

**Four Stodder Place  
Salem**

**Built by the Giffords for  
Capt. Ebenezer Berry  
Shipmaster  
1855**



*John W. Rhoades*

**John W. Rhoades**  
carriage painter

owner of this house from 1860s on

#### ***4 Stodder Place Salem***

According to available evidence, this house was built in 1855 by Thomas J. Gifford and James B. Gifford, carpenters. The first occupants were Capt. Ebenezer Berry, shipmaster and currier, and his family. Stodder Place was originally known as Union Place.

On 21 August 1844 Mr. & Mrs. Jonathan M. Farnham of Salem for \$300 sold to brothers Thomas J. and James B. Gifford, Salem housewrights, a piece of land in North Salem, fronting on the “road leading from Salem to the Iron Factory in Danvers” (now North Street) (ED 348:4). They received a mortgage from Philip Chase. The Giffords, in their twenties, were enterprising young men, natives of North Salem, and carpenters like their father. They decided to build houses in North Salem on speculation, and bought various parcels of land and put up houses for sale. They were successful in their plan. The 1851 McIntyre Atlas of Salem shows no house on this site, and no lane here from North Street. Later that year, the Giffords laid out a “private way” which they called Union Place and which was later named Stodder Place. In September, 1851, they sold off the corner lot, fronting southerly on the “private way” and westerly on North Street. They retained ownership of the rest of the land north of the “private way”. Thomas J. Gifford himself lived nearby on North Street, as did James B. Gifford in another house; and their brother Rufus lived at 20 Mason Street. Their carpenter’s shop was located at 30 North Street.

The 1855 Street Book for Salem does not list a house or resident for this (#4) site, nor is there a listing for “Union Place”; however, the 1855 Salem Directory (based on 1854 information) does list a “Union Place” here.

On 6 March 1855 the Giffords, carpenters, for \$1850 sold to Ebenezer Berry, 37, Salem master mariner, the dwelling house and all other buildings on a lot on Union Place (ED 508:268). The lot fronted 79’ 6” on Union Place and was about 60’ deep. It would seem that the Giffords had built this house early in 1855 and had immediately found a buyer in the person of Capt. Berry. This ended their connection with the property. The brothers Gifford (Thomas, James, and Rufus) continued in the building business, and had a lumber yard and mill on the banks of the North River, at the foot of Carpenter Street. They were notable for their energy and industry, and all became city councilors at various times. When the eldest,

Thomas J. Gifford, died at 63 in April, 1883, his obituary in the *Salem Gazette* (April 5) recounted that he and his brothers had "exhibited a spirit of enterprise in erecting several well-built houses in North Salem which they put into the market and which found purchasers."

In 1856, Union Place was listed in ward five in the Street Books, and the house at #6 Union Place was listed as belonging to owner/occupant Eben Berry, 39, mariner, with tenant Charles W. Hutchings, 28, also a mariner.

Capt. Ebenezer Berry had grown up in Salem, the son of Silas Berry, a trader and cordwainer (shoemaker, cobbler), who had built a small house on Buffum Street before 1830. While little is known of Eben's boyhood, it is likely that he was bred to the sea, and began as a cabin boy, with a career plan of serving out his apprenticeship as a sailor and then, at age 21 or so, becoming a merchant mariner, perhaps an officer or even, eventually, a sea captain.

During Eben Berry's boyhood, in the 1820s, Salem's foreign trade prospered; and new markets were opened with Madagascar (1820), which supplied tallow and ivory, and Zanzibar (1825), whence came coffee, ivory, and gum copal, used to make varnish. This opened a large and lucrative trade in which Salem dominated, and its vessels thus gained access to all of the east African ports.

In the late 1820s, Salem's general maritime foreign commerce fell off sharply. Imports in Salem ships were supplanted by the goods that were now being produced in great quantities in America. The interior of the country was being opened for settlement, and some Salemites moved away. To the north, the falls of the Merrimack River powered large new textile mills (Lowell was founded in 1823), which created great wealth for their investors; and in general it seemed that the tide of opportunity was ebbing away from Salem. In an ingenious attempt to stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem's merchants and capitalists banded together in 1826 to raise the money to dam the North River for industrial power. The project, which began with much promise, was suspended in 1827, which demoralized the town even more, and caused several leading citizens to move to Boston, the hub of investment in the new economy.

In 1830 occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a wealthy merchant, resided in the house now called the Gardner-Pingree house, on Essex Street. One night, intruders broke into his mansion and stabbed him to death. All of Salem buzzed with the news of murderous thugs; but

the killer was a Crowninshield (a fallen son of one of five brothers who had once been the town's leading merchants; after he was put in jail he killed himself). He had been hired by his friends, Capt. White's own relatives, Capt. Joseph Knapp and his brother Frank (they would be executed). The results of the investigation and trial uncovered much that was lurid about Salem, and more of the respectable families quit the now-notorious town.

Salem's remaining merchant ship-owners had to move quickly to take their equity out of wharves and warehouses and ships and put it into manufacturing and transportation, as the advent of railroads and canals in the 1830s diverted both capital and trade away from the coast. Some merchants did not make the transition, and were ruined. Old-line areas of work, like rope-making, sail-making, and ship chandleries, gradually declined and disappeared. Well into the 1830s, Salem slumped badly.

Despite all, Salem was chartered as a city in 1836. City Hall was built 1837-8 and the city seal was adopted with an already-anachronistic Latin motto of "to the farthest port of the rich East"—a far cry from "Go West, young man!" The Panic of 1837, a brief, sharp, nationwide economic depression, caused even more Salem families to head west in search of fortune and a better future. It was at about this time that Eben Berry completed his apprenticeship as a sailor. He must have had some reservations about his trade; but he was good at it, and was determined to rise through the ranks to the position of shipmaster.

Salem had not prepared for the industrial age, and had few natural advantages. The North River served not to power factories but mainly to flush the waste from the 25 tanneries that had set up along its banks. Throughout the 1830s, the leaders of Salem scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day.

One inspiration was the Salem Laboratory, in North Salem, the town's first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 on the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business.

Salem's whale-fishery, active for many years in the early 1800s, led, in the 1830s, to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and grew large after 1830, when Wyman's gristmills on the Forest River were

retooled for making high-quality white lead and sheet lead (the approach to Marblehead is still called Lead Mills Hill, although the empty mill buildings burned down in 1960s).

These enterprises were a start toward taking Salem in a new direction. In 1838 the Eastern Rail Road, headquartered in Salem, began operating between Boston and Salem, which gave the local people a direct route to the region's largest market. The new railroad tracks ran right over the middle of the Mill Pond; the tunnel under Washington Street was built in 1839; and the line was extended to Newburyport in 1840.

In 1841, Ebenezer Berry married Sarah M. Parrott, 18, of Lynn, in Lynn; and they had a daughter, Jane, in 1842. Their next child, Ebenezer, was born and died in 1843, and Abba M (1846) and Alice J. (1847) also died as infants. Abby, born on 3 Oct. 1849, survived childhood.

In the 1840s, new companies in new lines of business arose in Salem. The tanning and curing of leather was very important by the mid-1800s. On and near Boston Street, along the upper North River, there were 41 tanneries in 1844, and 85 in 1850, employing 550 hands. The leather business would continue to grow in importance throughout the 1800s. In 1846 the Naumkeag Steam Cotton Company completed the construction at Stage Point of the largest factory building in the United States, 60' wide by 400' long. It was an immediate success, and hundreds of people found employment there, many of them living in tenements built nearby. Also in the 1840s, a new method was introduced to make possible high-volume industrial shoe production. In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe factories too, and attracted shoe workers from outlying towns and the countryside. Even the population changed, as hundreds of Irish families, fleeing the Famine, settled in Salem and gave the industrialists a new pool of cheap labor.

In the face of all this change, some members of Salem's waning merchant class continued to pursue their sea-borne businesses; but even the conditions of shipping changed, and Salem was left on the ebb tide. In the late 1840s, giant clipper ships replaced the smaller vessels that Salem men had sailed around the world; and the clippers, with their deep drafts and large holds, were usually too large for Salem and its harbor. The town's shipping soon consisted of little more than Zanzibar-trade vessels and visits from Down East coasters with cargoes of fuel wood and building timber. By 1850 Salem was about finished as a working port. A picture of Salem's sleepy waterfront is given by Hawthorne in his "introductory section"

(really a sketch of Salem) to **The Scarlet Letter**, which he began while working in the Custom House.

Eben Berry was not immune to the many changes that he saw taking place. Although he was a sea captain by 1844, he also had taken up (at least part-time) the trade of currier, which involved the finishing of tanned leather. He (with wife Sarah and infant daughter Jane) resided at home on Buffum Street with his parents, Silas and Jane, in the early 1840s. His father, Silas Berry, died c. 1845, by which time Eben was in the more specialized tanning business of morocco leather dressing (per Salem Directory, 1846). As of 1844, Capt. Berry owned his parents' homestead, for he had purchased the mortgage thereto in May, 1844 (ED 343:280). In 1850, Ebenezer Berry, 33, was listed as a morocco-leather dresser residing at 42 Buffum Street with his wife Sarah, 27, and their children Jane M. Berry, eight, and Abby F. Berry, an infant (per 1850 census, ward 4, house 172).

Downtown, the Gothic symbol of Salem's new industrial economy was the large twin-towered granite train station—the “stone depot”—smoking and growling with idling locomotives, standing on filled-in land at the foot of Washington Street, where before had been the merchants' wharves. The 1850s brought continued growth: new churches (e.g. Immaculate Conception, 1857), schools, streets, factories, and stores. Catholic churches were built, and new housing was constructed in North Salem, Stage Point, and the Gallows Hill areas to accommodate the workers. As it re-established itself as an economic powerhouse with a sizable population, Salem took a strong interest in national politics. It was primarily Republican in politics, and strongly anti-slavery, with its share of outspoken abolitionists, led by Charles Remond, a passionate speaker who came from one of the city's notable black families. At its Lyceum and in other venues, plays and shows were put on, but cultural lectures and political speeches were given too.

As mentioned, the 1856 Salem Street Book lists #6 “Union Court” as occupied by Eben Berry, 39, mariner, the owner, and by Charles W. Hutchings, 28, mariner. The Salem Directory of 1857 (based on 1856 locations) similarly lists “Ebenezer Berry, morocco dresser, house Union Place,” and “Charles W. Hutchings, shoemaker, house Union Place.” It would seem that both men had been sailors, and were still recognized for their former seafaring, but were now working at on-shore occupations.

The Berrys lived here for three years. In 1858, Eben was listed in the Salem Directory (1859 ed.) as “Capt. Eben Berry, house Union Place.” Charles W.

Hutchings, mariner, & family had moved by then to 59 rear North Street. In 1858 for \$1600 Capt. Berry sold the homestead to Humphrey Cook (ED 578:10). Capt. Berry, who had resumed seafaring and was termed a "mariner," for \$900 bought another house, down in the East Parish, on Allen Street (ED 578:239). He would sell that homestead in 1866, and move to Lynn, his wife's home town.

The new owner, Humphrey Cook, then 46, was a dealer in hats, caps, and furs, with stores at 33 Washington Street and 233 Essex Street. Mr. Cook was born 5 Nov. 1811 at Newburyport, the son of Humphrey Cook and Harriet Stanwood (a native of Gloucester). As a boy, Humphrey Cook Jr. was apprenticed to Maj. Samuel Mansfield of Salem to learn the trade of a hatter, or hatmaker. He learned well his calling, and in 1835 married Louisa Beckford (1813-1848) of Salem. She was the daughter of a shoemaker, Joshua Beckford, who had died when she was seven. Her mother, Mary (Jennings) Beckford, had raised 8-9 children, of which Louisa was the youngest or second-youngest; and so she and Humphrey had a large family network of Beckfords and their spouses.

Humphrey & Louisa Cook resided, at first, at 8 Carpenter Street, off Federal Street; and Mr. Cook, a hatter, had his shop at then-233 Essex Street (per 1837 Directory). Mrs. Cook gave birth to a son, William, in 1835, but he died young; and they would have six more sons. Tragically, all of them died young, except for William, born in 1842, and George, born in 1845.

*Humphrey Cook, b. 5 Nov. 1811, m. 9 April 1835 Louisa Beckford (1814-1848), b. 5 Dec. 1813, d/o Joshua Beckford & Mary Jennings, died of consumption 1 Sept. 1848, aged 34 years. He m/2 (by 1860) Mary Eliza Diver (b. 2 Jan. 1822, died 1878). Known issue (baptized at Tabernacle Church):*

- 1. William Merrill, 28 Aug. 1835, died young.*
- 2. Humphrey Stanwood, 2 Oct. 1836, died of scarlet fever 21 Sept. 1840.*
- 3. William Merrill, Sept. 1838, buried 20 July 1839.*
- 4. George Beckford, born & died 17 June 1840.*
- 5. William Humphrey, 4 Sept. 1842, mariner 1860*
- 6. George Beckford, 1844, seaman 1862, moved to California.*
- 7. Charles Stanwood, July, 1848, died dysentery 22 Sept. 1849.*
- 8. Thomas B., 1860, died young.*

Humphrey Cook was described as a "hat, cap, and fur dealer" by 1841 (see 1842 Directory), with his store at the same place on Essex Street. The Cooks continued to reside at 8 Carpenter Street through the early 1840s; and by 1845 they lived at 53 Endicott Street. After having lost four of her six sons, Mrs. Cook became

pregnant again 1847, and in July, 1848, she had another boy, whom they named Charles; but she did not recover from the stresses of this pregnancy. Having contracted consumption (tuberculosis), Mrs. Louisa Beckford Cook died of consumption on 11 September 1848, aged 34 years, leaving her infant, her son William, six, her son George, three, and her husband, then 37.

In 1849, Mr. Cook moved to then-73 (now-151) Federal Street, with his mother, Harriet, and his boys; and there they stayed until 1858. The baby, Charles, died of dysentery in September, 1849. In 1850, his family consisted of William H. Cook, 8, George B. Cook, five, and Harriet S. Cook, 60, and himself, aged 38. Evidently his two stores were popular, and he was successful in business through the 1850s.

By 1859, Mr. Cook married again. His new wife was Mary Eliza Diver, 38. They joined the Tabernacle Church on Federal Street (formerly Marlborough Street) in that year. She inherited two teenaged sons. Early in 1860 she gave birth to a son Thomas (evidently he did not survive to become an adult).

By 1860, with the election of Abraham Lincoln, it was clear that the Southern states would secede from the union; and Salem, which had done so much in the 1770s to win the independence of the nation, was ready to go to war to force others to remain a part of it. The Civil War began in April, 1861, and went on for four years, during which hundreds of Salem men served in the army and navy, and many were killed or died of disease or abusive treatment while imprisoned. Hundreds more suffered wounds, or broken health. The people of Salem contributed greatly to efforts to alleviate the suffering of the soldiers, sailors, and their families.

From this house, George B. Cook, 18, a seaman, enlisted in the 50<sup>th</sup> Mass. Regiment of Volunteer Infantry in 1862, and would serve for two years.

On 24 August 1865 Mr. Cook transferred ownership of the homestead to his wife Mary Eliza Cook (ED 688:268,268). Two years later, on 25 June 1867 for \$2353 the Cooks sold the homestead to Elizabeth A., wife of John W. Rhoades (ED 727:227). The lot fronted southerly 79' 6" on Union place, easterly 60' 6" on land of Symonds, northerly 80' on land of Groce, and westerly 57' 3" on land of Stoddard.

That was the end of the Cook family's connection to the house. Humphrey Cook (1811-1887) later gave up his hat and furrier business. He had been the receiver for a troubled horse railroad, and took an interest in that enterprise and started his



own express company. His wife Mary E. died in 1878, aged 56 years. In 1880, he, 68, was an expressman, widowed, living in a house with William H Caulfield, 63, a bachelor grocer (see 1880 census). He died on 14 July 1887, aged 75 years.

The new owner as of 1867, Mr. John W. Rhoades, 58, was a carriage painter by trade. He was born on 26 January 1809, the son of a Dutch immigrant, John Caspar Rhoades of Amsterdam, and Dorothy nee Johnson, a native of Andover. The father may have been the John "Rhods" who died on 11 Oct. 1815, aged 36 years. In 1820, the Rhoades family, headed by the widow Dorothy, resided on upper Essex Street, near the corner of Flint (see p. 53/76, 1820 census). In her household were two boys under 10, a boy 10-15 (JWR), a girl under 10, and their mother. Young John W. was evidently apprenticed to learn the painter's trade, and became a journeyman about 1830. He had at least one surviving younger brother, Charles H. Rhoades, who became a sailor boy.

On 3 Jan. 1841 John married Mary Wilson, 31, the daughter of Jonathan Wilson and Prudence Goldthwait. They resided at 45 Broad Street (with his wife's relatives), and he was a carriage painter by trade (see 1842 Directory). There were several carriage- and coach-builders in Salem at that time, and of course all had to be painted. Mr. Rhoades was sociable, and very interested in music and singing and fraternal organizations. In 1841 he was on the committee of Salem's Union Singing Society, and 1842 was active in the Mozart Association (EIHC 23:114-115). He belonged to the Salem Charitable Mechanics Association as well, and he was an officer of the Salem Artillery Company, serving as First Lieutenant in 1841 (see 1842 Salem Directory, p. 135).

Mrs. Mary (Wilson) Rhoades soon became pregnant, and early in June, 1842, she gave birth to a daughter, whom they named Mary Wilson Rhoades. The birth had not gone well, and on June 16<sup>th</sup> Mrs. Mary W. Rhoades died, aged 32 years; and she was followed into the grave a month later by her infant daughter. The effect on Mr. Rhoades and family members and friends can only be imagined.

By 1845, still residing at 45 Broad, John W. Rhoades was a partner in the firm of Rhodes & Hayman, painters, with a shop at 15½ Central Street (see 1846 Directory). His partner was John Hayman Jr., of 8 Winter Street. In that year, on June 29, J.W. Rhoades, 36, married a cousin of his first wife: Elizabeth Adams Goldthwait, 23, the daughter of Luther Goldthwait and Hannah M. Lawrence. On 17 Dec. 1848, Elizabeth gave birth to a son, whom they named Charles C. By 1850 Mr. Rhoades resided at 30 Andrew Street and ran his own business at Central Street.

Mr. Rhoades was successful in his business, and in May, 1852, he joined the Essex Lodge of Masons, in which organization he became quite active. In 1856 he was in partnership with George A. Pousland (of Lafayette Street) as J.W. Rhodes & Co., painters, with a shop at 20 Peabody Street (see 1857 Directory). By November, 1860, Mrs. Rhoades' father, carpenter Luther Goldthwait, had died; and at that time she purchased a part-interest in his homestead on Andrew Street (ED 614:299).



Capt. C.H. Rhoades

In the meantime, John Rhoades' younger brother, Charles H. Rhoades, the sailor, had risen rapidly through the seafaring ranks to become a shipmaster. He sailed in command of very large vessels, primarily from ports like Boston and New York, and he voyaged to ports all over the world, including India, Sumatra, Zanzibar, Java, Chile, and Australia (see "List of Ships & Voyages of Charles H. Rhoades" at Peabody Essex Museum). Charles H. Rhoades had been a shipmaster since 1837. In the years 1833-1836 he sailed, probably as mate, on board the Salem vessel *Lotus*, Capt. Wilkins, on voyages to Sumatra, Gibraltar, and Marseilles. His first known commands were the *George Ryan* in 1837, from Marseilles to Boston and back to Gibraltar, and then the *New England*, from Boston to Batavia, also in 1837. From 1839-1843 he commanded the *Warsaw*. In 1844 he married Elizabeth Tapley of South Danvers. In 1844-1846 he commanded the *Medora*, 1846-1848 the *Orb*, 1849-1850 the *Asia*, 1852-1855 the *Borneo* (she was lost in 1855), and in 1857 the *Ann Maria*, a large clipper ship which he sailed from New York to Java and other places. In 1858 he was given command of the ship *Milwaukee*. In April 1858 through 1860 she voyaged from New York to Melbourne, Australia, and other ports. In February, 1861, she made a trip to the coast of Chile in the Pacific. On 21 February 1862 she cleared New York City on a voyage to Le Havre, France. She never arrived, and was evidently lost with all hands, including Capt. Charles H. Rhoades, one of Salem's most successful 19<sup>th</sup>-century shipmasters. His estate was probated in May, 1863; his residence was given as both South Danvers (now

Peabody) and Salem. He evidently never resided here with his brother, but many of his charts and log-books descended to John and his descendants (for more on CH Rhoades, see appended pages from G.G. Putnam's *Salem Vessels and Their Voyages*).

After the end of the Civil War, in April, 1865, Mrs. Eliza Rhoades sold her interest in the Goldthwait homestead to her brother William J. Goldthwait (ED 682:197). In October, 1866, as a trustee of the Salem Artillery Association, Mr. J.W. Rhoades and two others purchased the land where Association's gun house stood, on North Street on the North River (ED 689:294).

By the time J.W. Rhoades moved into the house on Union Place in 1867, his painter's shop was located at 23 Endicott Street. His son, Charles C. Rhodes, also a carriage painter, boarded here at Union Place at that time (see 1869 Salem Directory). On 1 July 1868 Mrs. Eliza Rhoades added to the family property here by purchasing, for \$300, a parcel of land fronting 40' on Union Place, evidently adjoining the eastern boundary of the Rhoades homestead land (ED 751:225).

In 1870, the occupants of this house were John W. Rhoades, 60, painter (owner of real estate worth \$2,600 and of personal estate worth \$1,000), wife Elizabeth A., 48, and son Charles C. Rhoades, 21, painter (1870 census, ward six, house 376). By 1871 Mr. Rhodes' carriage-painting shop was located at 6 Margin Street.

Charles C. Rhoades married, 1873, Sarah E. Brown; and they had children Mary E. (born 1874), who would marry Gardner M. Pearson, and Sarah R. (born 1877), who would marry Arthur Sinclair.

Through the 1860s and into the 1870s, Salem pursued manufacturing, especially of leather and shoes and textiles. The managers and capitalists tended to build their new, grand houses along Lafayette Street (these houses may still be seen, south of Roslyn Street; many are in the French Second Empire style, with mansard roofs). In the 1870s, French-Canadian families began coming to work in Salem's mills and factories, and more houses and tenements were built. The better-off workers bought portions of older houses or built small homes for their families in the outlying sections of the city. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, and a third in 1865; and by 1879 the mills would employ 1200 people and produce annually nearly 15 million yards of cloth. Shoe-manufacturing also continued to expand in the 1870s, and by the end of the decade 40 shoe factories were employing 600-plus operatives.

In 1870 Salem received its last cargo from Zanzibar, thus ending a once-important trade. By then, a new Salem & New York freight steamboat line was in operation. Fire was a threat, and Salem was now so densely built-up that a general conflagration was always a possibility, as in Boston, when, on Nov. 9, 1872, the financial and manufacturing district of the city was destroyed in a terrible fire. Salem dodged such disasters, and continued to prosper in the 1870s, carried forward by the leather-making business. In 1874 the city was visited by a tornado and shaken by a minor earthquake. In the following year, the large Pennsylvania Pier (site of the present coal-fired harborside electrical generating plant) was completed to begin receiving large shipments of coal. Beyond it, at Juniper Point, a new owner began subdividing the old Allen farmlands into a new development called Salem Willows and Juniper Point. In the U.S. centennial year, 1876, A.G. Bell of Salem announced that he had discovered a way to transmit voices over telegraph wires. On Boston Street in 1879, the Arnold tannery caught fire and burned down.

In 1877, with the arrival and departure of a vessel from Cayenne, Salem's foreign trade came to an end. From that time forward, as expressed in Hurd's 1888 History of Essex County (p. 65), "the merchandise warehouses on the wharves no longer contain silks from India, tea from China, pepper from Sumatra, coffee from Arabia, spices from Batavia, gum-copal from Zanzibar, hides from Africa, and the various other products of far-away countries. The boys have ceased to watch on the Neck for the incoming vessels, hoping to earn a reward by being the first to announce to the expectant merchant the safe return of his looked-for vessel. The foreign commerce of Salem, once her pride and glory, has spread its white wings and sailed away forever."

Charles C. Rhoades was an active citizen. He joined the Essex Lodge of Odd Fellows in 1870, and participated in that organization for many years, rising to the highest offices. He was a long-time member of the Salem Charitable Mechanics Association, and would serve as its treasurer, and then as its president in 1895-1898 (EIHC 42:27). He was also a member of the Salem Veteran Firemen's Association.

In the 1880s and 1890s, Salem kept building infrastructure; and new businesses arose, and established businesses expanded. Retail stores prospered; horse-drawn trolleys ran every which-way; and machinists, carpenters, millwrights, and other specialists all thrived. In 1880, Salem's manufactured goods were valued at about \$8.4 million, of which leather accounted for nearly half. In the summer of 1886, the Knights of Labor brought a strike against the manufacturers for a ten-hour day

and other concessions; but the manufacturers imported labor from Maine and Canada, and kept going. The strikers held out, and there was violence in the streets, and even rioting; but the owners prevailed, and many of the defeated workers lost their jobs and suffered, with their families, through a bitter winter.

On 11 May 1882 Mrs. Eliza (Goldthwait) Rhoades, widow of John W., died at the age of sixty. Her property descended to her son Charles C. Rhoades.

By the mid-1880s, Salem's cotton-cloth mills at the Point employed 1400 people who produced about 19 million yards annually, worth about \$1.5 million. The city's large shoe factories stood downtown behind the stone depot and on Dodge and Lafayette Streets. A jute bagging company prospered with plants on Skerry Street and English Street; its products were sent south to be used in cotton-baling. Salem factories also produced lead, paint, and oil. At the Eastern Railroad yard on Bridge Street, cars were repaired and even built new. In 1887 the streets were first lit with electricity, replacing gas-light. The gas works, which had stood on Northey Street since 1850, was moved to a larger site on Bridge Street in 1888, opposite the Beverly Shore.

More factories and more people required more space for buildings, more roads, and more storage areas. This space was created by filling in rivers, harbors, and ponds. The once-broad North River was filled from both shores, and became a canal along Bridge Street above the North Bridge.

In 1890 Charles C. Rhoades, 41, ran for and was elected to the Salem School Board, and he was re-elected in 1893, 1896, and 1899. He also served for years as a poll warden of Precinct 12. In 1900, still a carriage painter by trade, he lived here with his wife Sarah, 54, and daughter Sarah, 23. Nearby, also on "Union Place," resided Gardner M. Pearson, 33, born in New Hampshire, a shoe-laster in a shoe factory, with his wife, the Rhoades' daughter Mary, 26, as well as with his mother Louisa, 60, and his sister Pansie Pearson, 25 (1900 census, ward six, ED 460).

Rather suddenly, in the summer of 1900, Mr. C.C. Rhoades contracted typhoid fever, and the disease proved fatal. He died at home on the afternoon of Tuesday, August 7, 1900. He was only 51 years old. He was survived by his wife, Sarah E. (Brown) Rhoades, and daughters, Miss Sarah Rhoades and Mrs. Mary Pearson. Mrs. Rhoades continued to reside here, with her daughter Sarah, then unmarried. By 1909, the house was occupied by Mrs. Sarah Rhoades and her daughter Mary

and husband Gardner M. Pearson, a shoe laster, and their children, Elizabeth and Karl.

Into the 20<sup>th</sup> century, Salem's population burgeoned. The Canadians were followed by large numbers of Polish and Ukrainian families, who settled primarily in the Derby Street neighborhood. By the eve of World War One, Salem was a bustling, polyglot city that supported large department stores and large factories of every description. People from the surrounding towns, and Marblehead in particular, came to Salem to do their shopping; and its handsome government buildings, as befit the county seat, were busy with lawsuits, conveyances of land, and probate proceedings. The city's politics were lively, and its economy was strong. By that time, the house was occupied as the residence of the Gardner M. Pearson family (Mary, 40 in 1914, and children Elizabeth, 12, and Karl, eight). He still worked as a shoe laster in a shoe factory.

On June 25, 1914, in the morning, in Blubber Hollow (Boston Street opposite Federal), a fire started in one of Salem's fire-prone wooden tanneries. This fire soon consumed the building and raced out of control, for the west wind was high and the season had been dry. The next building caught fire, and the next, and out of Blubber Hollow the fire roared easterly, a monstrous front of flame and smoke, wiping out the houses of Boston Street, Essex Street, and upper Broad Street, and then sweeping through Hathorne, Winthrop, Endicott, and other residential streets. Men and machines could not stop it: the enormous fire crossed over into South Salem and destroyed the neighborhoods west of Lafayette Street, then devoured the mansions of Lafayette Street itself, and raged onward into the tenement district. Despite the combined efforts of heroic fire crews from many towns and cities, the fire overwhelmed everything in its path: it smashed into the large factory buildings of the Naumkeag Steam Cotton Company (Congress Street), which exploded in an inferno; and the fire rolled down Lafayette Street and across the water to Derby Street. There, just beyond Union Street, after a 13-hour rampage, the monster died, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless. Some people had insurance, some did not; all received much support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States, and the people of Salem would take years to recover from it. Eventually, they did, and many of the former houses and businesses were rebuilt; and several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets) were put into effect.

In 1920, the Pearsons lived here, Gardner still working as a shoe-laster, and Mary working as a substitute teacher in elementary schools; their children, Elizabeth, 18, and Karl, 14, were here, as was Gardner Pearson's sister, Louise (formerly known as Pansie), 44, working as a stenographer in an insurance office (1920 census). In July, 1921, Mrs. Pearson's sister, Sarah R. (Rhoades) Sinclair, wife of Arthur H. Sinclair, of Salem, conveyed her half-interest in the property to her sister, Mary E. (Rhoades) Pearson (ED 2488:123). Much later, in June, 1950, a widow, Mrs. Rhoades would convey the property to her daughter and son; and, on 24 June 1954, they conveyed it to the present owner, Robert B. O'Leary (ED 3746:111, 4080:165).

By the 1920s, Salem had recovered from the Great Fire and was once again a thriving city; and its tercentenary in 1926 was a year of celebration. From that time forward, Salem boomed right through to the 1960s, but the arrival of suburban shopping malls and the relocation of manufacturing businesses took their toll, as they have with many other cities. More than most, Salem has navigated its way forward into the present with success, trading on its share of notoriety arising from the witch trials, but also from its history as a great seaport and as the home of Bowditch, McIntire, Bentley, Story, and Hawthorne. Most of all, it remains a city where the homes of the old-time merchants, mariners, and mill-operatives are all honored as a large part of what makes Salem different from any other place.

--Robert Booth for Historic Salem Inc., 4 May 2003.

## Glossary & Sources

A figure like (ED 123:45) refers to book 123, page 45, Essex South registry of Deeds, Federal Street, Salem.

A figure like (#12345) refers to Essex Probate case 12345, on file at the Essex Probate Court, Federal Street, Salem, or on microfilm at Mass. Archives, Boston, or at the Peabody Essex Museum's Phillips Library, Salem.

Census records (censes were taken every 10 years from 1790 on, and in 1855 and 1865) are available on microfilm; they list the heads of households 1790-1840, and then list family members from 1850 on.

MSSRW refers to the multi-volume compendium, *Mass. Soldiers & Sailors in the Revolutionary War*, available at the Salem Public Library among other places.

MSSCRW refers to the multi-volume compendium, *Mass. Soldiers, Sailors, & Marines in the Civil War*, available at the Salem Public Library among other places.

EIHC refers to the Essex Institute Historical Collections (discontinued), a multi-volume set (first volume published in 1859) of data and articles about Essex County. The indices of the EIHC have been consulted regarding many of the people associated with this house.

The six-volume published Salem Vital records (marriages, births, and deaths through 1849) have been consulted, as have the Salem Directory and later Naumkeag Directory, which have information about residents and their addresses, etc.

Sidney Perley's three-volume *History of Salem, 1626-1716* has been consulted, as has the four-volume *William Bentley's Diary*, J. Duncan Phillips' books, some newspaper obituaries, and other sources.

Salem real estate valuations, and, where applicable, Salem Street Books, have also been consulted, as have genealogies.

There is much more material available about Salem and its history; and the reader is encouraged to make his or her own discoveries.

--Robert Booth



**CHAMBERLAIN, HARRIS & CO.**  
 DEALERS IN  
**WEST INDIA GOODS,**  
 CHOICE TEAS, &c., &c.,  
 Wholesale and Retail,  
 No. 24 FRONT STREET,  
 Corner of Derby Square.

**GEORGE F. & SAMUEL BROWN,**  
 Dealers in all kinds of  
**LUMBER,**  
**WOOD, BARK**  
**AND HAY,**  
 Nos. 33, 35 and 37 North St.  
 NORTH BRIDGE.

**PRIME, KENNY & CO.**  
 WHOLESALE AND RETAIL DEALERS IN  
**MAHOGANY AND FANCY WOOD,**  
 FURNITURE AND VENEERS.  
 SAWING AND TURNING EXECUTED TO ORDER  
 ALSO, DEALERS IN  
**GRAIN AND MEAL,**  
 CITY MILLS, 37 to 43 MILL STREET, SALEM.

DEALERS IN  
**MAHOGANY, FANCY WOOD AND FURNITURE;**  
 Mahogany Branch, Mottled and Plain Veneers; Rosewood, Zebra,  
 Black Walnut, Satin and Maple Veneers; Spanish and  
 Southern Cedar and Mahogany; Cherry and Black  
 Walnut Boards; Plank and Joist;  
 AT THEIR WAREROOMS,  
 No. 14 CHARLESTOWN STREET, BOSTON.

**BROOKS & NOYES,**  
 DEALERS IN  
**West India Goods,**  
 SHIP STORES,  
**Teas, &c.,**  
 Wholesale and Retail,  
 No. 121 Essex Street.

**P. L. W. GARDNER,**  
**WHOLESALE GROCER**  
 CHOICE TEAS, &c.,  
 No. 14 1/2 Front Street.

**HUMPHREY COOK,**  
**FASHIONABLE**  
**Hat, Cap and Fur**  
 ESTABLISHMENT,  
 No. 233 Essex Street,  
 And 31 and 33 Washington St.

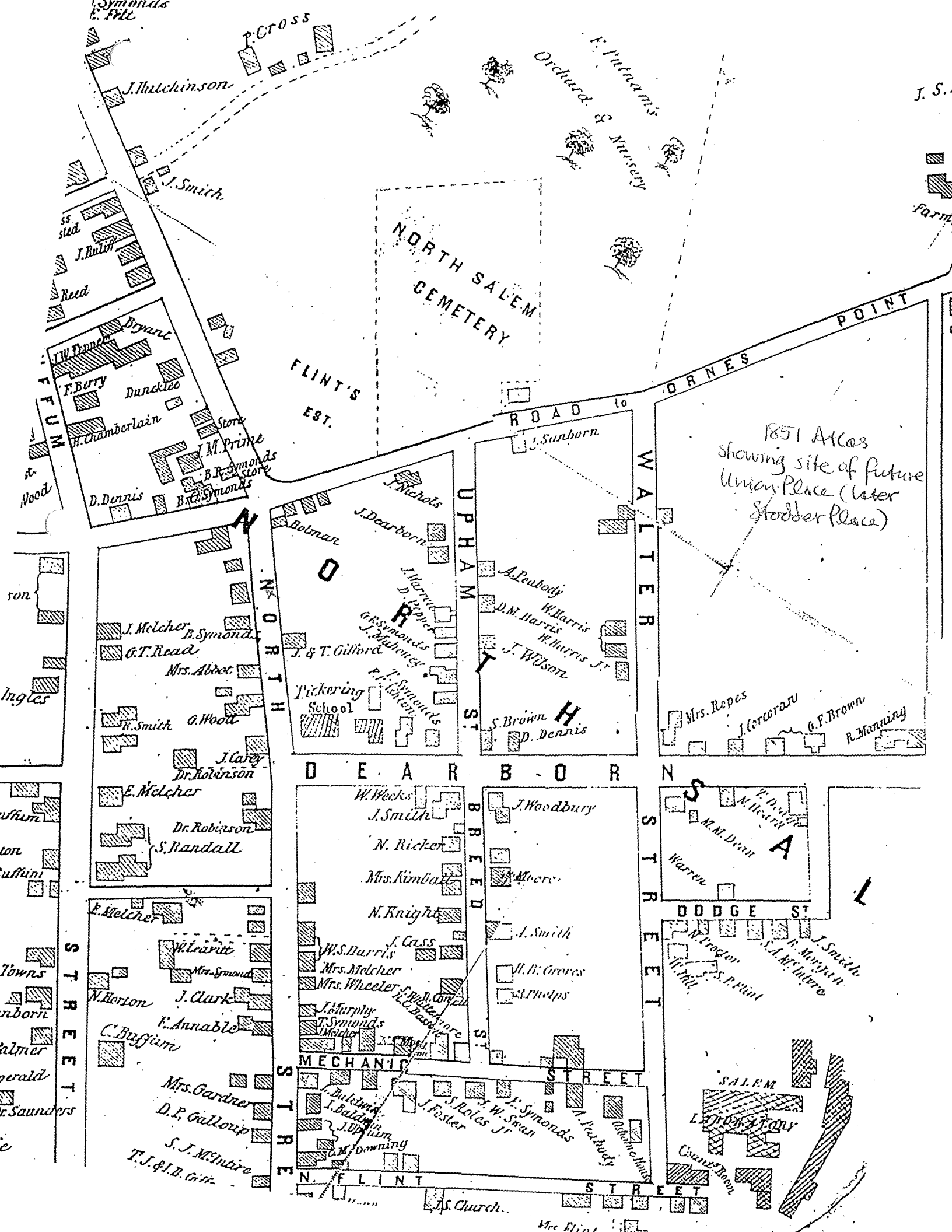
**J. PERLEY, Jr. & CO.,**  
**BOOKBINDERS,**  
 AND  
 Blank Book Manufacturers,  
 No. 191 Essex Street,  
 Directly opposite the Mansion House.  
 J. PERLEY, JR. J. CARTER  
 Magazines neatly bound.

**H. P. IVES & A. A. SMITH,**  
 (SUCCESSORS TO W. & S. B. IVES.)  
 Stearns's Building, Opposite Railroad Station,  
 NO. 232 ESSEX STREET,  
**BOOKSELLERS, STATIONERS,**  
 AND DEALERS IN  
**PAPER HANGINGS,**  
 WHOLESALE AND RETAIL.

Writing Papers of every description.  
**BLANK ACCOUNT BOOKS**  
 Ruled and Bound in the best manner.  
**Book Binding,**  
 In all its variety, done with neatness and despatch.

**JOSIAH B. OSBORN,**  
**HAIR DRESSING**  
 AND  
**SHAVING,**  
 No. 60 Derby St., Salem.  
 Hair Cutting, Curling, Champooing  
 and Shaving, done promptly and  
 in the best manner.

**JAMES B. SAUL,**  
 FASHIONABLE  
**HAIR DRESSER,**  
 At the Old Stand,  
 NO. 5 LIBERTY ST.,  
**SAUL'S MEDICATED FLUID,**  
 For the reproduction and preserva-  
 tion of the Hair.



J. S.

Farm

F. Putnam's  
Orchard & Nursery

NORTH SALEM  
CEMETERY

FLINT'S  
EST.

ORNES  
POINT

1851 Atlas  
showing site of future  
Union Place (later  
Stodder Place)

ROAD to

WALTER  
STREET

UPHAM  
STREET

NORTH  
STREET

DEARBORN  
STREET

WARREN  
STREET

STREET

DODGE STREET

STREET

STREET

MECHANIC

STREET

N. FLINT

S. Church

McC Flint

J. Hutchinson  
J. Smith  
J. Bulfinch  
Reed  
Dyant  
F. Berry  
Dunklee  
H. Chamberlain  
J.M. Prime  
B.A. Symonds  
D. Dennis  
B.C. Symonds

J. Melcher  
B. Symonds  
G.T. Read  
Mrs. Abbot  
H. Smith  
G. Wood  
J. Carey  
Dr. Robinson  
E. Melcher  
Dr. Robinson  
S. Randall

E. Melcher  
W. Leavitt  
Mrs. Symonds  
N. Horton  
J. Clark  
F. Annable  
C. Buffum  
Mrs. Gardner  
D.P. Galloway  
S. J. McIntire  
T.J. & D. Gorr

J. Nichols  
J. Dearborn  
J. Harris  
D. P. Pope  
G.R. Symonds  
J. Maloney  
P.J. Symonds  
P.J. Linton  
J. & T. Gilford  
Pickering School

W. Weeks  
J. Smith  
N. Ricker  
Mrs. Kimball  
N. Knight  
W.S. Harris  
Mrs. Melcher  
Mrs. Wheeler  
J. Murphy  
T. Symonds  
J. Mather

J. Bulfinch  
J. Bulfinch  
J. Upham  
G.M. Downing  
J. Foster  
J. Roles Jr  
J. W. Swan  
J. Symonds  
A. Putnam

J. Sunborn  
A. Peabody  
D.M. Harris  
W. Harris  
W. Harris Jr  
J. Wilson  
S. Brown  
D. Dennis

Mrs. Ropes  
J. Gorran  
G.F. Brown  
R. Manning

W. D. Dwyer  
N. Heath  
M.M. Dean  
Warren  
N. Proger  
S.S. P. Flint  
J. Smith  
N. Marchant  
J.A.M. Flint

SALEM  
L. D. Dwyer  
Charles Dwyer

CHEMIST

CITY

CITY ST

APLETON

HARRISON

ORME

HARDING

PERKINS

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PLATE

1874 Atlas

SCHOOL

PICKERING

SCHOOL

HARMONY

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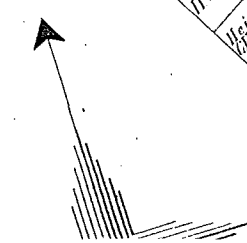
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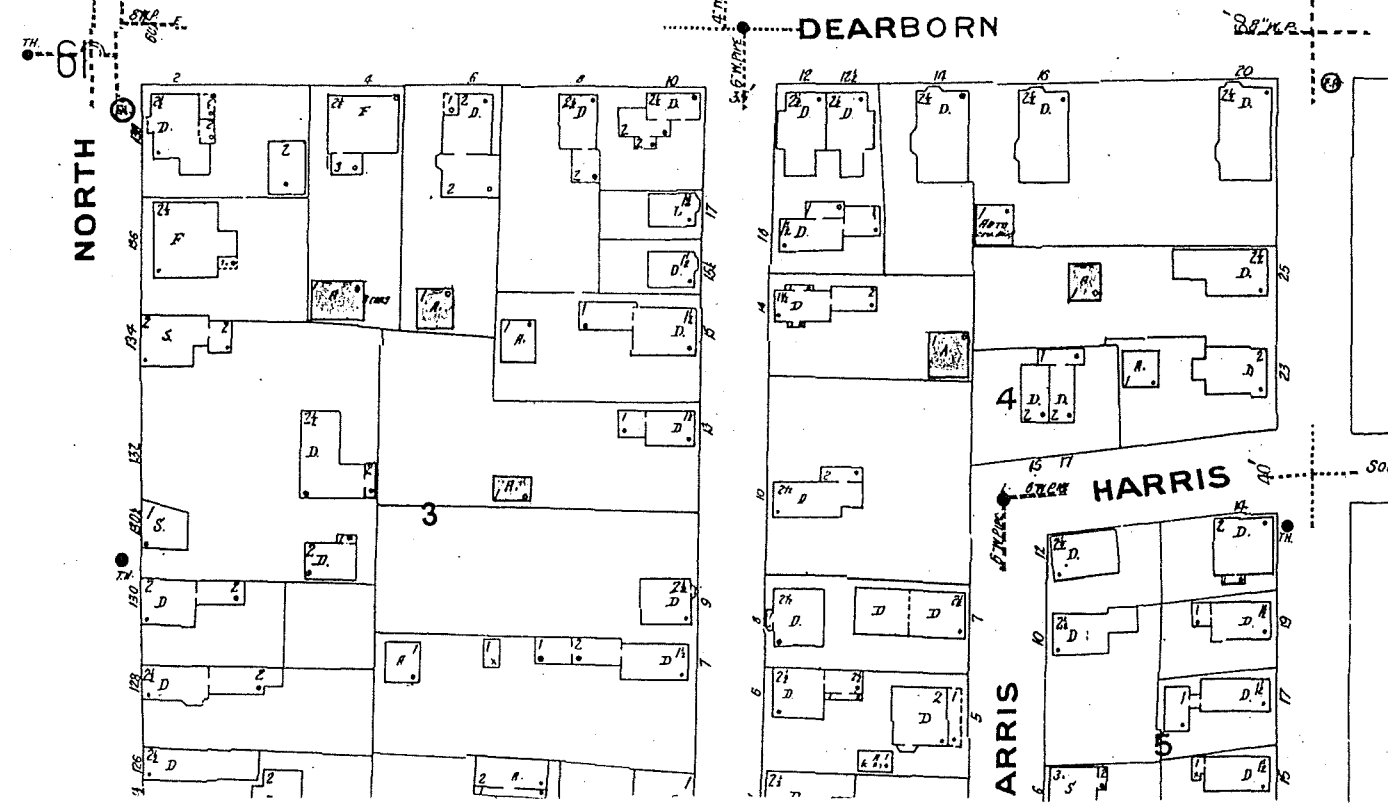
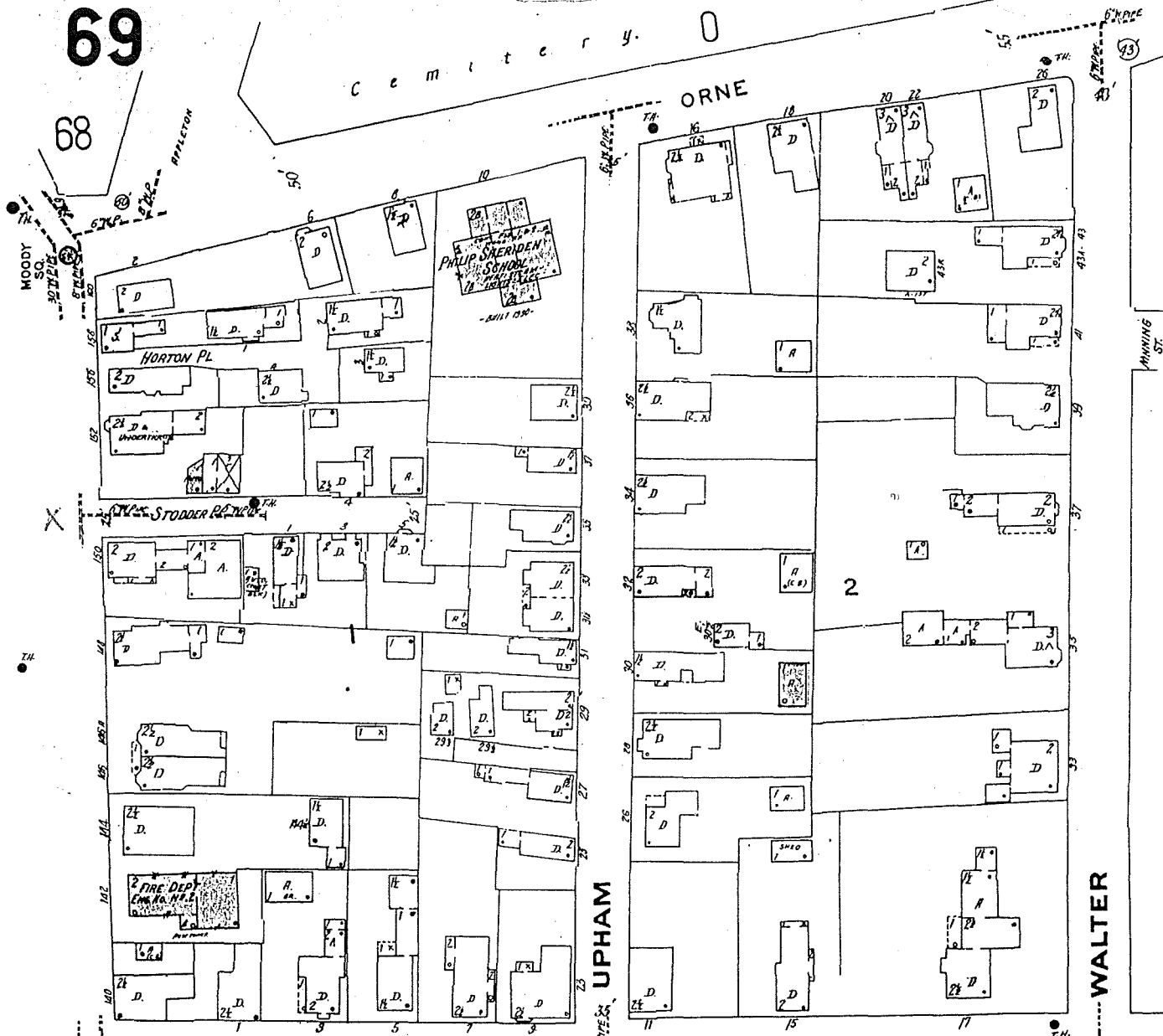
SYMONDS

SYMONDS





C e m e t e r y .





50c. suspender, but sold here for 25c.

Working Shirts, light or dark colors. Many patterns, new weaves, full sizes from 12 to 18. From best makers and only 50c.

Men's hosiery, seamless, double heel and toe, black, blue, tan and red. Only 15c. a pair, 2 pairs for 25c.

It's the best time now to have fur work done, repairing, remodeling, etc. We're agents for one of the leading New York furriers. Estimates given at once, and work entrusted to us done promptly and satisfaction guaranteed. Don't allow your fur work to go until it will be difficult to get it done promptly.

**PASSED BEYOND.**

**Death of Charles C. Rhoades Yesterday Afternoon.**

**Well-Known Member of the School Committee.**

**Took Active Interest in Several Fraternal Societies.**

Charles C. Rhoades, a well-known citizen, died at his residence, 4 Union place, at 4.30 yesterday afternoon. About six weeks ago, he was taken ill with typhoid fever, and for several days he was very sick. The fever passed off, but the patient in a very weak state, heart failure set in, and he gradually sank until his death.

Charles C. Rhoades was born in Sibley, December 17, 1848, and was a son of the late John W. and Elizabeth (Goldthwait) Rhoades. He was educated in the Salem public schools, graduating with honor from the high school, and receiving a medal for his excellent scholarship.

After leaving school, he learned the trade of carriage painting of his father, and at his death succeeded to the business, and continued it up to the present time.

He early became interested in fraternal orders, and on March 7, 1879, joined Essex lodge, I. O. O. F., passing through the chairs. His great love for Odd Fellowship farther led him to become a member of Nantuxkeag encampment and Union Rebekah lodge, in both of which he subsequently held the highest office.

He was also a member of the Grand lodge and grand encampment and served efficiently as deputy for several years. Rarely was he absent from a meeting of his own lodge, and his valuable counsel was frequently sought.

He was chief warden of the Essex County Veteran Aid Fellows' association. He was a member of the Royal Arcanum, treasurer of the Salem Charitable Mechanic association, and of the Salem Veteran Firemen's association. In 1890 he was elected a member of the school board from Ward 6, and was re-elected in 1893, 1895 and 1899. He was a most valuable member, and, having the cause of education

deeply at heart, he gave generously of his time and talents for the benefit of the schools. For years he has acted as warden at the polls in Precinct Twelve.

On Sept. 8, 1878, he was married to Miss Sarah E. Brown of Salem, and she and two daughters, Mrs. Gardner M. Pearson and Miss Sarah Rhoades, survive him.

**OPERATED IN BOSTON.**

**Fair Swindler Reaps Quite a Harvest.**

Boston has been visited during the past few days by a handsome, stylish-dressed woman swindler, and from the description given of her and her manner of working she is thought to be the same one who, as "Mrs. Charles Longworth of Chelmsford," recently victimized people in Newport, R. I., to the extent of \$10,000 on forged checks. Keady & Clark, the stablemen of Boston are mourning the loss of a bay mare, silver-mounted harness and spider Stanhope, valued at \$600, while the Hotel Essex is out the value of four days' entertainment. The women made a melodramatic disappearance. It is learned that other hotels have been victimized.

**FOREIGN NEWS.**

The Peruvian congress has declared full amnesty for all political offenders. The viceroy of India cables that a very decided improvement in the crop prospects has taken place during the last 10 days.

Subscriptions to the British 3 per cent. 10,000,000 pound war loan closed in London yesterday.

Eight Americans, students of the University of Munich, were arrested in the Gardens of Abreevery at Loewen, Germany, because they had created disturbances and roughly handled the waiter, who is seriously injured. Thus far the United States embassy has not intervened.

**HOTEL WASHINGTON ARRIVALS.**

G. J. Destin, Fall River; E. A. Farnham, Swampscott; E. W. Nichols, Hamilton; E. A. Bailey, Cambridge; E. L. Humphrey, W. M. Keith, Boston; J. S. Wentworth, Portsmouth, N. H.; L. E. Peabody, Concord, N. H.; R. T. Deara, Attleboro; G. W. Wilson, R. J. Lane, Hartford, Conn.; F. S. Swinds, Springfield; E. A. Lang, Newfaven, Conn.; F. S. Moore, W. H. Moore, Lawrence; A. A. Rollins, Lynn; F. S. Smalley, Revere; S. W. Lilly, E. A. Wilkins, Manchester, N. H.; A. S. Nelson, Woburn.

**Enclosed Lights.**

A means of readily installing enclosed lights in the power stations of the Electric Light and Power Co. is being manufactured, the regular service, with out the slightest interruption, the company making many changes, in order to meet the requirements of the new contract to light the city with enclosed instead of open arc lamps. Some of the arc machines, which have been in use, will be abandoned and removed, and their places filled by the number of machines necessary to supply the closed lamps.

Steady improvement in the method of developing and distributing the current compels the company to be nearly always making changes, which means a large outlay, without any immediate increase in the income. The change to the closed arc system means a great cost, which could not be done profitably had not a contract for a term of years been accepted by the city.

In a few weeks new machinery, of a design not familiar to the local station, will be introduced. When the new machines shall be in position and operating, and the changes completed the company will continue to possess, as it has done since the beginning, one of the best equipped electric lighting plants in the country.

**THE HOT WAVE.**

**Chicago and Other Middle West Cities Suffering From Torridity.**

Four deaths and several prostrations were reported in Chicago yesterday as the result of the excessive heat.

Three deaths and four prostrations resulted from intense heat at Milwaukee.

One death and seven prostrations from the heat is the record in Pittsburg. The intense heat caused great suffering in the mills and factories and many workmen were forced to quit work for the day.

Northern New York is in the grasp of a hot wave, the most severe in years. The temperature Monday was 105 and yesterday it was only slightly lower.

**BOSTON STREETS FLOODED.**

A big water main at the corner of Tremont and Boylston streets, Boston, burst last night, and before the water could be turned off and the flow stopped, an immense amount of damage had been done. The total loss can not be estimated as yet, but will be many thousands of dollars. The streets in the vicinity were turned into rivers, cellars were flooded, and even the subway sustained serious damage.

**DEAD MAN C. A. KEHOE.**

The body which was found in the ruins of a burned paint shop in Dorchester, yesterday, has been identified as that of Charles A. Kehoe. Kehoe and a party of young fellows had been holding a carousal in the place, and he was there alone when the others left.

**FATAL RAILWAY CRASH.**

At South Rumb, Ind., on the Monon road, a passenger train collided with a freight engine and caboose standing on the side track yesterday. Three were killed and 11 others seriously injured.

**MIDDLETON LAWN PARTY.**

Mrs. Webber will conduct a lawn party at her home "The Nason" at Harvard park, Middleton, this evening. Ice cream and cake will be for sale.

**BUSINESS QUIET.**

Two drunks and one lodger were the sum total at the police station last evening. Everything was reported as extremely quiet.

**MARINE INTELLIGENCE.**

Port of Salem, Tuesday, Aug. 7.

ARRIVED. Bark Wilkesbarre, Jones, Port Johnson, 270 tons, coal to George Lloyd. Ssk. Flora Gordon, Sellers, Bangor, for New York.

SAILED. Br. Sch. Rowena.

unusual one for 16 was the double wedding of Mr. and Mrs. George A. Orne of Beverly, Mass., and Miss Mabel Helen Wolcott Roberts of Boston. The ceremony was performed at the residence of the bride's father, George B. Roberts, at 11 Audover street, Boston, on Monday evening, July 29. The bride was dressed in a gown of white Swiss muslin, trimmed with Mechlin lace and caught up with valley lilies, which when thrown back, showed a spray of lilies on the front of their heads. Each carried a large shower bouquet of the same flower. Both young ladies are tall and graceful and made beautiful brides.

The wedding ceremony was not in the Episcopal service but was performed by Rev. Mr. Hall in an original service which was very interesting. The first to be married were Edward L. Orne and Miss Helen W. Roberts, who passed to the right of the table as the couple of the ceremony. George B. Roberts and Miss Mabel E. Roberts were married with an exchange of rings between bride and groom. They were unattended.

The ceremony was witnessed by about 100 friends of the contracting parties, confined chiefly to immediate relatives and very intimate friends. An elaborate luncheon followed in the dining room, which was beautifully embellished with flowers, and was served by Caterer Dill of Melrose. The orchestra discoursing music during the evening.

Both couples left town last night for bridal tours. Mr. and Mrs. Orne will return to Peabody and will reside at No. 11 Audover street. Mr. Roberts and his wife will remain in Boston.

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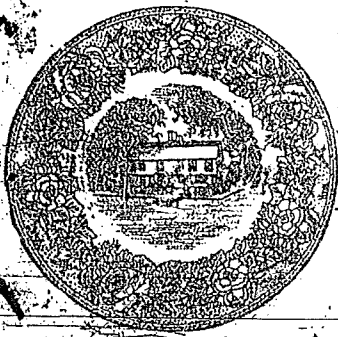
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**BLUE WEDGEWOOD PLATES,**

50 cents each.

(6 spoons in diameter.)

"The Witch House" and the "House of Seven Gables."

A good reproduction of the old-fashioned dark blue plates. Made in England to special order.

**DANIEL LOW & CO.,**  
Corner Essex and Washington Sts., Salem.