

8 Upham Street
Salem, Mass.

by Robert Booth, February 2021, for Historic Salem Inc.

According to available evidence, this house was built c. 1760. It was moved to this spot for John H. Nichols, trader, in 1840, when Upham Street was called Breed Street.

In December, 1839, Ebenezer S. Baldwin, yeoman, for \$112 sold to John H. Nichols, trader, a piece of land in North Salem, bounded west 52' on the way from Mechanic to Dearborn Streets, north 110' on land of Baldwin, east 52' on land of Harris, and south 110' on land of Phelps (ED 316:168). In April, 1837, Mr. Baldwin had bought the same for \$100 from Joseph Baldwin (ED 301:240).

On the empty lot, Mr. Nichols had a foundation built and moved this house in. Evidently he had arranged for the place to be purchased, for on July 1, 1840, he sold the premises for \$125 to William M. Arrington, Salem painter, who was to pay a \$500 mortgage that had been taken out with Benjamin F. Browne (ED 319:174,192). In October, 1840, Mr. Arrington took out another mortgage, this one for \$200, with B. F. Browne (ED 321:55).

John Henry Nichols never lived here. Evidently he or Mr. Arrington had purchased this old house and had it moved off its original site, perhaps elsewhere in North Salem. Its architectural features indicate that it was built c.1760 with a center chimney, a heavy timber frame originally encased in box moldings (as upstairs front corner room), beaded board sheathing on most walls, wide floorboards, and feather edge whole-wall paneling on the chimney walls. Judging from the undergirding visible in the cellar, it was built as a four-room house, with the early addition of four back rooms. One room of the house was updated with wainscot walls and a glyph/star chair rail in the Federal period (c. 1810). It is a remarkable example of woodwork, especially the paneling and beaded sheathing, in a modest home of the time. Perhaps it was built by one of the Symonds family, which was numerous in sparsely settled North Salem in the 1700s.

J. H. Nichols was born in 1811, the son of Capt. George Nichols and his wife Sarah Peirce of Salem. John would grow to a height of 5' 7", with black hair and gray-blue eyes and a light complexion (per his passport). Like his father, he became an auctioneer, trader, and commission merchant. He married Sarah Augusta Leach, 27, in 1838 or so and they would have at least five children by 1850. In 1840, the Nicholoses resided on Federal Street, corner of Andover; and

soon after they moved to Chestnut Street. Mr. Nichols survived his wife and died on Nov. 16, 1898, aged 87; his remains were interred at Harmony Grove cemetery.

William M. Arrington (the buyer of 1840) and family resided here, evidently, for a few years. The 1842 Salem Directory shows him residing on Breed Street, with his paint shop at the corner of North and Forrester Streets (Forrester was then the name for Bridge Street). In those days, painters made their own paint, using various ingredients. Some paints were milk-based, some were lead-based.

Born in late December, 1805, William M. was the son of Joseph Arrington and Catherine Richards of Salem. In 1820 or so William had been apprenticed to a painter, and would pursue painting as his career, as would his brother Walter.

At 22, William married 1827 (Salem) Lydia H. Beckford, 27. They had children Maria H., born in 1833, and twins William S. and George B., born in 1835, and at least two older daughters. In the 1840 census (p. 308), William M. Arrington is found here, in ward 4 with his wife Lydia, three girls and two boys.

In July, 1841 for \$300 and the \$700 mortgage, William sold the house and land to Walter R. Arrington, Salem painter (ED 325:289). In April, 1843, Walter Arrington for the same price sold the premises back to William, who immediately sold the same for \$600, subject to the \$700 mortgage, to Henry B. Groves, of Salem, in trust (ED 336:230).

The W. M. Arrington family then moved to South Reading, where he continued as a painter (per 1850 census); he would eventually move to Wakefield, where he would die on Jan. 21, 1888, aged 82 years.

The new owner (in trust), Mr. H. B. Groves, did not reside here; he rented out the house and he evidently added a couple of rental dwellings to the back of the lot. In November, 1845, for \$750 (plus \$800 mortgage) Henry B. Groves sold the property to Edward H. Payson (ED 360:235), another absentee landlord.

By 1845, the tenant here was John Wheeler, city watchman, and family (per 1846 Salem Directory, "8 Breed Street"). A city watchman was a policeman. In 1841-2 (per 1842 Directory) the John Wheelers had resided at then-103 North Street. In 1845 Salem was a city of 16,762 people, of whom 1,316 resided in North Salem.

John Wheeler and Phebe P. Hart had married in 1824. He was apprenticed as a mariner when a boy, and made 14 overseas voyages over the years, starting in 1811. In 1824 he married and in 1826 he "swallowed the anchor" and came ashore. His first known voyage was in February, 1811, when the 79-ton

schooner "Four Sisters," Capt. Joseph Ervin, departed for Brazil with a mate and five seamen, one being John Wheeler, seventeen, 5' 4" (his adult height) and light complected. His career as a mariner ended with a voyage to the other side of the world: at 32, he was a seaman in a crew of six, under mate Edward Carwick and Capt. Stephen Burchmore, on board the brig "Susan," departing in September, 1826, for the East Indies—the ports of Asia (info from Salem Crew Lists, Mystic Seaport online).

John and Phebe (Hart) Wheeler had at least these children:

1. Phebe A., 1828, m. Temple Dodge
2. Mary E., 1835
3. John H., 1837
4. Harriet N., 1839
5. Lucy F., 1841

In 1850 (per Directory) residing here were (per census, h. 89): John Wheeler, 53, police, Phebe, 46, Mary E., 15, John H., 12, Harriet M., 10, and Lucy T., 9; also Temple Dodge, 25, painter, wife Phebe A. (nee Wheeler), and child Elizabeth A., one.

By 1852/3, the house was occupied by Patrick Brogan, laborer, and family (per 1853 Directory, house 8 Breed Street). He was here per Directory of 1855, by which time the street name had been changed to Whittemore.

Patrick Brogan (1792-1878) was born in Ireland, the son of Nicholas Brogan. He came to Salem by 1840, well before the Famine, one of the earliest of the mid-century Irish immigrants here. In October, 1840, he, 48, married Julia (nee Mooney) McCann, a widow, also a native of Ireland, the daughter of William & Margaret Mooney. Patrick became stepfather of her daughter Eliza McCann, then eleven, who, at twenty in 1849, would marry Timothy Coughlin, an Irish immigrant tailor, in Salem.

In the 1840s the Brogans had resided on Elm Street (now Hawthorne Boulevard)¹ and in 1850 (per census, h. 150): Patrick, 48, described as a farmer, and Julia, aged 54, resided in a house with the Coughlins (Timothy, 28, Eliza, 21, and baby Edward), also Thomas Matthews, 23, laborer, and Mrs. Julia (Tierney) Hand, 37, both Irish immigrants. By 1853 (per Directory) the Brogans had moved here to #8 Breed in North Salem.

In June, 1855, Joseph P. Pond, Salem trader, for \$1400 sold the property (#8) to John Henfield, subject to a mortgage for \$800 (ED 517:46). Mr. Pond had

¹ per 1842 and 1846 Salem Directories

acquired it, evidently, by virtue of mortgages from E. H. Payson. The price reflects the value of the house, lot, and the other houses, in the rear.

Per the 1855 census (house 591), the house was evidently occupied by Patrick Brogan and butcher William Monies, 47 (others listed here probably lived in the house out back). Mr. Monies is listed at 8 Whittemore St. in the 1857 Directory. Likely the Patrick Brogans also resided here at that time.

In August, 1860, for \$700 Mr. Henfield sold the "buildings and land," lot measuring 52' by 110' as before, to 59-year-old Salem merchant Joseph Shatswell (ED 610:285). Like most previous owners, Mr. Shatswell used the premises for rental income and did not reside here. He was a shipowner engaged primarily in trade with Cayenne.

In 1860 (per census, h. 1633) the house was occupied as a three-unit: here lived Caroline Decatur, 38, shoe binder, and daughter Anna H., 15; Richard Miller (sic, Millard), tanner, wife Joanna, 38, children Ann, 17 (all born in Ireland), and Richard S., six; and Patrick Brogan, 65, laborer, wife Julia, 62, and Michael Hogan, 8, perhaps a grandson.

Per 1861 Directory, the heads of household at "8 Whittemore" were Patrick Brogan, laborer, William Monies, butcher, and Richard Millard, currier.

The Patrick Brogans remained here until about 1865, when Patrick and Julia were residing at Parkers Court, off Pleasant Street, near Bridge Street (per 1865 census, house 252). Julia (Mooney) McCann-Brogan died on Nov. 12, 1867, perhaps in her 76th year (or older). She and Patrick had been married for 27 years. In 1870 (per census, h. 268) he, 72, laborer, resided with the Coughlins, evidently at Parkers Court. Patrick Brogan died on Jan. 13, 1878, at eighty-six (per record) of the effects of old age.

By 1865 (per census, h. 116), this house (#8) was occupied in three units by:

Unit One: Richard Millard, 56, tanner, wife Joanna (nee Murphy), 45, children Anna, 21—all born in Ireland—Richard S., 11, born in England, and Mary A., two, born in Mass., also Bridget McCluskey, 28, spinner, born in Ireland;

Unit Two: John Collins, 44, born Ireland, currier, Catherine ("Kate"), 38, and Bridget, 22;

Unit Three: William Monies, 57, butcher, born in Mass.

The Millards, here (at #8) since 1860, would reside in this house for decades to come. In 1870 they were here—Richard "Miller," 58, laborer, Joanna, 52, Richard S., 15, apprentice to a currier, and Mary, seven; also Kate Collins, 43, keeping house, and Bridget, 27. Evidently John had died.

Richard Millard (1817-1901), born in Ireland. He m. c. 1845 Joanna Murphy (b. 1823, Ireland). Known issue:

1. Ann, b. Ireland, 1846, m. 1867 Cornelius Creeden.
2. Richard S., b. Bristol, Eng., 1855, m. Mary J. Gahagan; died 17 Feb. 1915.
3. Mary Jane, b. 1863, m. 1893 John H. Dalton.

In the 1870s Whittemore Street, formerly Breed Street, was renamed Upham Street.

The owner, Joseph Shatswell, died at the age of eighty-two on Oct. 2, 1883. Interment was at Harmony Grove cemetery. By his will he devised the premises to a daughter, Laura L., wife of Francis R. Webb.

Richard Millard and family were still here in 1880 (per census, h. 117): Richard "Miller," 63, laborer, Joanna, 62, keeping house and taking in washing, Richard S. Millard, 25, currier, and Mary Jane, 17, at school. In April, 1893, Mary Jane married John H. Dalton. Sometimes Richard was listed as a laborer, sometimes as a mason. Patrick Welch and family lived in one of the dwellings on the rear of the lot, over decades.

The Millards were here in 1895. By 1900 Joanna (Murphy) Millard had died, and Richard had gone to live with his daughter Annie (per census) at 8 Churchill Street. He was listed as 83, born in Ireland in February, 1817. His daughter Annie, 57, was married to Cornelius Creeden, 57, and they had children. In 1901, evidently, Mr. Richard Millard died.

In 1900 (per census, h. 124) the occupants here (#8) were three older Irish immigrants: Mary Cane, 63, John Rahaler, 70, and Mary Grogan, 65.

In August, 1908, Mrs. Louisa L. (Shatswell) Webb, Salem widow, and her daughter, Mary L. Webb of Chula Vista, California, sold the premises to Ira M. Chute of Salem (ED 1931:305). The land included this house and the dwellings behind it, in which several families resided.

By 1910 (per Directory) the house was occupied by painter John R. Sinclair and family.

In November, 1924, Ira Chute sold the premises to Mrs. Blanche Galper (ED 2617:519). For 51 years the premises were owned by the Galper family.

In October, 1975, four Galpers granted the premises to Deborah Phillips and husband Mark (ED 6205:731). Since then, the property has been sold as follows:
1985 Phillipsees to Hathaway & Roth, 7811:331.
1988 H & R to Dan Sullivan & Susan Lanham, 9593:145.
1994 DS & SL to Patricia Konovalschik, 12370:10
1996 PK to George P. Napolitano, 13581:241
1999 GPN to Michele T. McHugh, 15739:555
2002 MTM to Eight Upham St. RT. 20117:447
2005 EUS RT to A. Wolf & M. McClish, 25240:537.
2018: M. McClish to Tracy McLeod, the present owner and occupant.

Summary of Salem History from 1830s Forward

In the 1820s and into the 1830s, Salem lost its place as an important center of maritime commerce, and many families, of all classes, departed for Boston and other places that were prospering. As the decade wore on, Salem's remaining merchants took their equity out of wharves and warehouses and ships and put it into manufacturing and transportation, as the advent of railroads and canals 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. Salem slumped badly, but in 1836 the voters decided to charter their town as the third city to be formed in the state, behind Boston and Lowell. 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, brought economic disaster to many younger businessmen, and caused even more Salem families to depart in search of fortune and a better future.

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, Salem's first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 in North Salem along the shore of the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business. Much of North Salem, east of North Street, was devoted to large farms and

extensive orchards, notably those of Robert Manning and his son Richard, leading pomologists who had thousands of apple and pear trees.

Some Salem merchants turned to whaling in the 1830s, which led to the building of two small steam-powered factories producing high-quality candles and machine oils at Stage Point. The manufacturing of white lead 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 started 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.

The 1840s proved to be a decade of explosive growth in Salem's leather industry, still conducted largely as a mass-production handicraft, and its new textile manufacturing, applying leading edge machine technology. Starting in the late 1840s hundreds of Irish families arrived in Salem as refugees from the famine in their homeland.

The tanning of animal hides and curing of leather, a filthy and smelly enterprise, took place on and near Boston Street, along the upper North River. In 1844, there were 41 tanneries; a few years later, that number had doubled and in 1850 they employed 550 workers. Salem had become one of the largest leather-producers in America; and it would continue to grow in importance throughout the 1800s, employing hundreds of men as laborers, curriers, and tanners.

In 1847, along the inner-harbor shoreline of Stage Point, the Naumkeag Steam Cotton Company completed the construction of the largest steam-powered cotton factory in the world, four stories high, 60' wide, 400' long, running 1700 looms and 31,000 spindles to produce millions of yards of first-quality cotton sheeting and shirting. It was immediately profitable, and 600 people found employment there, many of them living in new houses on The Point. The cotton sheeting of The Point found a ready market in East Africa, and brought about a revival of shipping, led by the merchants David Pingree (president of the Naumkeag company) and John Bertram.

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. Hundreds of Irish families, fleeing the famine in Ireland in the late 1840s and 1850s, settled in Salem and gave the industrialists a big pool of cheap labor, and Salem's households a large supply of domestic servants.

The Gothic symbol of Salem's new industrial economy was the outsized twin-towered granite-and-brick train station—the “stone depot”—smoking and growling with idling locomotives, standing on filled-in land at the foot of Washington Street, on the site of shipyards and the merchants' wharves.

In general, foreign commerce waned: in the late 1840s, giant clipper ships sailing from Boston and New York replaced the smaller vessels that Salem men had sailed around the world. The town's shipping consisted of vessels carrying coal and importing hides from Africa and Brazil, and Down East coasters with cargoes of fuel wood and lumber. A picture of Salem's waterfront is given by Hawthorne in his mean-spirited “Introduction” to *The Scarlet Letter*, which he began while working in the Custom House.

Salem's industrial growth continued through the 1850s, as business expanded, the population swelled, new churches were built, new working-class neighborhoods were developed (especially at The Point, South Salem along Lafayette Street, in North Salem, off Boston Street, and along the Mill Pond behind the Broad Street graveyard); and new schools, factories, and stores were erected. A second, even-larger factory building for the Naumkeag Steam Cotton Company was added in 1859, down at Stage Point, where a new Methodist Church went up in 1852; and many neat new homes, boarding-houses, and stores lined the streets between Lafayette and Congress. The tanning business continued to boom, as better and larger tanneries were built along Boston Street and Mason Street; and subsidiary industries sprang up as well, most notably the J.M. Anderson glue-works on the Turnpike (Highland Avenue).

As it re-established itself as an economic powerhouse, Salem took a strong interest in national politics. It was primarily Republican, 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 leading black families. At its Lyceum (on Church Street) and in other venues, plays and shows were put on, but cultural lectures and political speeches were given too.

With the election of Abraham Lincoln in 1860, it was clear that the Southern states would secede from the union; and Salem, which had done so much 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; and there was great celebration when the war finally ended in the spring of 1865.

Through the 1860s, Salem pursued manufacturing, especially of leather and shoes and textiles. Where factories were built along Mason Street, the North River was filled in except for a remnant canal. The managers and capitalists tended to build their new, grand houses along Lafayette Street (these houses may still be seen, south of Holly Street; many are in the French Second Empire style, with mansard roofs). Factory workers, living in smaller houses and tenements, wanted something better for themselves: in 1864 they went on strike for higher wages and fewer hours of work.

In 1870 Salem received its last cargo from Zanzibar. By then, a new Salem & New York freight steamboat line was in operation. Seven years later, with the arrival of a vessel from Cayenne, Salem's foreign trade came to an end. After that, "the merchandise warehouses on the wharves no longer contained 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" (Rev. George Bachelder in *History of Essex County*, II: 65).

Salem 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, most of it shipped by rail to the factories on the Merrimack. In the neck of land beyond the Pier, a new owner began subdividing the old Allen farmlands into a 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.

In this decade, large numbers of French-Canadian families came 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; and by 1879 the Naumkeag Steam Cotton mills would employ 1500 people (including hundreds of children) and

produce annually nearly 15 million yards of cloth. Shoe-manufacturing businesses expanded in the 1870s, and 40 shoe factories were employing 600-plus operatives. Tanning, in both Salem and Peabody, remained a very important industry, and employed hundreds of breadwinners.

In the 1880s and 1890s, Salem kept building infrastructure. 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; but the owners prevailed, and many of the defeated workers lost their jobs and suffered, with their families, through a bitter winter.

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 Rail Road 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. The large and beautiful Mill Pond, which occupied the whole area between the present Jefferson Avenue, Canal Street, and Loring Avenue, finally vanished beneath streets, storage areas, junk-yards, rail-yards, and parking lots. The South River, too, with its epicenter at Central Street (the Custom House had opened there in 1805) was filled in and disappeared under streets and warehouses; and some of its old wharves were joined together with much in-fill and turned into coal-yards and lumber-yards. Only a canal was left, running in from Derby and Central Wharves to Lafayette Street.

Salem kept growing. The Canadians were followed in the early 20th century by large numbers of Polish and Ukrainian families, who settled primarily in the

Derby Street neighborhood, and by Sicilians, in the High Street neighborhood. By the eve of World War One, the bustling, polyglot city supported large department stores and 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 conveyances of land, lawsuits, and probate proceedings. The city's politics were lively, and its economy was strong.

On June 25, 1914, in the morning, in Blubber Hollow (Boston Street at Proctor), a fire started in small wooden shoe factory. This fire soon raced out of control, for the west wind was high and the season had been dry. 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 of The Point. Despite the combined efforts of heroic fire crews from many towns and cities, the fire overwhelmed everything in its path: the Naumkeag Steam Cotton Company factory complex exploded in an inferno.

At Derby Street, just beyond Union, 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. 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.

By 1920 Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration. The Depression hit in 1929, and continued through the 1930s. Salem, the county seat and regional retail center, gradually rebounded.

Salem prospered after World War II through the 1950s and into the 1960s. General Electric, Sylvania, Parker Brothers, Pequot Mills (formerly Naumkeag Steam Cotton Co.), Almy's and Newmark's and Webber's department stores, various other retailers and warehouse, and Beverly's United Shoe Machinery Company were all major local employers.

Sources

A figure like (ED 123:45) refers to book 123, page 45, Essex South Registry of Deeds.

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

MSSCRW refers to the multi-volume compendium, Mass. Soldiers, Sailors, & Marines in the Civil War, 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 six-volume published Salem Vital Records (marriages, births, and deaths through 1849) and many census records have been consulted, and the Salem Directory and later Naumkeag Directory, with data about residents and their addresses, etc.

Where applicable, Salem real estate valuations and Street Books have been consulted.

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

Know all Men by these Presents, That I

E. S. Baldwin
to
J. A. Nichols

366168

Ebenezer S. Baldwin of Salem in the County of Essex & State of Massachusetts, Yeoman, in consideration of one hundred & twelve Dollars to me paid by John A. Nichols of said Salem, Trader,

the receipt whereof I do hereby acknowledge, do hereby give, grant, sell and convey unto the said John A. Nichols a certain piece of land situate in the City of Salem bounded westerly by a road or way thirty five feet wide, extending from Mechanic Street to Dearborn Street and there measuring fifty two feet, northerly by land of Joseph Baldwin about one hundred ten feet, easterly by land of Harris fifty two feet, southerly by land of Phelps about one hundred ten feet, being the whole of the estate conveyed to me by Joseph Baldwin April 19th A.D. 1837 and recorded in the Essex Registry Book 201 Leaf 240, reference there- to being had.

So Made and to Hold the afore-granted premises to the said John A. Nichols, his heirs and assigns, to his use and behoof forever. And I do covenant with the said John A. Nichols, his heirs and assigns, that I am lawfully seized in fee of the afore-granted premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said John A. Nichols. And that I will warrant and defend the same premises to the said John A. Nichols his heirs and assigns, forever, against the lawful claims and demands of all persons.

In Witness whereof, I the said Ebenezer S. Baldwin

have hereunto set my hand and seal this twenty first day of December in the year of our Lord one thousand eight hundred and thirty nine.

Signed, sealed and delivered in presence of us: J. A. Merrill Ebenezer S. Baldwin Seal.

Witness, ss. December 26, 1839. Then the above named Ebenezer S. Baldwin

acknowledged the above instrument to be his free act and deed, before us, J. A. Merrill Justice of the Peace. Essex, ss. Received Dec. 26, 1839, 15 m. before 11 o'clock A.M. Noted and examined, by O. H. Smith Register.

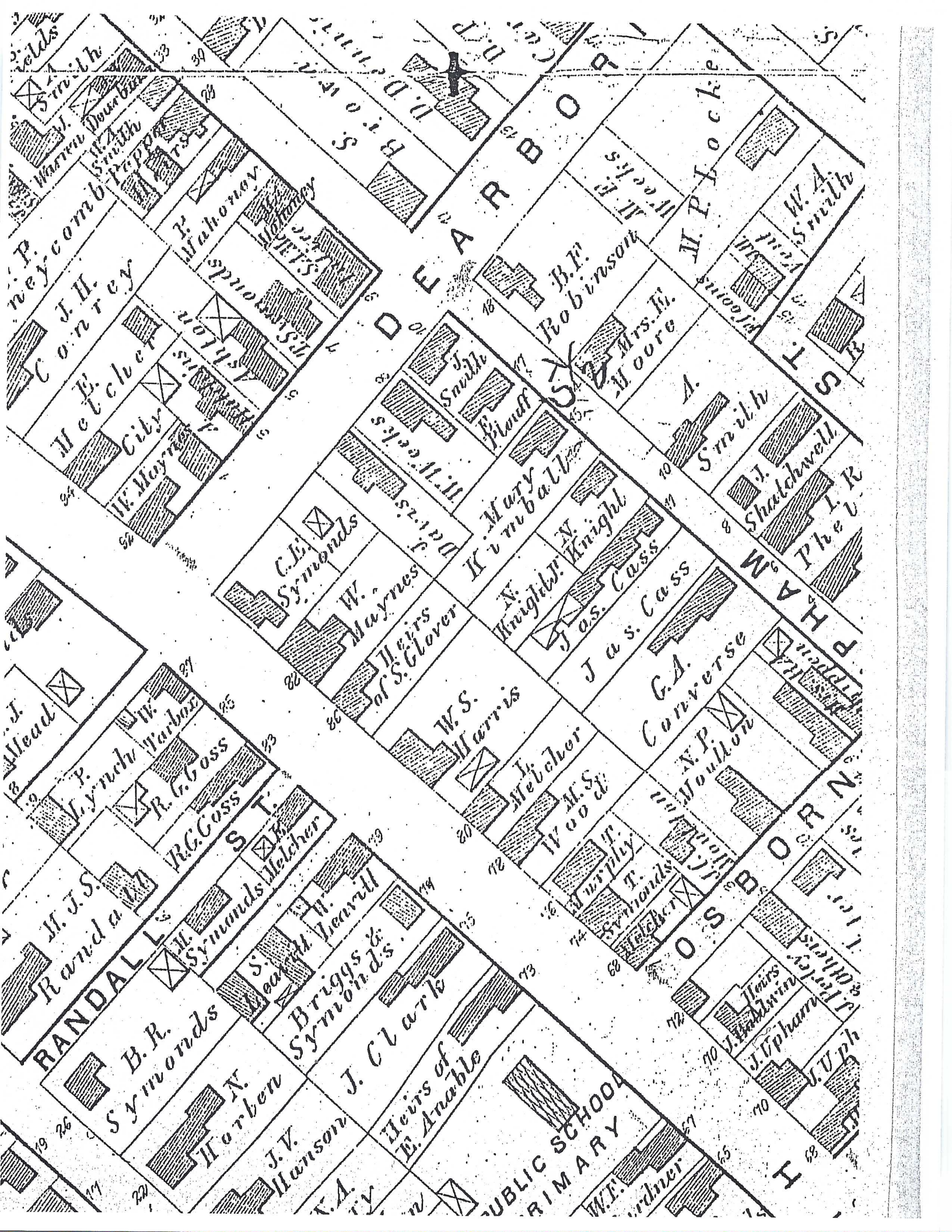
Know all Men by these Presents, That I,
 John H. Nichols of Salem in the County of Essex
 and State of Massachusetts, in consideration of Five
 hundred dollars to me paid by Benjamin F. Browne,
 of said Salem, Druggist,
 (the receipt whereof do hereby acknowledge, do hereby give, grant, sell and
 convey unto the said Benjamin F. Browne a

the certain piece of land situate in North Salem town
 to westerly by a road or way thirty five feet wide,
 extending from Mechanic Street to Dearborn Street,
 and there measuring fifty two feet; northerly by
 land now or late of Joseph Baldwin about one
 hundred and ten feet; easterly by land of Harvis
 fifty two feet; southerly by land of Phelps about one
 hundred ten feet; together with the Dwelling house
 thereon, being the estate conveyed to me by
 Ebenezer S. Baldwin Decemher 26th 1839, and re-
 corded in Essex Registry Book 316 Leaf 168.

To Have and to Hold the granted premises with the said Benjamin F. Browne
 appurtenances to his heirs and assigns, to his and their use and behoof
 forever. And I the said John H. Nichols do hereby covenant for my self
 my heirs, executors and administrators, do hereby covenant with
 the said Benjamin F. Browne, his heirs and assigns, that I am lawfully seised in fee of the
 premises that they are free of all incumbrances,

that I have good right to sell and convey the same to the said Benjamin F. Browne
 and administrators, shall warrant and defend the same will and my heirs executors,
 said Benjamin F. Browne, his heirs and assigns, forever, against the lawful
 claims and demands of all persons. And I do hereby covenant, warrant and defend the same
 against the claims and demands of all persons. *And I do hereby covenant, warrant and defend the same*
Provided That if said John H. Nichols, his heirs, executors, or administrators, shall pay
 said sum of Five hundred dollars on or before the first day of July which
 will be in the year of our Lord one thousand eight hundred
 and forty one with lawful interest semiannually from this date, unless
 certain note of hand bearing date with these presents given by said John
 H. to said Benjamin F. for five hundred dollars the first mentioned sum
 and interest on the same, as expressed, shall be paid, otherwise shall
 remain absolute. In witness whereof, we the said John
 H. and Sarah Augusta

have hereunto set our hands and seals this first day of July in the year of our Lord
 one thousand eight hundred and forty
 signed sealed and delivered in presence of us
 Charles S. Nichols John H. Nichols Seal
 S A Nichols Seal
 Given at July 1, 1840 Then personally appeared the above named John H. Nichols and acknowledged the above Instrument, to be his free act and deed,
 before me, C. P. Merrill, Just. of the Peace.
 ESTD. Received July 1, 1840 at 2 1/2 past 5 o'clock P. M. Recorded and examined,
 A. H. French Register.



DEARBORN

OSBORNE

RANDAL

PUBLIC SCHOOL
PRIMARY

J. H. Conrey
W. S. Harris
M. P. Bocke

J. A. Clark
W. S. Harris
G. A. Converse

J. H. Conrey
W. S. Harris
G. A. Converse

J. H. Conrey
W. S. Harris
G. A. Converse

J. H. Conrey
W. S. Harris
G. A. Converse

J. H. Conrey
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J. H. Conrey
W. S. Harris
G. A. Converse

J. H. Conrey
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G. A. Converse

J. H. Conrey
W. S. Harris
G. A. Converse

J. H. Conrey
W. S. Harris
G. A. Converse

HENRY BOTT GROVES

HENRY BOTT GROVES, of Salem, Massachusetts, was born in that city about the year 1808. He died at the American House, Boston, April 16, 1877.

Of the early education of Mr. Groves it has not been possible to obtain any definite knowledge. He may be classed among the large and honorable list of self-made men, who, from comparative obscurity, have risen to usefulness and distinction. He learned the trade of a mason of David Roberts, of Salem, whose daughter, Lucy, he married December 8, 1835. Their union was childless.

The beginning of the successful mercantile career of Mr. Groves may be dated from the year 1835, when he entered the service of Hon. Ralph R. French, as an assistant in the registry of deeds for the county of Essex. In July, 1836, he was called to the office of bookkeeper in the Commercial, now the First National Bank of Salem. For more than seventeen years he discharged the duties of this office to the entire acceptance of his employers. His unusual capacity for business also led to his employment in the responsible service of settling estates.

In 1853 Mr. Groves left the bank to engage in business in East Boston. It was during this period he was elected a state director in the Western Railroad corporation, and subsequently appointed, by Governor Boutwell, bank examiner. He served the State with marked ability in this capacity, until elected manager of the Clearing House by the associated banks of Boston, March 29, 1856. From this date until his sudden death, his history is very intimately connected with the monetary interests of Boston.

By his strict integrity and high sense of honor in his dealings with all, he won their respect and confidence, as he did the lasting friendship of those with whom he came more socially in contact. His mind was always animated by a most laudable ambition, and improved by habitual reading of the best books, and his heart distinguished for its kind and sympathizing tenderness for others. In early life he took great interest in military affairs, serving for several years upon the staff of Maj.-Gen. William Sutton, with the rank of major. As a writer upon banks and banking he was concise and forcible, and rarely erred in judgment.

A series of resolutions, passed at a meeting of the Boston Clearing House Association, called on account of the death of Mr. Groves, and published in the daily papers of Boston, April 17, 1877, are expressive of the high regard in which he was held by that body. He was admitted to this Society as a resident member in 1866.