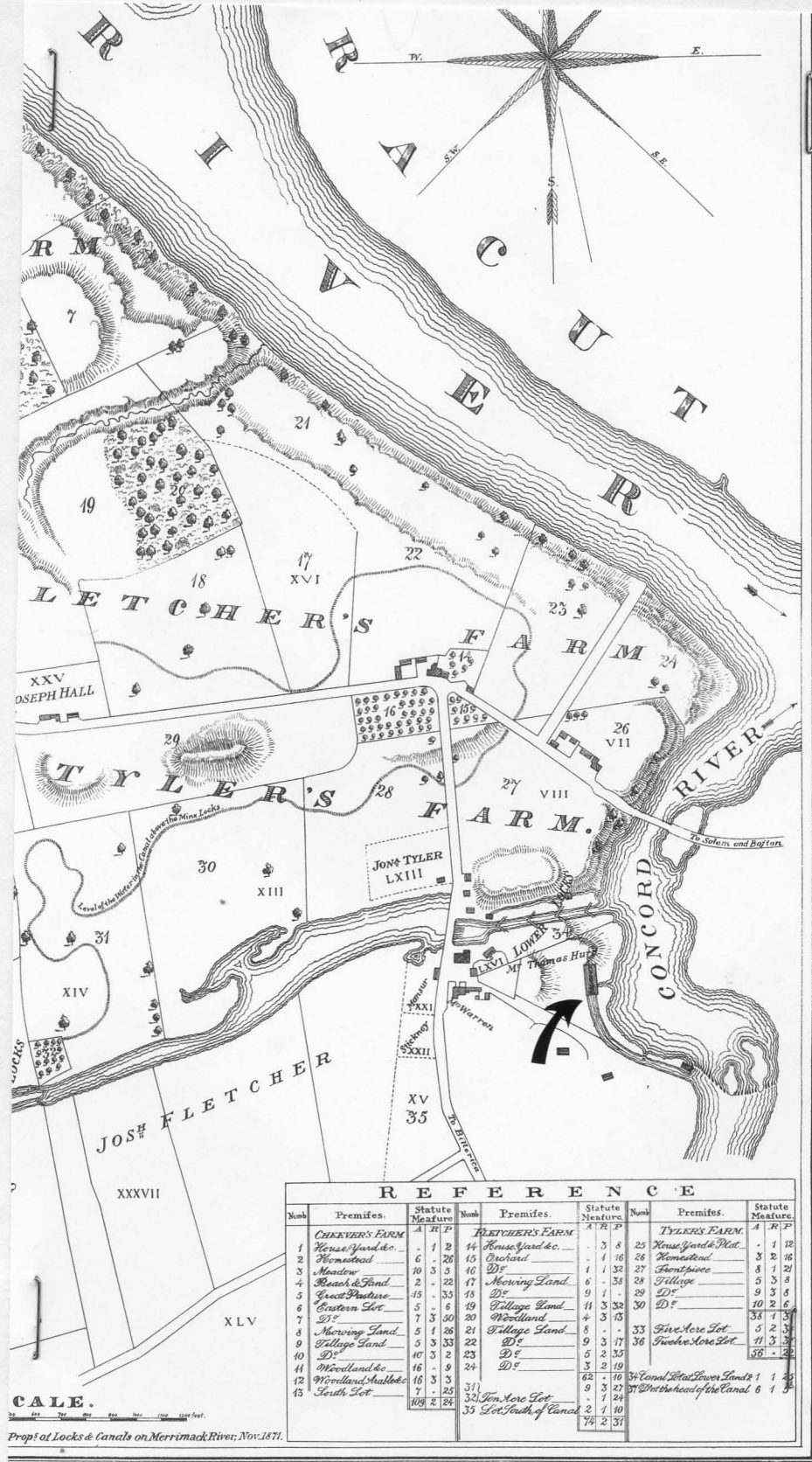


Figure 1b

Detail of Hale's 1821 "Plan of Farms...at Patucket," showing Hurd's canal and factories.



Figure 2a

Map accompanying A. B. Wright's article "Lowell in 1826" in *Contributions/Old Residents*, v. III, p. 428. Nos. 12-15 and 18-20 identify features of Hurd's industrial establishment, including his dam (12), 1813 mill (13), canal (16), "New Factory" (15), and penstock from the Hamilton Canal (18).

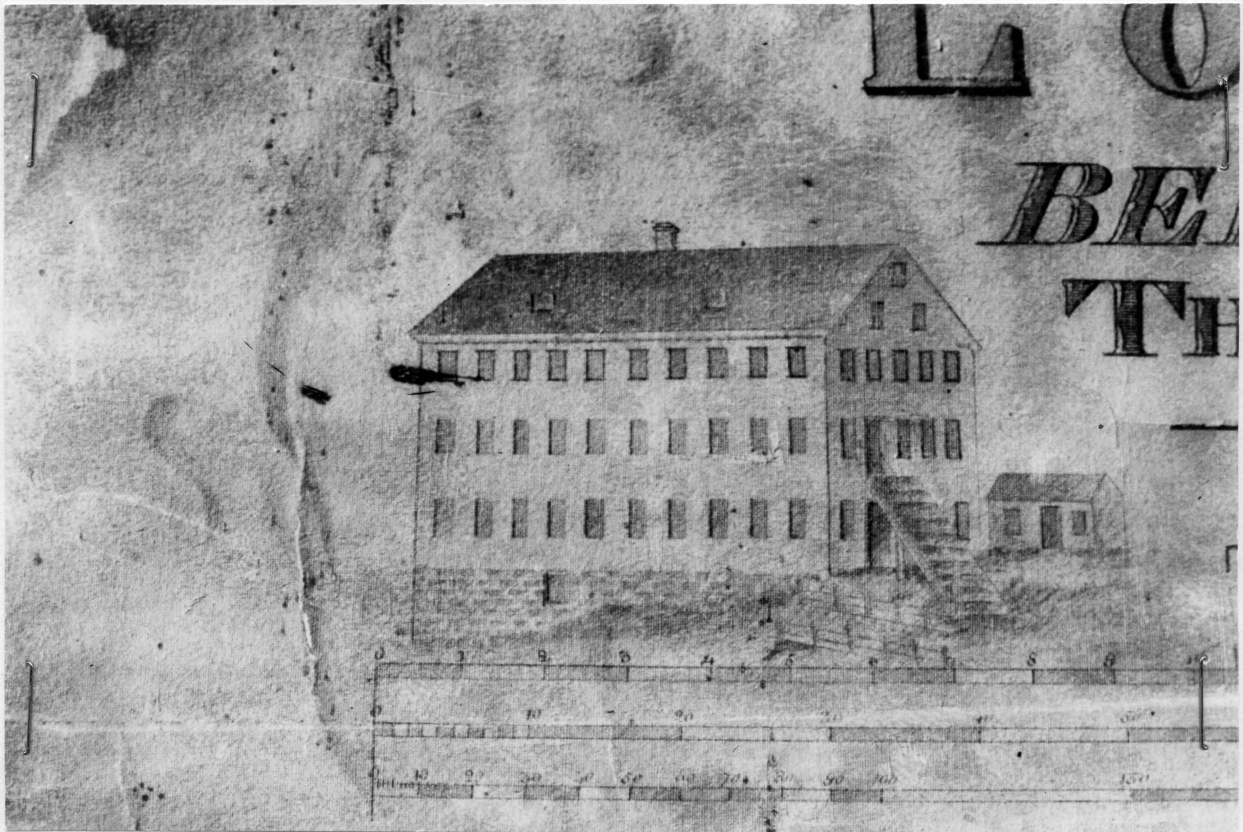
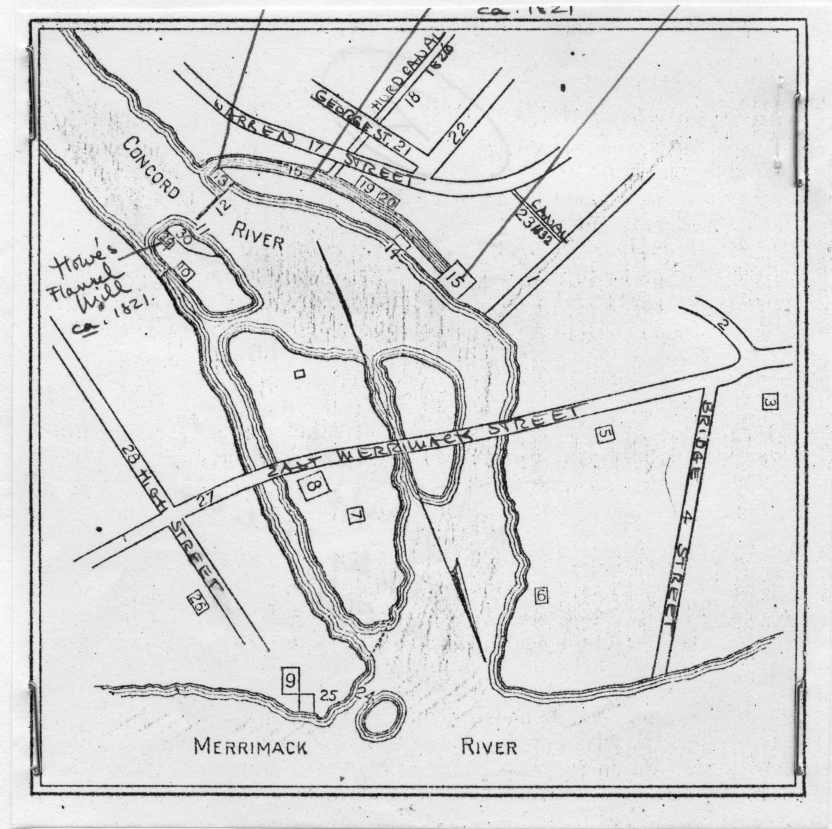


Figure 2b

Sketch of the Whiting and Fletcher mill of 1813, bought by Hurd in 1818. From Hale's 1829 "Plan of Land...Belonging to Thomas Hurd," in *Proprietors of Locks and Canals Archive*. Courtesy of Special Collections, University of Lowell.

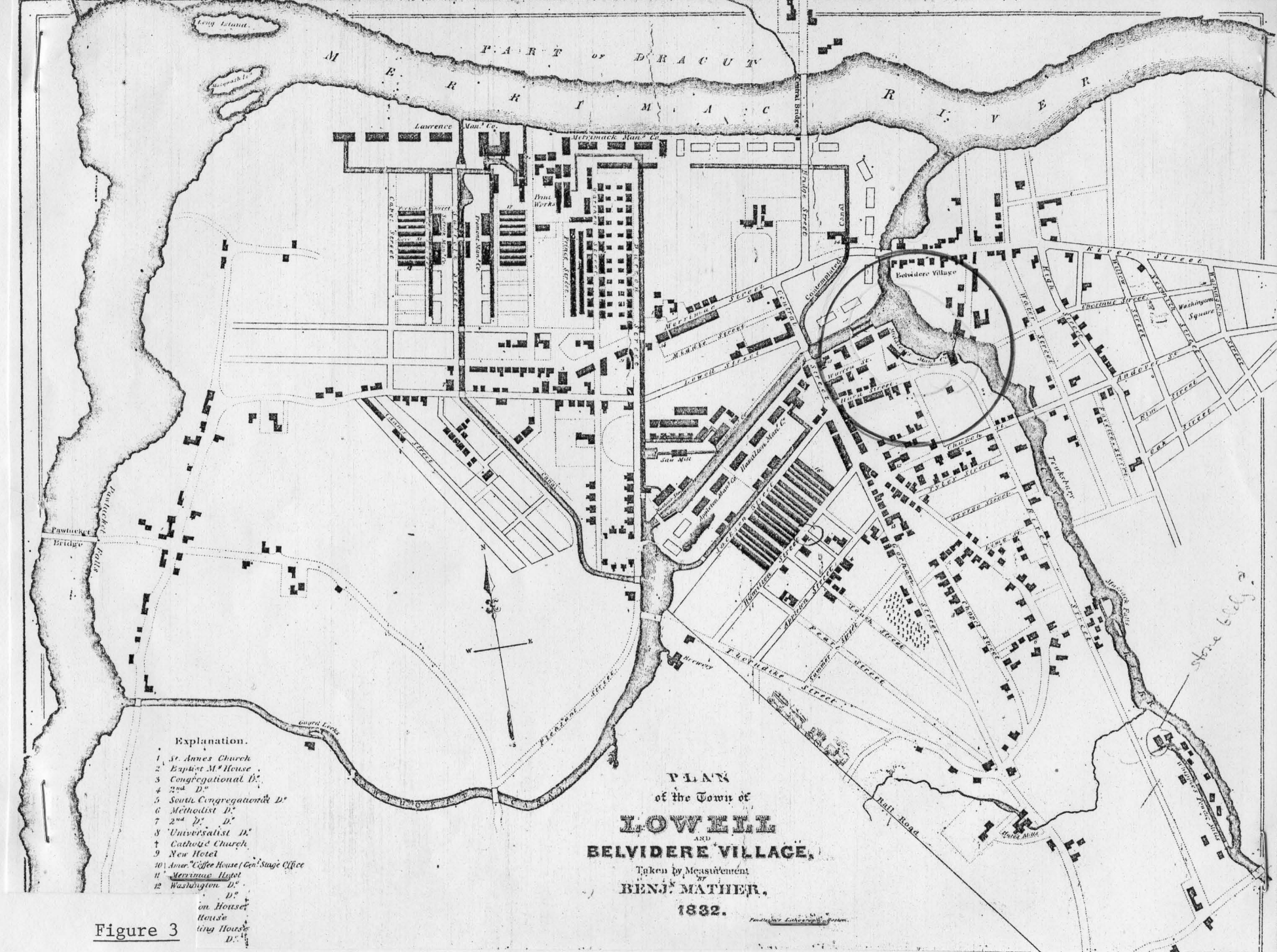


Figure 3

Mather's 1832 "Plan of the Town of Lowell," with the Middlesex Company circled.



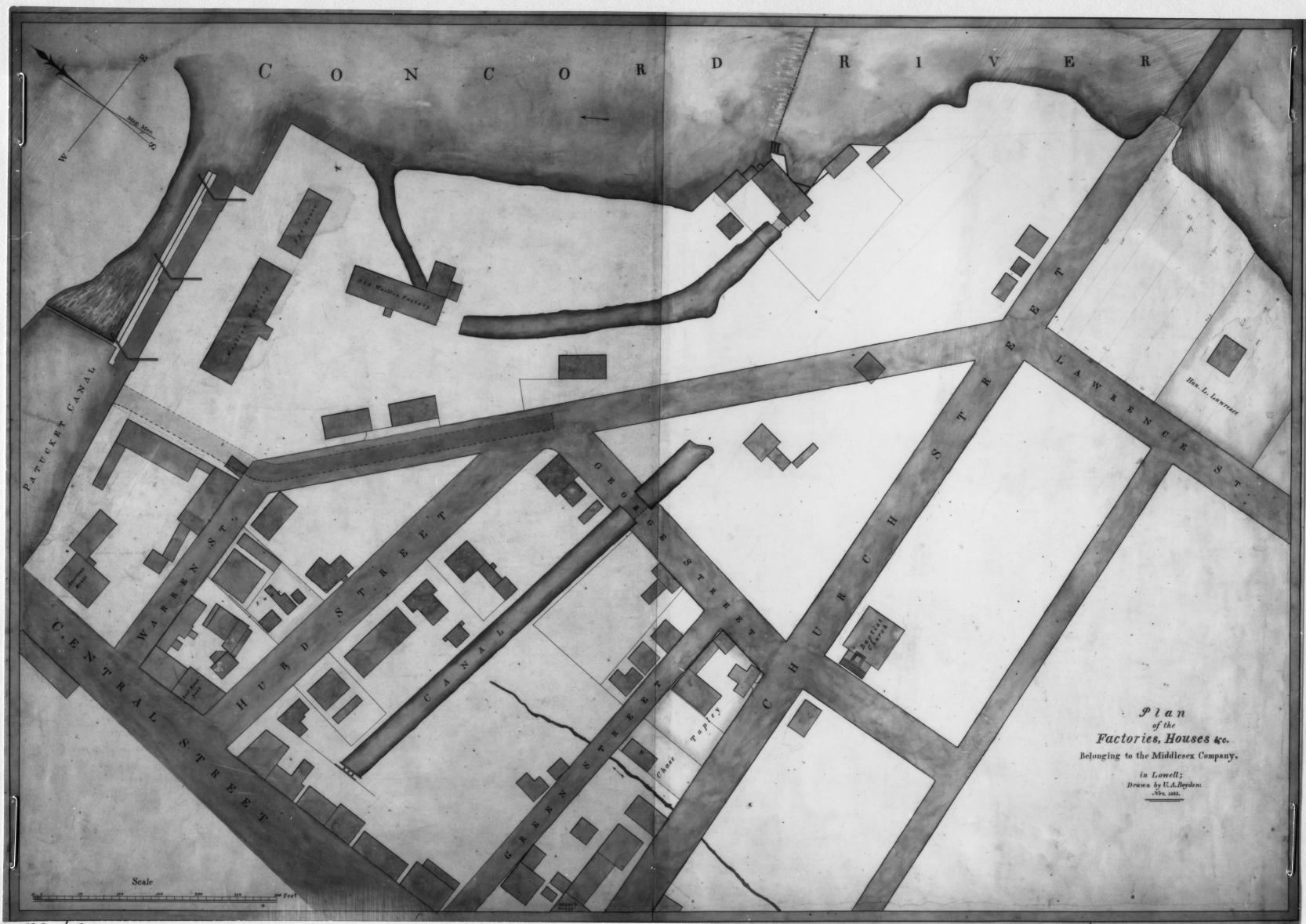


Figure 4a

"Plan of the Factories, Houses &c. Belonging to the Middlesex Company, in Lowell; Drawn by U. A. Boyden: Nov. 1833." The "Canal" near the center of the plan is the aboveground portion of the penstock that supplied Hamilton Canal water to Hurd's canal from 1826 to the mid-1830s. Proprietors of Locks and Canals Archive, Boott Mills. Photo courtesy of HAER. L&C. PLAN #2847



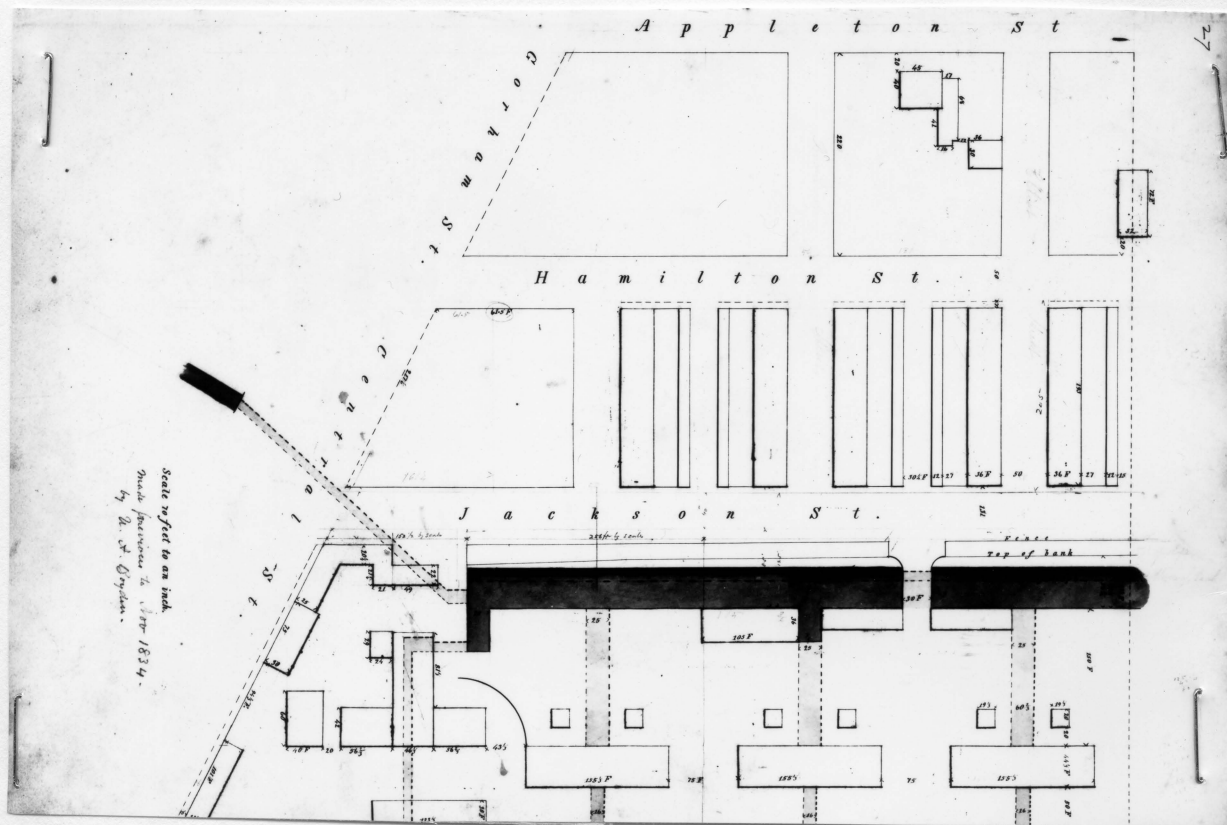


Figure 4b

Plan of part of the Hamilton Canal, showing the penstock extending from the end of that canal under Central Street (left center), toward Hurd's Concord River millyard. Proprietors of Locks and Canals Archive, plan book A, p. 27. Photo courtesy of HAER.

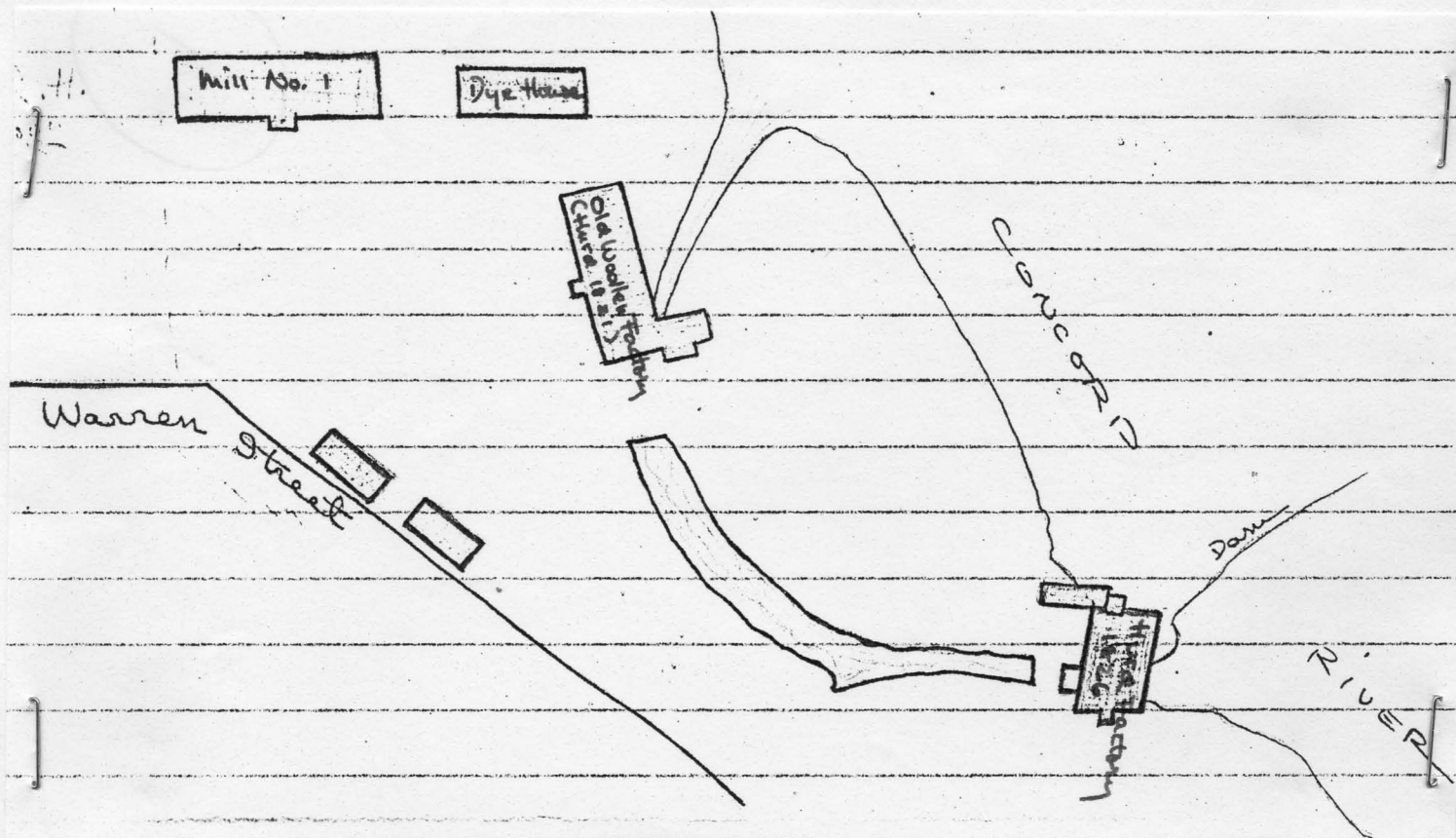


Figure 5

Sketch of the Middlesex Company millyard, based on the Boyden-Anderson "Plan of Lowell Village," 1834-5. Sketch by Anne Booth. Map at Boston Atheneum.



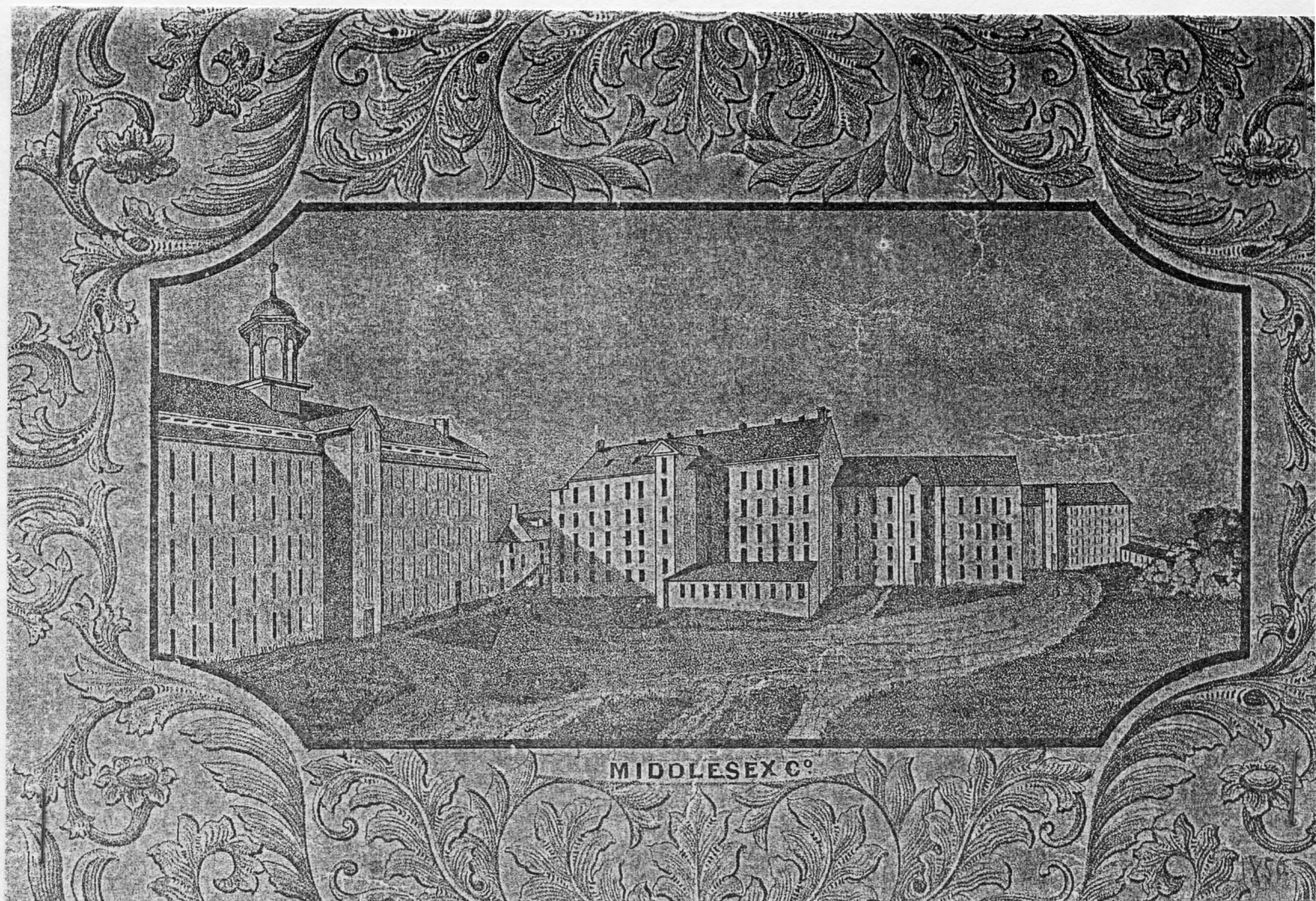


Figure 6

View of the Middlesex Company mills, from the 1850 Sidney and Neff map of Lowell.



**MIDDLESEX COMPANY,**

WARREN STREET.

INCORPORATED, 1830.

**CAPITAL - - - \$750,000.***Richard S. Fay, Treasurer, 69 Federal St., Boston.**Perry & Wendall, Selling Agents, 69 Federal St., Boston.**Oliver H. Perry, Agent.**George Wilkins, Superintendent.**Samuel D. Sargent, Paymaster.*

Spindles, 16,400.

Looms 250 broadcloth, 50 narrow.

Females employed, 320.

Males employed, 427.

Yards made per week, { 13,000-6-4.  
2,000-3-4.  
2,500 Sq. Shawls.

Clean Wool consumed per week, 25,000 lbs.

Kinds of Goods made, { Broadcloths, Doeskins,  
Cassimeres, & Shawls.

Number of Mills run by this Company is four, and one Dye-House.

Pay-day, Friday after the Fourth Saturday in each month.

Figure 7Advertisement for the Middlesex Company, 1866 Lowell Directory, p. 319.

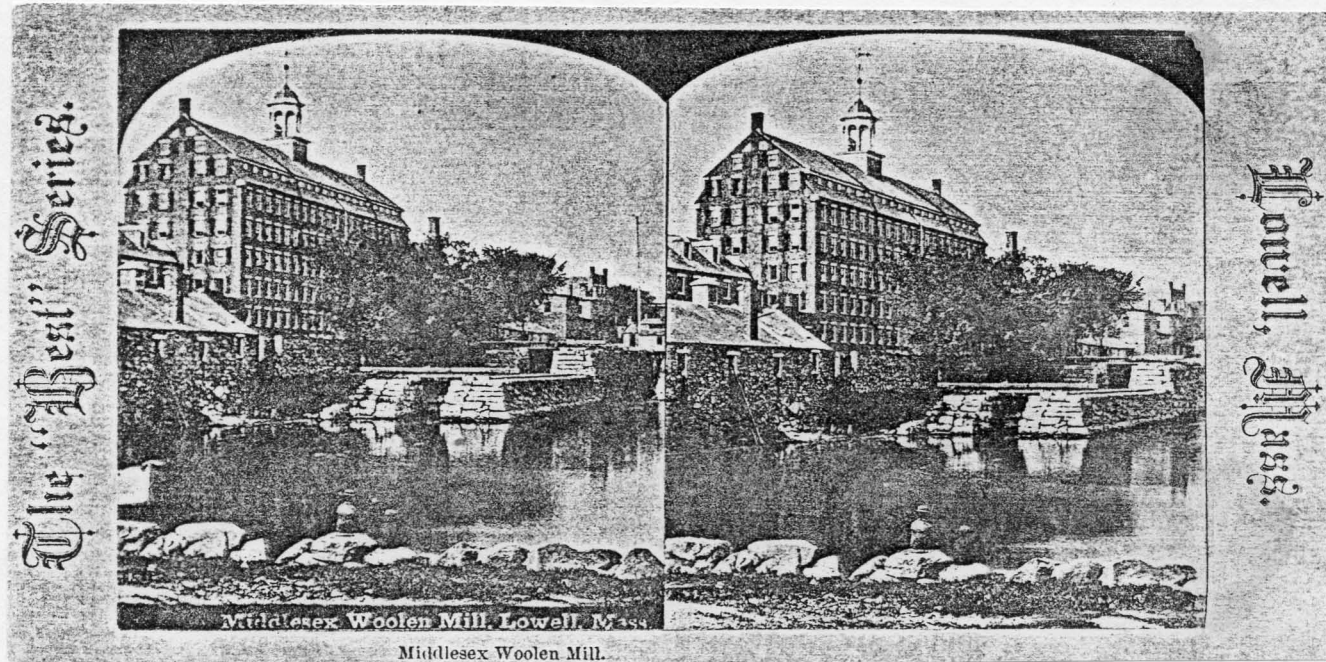


Figure 8

Stereographic view of the "Middlesex Woolen Mill, Lowell, Mass.," showing the 1832 No. 1 Mill beside the Lower Locks of the Pawtucket Canal, before 1880. University of Lowell Library, Special Collections.





Figure 9

Detail of the 1879 atlas of Lowell, showing the Middlesex Company shortly before the construction of "No. 1 New Mill" at the junction of the canal and river.



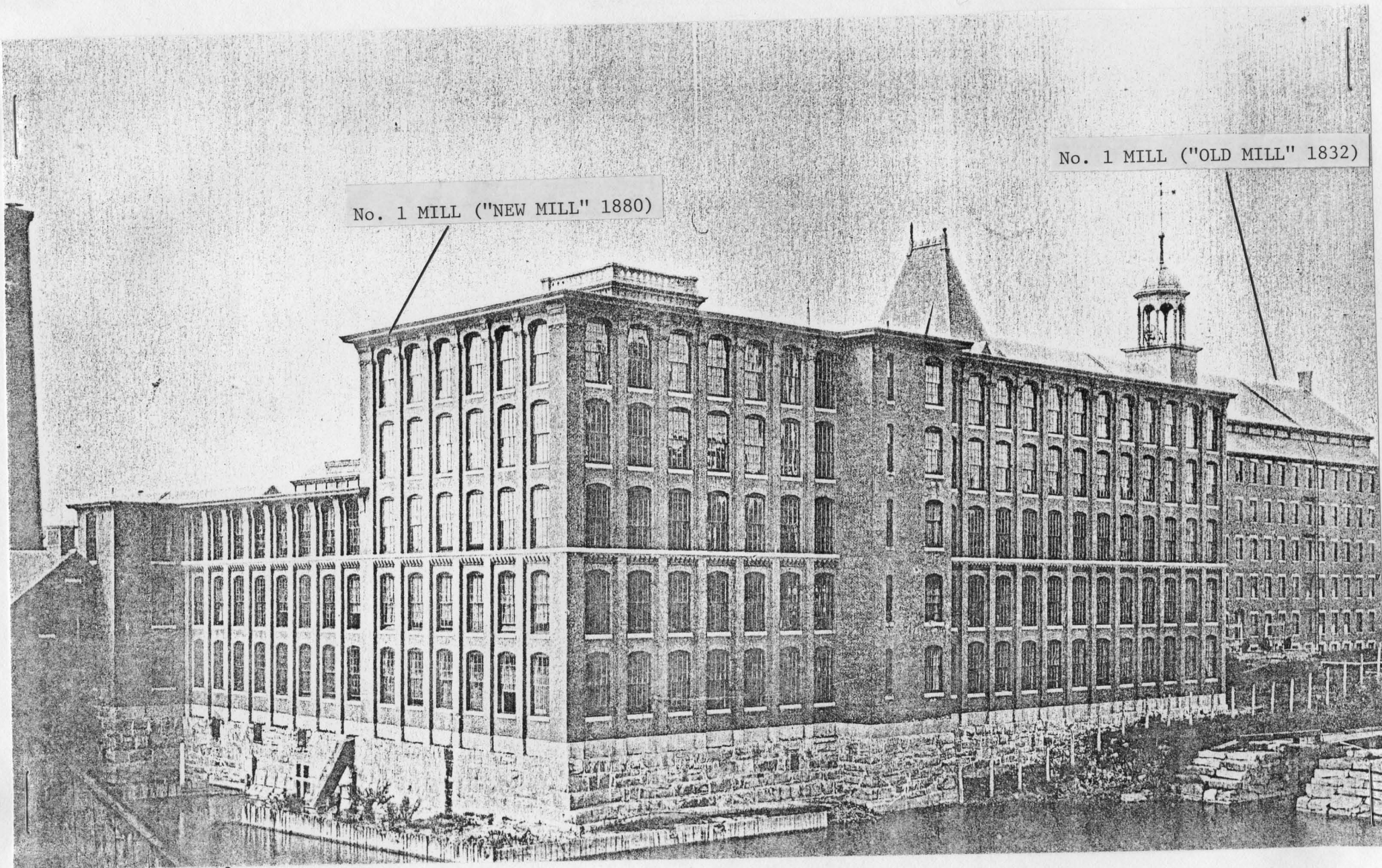
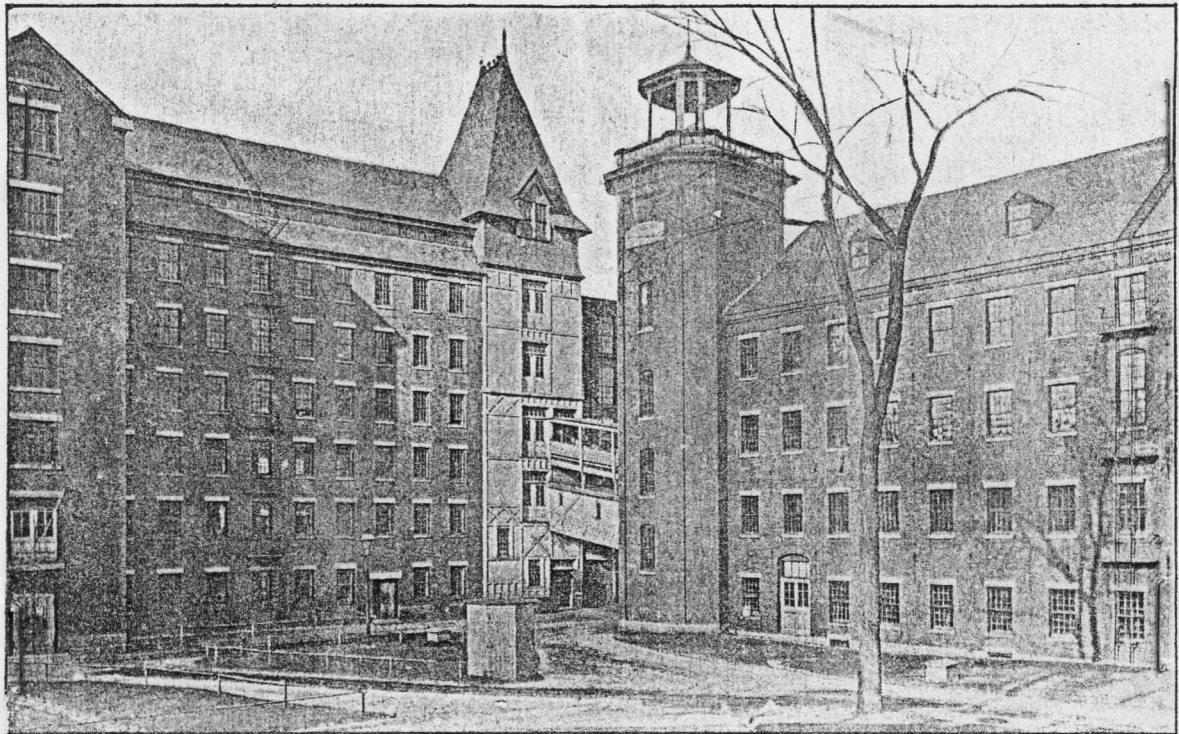


Figure 10

View of the Middlesex mills from the northwest, ca. 1884. The "New Mill" of 1880 dominates the scene. The 1832 "Old Mill" appears at right. University of Lowell Library, Special Collections.



MIDDLESEX MANUFACTURING CO.

Figure 11

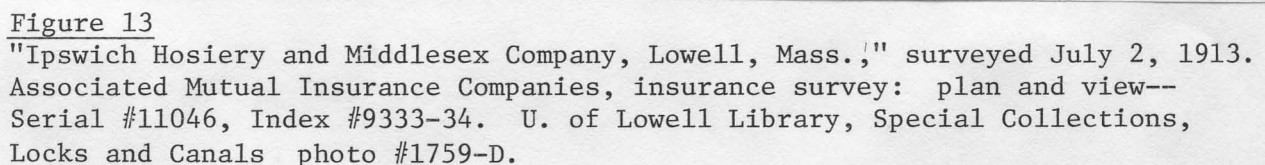
View in the Middlesex millyard, ca. 1902, showing No. 1 "Old Mill" at left, and No. 2 Mill (1865) at right.

Lowell Board of Trade Yearbook, 1902, p. 99.









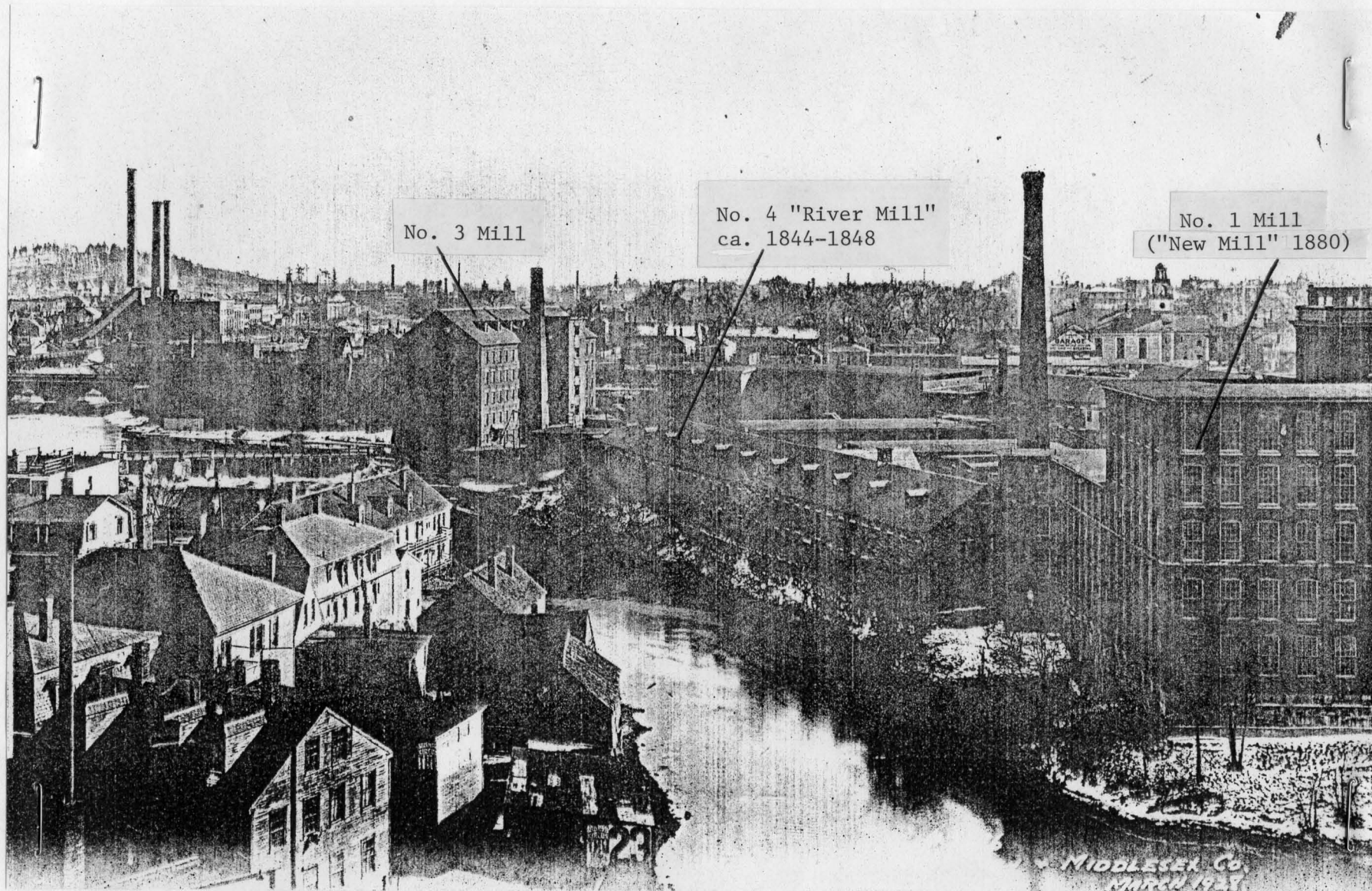


Figure 14a

View from the north of the Middlesex Company millyard, March 1928. U. of Lowell Library, Special Collections, Locks and Canals photo #2376.



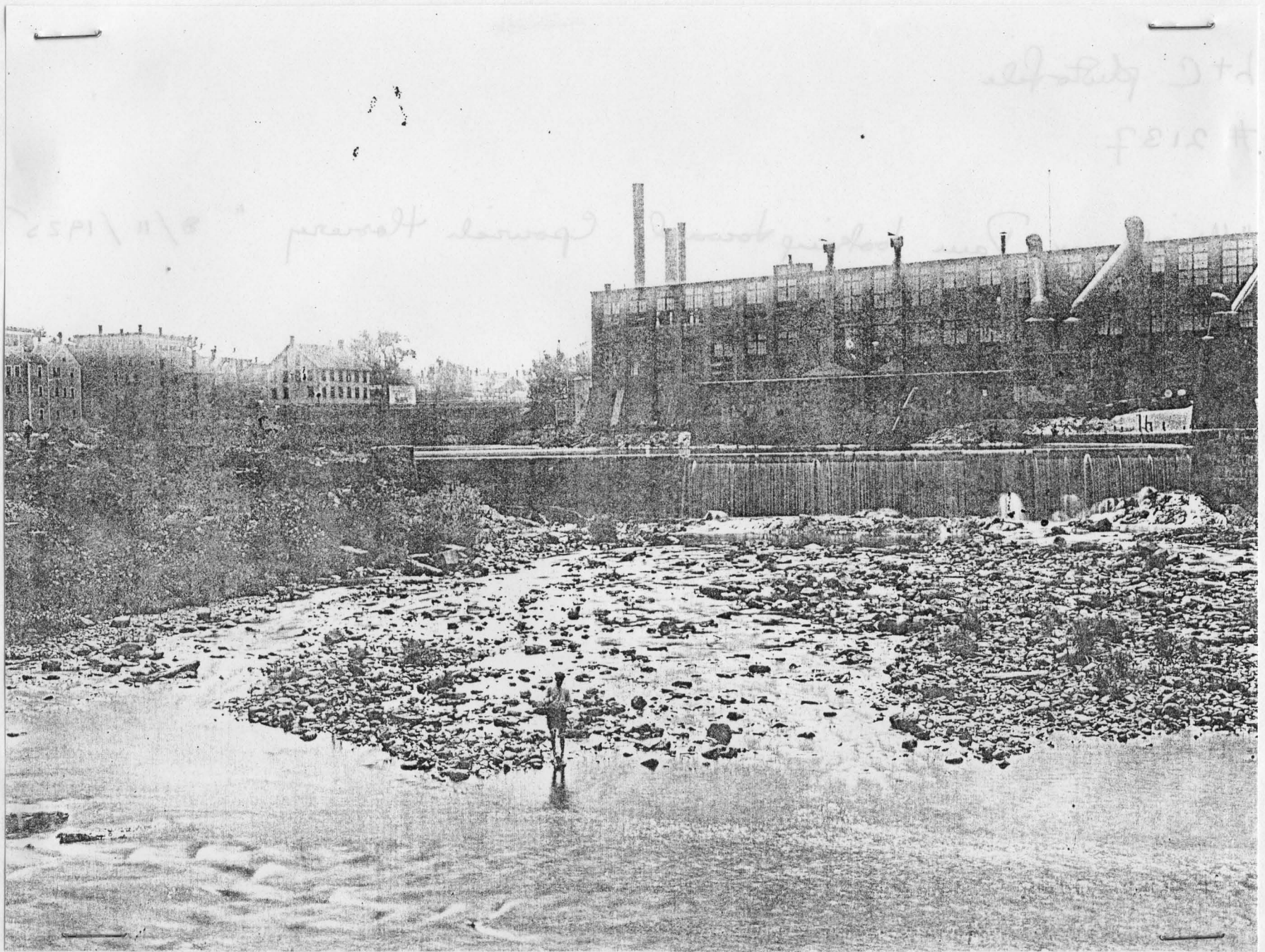


Figure 14b

View of the Middlesex dam from the north, Aug. 11, 1925. At right is the W. H. Bagshaw Company's building. U. of Lowell Library, Special Collections, Locks and Canals photo #2137.





Figure 14c

View from the south (upstream) of the Middlesex dam (left) and sluiceway (right), Sept. 13, 1925.  
U. of Lowell Library, Special Collections, Locks and Canals photo #2147.



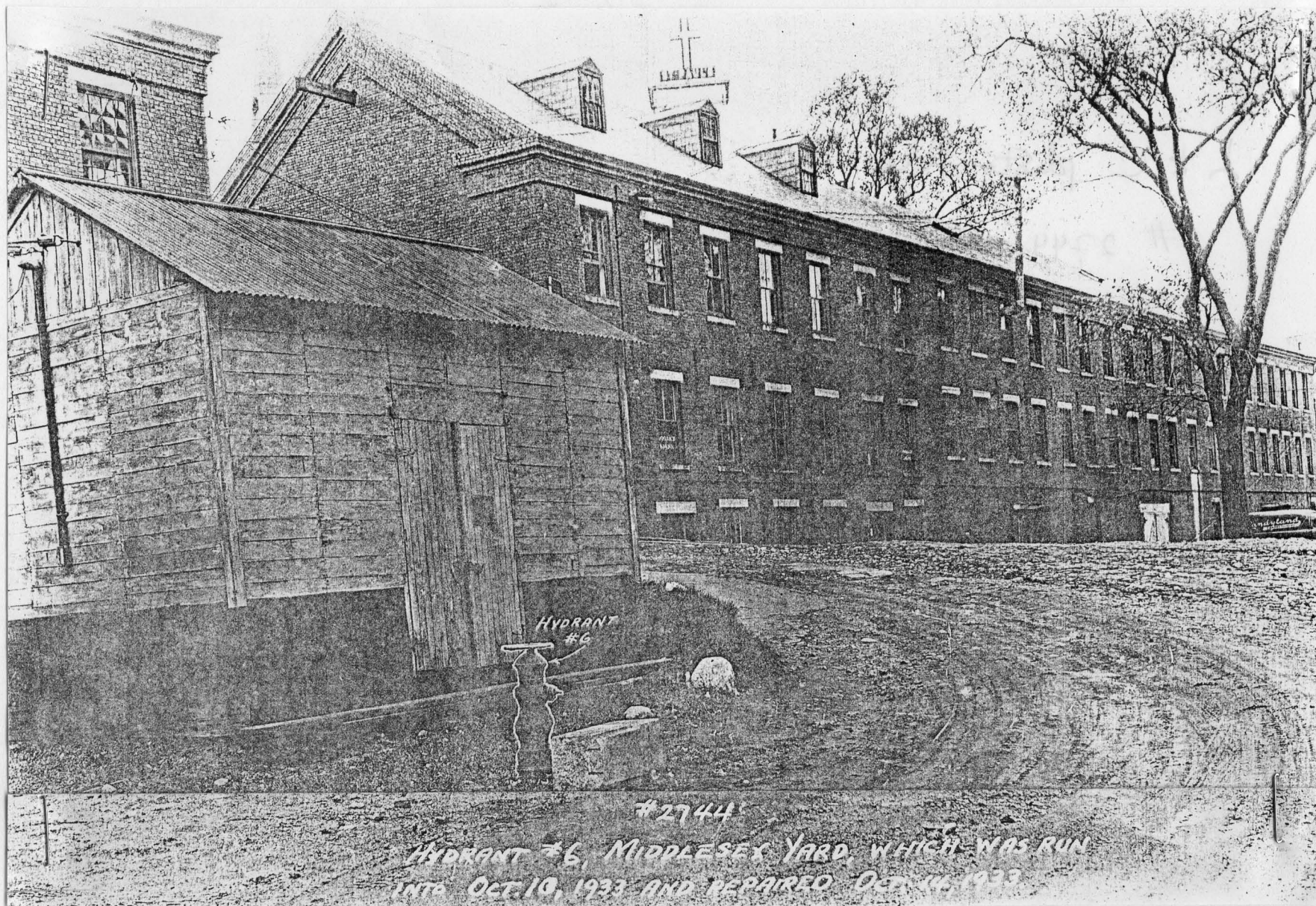


Figure 15

View inside the Middlesex Company yard, looking southwest toward Building #13, Oct. 14, 1933. Building #13 was built in the 1830s, and is identified in the late nineteenth century as a Sorting House.

U. of Lowell Library, Special Collections, Locks and Canals photo #2744.



# REGULATIONS

TO BE OBSERVED BY ALL PERSONS EMPLOYED IN THE FACTORIES OF THE

## MIDDLESEX COMPANY

The overseers are to be punctually in their rooms at the starting of the mill, and not to be absent unnecessarily during working hours. They are to see that all those employed in their rooms are in their places in due season. They may grant leave of absence to those employed under them, when there are spare hands in the room to supply their places; otherwise they are not to grant leave of absence, except in cases of absolute necessity. Every overseer must be the last to leave the room at night, and must see that the lights are all properly extinguished, and that there is no fire in the room. No overseer should leave his room in the evening while the mill is running, except in case of absolute necessity.

All persons in the employ of the Middlesex Company are required to observe the regulations of the overseer of the room where they are employed. They are not to be absent from their work, without his consent, except in case of sickness, and then they are to send him word of the cause of their absence.

They are to board in one of the boarding-houses belonging to the Company, unless otherwise permitted by the agent or superintendent, and conform to the regulations of the house where they board. They are to give information at the counting-room of the place where they board when they begin;

and also give notice whenever they change their boarding place.

The Company will not employ any one who is habitually absent from public worship on the Sabbath, or whose habits are not regular and correct.

All persons entering into the employment of the Company are considered as engaged for twelve months; and those who leave sooner will not receive a regular discharge.

All persons intending to leave the employment of the Company are to give two weeks' notice of their intention to their overseer; and their engagement is not considered as fulfilled unless they comply with this regulation.

Smoking within the factory yards will in no case be permitted.

The pay-roll will be made up to the end of every month, and the payment made in the course of the following week.

These regulations are considered a part of the contract with persons entering into the employment of the MIDDLESEX COMPANY.

**Samuel Lawrence, Agent.**

Lowell, July 1, 1846.

Joel Taylor, Printer, Courier Office.

Figure 16

Middlesex Company employee regulations, U. of Lowell Library, Special Collections, document file.

**REGULATIONS**  
FOR THE  
**BOARDING HOUSES**  
OF THE  
**MIDDLESEX COMPANY.**

---

THE tenants of the Boarding Houses are not to board, or permit any part of their houses to be occupied by any person except those in the employ of the Company.

They will be considered answerable for any improper conduct in their houses, and are not to permit their boarders to have company at unseasonable hours.

The doors must be closed at ten o'clock in the evening, and no one admitted after that time without some reasonable excuse.

The keepers of the Boarding Houses must give an account of the number, names, and employment of their boarders, when required; and report the names of such as are guilty of any improper conduct, or are not in the regular habit of attending public worship.

The buildings and yards about them must be kept clean and in good order, and if they are injured otherwise than from ordinary use, all necessary repairs will be made, and charged to the occupant.

It is indispensable that all persons in the employ of the Middlesex Company should be vaccinated who have not been, as also the families with whom they board; which will be done at the expense of the Company.

**SAMUEL LAWRENCE, Agent.**

JOEL TAYLOR, PRINTER, Daily Courier Office.

Figure 17

Middlesex Company regulations, ca. 1850. U. of Lowell Library, Special Collections, document file.



# REGULATIONS

TO BE OBSERVED BY ALL PERSONS EMPLOYED IN THE FACTORIES OF THE

## MIDDLESEX COMPANY.

*Ella Martin*

*Registered Apr 16 1864*

THE Overseers are to be punctually in their rooms at the starting of the mill, and not to be absent unnecessarily during working hours. They are to see that all those employed in their rooms are in their places in due season. They may grant leave of absence to those employed under them, when there are spare hands in the room to supply their places; otherwise they are not to grant leave of absence except in cases of absolute necessity. Every overseer must be the last to leave the room at night, and must see that the lights are all properly extinguished, and that there is no fire in the room. No overseer should leave his room in the evening, while the mill is running, except in case of absolute necessity.

All persons in the employ of the Middlesex Company are required to observe the regulations of the overseer of the room where they are employed. They are not to be absent from their work without his consent, except in case of sickness, and then they are to send him word of the cause of their absence.

They are to board in one of the boarding-houses belonging to the Company, unless otherwise permitted by the Agent or Superintendent, and conform to the regulations of the house where they

board. They are to give information at the counting room of the place where they board when they begin; and also give notice whenever they change their boarding place.

The Company will not employ any one who is habitually absent from public worship on the Sabbath, or whose habits are not regular and correct.

All persons entering into the employment of the Company are considered as engaged for twelve months: and those who leave sooner will not receive a regular discharge.

All persons intending to leave the employment of the Company are to give two weeks' notice of their intention to their overseer; and their engagement is not considered as fulfilled unless they comply with this regulation.

Smoking within the factory yards will in no case be permitted.

The pay-roll will be made up to the fourth Saturday, inclusive, of every month, and the payment made on Friday of the following week.

These regulations are considered a part of the contract with persons entering into the employment of the MIDDLESEX COMPANY.

**O. H. PERRY, Agent.**

LOWELL, JANUARY 1, 1859.

Figure 18

Middlesex Company regulations, printed in 1859 and signed by an employee, Ella Martin, in 1864. U. of Lowell Library, Special Collections, document file.

# MIDDLESEX COMPANY.

INCORPORATED 1830.

PRESENT CAPITAL, = = = = = \$750,000.

## DIRECTORS, 1893.

ARTHUR T. LYMAN, ROBERT H. GARDINER, M. R. WENDELL, AUGUSTUS LOWELL, GEO. Z. SILSBEE,  
CHARLES P. CURTIS, President. O. H. PERRY, Treasurer.

The goods manufactured are indigo blue coatings, cassimeres, police, yacht and cadet cloths, ladies' sackings and beavers. Twenty thousand pounds of clean wool are consumed per week, and 12,500 6-4 yards of cloth made. The mills are located at the junction of the Pawtucket Canal and Concord River, with Warren Street as the southwesterly boundary line. The Company owns nearly seven and a half acres of land.

## THE PROPRIETORS OF LOCKS AND CANALS ON MERRIMACK RIVER.

Incorporated 1792. Present Capital, \$600,000.

### OFFICERS, WITH DATE OF APPOINTMENT.

#### TREASURERS.

Joseph Cutler, - - - 1792  
W. W. Prout, - - - 1804  
Samuel Cutler, - - - 1809  
Samuel Tenney, - - - 1817

#### TREASURERS AND AGENTS.

From 1792 to 1822 there was no Agent.

Kirk Boott, - - - 1822  
Joseph Tilden, - - - 1837

#### TREASURERS.

P. T. Jackson, - - - 1838  
John T. Morse, - - - 1845

#### SPECIAL AGENTS.

William Boott, - - - 1838  
James B. Francis, - - - 1845  
James Francis, - - - 1885

#### ENGINEERS.

Paul Moody, - - - 1824  
Joel Lewis, - - - 1826  
George W. Whistler, - - - 1834  
James B. Francis, - - - 1837  
James Francis, - - - 1885

#### CONSULTING ENGINEERS.

James B. Francis, 1885 to 1892  
Hiram F. Mills, - - - 1893

#### DIRECTORS, 1893.

LUCIUS M. SARGENT, President. JOHN T. MORSE, Treasurer.  
HOWARD STOCKTON, CHARLES B. AMORY,  
LOUIS ROBESON, ARTHUR T. LYMAN,  
O. H. PERRY, ALPHONSO S. COVEL,  
ELIOT C. CLARKE, CHAS. L. LOVERING,  
ROBERT H. STEVENSON.

ANNUAL MEETING—THIRD TUESDAY OF SEPTEMBER.

The Proprietors of Locks and Canals have since 1845, confined themselves to the management and improvement of the water-power, and their remaining real estate (which exceeds 137 acres), under the control of a board of directors, consisting of the treasurers of the corporations to whom they lease water-power. Their office is at No. 22 Broadway, near Dutton Street. Employ on an average from 50 to 60 men. Pay every Wednesday.

Kyanizing Works, for the prevention of decay of wood in exposed places, are owned and have been carried on by the Proprietors of the Locks and Canals since 1848.

### Figure 19

Advertisement for the Middlesex Company, from Lowell of Today, 1893.



Footnotes

- 1) Allen, History of Chelmsford, p. 84.
- 2) "Early Recollections of an Old Resident," Contributions/Old Residents', v. I, pp. 262-263.
- 3) "Notes of Olden Times," Selections, Historical and General, [Scrapbook] v. 1, p. 7.
- 4) "~~Before~~ the Power Loom," Contributions/Old Residents' v. VI, pp. 61-62.
- 5) Northern Middlesex Registry, book 5, p. 149.
- 6) Allen, op. cit.
- 7) Northern Middlesex Registry, book 5, p. 284.
- 8) "Lowell in 1826," Contributions/Old Residents', v. III, p. 431.
- 9) Northern Middlesex Registry, book 5, p. 242.
- 10) Coburn, History of Lowell, p. 147. "Autobiography of Dr. John O. Green," Contributions/Old Residents', v. III, p. 234.
- 11) "Before the Power Loom," op. cit., p. 63.
- 12) "Lowell in 1826," Selections, Historical and General, v. I, p. 1.
- 13) Contributions/Old Residents', v. III, p. 430.
- 14) Ibid., p. 431.
- 15) Northern Middlesex Registry, book 6, p. 256.
- 16) "Plan of the Factories, Houses &c Belonging to the Middlesex Company, in Lowell." Drawn by U. A. Boyden. Nov. 1833. Shelf 123, Drawing 2847. Proprietors of the Locks and Canals Archive, Boott Mills.
- 17) Northern Middlesex Registry, book 6, p. 335 (May 8, 1827); book 7, p. 290 (March 18, 1828); book 8, p. 506 August 9, 1830).

- 18) "The Discount Banks of Lowell," Contributions/Old Residents', v. III, pp. 258-259.
- 19) Charters, Additional Acts..., pp. 54-55.
- 20) Lowell Directory, 1832, p. 6.
- 21) "Plan of the Factories," op. cit.
- 22) Lowell Directory, 1833, p. 8.
- 23) Ibid., 1834, p. 7.
- 24) "Lowell in 1826," Contributions/Old Residents', v. III, p. 430.
- 25) Hand Book for the Visiter [sic] to Lowell, pp. 14-15.
- 25a) Kenngott, Record of a City, Table 2, pp. 22-23.
- 26) Illustrated History of Lowell, Mass., 1897, p. 294.
- 27) "Statistics of Lowell Manufactures." University of Lowell Library, Special Collections, documents file.
- 28) Cowley, History of Lowell, p. 53.
- 29) Ayer, Usages and Abuses..., pp. 11-12.
- 30) Cowley, op. cit., pp. 53-54.
- 31) Idem.
- 32) Lowell Illustrated, p. 791
- 33) Illustrated History of Lowell, Mass., op. cit.
- 34) "Ipswich Hosiery and Middlesex Company, Lowell, Mass.," surveyed July 2, 1913. Insurance survey (Fig. 13). The Lowell atlas for 1936 indicates that Gilet Carbonizing and Merrimack Utilization still occupied Middlesex buildings.
- 35) Middlesex Company records, pp. 61 ff and pp. 118 ff, at University of Lowell Library, Special Collections.



- 36) Northern Middlesex Registry, book 626, p. 232.
- 37) Northern Middlesex Registry, book 3, p. 112.
- 38) Middlesex Company records, op.cit., p. 223.

## BIBLIOGRAPHY

PLANS AND INSURANCE SURVEY

- 1829 "Plan of Land and Buildings in Lowell Belonging to Thomas Hurd." Drawn by John G. Hale. Proprietors of Locks and Canals Archive, Boott Mills.
- 1833 "Plan of the Factories, Houses &c. Belonging to the Middlesex Company, in Lowell." Drawn by U. A. Boyden, Nov. 1833. Proprietors of Locks and Canals Archive, Boott Mills, Shelf 123, Drawing 2847.
- 1911 "Ipswich Hosiery and Middlesex Company, Lowell, Mass.," surveyed July 2, 1913. Associated Mutual Insurance Companies, insurance survey: plan and view--Serial #11046, Index #9333-4, U. of Lowell Library, Special Collections photo #1759-D.

PUBLISHED SOURCES, SCRAPBOOKS, COMPANY RECORDS

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History of Chelmsford. Haverhill, Mass., 1820.  
Reprint: Chelmsford...Bicentennial...Commission, 1974.
- Ayer, James C.  
Some of the Usages and Abuses in the Management of Our Manufacturing Corporations. Lowell, 1863.
- Charters, Additional Acts, and other Documents Relating to...the Manufacturing Companies at Lowell.  
Cambridge, 1859.
- Coburn, Frederick  
History of Lowell. New York, 1920.
- Contributions of the Old Residents' Historical Association.  
V. 1, 3, 6, 1879-1926.
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Cowley, Charles.

History of Lowell. 1868.

Handbook for the Visiter [sic] to Lowell. Lowell, 1848.

Hill, Frank P.

Lowell Illustrated. Lowell, 1884.

Kenngott, George F.

Record of a City. Cambridge, 1912.

Lowell Directory, 1832, 1833, 1834.

Middlesex Company records, U. of Lowell Library, Special Collections.

"Selections, Historical and General, Mostly Concerning Lowell and Vicinity." Scrapbook, 1894. U. of Lowell Library, Special Collections.

"Statistics of Lowell Manufactures." Document file, U. of Lowell, Special Collections.

# LOWELL CULTURAL RESOURCES INVENTORY

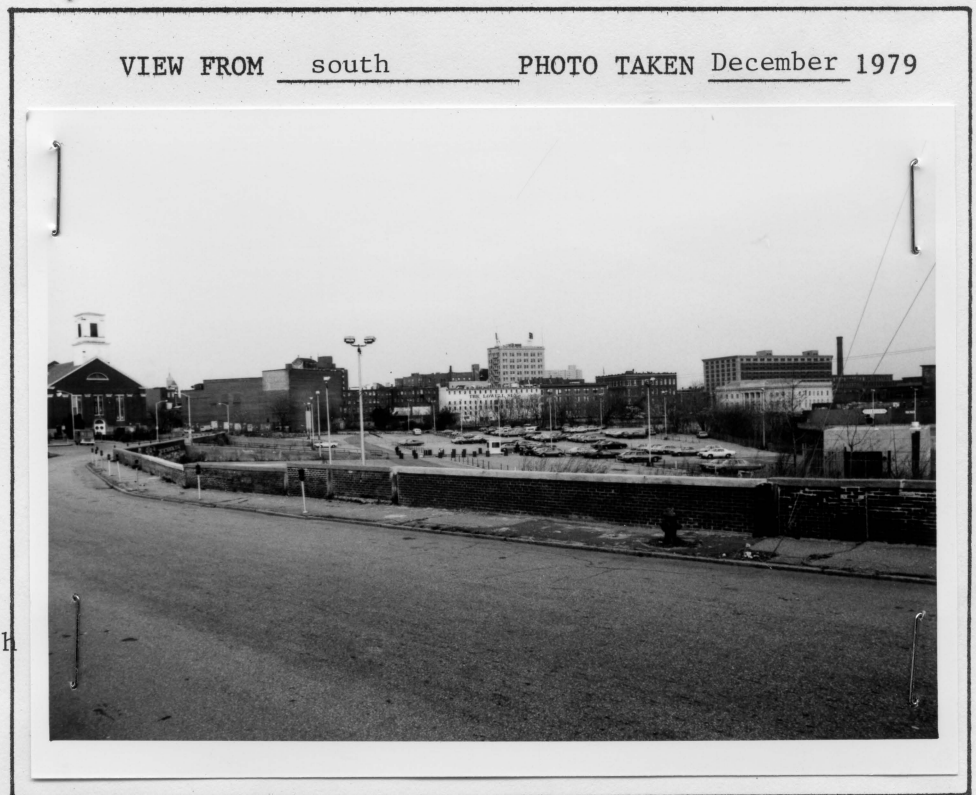
IDENTIFICATION Off WARREN STREET MAP SHEET # 12  
 1) CURRENT OWNER City of Lowell OWNER OCCUPIED no  
 2) HISTORIC NAME Site of the Middlesex Manufacturing Company  
 3) CURRENT NAME Smith Lot  
 4) PROPERTY TYPE undeveloped 5) ZONING CLASSIFICATION B-3  
 6) TAXES: PAYMENTS exempt STATUS clear  
 7) WITHIN BOUNDARIES OF LNHP (partial), LHPD

## HISTORICAL ABSTRACT

1) CONSTRUCTION DATE n/a  
 SOURCE n/a  
 2) ARCHITECT OR BUILDER n/a  
 3) HISTORIC OWNER Middlesex Manufacturing Company  
 4) ORIGINAL USE: GF n/a UF n/a  
 5) PREVIOUS BLDGS ON PROPERTY yes DATE ca. 1813-1950s  
 SOURCE documented: See Research Report

## DESCRIPTIVE DATA

1) ARCHITECTURAL STYLE n/a  
 2) PRESENT USE:  
 GF parking lot  
 UF n/a  
 3) NO OF STORIES n/a  
 4) PROP SQ FT 243,891  
 5) PLAN n/a  
 6) ROOF n/a  
 7) STRUCTURAL SYSTEM n/a  
 8) OUTBUILDINGS Warren Street Siphon, parking attendant's booth  
 9) MATERIALS:  
 FOUNDATION n/a  
 FACADE n/a  
 TRIM n/a



10) NOTABLE SURFACE & LANDSCAPE ELEMENTS foundation, retaining wall, raceway arches



ADDRESS

Off WARREN STREET

VISUAL ASSESSMENT

- 1) CONDITION OF BUILDING FABRIC n/a
- 2) IF DETERIORATED, CAUSES n/a
- 3) INTEGRITY OF HISTORIC BLDG FABRIC: GF n/a  
UF n/a
- 4) SURROUNDING LAND USES commercial, institutional, canal frontage, river frontage
- 5) INTEGRITY OF PROP'S HIST SETTING severely disrupted historic setting
- 6) IMPORTANCE OF PROP TO HIST SETTING detracts from character

ADDITIONAL DESCRIPTION

The former Middlesex Manufacturing Company site is now a large, paved parking lot. Three ramps lead down to the parking lot, which is at a level substantially below the adjacent Warren Street. The retaining wall on the Warren Street side incorporates stone and brick foundation walls of demolished Middlesex structures. The granite ashlar retaining wall on the Concord River side incorporates the arches of several tailraces.

A small concrete structure of very recent construction, the Warren Street Siphon, stands near the southern end of the site. It contains controls related to the city's sewer system.

A dam still extends across the Concord opposite the southern end of the Middlesex lot, ponding the river several hundred yards upstream.

ADDITIONAL HISTORICAL INFORMATION

See Research Report.

ARCHEOLOGICAL COMMENT

See Research Report.

View from the southeast across the Concord River to the site of the Middlesex Manufacturing Company. Photo taken in December 1979.





View from the east of tailrace arches in the retaining wall of the Middlesex yard. Photo taken in December 1979.



View from the east of the Middlesex retaining wall above the Concord River, with tailrace arches. Photo taken in December 1979





View from the south of the Concord River, ponded behind the Middlesex dam. The Middlesex site is at left, in front of St. Paul's Church. Photo taken in November 1979.



View of the Middlesex dam from the north.  
Photo taken in December 1979.



View of the Middlesex dam from the west. Photo taken in December 1979.



Detail of the Middlesex dam, opposite the south end of the millyard site. Photo taken in December 1979.





Details of the remnants of walls and foundations that serve as the retaining wall at the Warren Street side of the former Middlesex millyard. Photos taken in December 1979.