

*Two Beaver Street
Salem*

According to available evidence, the earliest part of this house was built as a small dwelling for Thomas Benfield, a free Black laborer, sometime before 1784, when it was moved here for John Stimpson, “gentleman” and mason, who may have enlarged it but kept it a one-story building through 1798 at least, after which it was built up to its present appearance in the early 19th century by John Stimpson or by his successor as of 1827, William Frye, Jr., miller. This neighborhood was part of South Danvers until it was annexed by Salem c.1840.

In September, 1789, this property is described as “John Stimpson’s homestead” in the conveyance of property to the west, Pope to Tucker (ED 152:8). This is significant, in that John Stimpson had not purchased land in this neighborhood by a recorded deed. It is evident that Mr. Stimpson was allowed to occupy the lot as if it were his own, and had a house thereon (otherwise it would not be a “homestead”). The owner was, evidently, William Shillaber, Esq., who had evidently leased the parcel to Samuel Goodale at some point (references from 1798 conveyance ED 166:123, discussed below).

John Stimpson (1744-1829) was born in Reading, Mass., on 2 January 1744, the son of Timothy Stimpson and Mehitable Parker. The Stimpsons had the typical large family of the time, including a son Thaddeus, born in 1741. Reading was notable as a town of bricklayers, and young John was apprenticed to this trade when he was 11 or 12. He became a journeyman in 1763 or 1764, and set out to seek his fortune. In short order, he settled in Marblehead, where he had probably worked on construction projects. Many Reading masons worked in Marblehead, and many Reading men had settled there, notably the Thompsons, Parkers, Nicholsons, and Merrys.

John Stimpson was a Marblehead bricklayer in 1768, when he married Elizabeth Morse of that town. He bought or built a house on Nicholson Hill, and resided in Marblehead for at least ten years, during which he rose to prominence and the couple had at least three children.

The Marbleheaders had to deal with harassment at sea, as British naval vessels stopped Marblehead schooners and brigs and impressed men into the Navy. In April, 1769, a vessel owned by Robert (“King”) Hooper, the *Pitt Packet*, Capt.

Thomas Power, was intercepted and boarded. The Marbleheaders, in resisting impressment, killed a British lieutenant. Such incidents helped to prepare the town for open resistance years before the outbreak of warfare. The Marblehead militia regiment, under Col. Jeremiah Lee and Lt. Col. John Glover, drilled frequently.

The Marblehead diarist Ashley Bowen occasionally took note of Mr. Stimpson in the year leading up to the Revolution. In May, 1774, as the Royal Governor, Thomas Hutchinson, was leaving for a visit in Britain, certain Marbleheaders addressed him in public, thanking him and approving his conduct. Among the "addressers" was John Stimpson (AB II:379). In that same month, one of Mr. Stimpson's young sons died, on or about the 14th (AB II:395). Whatever Tory inclinations he may have had, John Stimpson also felt the need to show his support for the rebel Bostonians, who had been embargoed by the British; and in July, 1774, John Stimpson was among the Marbleheaders who contributed to relief of the poor in Boston (AB II:404).

When a British column landed in Marblehead one Sunday in February, 1775, everyone was in church; Col. Leslie's redcoats marched briskly on to Salem, where they hoped to seize munitions. Instead, they were prevented from crossing to North Salem, and, confronted by the well-drilled Salem militia regiment, faced about and marched back through Marblehead, whose own regiment—no doubt including John Stimpson--drawn up along Lafayette Street, could have slaughtered them. Instead, the Marbleheaders fell in behind them, marching in mockery in Leslie's Retreat as the British made their way to Fort Beach and boarded their launches to return to the transport vessel.

By mid-March, 1775, most of the Marblehead militia-men departed in a fleet of 50 vessels for Spring Fare fishing, and so they were at sea at the time of the Lexington and Concord Fight in April, 1775. John Stimpson and other with land-based occupations were at hand, and may have marched with the Salem men. The Marbleheaders' colonel, Jeremiah Lee, was nearly captured at the Black Horse Tavern in Arlington; he escaped into a cornfield, but the shock led to illness, and then to pneumonia, from which he soon died. Thus ended the life of Marblehead's greatest merchant, largest employer, and foremost rebel leader; and thus did John Glover become the leader of the Marblehead regiment.

With Lexington & Concord, the die was cast. Of course no one knew how the war would end, and there was little to indicate that the colonials could actually defeat the King's army and navy, but virtually every able-bodied Marblehead man and boy gave himself over to the cause. Glover's regiment had ten companies; and there

were two companies of gunners at Fort Sewall as well. Marblehead artillery-men under Capt. S.R. Trevett fought at Bunker Hill in June, 1775; and Glover and his men participated in the siege of Boston, as George Washington took command of the army in Cambridge. Many Marbleheaders, however, sailed in Washington's Navy, a fleet of five Marblehead schooners converted to armed predators. The British left Boston in March, 1776, never to return; but the Marblehead regiment marched to Long island, and participated notably in several battles there and in New York, and once saving Washington's army by evacuating it over Long Island Sound. The Marbleheaders were instrumental in Washington's first victory (crossing the Delaware), the Battle of Trenton, on Christmas Day, 1776. Most of the surviving townsmen came home by 1777, and sailed in privateers for the duration of the war, which continued at sea until 1783.

John Stimpson did not like his chances in Marblehead for the duration of a war. The town was exposed to attack, and many people had moved to Beverly or farther inland. There was little call for construction projects, so business was very slack for a master mason with a large family to support.

In February, 1778, John Stimpson, 38, Marblehead bricklayer, for 480 li sold to mariner John Dupee a house, barn, and land atop Gatchell's Hill (Nicholson Street, near the intersection of Essex and Washington Streets, near the Marblehead YMCA today). Presumably the Stimpsons moved to Salem at that time or shortly after.

It was probably a good decision, for after the Revolution, Marblehead fell on hard times. Its fishery was destroyed, as was its merchant fleet. Many of the leading citizens from the 1760s were dead, and most of the family fortunes had vanished. Hundreds of men had been killed or died in the war, leaving widows and fatherless children. Hundreds more were handicapped by their wounds or worn out from long service. Eventually, new leaders arose, new capital was formed, and fishing and foreign commerce were resumed, but it was not until the 1790s that the town began to prosper.

Presumably the John Stimpsons settled in Salem in 1778, but on what street is not known. It is likely that they had a tough time making ends meet during the war. In June, 1784, John Stimpson, Salem gentleman, for 30 li purchased from Thomas Benfield of Salem "one small dwelling house, with the bricks belonging to the same, now being in Danvers...near the Trask Mill" (ED 142:233). Mr. Benfield, who was described in the deed as "labourer & a Blackman," evidently had been allowed to put up a house on someone else's land. It may be that the "small house" was situated right here. Trask's Mill was situated just up the North River from this spot.

Having sold his house, Mr. Benfield in November, 1784, purchased a small piece of land nearby, on the fringe of the Great Pasture in Salem, and built a small house thereon, which he owned for ten years. In 1794 he was forced to surrender that house as a result of a lawsuit over debt with a widow in Boston. The records say nothing more about Thomas Benfield, who we must regretfully leave by the side of the road on Boston Street.

At that time, this neighborhood was situated within the boundaries of Danvers, and so, in 1784, Mr. John Stimpson crossed over the border of Salem and settled in Danvers. This is reasonably certain, for his daughter Fanny was baptized in 1784 in Danvers (the first of his children to be recorded at Danvers). It is certain that he resided here, in this spot, by 1789, because, in the Pope-to-Tucker deed of that year, this lot is described as being "John Stimpson's homestead" (not just John Stimpson's land). The 1790 census shows him in Danvers, with a family of himself, four other males over 16, and six females (page 69, published Mass. 1790 U.S. Census). His near neighbors were Joshua Dodge, Matthew Putnam, Asa Tapley, Eunice Tucker, Stephen Larrabee, and Amos Purrington.

John STIMPSON (1744-1829), born 2 Jan. 1744, s/o Timothy Stimpson & Mehitable Parker of Reading; died Dedham, 1 Jan. 1829, aged 85 years (see South Church recs., Dedham). He m. 1768 (M'head) Elizabeth MORSE (1745-1818), bp 24 Feb. 1744/5, St. M, d/o Abraham Morse & Elizabeth (Hooper?), died Salem, wife of John Esq., 18 Dec. 1818, aged 74 years. Known issue:

1. Elizabeth, bp 22 Jan. 1769, (M. 2d Chh), m. (DVR) 1790 William Smith
2. Sarah, bp 1770 (MVR), m. (DVR) 1791 John Dodge Jr.
3. John, bp 1771 (MVR)
4. Joseph, 1773?
5. Thaddeus, 1775?
6. Hooper, 1777?
7. Henry, 1779?
8. Mehitable, 1782, m. 1801 (Salem) William Purbeck; died 23 May 1842, Dedham, aged 59 years; had issue:
 1. Louisa Johnstone Purbeck, 1805-1820
 2. Sally S. Purbeck, 1806-1838 (m. Albert P. Ambler),
 3. Lucy F. Purbeck, 1816-1827
 4. probably others (see Dedham VR).
9. Fanny 1784 (DVR), m. (D) 1803 Joseph Kimball of M'head
10. Patty/Polly, 1787 (DVR)

Danvers evidently had trouble recovering from the war, and was facing financial difficulties by 1791 that led it to reconsider the status of people who had moved into town during and since the Revolution. At some point before 22 Nov. 1791, the Danvers selectmen decided to “warn out” some of these “new” inhabitants. Since Mr. Stimpson’s last child “Polly,” or “Patty,” had been born in 1787 (Danvers baptism), this warning (which included Polly/Patty) took place between 1787 and 1791. Whatever the exact date, the “Warnings Out” records for Danvers show a warning issued (before November 22, 1791) to several “Marblehead” families, including “John Stimpson, of Marblehead, gentleman, wife Elizabeth, and children Joseph, Thaddeus, John, Hooper, Harry, Hitty, Fanny, and Polly” (see DHC--Danvers Historical Collections--III:22). The Stimpsons (and others who had left Marblehead earlier) were recorded as “of Marblehead,” even though they had been in Salem and Danvers for quite a while, because Marblehead would have been liable for caring for them had anything happened that made them a “charge” on the town.

Despite the warning, John Stimpson, probably because he was a property owner, could not be thrown out. He stayed “here in Danvers” and evidently became a military leader, for Rev. William Bentley of Salem noted in February, 1793, that there had been a celebration of Washington’s Birthday led in Danvers by Stimpson’s Artillery (see Bentley’s diary, II:6).

In April, 1797, John Stimpson, Danvers gentleman, for \$148 purchased, by two deeds, a parcel of land in Danvers on Trask’s Plain, so called, fronting southerly 198’ 10” on the road to Trask’s Mill and butting on the Mill Pond (ED 166:123,123). Trask’s Plain is this plateau at the top of the hill leading up from Blubber Hollow; it was also known as Johnson’s Plain. The Road to Trask’s Mill is now Beaver Street. The two conveyances were described as follows. Edward Tucker for \$133 sold Mr. Stimpson a parcel fronting 73’ 10” on the road and bounded easterly on “Stimpson’s homestead” (ED 166:123). William Shillaber Esq. for just \$15 sold to Mr. Stimpson the larger, easterly part of the parcel, fronting 125’ on the road, and described as being the land formerly improved (used) by Samuel Goodell, deceased, and the “same on which said Stimpson’s dwelling house now stands” (ED 166:123). The low sale price of the Shillaber parcel indicates that Mr. Stimpson had already established a claim to the land, or may have been a creditor of William Shillaber; in effect, it was an acknowledgement that Mr. Stimpson owned the property.

The acquisition of the land made no real difference in Mr. Stimpson’s situation. At that time (per the 1798 Federal Direct Tax description) the house, owned and occupied by John Stimpson, was still on the small side, being just one story in

height. It was located on "Mill Street," built of wood, with 696 square feet of space, 12 windows with a total of 74 sq. ft. of glass, 65 poles of land under & adjoining, and an outhouse (meaning barn or shed). The whole place was valued at \$300 (see DHC 12:148). His nearest neighbor, to the northwest, was John Day, who had a two-story house but less land, valued at a total of \$350. These valuations were low.

Presumably John Stimpson was a mason contractor at this time, perhaps employing journeymen as well as apprentices. He was now in his 50s. His sons Hooper and Thaddeus Stimpson both settled in North Salem in the first decade of the 1800s, and probably worked as brick-masons, perhaps with their father. Business must have been good, for Salem was booming and many of the merchants were at last building their grand houses not in wood but in brick.

After the Revolution, Salem's merchants had pushed their ships and cargoes into all parts of the known world. Hasket Derby, William Gray, and Joseph Peabody were the leaders in this effort. In 1784, Derby had opened trade with Saint Petersburg, Russia; and in 1784 and 1785 he had dispatched trading vessels to Africa and China, respectively. Voyages to India soon followed, and to the Spice Islands (Sumatra, Java, Malaya, etc.). In 1798 trade opened with Mocha, Arabia, which supplied coffee. The size and number of vessels was increased, and by 1800 Salem was the greatest trading port in America, with some of the wealthiest merchants. It was at this time (1792) that Salem's first bank was founded: the Essex Bank was followed by the Salem Bank (1803) and Merchants Bank (1811).

There were always hazards at sea. A "False War" with France lasted from 1798 to 1800, and then an undeclared war with Britain began. Merchant shipping faced new dangers from these enemies, but the Salem owners and masters aggressively expanded their trade to the farthest ports of the rich East.

Salem at the turn of the century was growing and thriving. The town's merchants were among the wealthiest in the country. In Samuel McIntire, they had a local architect who could help them realize their desires for large and beautiful homes built and decorated in the Adam-esque style. This style (called "Federal" today) had been developed years before by the Adam brothers in England and featured fanlight doorways, palladian windows, elongated pilasters and columns, and large windows. It was introduced to New England by Charles Bulfinch upon his return from England in 1790. The State House in Boston was his first institutional composition; and soon Beacon Hill was being built up with handsome residences in the Bulfinch manner.

Samuel McIntire (d. 1811), of Salem, was quick to pick up on the style, and to adapt it to Salem's larger lots, as on Chestnut Street, Federal Street, and Washington Square, whose common had been filled in and cleaned up in the years 1802-4. McIntire's first local composition, the Jerathmeel Peirce house (on Federal Street, near North), contrasts greatly with his Adamesque compositions of just a few years later. The interiors of this Adam style differed from the "Georgian" and Post-Colonial by eschewing walls of wood paneling in favor of plastered expanses painted in bright colors or, more commonly, covered in bold wallpapers. In vernacular (less high-style) houses, the "wallpaper" effect was achieved by painted walls with an overlay of stenciled designs. The Adam style put a premium on handsome casings and carvings of central interior features such door-caps and chimney-pieces (McIntire's specialty). On the exterior, the Adam style included elegant fences and houses that were often built of brick, and, sometimes, attenuated porticoes and, in the high style, string courses, swagged panels, and even two-story pilasters.

Salem's foreign commerce was booming in the first decade of the nineteenth century, as was the commerce of Newburyport and even Marblehead. Salem vessels sailed to the Caribbean and Europe as before, but were opening trade to the East as well, sailing to the far side of the globe to trade with the merchants of the Spice Islands, India, and Malaya. Salem cargoes were exceedingly valuable.

John Stimpson's son, John Jr., a master mariner, and John's son-in-law, John Dodge, partook directly of the opportunities of maritime commerce. They purchased the 78-ton schooner *Theoda*, built at Weymouth in 1796. On 30 May 1803 they registered her at the custom House for foreign trade, with John Stimpson (Jr.) as master (see p. 379, Ship registers of Salem & Beverly, 1789-1900). Capt. Stimpson fared well, for he and John Dodge and Robert Leech purchased a 126-ton brigantine, the *Harriot*, built at Augusta, Maine, in 1803, and in May, 1805 registered her for foreign trade, with John Stimpson (Jr.) as master (ibid, p. 223). Unfortunately, Capt. John Stimpson Jr., Salem mariner, died in the fall of 1805 (#26604).

Salem's boom came to an end with crash, when, in January, 1808, Pres. Jefferson and the Congress imposed an embargo on all American shipping in hopes of forestalling war. The Embargo proved futile and nearly ruinous in Salem, whose commerce ceased. As a hotbed of Democratic-Republicanism, the seafarers of the Derby Street area, led by the Crowninshield family, loyally supported the Embargo until it was lifted in spring, 1809.

It may be that John Stimpson, like many others in Salem and Danvers, had been stung by the Embargo. In 1809 Mr. Stimpson, for \$150, sold the western-most piece of his homestead parcel, fronting 60' on the road; and he retained the rest, fronting 138' 10". Two years later, on 31 August 1811, John Stimpson, Danvers gentleman, for \$250 sold to his son-in-law Capt. John Dodge, Salem gentleman (and mason contractor), the Stimpson homestead: dwelling house, buildings, and land fronting 138' 10" on the way to Trask's Mill (ED 193:234). Evidently this conveyance, with its low monetary consideration, was actually a mortgage, although it would eventually lead to a change of ownership.

Capt. John Dodge (1766-1812) resided in a fine house on Barton Square, downtown Salem, which he had bought in 1804. He had become very successful in business, with a notable specialty in the building of stoves, for which he was renowned. Within six months of loaning the \$250 to his father-in-law Stimpson, Capt. John Dodge dropped dead, on January 12, 1812. Rev. William Bentley noted in his diary for that date, "Died suddenly Capt. John Dodge of this town, aged 45. He was eminent in his trade as a mason, particularly in the construction and disposition of stoves, and was in the act of preparing one in an office in Salem when he expired. He lived formerly near Salem line in Danvers and was captain of artillery. He fixed the first stoves introduced last year into the meeting houses of Salem, and was deservedly esteemed for his talents and his virtues, which have brought much sympathy at his death. He had repeatedly complained of spasms in the breast, and they had returned frequently and violently and without previous notice lately."

Capt. John Dodge, that ambitious Salem gentleman, left several children, most of them young. His widow Sally (Stimpson) Dodge, 42, was given administration of his estate, which did not include this homestead in the inventory and which proved to be insolvent (debts outweighed non-real-estate assets). She would survive him for another thirty years, and die in 1842.

Mr. Stimpson, it seems, continued to occupy this house for some years. For all intents and purposes, it was owned by his grandchildren, the heirs of Capt. John Dodge, one of whom was just two years old. What it looked like at that point is unknown: it may still have been one story in height, or perhaps it had been enlarged to its present appearance.

Salem, out of patience with Jefferson, had furiously resumed its seafaring commerce from the spring of 1809 onward, but still the British preyed on American shipping, Salem's included; and in June, 1812, war was declared against Britain. The war

would last for three years, with a major impact on Salem. At first its vessels, re-fitted as privateers, were successful in capturing many British prizes, and the men earned lots of prize-money; but eventually the odds worked against them, and many Salem vessels were captured and men imprisoned or killed.

Salem feared attack from British vessels, and erected forts and batteries on the Neck. In June, 1813, off Marblehead Neck, the British frigate *Shannon* engaged the U.S. Navy frigate *Chesapeake*, Capt. James Lawrence. Lawrence was defeated, and mortally wounded; his last words were the famous "Don't give up the ship!" followed by the less-famous "Blow her up!" Almost a year later, in April, 1814, the people of Salem gathered along the shores of the Neck as three sails appeared on the horizon and came sailing on for Salem Bay. As the day wore on, these vessels proved to be the mighty *Constitution* in the lead, pursued by the smaller British frigates *Tenedos* and *Endymion*. The breeze was light, and the British vessels gained, but Old Ironsides made it safely into Marblehead Harbor, to the cheers of thousands.

On land, the war went poorly for the United States, as the British captured Washington, DC, and burned the Capitol and the White House. Along the western frontier, U.S. forces were successful against the weak English forces; and, as predicted by many, the western expansionists had their day. At sea, Salem's vessels often were captured, and its men captured or killed. After almost three years, the war was bleeding the town dry, and the menfolk were disappearing. Hundreds of Salem men and boys were imprisoned in British prison-ships and at Dartmoor Prison in England.

At last, in February, 1815, peace was restored. By then, John Stimpson was an old man of seventy, and his wife Elizabeth was an old lady; and probably they were very tired of the disruptions and sufferings brought on by war. John was likely retired or semi-retired, and helped by his many children, who seem to have been fairly prosperous. The Stimpsons had three more years together. Mrs. Elizabeth (Morse) Stimpson died 18 December 1818, in her 74th year, and after fifty years of marriage to "John Stimpson Esq."

Post-war, the Salem merchants rebuilt their fleets and resumed their worldwide trade, to great effect. Almost every important new building was built of brick, which no doubt helped the masons in the family. A brick custom house was built in 1819, at the head of Derby Wharf. Through the 1820s the foreign trade continued prosperous; and a new trade was opened in 1821 with Madagascar, which supplied Salem with tallow; and it was subsumed by trade with Zanzibar, which began in

1825. Gum copal, used to make varnish, was the staple commodity. The Zanzibar trade notwithstanding, Salem's general maritime foreign commerce fell off sharply in the late 1820s. Merchants had to move quickly to shift their investments out of wharves and warehouses and ships and into manufacturing. Some did not, and were ruined. Many of Salem's prominent younger men moved to Boston in the 1820s.

John Stimpson left too. By 1827 he was residing in Dedham, Mass., in the family of his son-in-law William Purbeck, a painter, formerly of Salem, who had been supporting Mr. Stimpson in his old age. In consideration of Mr. Purbeck's maintenance and support in the past and for the rest of his life, Mr. Stimpson, Dedham gentleman, granted to Mr. Purbeck his right to the Trask's Plain, Danvers, homestead, being the same that Mr. Stimpson had conveyed to his son-in-law John Dodge, deceased (ED 244:125). Mr. Stimpson's interest arose from his right (if any) "to redeem under my said deed to John Dodge," as well as two-sixths that Mr. Stimpson had bought from his grandchildren Henry and Mary Dodge. Mr. Stimpson did not have much longer to live: he made it through to the end of 1828 and entered his 86th year; and he died on January 1, 1829, of "fits and old age."

In June, 1827, William Purbeck, Dedham painter, for \$262.50 sold to William Frye, Danvers miller, half of the Stimpson homestead on Trask's Plain, described now as being half in Salem, half in Danvers (ED 246:4). The other half-interest belonged to Edmund, Larkin, and Peter Dodge. In January, 1828, Edmund J. Dodge sold his interest to his uncle Purbeck, who sold the same for \$83.33 to William Frye of Danvers (ED 251:12). Mr. Frye had probably moved into the house in 1827. He was considered the owner, although he did not purchase the other two one-sixth shares until 1831 (from mariner Peter Dodge) and 1832 (from cordwainer Larkin Dodge) (ED 262:78, 267:155). If it was not already a two-story house, Mr. Frye probably proceeded to make it so.

That ended the connection of the Stimpson family with this house and land, after more than 40 years.

In April, 1828, William Frye Jr., Danvers miller, for \$24 sold a strip of land at the west side of his new homestead (ED 249:78).

William Frye (Jr.) was a miller by trade, and a prosperous one, which was a good thing, because he had 15 living children in 1828, including one born in that year; and he would have two more yet to come.

Mrs. Sarah Marshall Frye died on 17 August 1812, aged 34 years, four months after the birth of her son Philip. She left seven surviving children. The effect of her death on the family can only be imagined.

Mr. Frye married, second, on 25 October 1813, Anna Buffum (1789-1870), who inherited seven children at the age of 23, and would have ten children between 1814 and 1831--all but two would live to adulthood. In 1831 Mr. Frye's father died, and he no doubt inherited some or all of the mill property. Perhaps the border between Salem and Danvers shifted in 1830, for in 1831 William Frye (Jr.) was assessed for a house valued at \$1400. By 1835 Mr. Frye had built a steam-powered mill in Danvers, which he and his son Joseph leased to a Salem currier (ED 281:207).

While the milling business seems always to have been good for the Frye family, Salem was going through a difficult decade in the 1830s. In 1830 occurred a horrifying crime that disgraced several families in the town, and led many others to move away. Old Capt. Joseph White, a wealthy merchant, widowed and without children, 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 that thugs had murdered Capt. White. Soon enough, it became evident that the killers were Crowninshields and Knapps, members of Salem's elite class and relatives of the victim. The Knapps resided nearby on Essex Street, near Orange. The results of the investigation and trial were very damaging to Salem, and several more respectable families moved out of town.

Despite these setbacks, 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"—not exactly "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. Salem had not prepared for the industrial age, and had few natural advantages. The large-scale factory towns of Lowell, Lawrence, and Haverhill, had the powerful waters of the Merrimack to drive the machinery of their huge textile factories, but Salem had no such river, and could not compete in textiles. The steep upper part of the North River had long been dammed, as with Frye's Mills, for grist-mills and saw-mills; although factories had been built farther up-river in South Danvers, Salem's part of the North River served mainly to flush the waste from the many tanneries (23 by 1832) 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 still mariners, but without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day.

William was born on Nov. 27, 1774, the son of a miller, William Frye, and Tamson Southwick of Salem. William's father lived hereabouts, and William Jr. learned his father's trade. The Fryes had mills here on the North River, behind this house, since 1800 and earlier. In 1798 the mill complex consisted of a grist mill (38' x 20') and a bark mill (26' x 24') on 80 poles of land adjoining the North River and owned by William Frye, Edward Southwick, and Robert Shillaber, all of Danvers (see 1798 Direct Tax, DHC 12:133).

William Frye Jr. grew to be a large, stout man, blond and blue-eyed. In 1798 he married Sarah Marshall (1778-1812) and they had nine children by 1812. In 1799 for \$121 he (Salem miller) bought a piece of land westerly of the Stimpson homestead, fronting on this road and butting on the Frye's Mill mill pond (dammed part of the North River) (ED 165:246). In 1803 he (Danvers miller) purchased from his father for \$90 another piece of land and marsh nearby, butting on the North River.

from the Frye Genealogy

355. WILLIAM was a miller and a large, stout man, with sandy complexion and blue eyes. Of amiable disposition and universally respected. He married (1) 8-9-1798, Sarah Marshall, b. 11-9-1778; d. 8-17-1812; married (2) 10-25-1813, Anna Buffum of Salem, Mass., b. 11-29-1789; d. 12-20-1870.

Issue, born in Salem, Mass.:

704 Daniel,	b. 2-16-1799;	d.	, 1882.
705 John,	b. 10-4-1801;	d.	
706 Joseph S.,	b. 11-10-1802;	d.	6-30-1882.
707 Tamson	b. 10-14-1803;	d.	
708 Lucy,	b. 6-2-1805;	d.	
709 son,	b.	; d. y.	
710 dau.,	b.	; d. y.	
711 William,	b. 6-13-1810;	d.	1-22-1866.
712 Philip,	b. 4-17-1812;	d.	6-30-1867.
713 Sarah,	b. 12-27-1814;	d.	10-6-1903, unnm.
714 Mary Chase,	b. 4-16-1816;	d.	7-19-1873.
715 Caleb Buffum,	b. 2-16-1818;	d.	3-20-1842, unnm.
716 James B.,	b. 5-9-1820;	d.	4-6-1903.
717 Ann Buffum,	b. 3-3-1822;	d.	3-9-1854.
718 Stephen N.,	b. 3-12-1824;	d.	10-12-1888.
719 Catherine,	b. 9-2-1826;	d.	1-31-1907;
	m. (1)		, Chas. G. Pinkham; m: (2)
	9-23-1885, Joseph M. Hanson.		
720 Peace B.,	b. 8-3-1828;	d.	9-22-1846.
721 Alfred,	b. 12-18-1830;	d.	12-26-1864.
722 son,	b.	; d. y.	

One inspiration was the Salem Laboratory Company, Salem's first manufacturing enterprise, founded in 1819 to produce chemicals. At the plant in North Salem on the North River, the production of 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 in the 1830s started taking Salem in a new direction. In 1838 the Eastern Rail Road began operating between Boston and Salem, which gave the people of Salem and environs a very 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 the 1840s, new companies in new lines of business arose in Salem. The tanning and curing of leather was a very important industry by mid-century. It was conducted on and near Boston Street, along the upper North River. There were 41 tanneries in 1844, and 85 in 1850, employing 550 hands. Some of the Frye boys went into the tanning and curing business. Leather production would continue to grow in importance throughout the 1800s. The lack of river power was solved by the invention of steam-driven engines, and in 1847 the Naumkeag Steam Cotton Company erected at Stage Point 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 industrial tenements built nearby. A second, larger, building would be added in 1859, and a third in 1865. By 1880 the mills would employ 1200 people and produce annually 14,700,000 yards of cloth. 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; but Salem built shoe factories too, and attracted shoe workers from outlying towns and country areas. By 1880 Salem would have 40 shoe factories employing 600-plus operatives.

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; and its glory days were over. An excellent picture of Salem's waterfront, during its period of decline, 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 and completed at home on Mall Street.

In 1840 (census, p.309) this house was the residence of William Frye and family (himself, 66, a boy 10-15, a man in his 20s, two girls 10-15, a young woman 15-20, two women in their 20s, a woman in her 60s, and a woman in her 80s, probably William's mother Tamson Southwick Frye. In 1842 (Salem Directory) William Frye was listed as running Frye's Mills and residing at Beaver Street, while his son Joseph was running a steam bark mill and residing nearby on Beaver Street and son William was a tanner residing on Boston Street near Aborn in a house owned by Mrs. Esther Reith. By 1846 James Frye, 26, miller, was residing here at 1 "Frye Street" (as it was then known), along with his parents William and Anna, and others. In that year, on 22 Sept 1846, William & Anna's daughter Peace Frye, died at the age of 18; her death must have been very affecting.

In 1849 this house, One Beaver Street, was valued at \$1000, and the lot at \$200, per Salem valuations for Ward Four.

In 1850 this house was full of people (per census, house 292, Ward Four). Here lived William Frye, 75, miller, with \$9400 in real estate, his wife Anna, 60, children Sarah, 35, Ann, 25, Catherine, 23, Stephen, 26, a tanner, Alfred, 19, a currier; William Buffum, 68, a tanner, Sephreno Dalton, 15, born in Manila; and Catherine Barrett, 18, born in Ireland, as was Patrick Dolan, 20, a laborer.

As can be seen from the inhabitants of the Frye household, the demographics of Salem were changing, for beginning in the 1840s, the Salem capitalists filled their factories with Irish immigrant workers as well as Canadians and the native-born. Catholic churches were built, and new housing was constructed in North Salem and the Gallows Hill areas to accommodate the workers.

By 1859 this street, formerly Frye Street, was again called Beaver Street, and now this house was numbered Two. Alfred Frye, 28, currier, and others boarded here with his parents.

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 would be great celebration when the war finally ended in the spring of 1865.

Mr. William Frye did not see the end of the war. He had a very long life, and died on 26 June 1862, aged 88 years. By his will he gave all to his wife Anna for her lifetime (or until she re-married, which she did not), after which it was to equally to his children, except that Daniel Frye's wife Eliza was to get Daniel's portion if he should predecease her. In July, 1864, the widow Anna Frye, 75, purchased the house and land at public auction for \$1250 (ED 678:33). The land fronted on Beaver Street and ran back 74' on "the street" (now Grove Street).

Mrs. Anna Frye moved to Vassalboro, Maine, by 1868. On June 1st of that year she sold this house and another (adjoining on the westerly side) to Jonathan F. Carlton of Salem (ED 748:84). Thus, after 41 years of ownership, the house passed out of the name of Frye.

Jonathan F. Carlton was a well-known building contractor who had built many houses in the neighborhood to the east, which, at one time, was known as Carltonville. Among his notable projects was the remodeling of the Pickering House, 18 Broad Street, to which he added the front gables and all of the gothic trim and fencing.

Through the 1860s and 1870s, Salem continued to pursue a manufacturing course. The managers and capitalists tended to build their new, grand houses along Lafayette Street (these houses may still be seen, west of Roslyn Street). For the workers, they built more and more tenements near the mills of Stage Point. More factories and more people required more space for buildings, more roads, and more storage areas. After withstanding the pressures of the new industrial city for about 50 years, Salem's rivers began to disappear. 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, was buried here and there and 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 its old wharves (even the mighty Union Wharf, formerly Long Wharf, at the foot of Union Street) 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 and a little beyond.

Salem kept building infrastructure, and new businesses, and expansions of established businesses. Retail stores prospered, and machinists, carpenters, millwrights, and other specialists all thrived.

The house was rented out to tenants for many years. In 1880 (per census, house 139) it was occupied by Daniel Frye, 81, who was working in a currier's shop, his wife Eliza, 77, and their adopted daughter Jennie Clough, 28, and by boarder Frank G. Clough, 24, a butcher; and also by Charles L. Munsey, 23, a measurer of leather, and his wife Catherine, 22.

In May, 1909, the trustees of Mr. Carlton's will for \$2200 sold the premises to Lizzie Jarnes, the wife of Jacob Jarnes, of Salem (ED 1967:77). In November, 1911, Mrs. Jarnes sold the premises to Isaac Ankeles and to Dory Ankeles, the wife of Louis A. Ankeles (ED 2118:142). In January, 1912, the Ankeleses sold the same to Boghos Mooradian of Salem; it then fronted 41' on Beaver Street (ED 2127:148).

Mr. Mooradian sold a half-interest in 1912 to Mrs. Hagop (Mary H.) Mooradian, who, in August, 1914, purchased from him the other half-interest (ED 2138:224, 2269:473).

These Armenians were the latest in waves of ethnic immigration to Salem. In the late 1800s, French-Canadian families began coming to town to work in Salem's mills and factories, and more houses and tenements filled in what had been open areas of the city. They 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. Its politics were lively, and its economy was strong.

On June 25, 1914, in the morning, in Blubber Hollow (Boston Street opposite Federal), one of Salem's tanneries caught fire, as tanneries did from time to time. This fire soon 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 advanced easterly, a monstrous front of flame and smoke, wiping out the houses of upper Broad Street and sweeping through Hathorne, Winthrop, Endicott, and

other residential streets, then attacking South Salem and destroying the homes on and near Lafayette Street before raging through the tenement district. Despite the combined efforts of heroic fire crews from many towns and cities, the fire could not be turned: 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, where the fire was finally halted, just beyond Union Street, after a 13-hour rampage. The conflagration had consumed 250 acres, 1600 houses, and 41 factories, leaving three dead and thousands homeless. Some 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 the City implemented several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets).

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great 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 fame arising from the commercialization of the witchcraft delusion, but also from its great history as an unrivalled seaport and as the home of Hawthorne and McIntire. Most of all, it remains a city where the houses of the old-time merchants, mariners, millers, and all the rest, are honored as a large part of what makes Salem different from any other place.

--14 April 2001, Robert Booth for Historic Salem Inc.

Glossary

#1234 refers to probate case 1234, Essex County probate

ED 123:45 refers to book 123, page 45, Essex South Registry of Deeds

Salem Directory refers to the published Salem street directories

Census refers to census records, taken house-by-house with occupants listed.

EIHC refers to Essex Institute Historical Collections

3 June 1784 Benfield to Stimpson 142:233

I know all men by these presents that I Thomas Benfield of Salem in the County of Essex & Commonwealth of Massachusetts laborer & a Blackman in consideration of the sum of thirty pound Lawful money paid me by John Stimpson of said Salem Gentleman the receipt whereof I hereby acknowledge do hereby give grant bargain sell & convey to the said John Stimpson one small Dwelling House with the bricks belonging to the same now being in Danvers in said County near Trask mill (so called) & to said Stimpson heirs & assigns to have & to hold the same to the said John Stimpson & to his heirs & assigns to his and their use & behoof forever & I do Covenant with the said John that before swearing hereof I was the lawful owner of said house & that will warrant and defend the same to the said John Stimpson & to his heirs & assigns against the lawful claims & demands of all Persons. In Witness whereof I here to put my hand & seal this third day of June A^d 1784 -

Thomas ^{legit} Benfield & a seal
mark

Signed sealed & deliv^d in Presence of { Essex for June 3. 1784 Then Thomas Benfield who signed this Instrument acknowledged the same to be his free deed before John Pickering Just Peace

John Pickering
John Clarke
Essex for Rec^d July 3. 1784 & recorded & sealed by John Pickering Reg^r.

14 Ap. 1797 Stillaber to Stimpson 166:173

Stillaber
to
Stimpson

Know all men by these presents that I William Stillaber of Danvers in the County of Essex and Commonwealth of Massachusetts Esquire in consideration of the sum of fifteen dollars lawful money, paid me by John Stimpson of said Danvers gentleman (the receipt whereof I do hereby acknowledge) do hereby give grant sell and convey unto the said John Stimpson and to his heirs and assigns forever - A piece or parcel of land laying in said Danvers at a place called Trasks place and is the same piece or parcel of land on which said Stimpsons dwelling house now stands and is bounded as followeth, viz., beginning at the southeasterly corner of Edward Tuckers land where said corner joins on the highway leading to Trasks Mill (so called) thence running easterly by said highway one hundred and twenty five feet, thence running northerly to said Mill pond, thence running westerly by said mill pond to the northeasterly corner of said Tuckers land where said corner joins said mill pond, thence southerly to the bound first mentioned - or however otherwise the same is bounded or reputed to be bounded, it being the same piece or parcel of land which Samuel Goodell deceased formerly possessed with the privileges & appurtenances thereto belonging to have and to hold the same to the said John Stimpson to him and his heirs and assigns to his and their use and behoof forever, And I do covenant with the said John Stimpson and with his heirs and assigns, that I am lawfully seized 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 John Stimpson and to his heirs and assigns to hold as aforesaid, and that I will warrant and defend the same to the said John Stimpson and to his heirs and assigns forever against the lawful claims and demands of any persons. And Mary my wife for one shilling paid her by the said John Stimpson doth relinquish her right of dower in the above piece or parcel of land to the said John Stimpson and to his heirs and assigns forever - In witness whereof we hereto put our hands and seals this fourteenth day of April A. D. 1797. The word "southerly" interlined before signing the words "together with the dwelling house & other buildings" erased before signing

signed sealed and delivered in presence of us } William Stillaber -- a seal
 Thaddeus Stimpson, Henry Trask -- } Mary Stillaber -- a seal

Witness April 14th 1797 personally appeared the within William Stillaber & acknowledged this instrument to be his free deed before I Cleaveland Justice Peace -

Essex Rec^d Dec^r 20. 1799 & recorded & stand by John Pickering Agr

8 May 1827 Stimpson to Parbeck

Know all men by these Presents That John Stimpson now of Dedham
in the County of Norfolk Gentleman in consideration of one dollar to me paid by my son in law
William Parbeck of the ss. in Dedham Painter, and for the further consideration That the said
Parbeck for some years past has maintained and supported me, and has also agreed to main-
tain & support me during my natural life. The receipt whereof I do hereby acknowledge
have remise released and forever quitclaimed and do for myself and my heirs by these Pre-
sents remise release and forever quitclaim unto the said William Parbeck his heirs and
assigns a certain lot of land situated on Traskis Plain so called in Danvers in the County
of Essex being the same which I heretofore conveyed to my son in law John Dodge now dec^d
by deed of August 31. 1811 in Book 193. Leaf 284. bounded on the mill Pond on a way lead-
ing to Traskis Mills and on Benjamin A. Porter's or however otherwise bounded as will
more particularly appear in the deed aforesaid reference being thereunto had. Two sixths
parts thereof having been conveyed back to me by my two grand children Henry Dodge
and Mary Dodge children and heirs at Law of my said deceased son in law John Dodge
as by deed duly recorded will appear. And now it is my intention to convey all my right in
Law or equity (if any I had) to redeem under my said deed to John Dodge and also
all my right under said deed from my grand children, together with all other my
right title or interest which in any way whatever I now have heretofore had or here-
after may have in the Premises with the privileges and appurtenances. One sixths
more is conveyed to said Parbeck by Nathan Silsbee & Elisabeth his wife in her
right by deed of even date herewith. The remaining three sixths are in Johnson
Dodge to be obtained on his return from sea, and in Peter Dodge and Lentin Dodge
minors to be obtained when they are of age, and passed to said Parbeck. To Have
and to hold the afore mentioned Premises with all the privileges and appurte-
nances thereunto belonging to him the said Parbeck his heirs and assigns forever.
So that neither I the said John Stimpson nor my heirs or any other person or persons
claiming from or under me or them or in the name right or stead of me or them shall or
will by any way or means have claim or demand my right or title to the aforesaid
Premises or their appurtenances or to any part or parcel thereof forever. In Witness
Whereof I the said John Stimpson have hereunto set my hand and seal this eighth
day of May in the year of our Lord one thousand eight hundred and twenty seven.
Signed sealed & delivered
in presence of us
William Ellis
Richard Ellis

John Stimpson Seal
Essex ss. May 8. 1827. Then the above named John Stimp-
son personally appeared and acknowledged the above
instrument to be his free act and deed.
before me William Ellis Just of Peace

Essex ss. Received May 9. 1827. recorded & examined by Amos Chole Reg^r

4 May 1827 Silsbees to Purbeck

Nathan Silsbee

Know all Men by these Presents That we Nathan Silsbee of Lynn in the County of Essex Yeoman and Elisabeth his wife in her right the said Will^m Purbeck Elisabeth being a daughter and one of the heirs at Law of John Dodge late of Salem in said County deceased in consideration of one dollar to us paid by William Purbeck of Dedham in the County of Norfolk painter and for divers other good causes and considerations us herunto moving, the receipt whereof we do hereby acknowledge have remised released and forever quitclaimed and do for ourselves and our heirs by these presents remise release and forever quitclaim unto the said Purbeck his heirs and assigns all our right title interest or estate in and to a certain lot of land with a dwelling house and other buildings thereon situated in Trashes Plain so called in Danvers in said County of Essex being the same which our Grandfather John Stimpson conveyed to our above named Father John Dodge deceased as by deed of August 31, 1811 in Book 193 Leaf 234 and the premises are bounded in the whole on the mill Pond on a way leading to Trashes Mill and on Benjamin J. Potter or however otherwise bounded as will more particularly appear in the deed aforesaid, reference being thereunto had. The claim of said Elisabeth is as to one sixth depending to her as heir of her said Father. To Have and to Hold the afore mentioned Premises with all the Privileges and appurtenances therunto belonging to him the said Purbeck his heirs and assigns forever so that neither we the said Nathan and Elisabeth nor our heirs or any other Person or Persons claiming from or under us or them or in the name right or stead of us or them shall or will by any way or means have claim or demand any right or title to the aforesaid Premises or their appurtenances or to any part or parcel thereof forever In witness whereof we the said Nathan and Elisabeth have herunto set our hands and seals this fourth day of May in the year of our Lord one thousand eight hundred and twenty seven.

signed sealed & delivered in presence of us
 William B. Hoit Richard Hazeltine) Nathan Silsbee seal
 Elisabeth S. Silsbee seal

Essex ss. Lynn May 7, 1826. Then the above named Nathan Silsbee & Elisabeth S. Silsbee acknowledged the above Instrument to be their free act & deed. before me Rich^d Hazeltine Jus Peace

Essex ss. Danvers May 9, 1827, recorded and examined by Amos Choate Reg^r

I William Frye of Salem in the county of Essex do make this my last will and testament.

I give to my beloved wife Anna Frye the income of all the estate real and personal of which I may be possessed during the term of her natural life provided she shall remain unmarried and in the event of her marriage or at her decease I then give my estate to my children to be equally divided between them but should any of my children die before the marriage or decease of my wife leaving issue then such issue shall receive the share to which the parent would have been entitled if living at the time of the marriage or decease of my said wife.

In the event of the decease of my son Daniel Frye before the death of his wife, Eliza M. Frye and of my said wife I then give the shares to which said Daniel would be entitled to his said wife Eliza M. for her use forever.

I appoint John B. Alley of Lynn executor hereof.

In testimony whereof, I have hereunto set my hand and seal this twenty sixth day of June A.D. 1854, in presence of the undersigned witnesses, to whom I have declared this to be my will.

Executed in presence of us

the words "and of my said wife" first interlined

John H. Nichols

Rufus A. Wilkins

Jane Moore

William Frye seal

A true record

Attest A. Goodell register

Prob. N.S. 234. 46.



marrie then my efsaite to be deffposed of by the five men afore mentiond as *afic* followeth if my efsaite be fourcore ponnads then my wife ihall haue Thirtie ponnads And the rife of my efsaite to be divided equalie amongest all my Chillardren Onely my Elldifte fonne John Chaplin fhall have thre ponnad more then anie one of my children And my will is that my wife haue thirtie ponnades oute of fourcore ponnades and this preporfion to be cepte whether my efsaite be more or leffe

witnes

Joseph Jewett
John Pickard

PART OF SALEM IN 1700. NO. 10.

BY SIDNEY PERLEY.

The map on page 19 represents that part of Salem which was known in the early days as the plain, Salem plain, Mill plain, or Trask's plain. It runs from Blubber hollow to the Peabody line and from North river to Gallows' hill. The plan is drawn on a scale of four hundred and fifty feet to an inch.

The common land was divided into house lots in 1719, and the record of the vote of the commoners under which this was done was passed at a meeting held at the Town house in Salem, Feb. 2, 1718-9, and was as follows: "Voated that whereas there is Seuerall Petitions and others that are for Small Parcels of Land on Trask Plaine so Cal^d It is left to the first and Grand Committe to dispofo of into Small Houfe Lots the Lands fronting to the Highway on Said Plaines from Sa[id] Towne Bridge into Strongwater brooke Stone bridge on both Sides the way, the highway be Left at Least five Pole broad and no person to haue more then halfe an Acree of Land." The lots that were laid out pursuant to this vote were only about ten rods in depth.

This main highway, now called Boston street, was the ancient road from Salem to Salem Village and Boston. It was called a road in 1717; the main road or

street in 1721; the country road in 1724; Boston road in 1759; great country road leading to Salem in 1795; Boston street in 1795; road leading to Boston in 1797; West street in 1813; road leading from the South meeting-house to Salem in 1814; and since then Boston street.

In the sketches that follow, after 1700, titles and deeds referred to pertain to the houses and lands under and adjoining, and not always to the whole lot, the design being, that date, to give the history of the houses then standing.

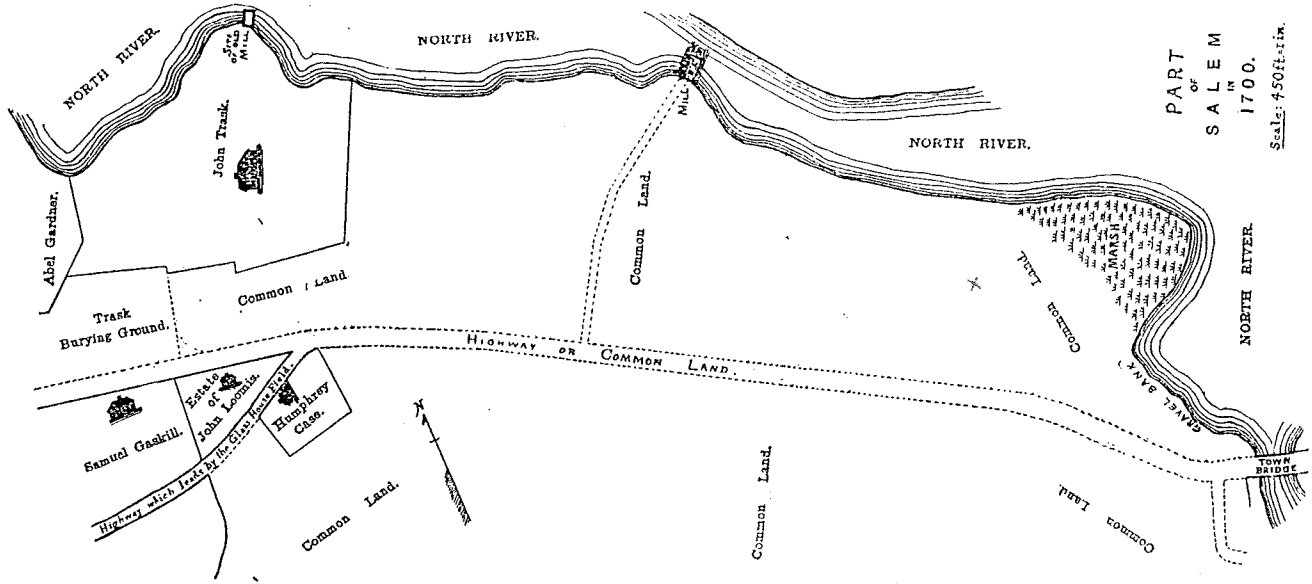
Trask Burying Ground. This burying place was probably not enclosed until after March 20, 1681-2, when the inhabitants about the glass house field, etc., requested that it be enclosed, and the town voted that the selectmen "settle it."

The Original Mill. Capt. William Trask erected, at the point marked on the map "Site of old mill," the first corn mill in Salem about 1635. Benjamin Balch, sr., of Beverly, aged about seventy-seven years, and John Massey, sr., of Salem, aged seventy-five years, deposed, April 10, 1706, that they "knew Capt. William Trafke Deced and that he Erected the first Corn mill In Salem & had ye Improvement of a Considerable parcel of Land to make ye pond," etc.*

Robert Pease and Elizabeth Buxton of Salem deposed, Feb. 25, 1706-7, "that about Seventy yeares last past" we doe very well know & Remember that Capt Trafke formerly of Salem Deced had a corne mill where Nicholas Trask's fulling mill now Standith which was the first corn mill † that was ever Set up in Salem

*Essex Registry of Deeds, book 20, leaf 12.

†This deposition is different from all the others in stating that the first corn mill of Captain Trask was located at the fulling mill, which is a manifest error. Robert Pease the principal deponent was only a boy at the time this mill was built, and probably never knew from personal knowledge the existence of the original mills, being too young. The grist mill that stood on the site of the fulling mill (now on Wallis street, in Peabody) was probably the first corn mill that he remembered, and remembered vividly because of his theft from it,



* rough site of 7 Beaver St.