

12 Winthrop Street, Salem

According to available evidence, this house was built in 1850 by Ira Hill, housewright, as a family residence.

On 14 May 1850 Ira Hill, housewright, for \$396.48 purchased from the Pickerings—Mary O., John, and Henry W.—a certain parcel of land in Broad Field, bounded easterly 44' 5" on a private way called Winthrop Street, northerly 54' 3" on land of Nathaniel Putnam, westerly 43' 6" on land of Sarah F. Orne, and southerly 58' 6" on land of Bragdon, with a right of way in the private way (ED 427:239). On this lot, Mr. Hill soon built a new house as his residence.

Ira Hill was born in Salem in 1822, the son of Charles Hill and Elizabeth Perry. His father evidently died fairly young, and his mother lived as a widow with her children. Ira was apprenticed to a carpenter, at about the age of thirteen, to learn the trade of a carpenter over the course of the next seven years. During Ira's boyhood and youth, Salem went through many changes. In the 1820s on Essex Street, near Union, resided Capt. Joseph J. Knapp and his sons, and one block up the street resided old Capt. Joseph White, one of the richest of Salem's old-line merchants. In 1830 occurred a horrifying crime that brought disgrace to Salem. One night in April, intruders broke into Captain White's mansion and killed him. All of Salem buzzed with the news of murderous thugs; but the killer was a Crowninshield (after he was put in jail he killed himself) who had been hired by his friends, Capt. White's own relatives, Capt. Joseph J. Knapp Jr. and his brother Frank (they would be executed). The results of the investigation and trial uncovered much that was lurid, and some families decided to quit the now-notorious town.

Even without the murder, Salem had given people good reasons to depart. 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 Salemites moved away to try their fortunes elsewhere. 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. 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, but

when the effort had failed, several leading citizens had moved to Boston, the hub of investment in the new economy.

To the Hill family, though, Salem was home, and would remain so. 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. As the decade wore on, and the new railroads and canals, all running and flowing to Boston from points north, west, and south, diverted both capital and trade away from the coast. Salem's remaining merchants took their equity out of local wharves and warehouses and ships and put it into the stock of manufacturing and transportation companies. 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, despite all, the voters decided to charter their town as a city in 1836—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, caused even more Salem families to head west in search of fortune and a better future.

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 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 led 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, at the head of Salem Harbor, were retooled for making high-quality white lead and sheet lead. 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.

Ira Hill learned much as an apprentice, and proved to be a hard worker. In 1842 he became a journeyman housewright, and by 1844 he was residing at then-41 Summer Street, in a two family house, the other unit of which was occupied by house-painter Samuel Ferguson, 43, and family (see Street Books, 1844). In that year, in January, he, twenty-one, had married Elizabeth Littlefield, 26, originally of Lyman, Maine; and they would have a first child, George, right away in 1844.

Ira Hill (1822-1872), born 16 March 1822, son of Charles Hill & Elizabeth Perry of Salem, died 27 Oct. 1872 of apoplexy, aged 50.7.11 (SVR 247:314). He m. (SVR, int. 7 Jan. 1844) Elizabeth M. Littlefield (1817-1882) of Lyman, Maine. Known issue, born in Salem:

- 1. George W., 1844*
- 2. William Ira, 1847, died of croup, 19 May 1849, aged 2 years and 4 months.*
- 3. Mary Eliza, 29 Nov. 1849*
- 4. Elizabeth, 1851*
- 5. James Frank, 1853*

In the face of the many changes in Salem, some members of the waning merchant class pursued their sea-borne businesses into the 1840s; but it was an ebb tide, with unfavorable winds. Boston, transformed into a modern mega-port with efficient railroad and highway distribution to all markets, had subsumed virtually all foreign trade other than Salem's continuing commerce with Zanzibar. The sleepy waterfront at Derby Wharf, with an occasional arrival from Africa and regular visits from schooners carrying wood from Nova Scotia, is depicted in 1850 by Hawthorne in his sardonic "introductory section" to **The Scarlet Letter**, which he began while working in the Custom House.

Although Hawthorne had no interest in describing it, Salem's transformation did occur in the 1840s, as more industrial methods and machines were introduced, and many new companies in new lines of business arose. 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. It stood on filled-in land at the foot of Washington Street, where the merchants' wharves had been; and from it the trains carried many valuable products as well as passengers. The tanning and curing of leather was very important in Salem 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. It too benefited from the Zanzibar and Africa trade, as it produced light cotton cloth for use in the tropics. 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 began to transform, as hundreds of Irish families, fleeing the Famine in Ireland, settled in Salem and gave the industrialists a big pool of cheap labor.

In spring, 1850, the Ira Hill family resided at then-27 Norman Street (per Salem Directory), in a four family house (1850 census, house 522: Ira Hill, 28, carpenter, wife Elizabeth, 35, son George, six, daughter Mary E., 8 months). A son William, aged two, had died of croup in 1849. No doubt Ira was busy building houses in the newly developed streets of the old Broad Field of the Pickerings, which ran from Broad Street easterly over the hill and down to the banks of the Mill Pond. As has been mentioned, Mr. Hill purchased a lot in this new development, and built this house soon after the purchase.

Salem's growth continued through the 1850s, as business and industries expanded, the population swelled, new churches (e.g. Immaculate Conception, 1857) were started, new working-class neighborhoods were developed (especially in North Salem and South Salem, off Boston Street, and along the Mill Pond behind the Broad Street graveyard), and new schools, factories, and stores were built. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, down at Stage Point, where a new Methodist Church went up, and many neat homes, boarding-houses, and stores were erected along 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 notable 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. The Ira Hill family had grown in the 1850s with the coming of new babies Elizabeth and Frank (1860 census, house 2672: Ira Hill, 38, carpenter, \$2200 r.e., \$500 p.e., Elizabeth 37, George 15, Mary 10, Elizabeth 8, Frank, six).

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 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, just as President Lincoln was assassinated. The four years of bloodshed and warfare were over; the slaves were free; a million men were dead; the union was preserved and the South was under martial rule. Salem, with many wounded soldiers and grieving families, welcomed the coming of peace.

Through the 1860s, 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). A third factory building for the Naumkeag Steam Cotton Company was built in 1865.

Per the 1870 census, this house was a two-family, occupied by the Proctors and the Hills: (h. 260: John Proctor, 42, carpenter, Martha W. 32, Caroline W., 13; Ira Hill 49, carpenter, \$3,000, \$400, Elizabeth 56, James, 18, works in cotton mill, Mary E., 20, no occupation).

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. 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).

Unfortunately, Ira Hill died on 27 Oct. 1872 of apoplexy, in his 51st year (SVR 247:314).

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 burned up. 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. 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. During the 1870s, Edwin Dodge, the future builder of this house, became involved in Salem politics and served honorably in elected offices on the City Council and the School Committee (more on this below).

In this decade, 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; and by 1879 the Naumkeag Steam Cotton mills would employ 1200 people 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. On Boston Street in 1879, the Arnold tannery caught fire and burned down.

In the 1870s a small house was built in the yard of this house, and occupied by James Hill (formerly known as Frank Hill, evidently) and family. In 1880, the main house, then-4 Winthrop, was a two-family, with Nutters and Hills as occupants; and James & family lived at #4½ (1880 census: #4 house 126, family 195, George J. Nutter, currier, 35, Mary M., 34, George W., 8, Charles R. five (spine disease); family 196, Elizabeth M. Hill, 62, daughter Mary E., 29, stitching shoes. #4½ h.

127f.197 James T. Hill, 28, organ builder, wife Maria, 28, son Henry L, two).

Mrs. Elizabeth Hill died in 1882, aged 65 years. She devised all of her personal property to her daughter, Mary E. Hill, who take care of her in sickness. She left nothing to her sons George and Frank. John proctor was named as executor of the will.

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.

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.

In January, 1883, Mary E. Hill sold her interest in the homestead to her brother J. Frank Hill, then of Cambridgeport; and in November 1885 he sold the homestead to maria H. newhall, wife of John F. Newhall of Salem (ED 1099:161, 1162:156). In 1892 the Newhalls sold the homestead to Charlotte Newton (ED 1339:294); and she would own it for 41 years thereafter (sold to Kellys in 1933, ED 2950:128).

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 (that's why there was a Custom House built there in 1805) disappeared under the pavement of Riley Plaza and New Derby Street, 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. 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 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 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. On Winthrop Street, just a few doors down from this house, all of the houses were destroyed. The people residing here must have been terrified that their home, too, was about to be consumed by the inferno.

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 it 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.

The Depression hit in 1929, and continued through the 1930s. Salem, the county seat and regional retail center, gradually rebounded, and 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 department store, various other large-scale retailers, and Beverly's United Shoe Machinery Company were all major local employers. Then 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 citizens are all honored as a large part of what makes Salem different from any other place.

--Robert Booth for Historic Salem Inc., 2 Oct. 2005

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.

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

427.229

Signed, sealed and delivered in presence of, W ^m F. Nichols. Essex. ss. May 14. 1850.	}	Mary Nichols. - Seal.
		Jane Nichols. - Seal.
		Elizabeth R. Nichols. + Seal.
		Abby Nichols. - Seal.

Then personally appeared the above named Nathan Nichols and acknowledged the above instrument to be his free act and deed; before me.

G. Wheatland. Justice of the Peace.

Essex. ss. May 16. 1850. 10. CLK. P.M. Rec'd & Ex. by W. French

Pickering et al.
to
Hill.

Know all men by these Presents.

That we Mary O. Pickering and John Pickering both of Salem in the County of Essex and Commonwealth of Massachusetts, and Henry W. Pickering of Roxbury in the County of Norfolk and Commonwealth of Massachusetts aforesaid, in consideration of three hundred and ninety six dollars and forty eight cents paid by Ira Hill of Salem aforesaid - Housewright, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said Ira Hill a certain parcel of land situated in said Salem in Broad Field, so called, and bounded as follows - to wit, easterly by a private way called Wintthrop Street forty four feet and five inches - westerly by land of Sarah F. Orne forty three feet and six inches - northerly by land of Nathaniel Putnam fifty four feet and three inches and southerly by land of Joshua Bragdon fifty eight feet and six inches. - Containing twenty four hundred and seventy eight square feet of land. - together with a right of way in said private way in common with us, our heirs and assigns.

To have and to hold the above granted premises, with the privileges and appurtenances

thereto belonging, to the said Ira Hill, and his heirs and assigns, to his and their use and behoof forever. And ~~we~~ the said grantors, for ourselves and our heirs, executors and administrators, do covenant with the said Ira Hill, and his heirs and assigns, that we are lawfully seized in fee of the above granted premises; that they are free from all incumbrances; that we have good right to sell and convey the same to the said Hill, to hold in manner as aforesaid; and that we will, and our heirs, executors and administrators shall, warrant and defend the same to the said Hill, and his heirs and assigns forever, against the lawful claims and demands of all persons.

In witness whereof we the said Mary O. John, and Henry W. Pickering, and Frances D. wife of said Henry W. (who in consideration of one dollar paid her hereby relinquishes all her right of dower in the above granted premises,) have hereunto set our hands and seals this fourteenth day of May in the year of our Lord one thousand eight hundred and fifty.

Executed and delivered in presence of us,
 G. Arvedson, witness to signature of,
 Rebecca W. Pickering
 witness to signature of
 Frances D. Pickering.
 James Flanagan witness to the signatures of John and Henry W. Pickering.

Mary O. Pickering. Seal.
 John Pickering. Seal.
 Henry W. Pickering. Seal.
 Frances D. Pickering. Seal.
 Commonwealth of Massachusetts. Exec. ss. May 15. 1850. Then personally appeared the above named John Pickering and acknowledged the above instrument, by him executed, to be = free act and deed;

Before me, Nehemiah Brown Jr. Justice of the Peace.

Exec. ss. Recd May 16. 1850. 5m P.M. Recd & Ex. by *N. H. French*

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G R A V E
Y A R D.

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MINZIR P

S a r a h

O r n e

HATHORNE

Miss
Bartlett

Palmer
Harris
Swallick

John
Dobson

And
Ober

Mrs. Jane
Pollock
Mrs
Simmons

Hannah
Hannond

Thos. B.
Perkins

N. d.
Dane

W. A. Decker
R. M. Decker

M. C. J.
Cabrera

J. S.
Wentzell

Chandler
Calef

Jno.
Jackson

Geo. W.
Mallett

Mrs. S.
L'op

MT VERNON

Thos. B.
Walker

Thos.
Walker

Thos.
Walker

W. A. Decker

Jno. Jackson

Mrs. S. L'op

ENDICOTT

W. A. Decker

W. A. Decker

W. A. Decker

W. A. Decker

W. A. Decker

PRESCOTT

W. A. Decker

W. A. Decker

W. A. Decker

DOWNING

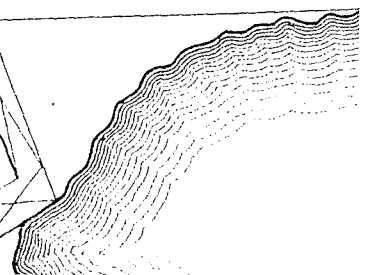
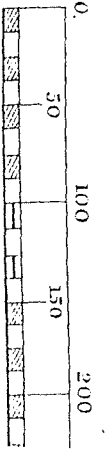
W. A. Decker

W. A. Decker

W. A. Decker

MARGIN

Scale: 100 feet 1



March in the year one thousand eight hundred and seventy-five.

Daniel M^o M^o Elliot. (seal)

Signed, sealed, published and declared by the said Daniel M^o M^o Elliot as and for his last will and testament in the presence of us, who at his request and in his presence and in the presence of each other, have subscribed our names as witnesses thereto.

Cyrus A. Stowell (seal), Obed S. Arms (seal), James D. Cooley. (seal)

A true record.

Attest, Kellaloney, register. Probate, New Series, Book 287, Page 686.

Be it remembered that I, Elizabeth M^o Will, widow of Salem, in the Commonwealth of Massachusetts, being of sound mind and memory, but knowing the uncertainty of this life, do make this my last will and testament. Elizabeth M^o Will
Salem
widow

After the payment of my just debts and funeral charges, I bequeath and devise as follows:-

To Mary E. Will, my daughter, all my household furniture, clothing and personal property of every name and nature of which I may be possessed and over which I shall have power of disposal; to have and to hold the same to her and to her heirs, executors, administrators and assigns forever. I make this provision for my daughter Mary because she has been with me and taken care of me in sickness. I omit making

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1882 September 4

any provision for my two sons George and Frank, in this will.

I nominate John Proctor of said Salem to be the executor and request that he may be exempt from giving surties on his bond.

In testimony whereof I hereunto set my hand and in the presence of three witnesses declare this to be my last will this twenty eighth day of June in the year one thousand eight hundred and eighty-two.

Elizabeth M^o Hill seal

On this twenty eighth day of June, A.D. 1882, Elizabeth M^o Hill, of Salem Massachusetts, signed the foregoing instrument in our presence, declaring it to be her last will; and as witnesses thereof, we three do now, at her request in her presence, and in the presence of each other, hereto subscribe our names.

Frederick Johnson. Augustus S. Blake.
Caroline M^o Putnam.

A true record.

Attest, Yellaboney, register.
Probate. New Series, Book 287, Page 721

Johnson
Eliza
No. Andover
single woman
Will.

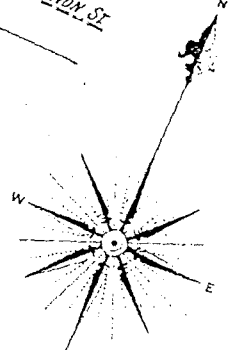
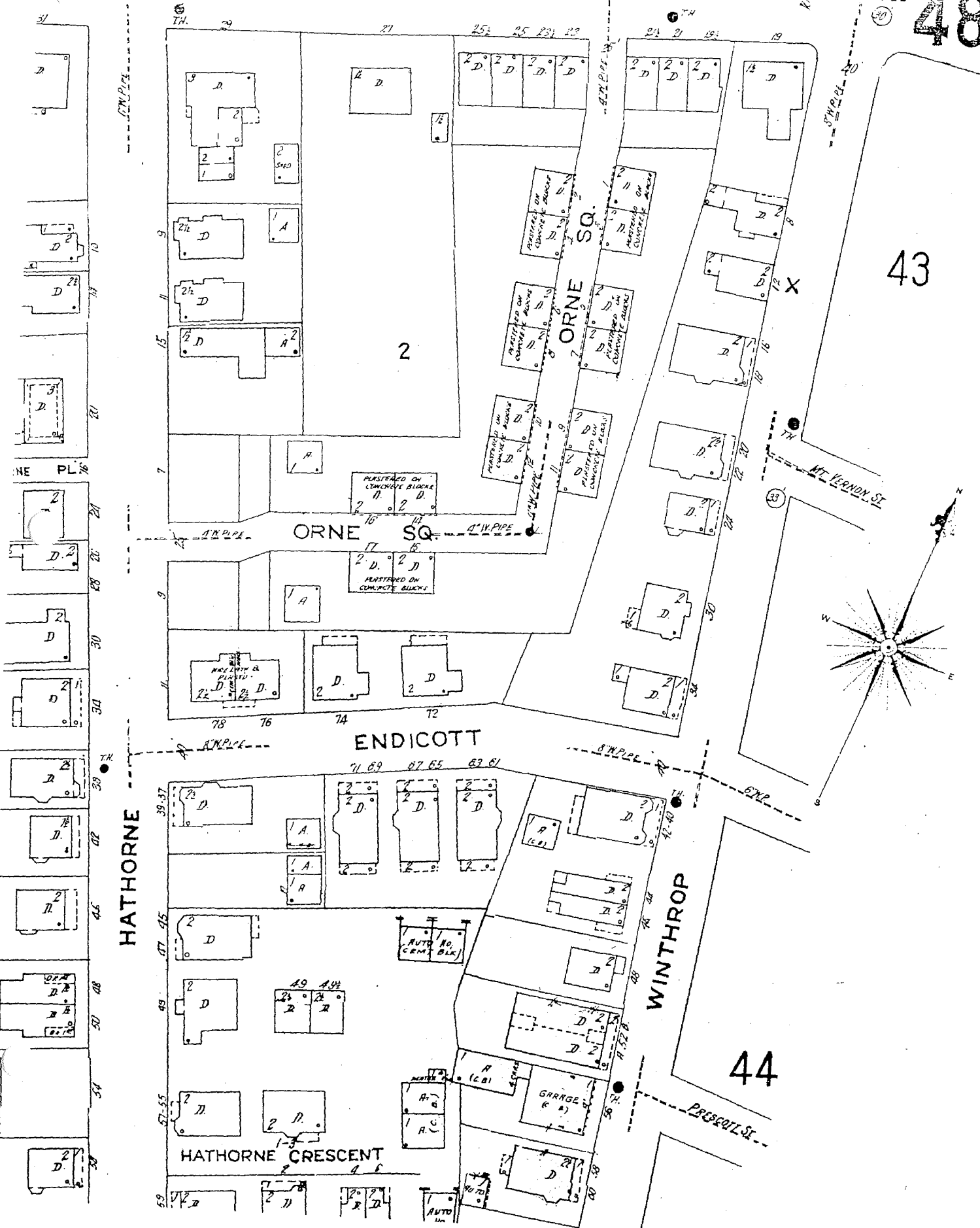
To whom it may concern. Be it remembered that I, Eliza Johnson, of North Andover, in the County of Essex, and Commonwealth of Massachusetts, being of sound and disposing mind and memory do hereby make this my last will and testament.

I^{et}. I will that my executors herein

BROAD 46

48
Salem, Mass

43



ENDICOTT

HATHORNE

WINTHROP

44

HATHORNE CRESCENT

AUTO NO. (C.M.D.B.)

GARAGE (K.A.)

PRESCOTT ST.

