

40 English Street, Salem

According to available evidence, this house was built c. 1820 for John Crowninshield Very, trader.

On 22 September 1826 John Crowninshield Very, Salem trader, for \$2000 mortgaged to his uncle, James Devereux, Salem merchant, "the same estate on which I now live" (ED 242:123). It had a "dwelling house and all other buildings" on a lot bounded northerly 80' on land of Hill, easterly 42' on English Street, southerly on land of Anne Foot 80', and westerly 90' on land of Donaldson and Kehew. The mortgage was given as collateral for Mr. Very's payment of a note for \$2000 dated 27 Nov. 1818 and owed to Capt. Devereux and to Stephen White.

This mortgage is the first documentary reference to the existence of this house. It did not stand here in 1820, per the census of that year; so it was built, evidently, between 1820 and 1826. Unfortunately, no deed was recorded for the conveyance of the house-lot to Mr. Very; but obviously he owned it; and he was a member of the family in whose ownership it had long been.

This lot was part of the much-larger homestead of William Goose in the 1630s (his house stood just down from English Street in the middle of what is now Derby Street), who was succeeded by John Clifford in the 1660s. During the 1600s there was no Derby Street here, and the lot ran down to the harbor uninterrupted except by a cartway near the shoreline. Jacob Allen bought the homestead in 1693, and sold it in 1697 to the eminent merchant Philip English, whose house stood at the northeast corner of English and Essex Streets, and whose and wharf and store stood on the east side of the foot of English Street. The next owner was Joseph Hillard, a ropemaker, who evidently had a ropewalk here (a ropewalk being a long low building in which fiber was spun into rope). In 1741 Mr. Hillard sold the homestead to his son-in-law Clifford Crowninshield, a mariner who soon became a ropemaker.

Clifford Crowninshield, ropemaker, had married Martha Hillard in 1721; after her death he had married Mrs. Christian Cash in 1737. He made his will in 1750. In his will, he gave his son John "my piece of land on English Lane bought of Joseph Hillard and Philip English". Clifford and Martha had son John and daughter Mary (m. 1746 John Byrne); and he was survived by his second wife Christian.

John Crowninshield, a shipwright, the son of Clifford Crowninshield, resided in this neighborhood. He married Mary Ives, and had several children, six daughters

and a son, Clifford. John died in 1777, and his property stayed in the family. In 1792 an inventory of his estate was taken, in which his holdings were identified as 40 poles of land in English's Lane (18 li), 2/3 undivided of the mansion house and land of Clifford Crowninshield deceased (155 li), 2/3 undivided of a 20-pole lot in English's Lane (6 li), and 2/3 undivided of the Blockhouse Field (30 li).

It would appear that the John Crowninshield estate remained undivided among the heirs in the 1700s. The most successful of the siblings and their spouses was Capt. Clifford Crowninshield, a prominent mariner, merchant, and investor, who resided in a mansion on Washington Square. In 1801 and 1802 five of his sisters sold him their right in property including a lot that included the site of future #40. Capt. Crowninshield died childless in July, 1809, leaving much property. His heirs were his six sisters and/or their children. One of the sisters was Abigail, who had married Samuel Very in 1782 and had died in 1792, leaving four children, including John Crowninshield Very, who all came under their father's guardianship. By 1809, this lot was part of a parcel that was owned partly by "Very" (presumably the four Very heirs or their father) and partly by James Devereux (or his wife Sally), who had acquired much of the property formerly of his brother-in-law Capt. Clifford Crowninshield, including his Washington Square mansion. In October, 1809, Anne (Crowninshield) Foot purchased the parcel just to the south of the parcel from which the #40 lot was later set off (ED 188:72).

In October, 1809, the Very heirs sold off part of their inherited property on Essex Street, with other Crowninshield heirs (ED 188:70). At that time, John Crowninshield Very was described as a Salem mariner. By March, 1811, J.C. Very was working ashore as a trader (grocer); at that time he bought a piece of land on upper English Street from his brother Samuel Very 3d; and next day he sold the same at a profit of \$48 (ED 192:301). In April, 1812, J.C. Very's brother Samuel, a trader, sold to his uncle, Capt. James Devereux, his 1/8 right in a parcel which included the site of #40 (Book of Executions & Depositions 1:234).

John Crowninshield Very (1785-1849) was born two years after the end of the Revolutionary War, in which his father had perhaps sailed as a privateer against the British. Samuel Very (1759-1832), a cordwainer (shoemaker) who grew up in a house on St. Peter Street, was a member of the fifth generation of the Very family in Salem. He had distant cousin, also named Samuel Very (b. 1751), a notable shipmaster. In 1790, Samuel Very and family resided in the East Parish, probably in the John Crowninshield house on Essex Street, with Capt. Joseph Moseley & family (Mrs. Moseley was a sister of Mrs. Very). In September, 1792, Abigail (Crowninshield) Very died, aged about 32 years and leaving four small

children. In 1793 Samuel Very married, second, Mary Rantoul, a widow. It was considered by some a mismatch; and her relations soon arranged for a divorce, under scandalous circumstances. Samuel Very married, third, Martha Cheever, and by her had five children more. In 1799 he, then a truckman, was awarded guardianship of his first four children.

Like most Salem boys, John Crowninshield Very was bound to sea at an early age, to learn the trade of a mariner. He was the second son in a large family. At twelve or thirteen, in 1798 or so, John C. Very was a cabin boy, and later in his teens he was a deckhand, and then a mate. He worked on vessels sailing to the Caribbean and Europe, and, perhaps, on those making the long voyages to the Indian Ocean to trade with India, China, and Sumatra. He came along at a good time for seafaring men, for Salem's commerce boomed, with few setbacks, from the mid-1780s through to the embargo more than 20 years later.

In 1792 Salem's first bank, the Essex Bank, was founded, although it "existed in experiment a long time before it was incorporated," per Rev. William Bentley. From a population of 7921 in 1790, the town would grow by 1500 persons in a decade. At the same time, thanks to the economic policies of Alexander Hamilton, Salem vessels were able to transport foreign cargoes tax-free and essentially to serve as the neutral carrying fleet for both Britain and France, which were at war with each other. The size and number of vessels was increased, and Salem was among the greatest worldwide trading ports in America.

In the late 1790s, there was agitation in Congress to go to war with France, which was at war with England. After Pres. John Adams' negotiators were rebuffed in France, a quasi-war with France began in summer, 1798, much to the horror of Salem's George Crowninshield & Company (Capt. G. Crowninshield and five sons), which had an extensive trade with the French, and whose ships and cargoes in French ports were susceptible to seizure. The quasi-war brought about a political split within the Salem population. Those who favored England aligned themselves with the national Federalist party, led by Hamilton and Salem's Timothy Pickering (the U.S. Secretary of State). These included most of the merchants, who were eager to go to war with France, and had opposed Adams' efforts to negotiate. They were led locally by the Derby family. Those who favored peace with France (and who admired France for overthrowing the monarchy, even while deploring the excesses of the revolutionaries) were the Anti-Federalists, who later became aligned with Pres. Jefferson and his Democratic-Republican party; they were led locally by the George Crowninshield family. For the first few years of this rivalry, Derby and the Federalists prevailed; but after the

death of Hasket "King" Derby in 1799 his family's power weakened, while it signaled the rise of his nephews, the five Crowninshield brothers.

In 1800, John Adams was successful in negotiating peace with France, and thereupon fired Pickering, his oppositional Secretary of State. Salem's Federalist merchants erupted in anger, expressed through their newspaper, the *Salem Gazette*. At the same time, Britain began to harass American shipping. As with the French earlier, Salem's seafarers added guns to their trading vessels, and the Salem owners and masters aggressively expanded their trade to the farthest ports of the rich East, while also maintaining their trade with the Caribbean and Europe. Salem cargos were exceedingly valuable, and wealth was piling up in Salem's counting houses. The George Crowninshield firm, now led by brother Jacob, were especially successful, as their holding rose from three vessels in 1800 to many in 1803. The greatest of the Salem merchants at this time was William "Billy" Gray, who owned 36 large vessels--15 ships, 7 barks, 13 brigs, 1 schooner--by 1808.

In 1800, Salem was still a town, and a small one by our standards, with a total population of about 9,500. Its politics were fierce, as the Federalists squared off against the Democratic Republicans (led by the Crowninshields and comprised of the sailors and fishermen). The two factions attended separate churches, held separate parades, and supported separate schools, military companies, and newspapers (the Crowninshield-backed *Impartial Register* started in 1800). Salem's merchants resided mainly on two streets: Washington (which ended in a wharf on the Inner Harbor, and, above Essex, had the Town House in the middle) and Essex (particularly between what are now Hawthorne Boulevard and North Streets). The East Parish (Derby Street area), in which John Crowninshield Very grew up, was for the seafaring families, shipmasters, sailors, and fishermen. In the 1790s, Federal Street, known as New Street, had more empty lots than fine houses. Chestnut Street did not exist: its site was a meadow, backlands for the Pickerings on Broad Street and the old estates of Essex Street. The Common was not yet Washington Square, and was covered with hillocks, small ponds and swamps, and utility buildings and the town alms-house. In the later 19th century, Salem's commercial prosperity would sweep almost all of the great downtown houses away (the brick Joshua Ward house, built 1784, is a notable exception).

The town's merchants were among the wealthiest in the country, and, in Samuel McIntire, they had a local architect who could help them realize their desires for large and beautiful homes in the latest style. While a few of the many new houses built in the next ten years went up in the old Essex-Washington Street axis, most were erected on or near Washington Square or in the Federalist "west end"

(Chestnut, Federal, and upper Essex Streets). The architectural style (called "Federal" today) had been developed years before in 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, carver and housewright, was quick to pick up on the style and adapt it to Salem's larger lots. McIntire's first local composition, the Jerathmeel Peirce house (on Federal Street), contrasts greatly with his later Adamesque compositions. The interiors of this Adam style differed from the "Georgian" and Post-Colonial: in place of walls of wood paneling, there now appeared plastered expanses painted in bright colors or covered in bold wallpapers. 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 the houses were often built of brick, with attenuated porticoes and, in the high style, string courses, swagged panels, and even two-story pilasters. The best example of the new style was the Elias Hasket Derby house, co-designed by Bulfinch and McIntire, and built on Essex Street in 1799 (demolished in 1815), on the site of today's Town House Square. A more typical example was the mansion designed by McIntire and built for Clifford Crowninshield, at 74 Washington Square East.

Salem's commerce created great wealth, which in turn attracted many newcomers from outlying towns and even other states. A new bank, the Salem Bank, was formed in 1803, and there were two insurance companies and several societies and associations. The fierce politics and commercial rivalries continued. The ferment of the times is captured in the diary of Rev. William Bentley, bachelor minister of Salem's East Church (it stood on Essex Street, near Washington Square), and editor of the *Register* newspaper. Mr. Bentley's diary is full of references to the civic and commercial doings of the town, and to the lives and behaviors of all classes of society. On Union Street, not far from Mr. Bentley's church, on the fourth of July, 1804, was born a boy who would grow up to eclipse all sons of Salem in the eyes of the world: Nathaniel Hawthorne, whose father would die of fever while on a voyage to the Caribbean in 1808. This kind of untimely death was all too typical of Salem's young seafarers, who fell prey to malaria and other diseases of the Caribbean and Pacific tropics.

In 1806 the Derbys extended their wharf far out into the harbor, tripling its previous length. This they did to create more space for warehouses and ship-berths in the deeper water, at just about the time that the Crowninshields had built their great India Wharf at the foot of Webb Street. Their cousin, Capt. Clifford Crowninshield, John C. Very's uncle, had a wharf with warehouses at the foot of English Street. The other important wharves were Forrester's (now Central, just west of Derby Wharf), and Union Wharf (formerly Long Wharf), extending from the foot of Union Street, west of Forrester's Wharf. To the west of Union Wharf, a number of smaller wharves extended into the South River (filled in during the late 1800s), all the way to the foot of Washington Street. Among the most important of these were Ward's, Orne's, and Joseph Peabody's, which extended from the foot of what is now Hawthorne Boulevard. Each of the smaller wharves had a warehouse or two, shops for artisans (coopers, blockmakers, joiners, etc.). The waterfront between Union Street and Washington Street also had lumber yards and several ship chandleries and distilleries, with a Market House at the foot of Central Street, below the Custom House. The wharves and streets were crowded with shoppers, hawkers, sailors, artisans ("mechanics"), storekeepers, and teamsters; and just across the way, on Stage Point along the south bank of the South River, wooden barks and brigs and ships were being built in the shipyards.

Salem's boom came to an end with a crash in January, 1808, when Jefferson and the Congress imposed an embargo on all American shipping in hopes of forestalling war with Britain. The Embargo, which was widely opposed in New England, proved futile and nearly ruinous in Salem, where commerce ceased. As a hotbed of Democratic-Republicanism, Salem's East Parish and its seafarers, led by the Crowninshields, loyally supported the Embargo until it was lifted in spring, 1809. Shunned by the other Salem merchants for his support of the Embargo, the eminent Billy Gray took his large fleet of ships—fully one-third of Salem's tonnage--and moved to Boston, whose commerce was thereby much augmented. Gray's removal permanently eliminated a huge amount of Salem wealth, shipping, import-export cargoes, and local employment. Gray soon switched from the Federalist party, and was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead. It may be that these two and their party did not go out of their way to support laws or policies that favored Salem or its merchants. Salem resumed its seafaring commerce for three years, but still the British preyed on American shipping.

In 1810, the French were capturing American vessels that they claimed were trading with the British. Typically, a captured American vessel would be inspected at Naples (then a French-held port) and impounded or cleared. The Salem ship

Margaret, Capt. William Fairfield, was cleared from Naples on 10 April 1810, with a crew of 15 and 31 passengers, mainly sailors from Salem whose vessels had been impounded. One of those on board was John Crowninshield Very, 25. Capt. Fairfield, a well-regarded shipmaster, had, as a boy in 1789, been aboard a Salem slaving vessel commanded by his father, when the Africans had risen up against the sailors, and killed Capt. Fairfield. Young William and the other crewmen had put down the uprising, and delivered their human cargo in the West Indies.

On Sunday, May 20, 1810, headed home from Naples, the *Margaret* ran into a terrible gale and was knocked over on her beam ends. All of her people were able to get on her sides and bottom, and hold on through the storm until Monday, which was calmer. Capt. Fairfield freed one of the boats, and sailed off with 14 men (they would be rescued on the 26th by a Marblehead vessel, but their rescuers could not find the wreck of the *Margaret*, riding low in the great sea). Those left behind (including Mr. Very) had some provisions, and built a platform on the side of the *Margaret*, to keep themselves out of the water. On the 28th a storm swept away the platform and most of the provisions, but they held on and built a new platform on the 30th. The men were weakening and losing hope. One died on June 3rd. With a small ration of wine to keep them alive, they survived until the 5th, but twelve men died on that day and another the next. Vessels kept passing in the distance, but did not see the wreck and its desperate occupants. John C. Very and some of his mates (Capt. Henry Larcom of Beverly, John Treadwell of Ipswich, Jephtha Leyth and E.A. Erving/Irvine of Salem) fished out a damaged yawl, fixed it well enough; and on June 7th they sailed off to be saved. Ten men remained on the wreck, there to die, one by one, in the loneliness and terror of mid-ocean. The five men in the yawl sailed on for another 15 days, determined to live, with only brandy and urine to keep them alive. A little rain fell on the 22d, which helped, but Treadwell died on the 23d. They caught a few fish, their first food in two weeks; but it was not enough, and Leyth died on the 28th. On the 29th, a gale hit them; they fought to stay afloat, but lost their mast and oars, and now were left to drift under the skies. Next day, the men of a Gloucester vessel spotted the boat in the offing, came up with it, and were astonished to discover J.C. Very, E.A. Irvine, and Henry Larcom, all more dead than alive. After 17 days on a wreck, and another 23 days in a small open boat, these three would have their lives back—the only survivors of the 32 men who had been left on the wreck. They were received in Salem as men come back from the dead. By July 25, J.C. Very was “still confined, but better,” (per Bentley), while the other two were up and about. Capt. Larcom, who wrote letters to the newspapers, was bitter in his accusations against Capt. Fairfield, who had his defenders.

John Crowninshield Very seems to have retired from the sea after this terrible voyage. He set up as a grocer, and in 1813 married Mary Dwyer of Salem, she being, evidently, the daughter of an Irish immigrant, Edward Dwyer.

John Crowninshield Very (1785-1849), born 28 Jan. 1785, son of Samuel Very and Abigail Crowninshield, died 28 Feb. 1849. He m. 28 Feb 1813 Mary Dwyer.

Known issue:

- 1. Edward D., 1813, Baptist minister, left Salem; drowned at Blomidon, NS, 1852.*
- 2. Samuel, 1815, shipmaster, m. Sarah W. McKey*
- 3. John C., 1817, shipmaster, m. (int. 1837 Almira Foster), m. 1845 Lucy Ann Collins.*

In June, 1812, war was declared against Britain. Although Salem had opposed the war as being potentially ruinous and primarily for the benefit of the southern and western war-hawk states, yet when war came, Salem swiftly fitted out 40 privateers manned by Marblehead and Salem crews, who also served on U.S. Navy vessels, including the *Constitution*. Many more could have been sent against the British, but some of the Federalist merchants held their vessels back. In addition, Salem fielded companies of infantry and artillery. Salem and Marblehead privateers were largely successful in making prizes of British supply vessels. It is likely that J.C. Very served in the armed forces at this time. While many of the town's men were wounded in engagements, and some were killed, the possible riches of privateering kept the men returning to sea as often as possible. The first prizes were captured by a 30-ton converted fishing schooner, the *Fame*, and by a 14-ton luxury yacht fitted with one gun, the *Jefferson*. Of all Salem privateers, the Crowninshields' 350-ton ship *America* was the most successful. She captured 30-plus prizes worth more than \$1,100,000.

Salem erected forts and batteries on its Neck, to discourage the British warships that cruised these waters. In June, 1813, off Marblehead Neck, the British frigate *Shannon* defeated the U.S. Navy frigate *Chesapeake*. The Federalists would not allow their churches to be used for the funeral of the *Chesapeake*'s slain commander, James Lawrence ("Don't give up the ship!"). Almost a year later, in April, 1814, the people gathered along the shores of Salem Neck as three sails appeared on the horizon and came sailing on for Salem Bay. 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, as time wore on, Salem's vessels often were captured, and its men imprisoned 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 in British prison-ships and at Dartmoor Prison in England. At the Hartford Convention in 1814, New England Federalist delegates met to consider what they could do to bring the war to a close and to restore the region's commerce. Sen. Timothy Pickering of Salem led the extreme Federalists in proposing a series of demands which, if not met by the federal government, could lead to New England's seceding from the United States; but the Pickering faction was countered by Harrison G. Otis of Boston and the moderate Federalists, who prevailed in sending a moderate message to Congress.

At last, in February, 1815, peace was restored.

Post-war, the Salem merchants rebuilt their fleets and resumed their worldwide trade, slowly at first, and then to great effect. A new U.S. Custom House was built in 1819, on the site of the George Crowninshield mansion, at the head of Derby Wharf. Into the 1820s the foreign trade continued prosperous; and new markets were opened with Madagascar (1820), which supplied tallow and ivory, and Zanzibar (1825), whence came gum copal, used to make varnish. This opened a huge and lucrative trade in which Salem dominated, and its vessels thus gained access to all of the east African ports.

In 1816, J.C. Very was first assessed for a house (in ward two) in town valuations. In 1815 and 1815, he had been assessed (ward two) for store and part of a wharf, worth \$900, with \$500 stock and \$200 income. In 1816, he was assessed for "house, shop, stable" worth \$900, with \$600 stock and \$300 income. So his holdings were described until 1819, when he was assessed for "house, land, store, wharf, 2 stables, and Joseph White Jr.'s part of White's Wharf, all worth \$2000, with stock at \$1800 and income of \$400.

The house on which he was assessed (ward two) in 1816 was probably the same house that he had built on a piece of land at Allen and Webb Streets that he had bought in 1817 (that location was evidently considered part of ward two). He also bought another piece of land on Allen Street, and a piece nearby on Derby Street, where he had his grocery store. It is apparent that he also leased part of nearby White's Wharf (the part that had belonged to recently deceased Col. Joseph White

Jr.); and once he had leased the wharf he probably received his mortgage loan of \$2000 in 1818 from Messrs. White & Devereux.

During the period 1816-1821, John Crowninshield Very was at his most successful in business. With stables, a wharf, and a store, he was conducting business that went beyond an ordinary grocery store, and seems to have involved merchant activity (import-export) as well as transportation or hospitality (hence the stables).

The pre-war partisan politics of the town were not resumed post-war, as the middle-class "mechanics" (artisans) became more powerful and brought about civic harmony, largely through the Salem Charitable Mechanic Association (founded 1817). Other organizations, like the Masons, helped to unite the various classes of men in the town. On 22 May 1820 J.C. Very joined the Essex Lodge of Masons. By then he and his wife Mary had three sons. At that time, the J.C. Very family seems to have resided either on Allen Street or on lower Derby Street, east of English (per 1820 census, p.46). It is a virtual certainty that this house did not then exist, for in the census of 1820 there is no listing for any resident between the houses of Anne Foot (site, #42 English St., to the southeast) and of Lucy Hill (at that time, the closest house northwesterly of the site of #40).

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

Starting in 1822, J.C. Very's assessment went down; and his property was described 1822-1829 in the valuations as "house & shop" worth \$900, with stock worth \$300. Evidently he leased and sublet his other property during that period. Among the property that he had leased to others was the house that he had built by September, 1826 (this one, at now-40 English Street), when he mortgaged it and

described it as the place where he then resided. It must have been a short-lived residence, for the valuations do not indicate that he had moved from the house he had been occupying since 1817, nor would they until 1830. From the Salem valuations, it may be seen that J.C. Very was taxed in 1828 and 1829 as a resident of ward two, with a house & shop worth \$900 and personal estate worth \$300.

It would seem that Mr. Very moved from his other house into this one by the spring of 1829. The house was built to a highly unusual plan, perhaps unique in Essex County and certainly singular among the extant houses of Salem. The house is three stories high, with an attic in the fourth story in the peak roof. It fronts on the street only three bays across, with a side-porch front entrance, and an integral lean-to roof, with rooms massed around a center chimney which does not provide direct heat to the small northwest rooms. The original trim is found throughout the house, which has two staircases, one for the side entry and one in the back.

On 14 May 1829 John C. Very, Salem trader, for \$2500 sold to Peter E. Webster, Salem trader, "the estate on which I now live," described as the dwelling house and all other buildings and lot fronting 42' on English Street, and bounding southerly 80' on Anne Foot's land, and northerly 80' on land of Hill (ED 252:69). This conveyance evidently had the effect of a mortgage; and Mr. Very would live here for 20 years more. At nearly the same time, J.C. Very for \$1100 sold to Capt. Richard Davis of Charlestown his property on Allen Street and Derby Street (ED 252:69). In the 1830 census, John C. Very is listed on English Street in this house, possibly with Thomas Murphy (and wife and daughter) as a tenant (p. 442, 1830 census). In the 1830 valuation he is listed as having moved to ward one from ward two, with a house worth \$1500 in English Street, a shop worth \$100, two stores on an old wharf and a small house (\$600 total), and an acre of land worth \$200. His 1831 assessment was similar but not identical. It seems likely that Mr. Very, who had actually sold or mortgaged everything, used the money to re-assert control of some of the property for which he had been credited in the years 1816-1822.

In 1830 occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a wealthy merchant, resided in the house now called the Gardner-Pingree house, on Essex Street. He owned most of White's Wharf, of which Mr. Very leased a part. One night, intruders broke into Capt. White's mansion and stabbed him to death. All of Salem buzzed with the news of murderous thugs; but the murderer was a Crowninshield (a very distant relative of Mr. Very, this Crowninshield was a local crime-boss who, after being arrested, killed himself at the Salem Jail). The assassin had been hired by his friends, Capt. White's own relatives, Capt. Joseph Knapp and his brother Frank (they were executed by

hanging). The results of the investigation and trial uncovered much that was lurid about Salem, and more of the respectable families quit the notorious town.

By this time, Mr. Very's three sons were growing up. The eldest, Edward, 18 in 1831, showed an interest in the ministry. The family was Baptist, and Edward, who left town in 1835 (per valuation records) would become a Baptist minister in Nova Scotia. The other two, Samuel, 16, and John C. Jr., 14, were already working as young sailors on Salem merchant ships. On 24 Jan. 1832, Mr. Very's father, Samuel Very, died on 24 Jan. 1832, aged 72 years. He was survived by his second and third wives and by nine children.

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

Despite all, Salem was chartered as a city in 1836. City Hall was built 1837-8 and the city seal was adopted with an already-anachronistic Latin motto of "to the farthest port of the rich East"—a far cry from "Go West, young man!" The Panic of 1837, a brief, sharp, nationwide economic depression, caused even more Salem families to head west in search of fortune and a better future. 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 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 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, active for many years in the early 1800s, led, in the 1830s, to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and grew large after 1830, when Wyman's gristmills on the Forest River were retooled for making high-

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

These enterprises were a start toward taking Salem in a new direction. In 1838 the Eastern Rail Road began operating between Boston and Salem, which gave the people of Salem and environs 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.

By this time, the two younger Very boys were well launched on their seafaring careers. Salem was at that time a notable whaling port. John C. Very Jr. was a crewman on the bark *Reaper*, Capt. Neal, which departed Derby Wharf, Salem, on 21 Aug. 1837, to go a-whaling in the Indian Ocean on a voyage that would last nearly two years (see p. 173, F.D. Robotti's *Whaling and Old Salem*).

In 1839, Samuel Very was mate on a merchant vessel (per valuations). He lived here, along with his father, J.C. Very, his brother, J.C. Very Jr., and one Samuel Gardner (see 1839 valuations). Mr. Gardner, by 1841, was a trader living elsewhere on English Street, with a store on Derby Street. In 1840 Samuel Very became a master mariner (sea captain). In January, 1841, the new ship *Sooloo*, commanded by J.C. Very's son Capt. Samuel Very, cleared Salem on a voyage to Mobile, Liverpool, Batavia, and Padang. She was owned by the firm of Stone, Silsbee, & Pickman; and she returned from her voyage on 3 April 1842 (see PEM logbook 1841s2; also G.G. Putnam's *Salem Vessels & Their Voyages*, I:129, in which the master is incorrectly identified).

In 1845 John C. Very Jr. married Lucy Ann Collins, literally the girl next door, and moved in with her at the house next southeasterly (then #14 English Street, now gone). His brother, Capt. Samuel Very, when ashore resided on Charter Street. They may have been acquainted with Rev. Jones Very of Federal Street, a very distant cousin who was regarded as the finest devotional poet in America.

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 the mid-1800s. 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. 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 industrial tenements built nearby. Also in the 1840s, a new method was introduced to make possible high-volume industrial shoe production. In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe factories too, and attracted shoe workers from outlying towns and country areas. Even the population changed, as hundreds of Irish families, fleeing the Famine, settled in Salem; and the men went to work in the factories and as laborers.

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

John Crowninshield Very, having outlived Salem's seafaring glory days, died on 13 Nov. 1849, aged 65 years. Evidently he had survived his wife Mary. Of his three sons, Capt. Samuel Very was appointed administrator of his estate. On 1 December 1849 an inventory was made: the homestead ("house and land in English Street standing in the name of P. E. Webster") was valued at \$1500. Other real estate was a strip of land next to 43 Derby Street (\$60), one-fourth interest in a common field on Derby Street (\$600), a barn and land on Webb Street (\$300), pew #19 in the Baptist Church (\$10), one-ninth interest in Samuel Very's estate (\$150). The personal estate included "Bartlett's shop" on Derby Street, a mortgage note for \$300, two shares in the Essex Railroad, one share in the Maine Railway, cargo on the vessel *La Grange*, a claim against the Salem Charitable Marine Society for the rent of Friendship Hall, old notes, and \$157.50 in household furniture and clothing.

On 8 Dec. 1849 for \$900 the owner of the homestead, Peter E. Webster, Salem merchant, sold the same to Capt. Samuel Very, J.C. Very's son (ED 421:23). The property was described as fronting 42' on English Street. In 1850 (per census, ward one, house 230), the house was occupied as a two family, by John Crowninshield Very (Jr.), 33, mariner, and family (wife Lucy A., 28, daughters

Lucy A., 4, and Mary D., two) and by Frederick Teal, 28, rigger, born in Germany, and wife Margaret, 21, born in Nova Scotia.

John Crowninshield Very (Jr.), born 1817, died 1 April 1862, SF, Cal. He m. 13 Feb. 1845 Lucy Ann Collins (died 31 Oct. 1907). Known issue:

- 1. Lucy Ann Crowninshield, 11 Nov. 1845, m. Edward E. Powers*
- 2. Mary Dwyer, 1848 (Bath, Me.), m/1 1868 Nathaniel B. Gray, m/2 Walter D. Swaney*

In June, 1851, Mr. William B. Gray, Salem trader, for \$1500 purchased the J.C. Very homestead from Capt. Samuel Very Jr. (ED 446:302, correcting 446:163). It was vaguely described in a first deed, so Mr. Gray insisted on a second deed with accurate metes and bounds. The correct boundaries were given as 43' 3" on English Street, southeasterly 89' on land now or late of Foote, southwesterly 76' 6" on land of Barker & of Kehew, then running northeasterly 16' 8", then running southeasterly 30' 2" on other land of Mr. Gray, and running northeasterly 71' on the same.

The new owner (who evidently never resided here), William B. Gray, had, in April, 1840, for \$160, purchased from the Robert Hill heirs a piece of empty land, northwesterly of the house, fronting 27' on English Street, southeasterly about 71' and southwesterly 28' on land of Very, and northwesterly about 69' on other land of Hill's heirs (ED 318:162). These combined lots fronted 70' 3" on English Street.

William B. Gray (1799-1887), who grew up in this neighborhood, resided on Allen Street and ran a nearby grocery. He had prospered over the years, and owned several houses, which he rented out. He rented out #40 English Street (then known as #12) as well. In 1856, 12 English Street was the residence of Capt. John C. Very & family, and of Eliza Powers, widow, George Powers, 24, and Stephen A. Powers, 26, a pilot (per 1857 Directory and 1856 street book). Eliza Powers was Eliza (Francis) Powers, widow of Joel Powers, who had come from New Hampshire. George and Stephen were her sons. David Perrigen, mariner, was at 10 English; and Joseph Perkins, pilot, was at 14 English (per ditto).

John C. Very (Jr.) had become a sea captain in the 1850s. He made a voyage from February, 1857, to January, 1858, in command of the large bark *Guide*, 495 tons burden (owner John Bertram) to Madagascar, Zanzibar, Musqat, and Aden (PEM

logbook 1857G). He resided at 15 Hardy Street by 1857 (see Directory), and never lived here again. By 1860 (per census, ward one, house 1273) this house was occupied (in one unit) by Ittai Perry, 50, a pilot, and wife Abigail, 45, Joseph E. Phippen, 25, a cooper, Bernard Hanscomb (a painter) & Hannah Hanscomb, and also (in the other unit) Joseph Crandall, 27, sailmaker, and family (Mary, 27, Eliza, 4, John, 2, and Joseph, one), and Leonora Goldman, 33, a tailoress born in Prussia. The Crandalls had been here since 1858 (see 1859 Directory). Mr. Perry, as a pilot, had the job of going out to the incoming merchant vessels and guiding them safely down the Bay and into Salem Harbor. He had long been a resident of the East Parish. Mr. Phippen, the cooper, would later reside for many years at 5 Mall Street.

The symbol of Salem's new industrial economy was the large twin-towered granite train station, built in 1848-9 on filled-in land at the foot of Washington Street, where before had been the merchants' wharves. The 1850s brought continued growth: new churches, schools, streets, stores, etc. Catholic churches were built, and new housing was constructed in North Salem and the Gallows Hill areas to accommodate the workers. In March, 1853, several streets were re-named and re-numbered, including the consolidation of County, Marlboro, and Federal Streets as Federal Street.

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.

In 1862 Capt. John C. Very (Jr.) died in California, leaving his widow Lucy and two daughters, Lucy, seventeen, and Mary, fourteen. Lucy (Collins) Very was, perhaps, the niece of (the owner) William B. Gray's wife, Hannah (Collins) Gray; and Lucy moved in here with her girls. In 1868 Mary Very, 20, married Nathaniel Gray, son of William B. Gray, the owner. Her sister Lucy married Edward Powers. Their mother, Mrs. Lucy A. Very, lived here with them and worked as a dressmaker.

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, south of Roslyn Street). In the 1870s, French-Canadian families began coming to work in Salem's mills and

factories, and more houses and tenements were built in what had been open areas of the city. For the workers, they built more and more tenements near the mills of Stage Point. A second, larger, factory building for the Naumkeag Steam Cotton Company would be added in 1859, and a third in 1865; and by 1879 the mills would employ 1200 people and produce annually 14,700,000 yards of cloth. Shoemaking also continued to expand, and by the end of the 1870s Salem would have 40 shoe factories employing 600-plus operatives. More factories and more people required more space for buildings, more roads, and more storage areas.

In 1870 (per census, house 77, ward one) the house was occupied in three units: (first unit) Edward A. Powers, 32, mariner, wife Lucy A.C., 22, child Alice B., one; and Lucy A. Very, 48, dressmaker; (second unit) Elizabeth Gray, 27, works in cigar shop, Ellen McCarthy, 57 (probably Elizabeth Gray's mother), born Ireland, owns real estate worth \$1000, keeping house, and Edward W. Gray, 7; (third unit) Hannah Sweeney, 60, born Ireland, and William Sweeney, 28, hostler.

Mrs. Lucy (Collins) Very continued to live here through the 1870s, and had her dressmaker's shop at 60 Washington (see 1872 directory) and later at 71 Washington Street (see 1874 directory, etc.). Beginning in 1873, another tenant here was the William N. Goodridge family. In 1873 he was a railroad freight conductor; and he had lived at 53 Derby Street in 1871-2. Mr. Goodridge, 25 in 1873, was married to a woman named Elizabeth, also 25, born in Ireland. This was almost certainly the Elizabeth Gray who had lived here in 1870 (even though the ages do not math up). The Goodridges had children Edward in 1872 and Jennie in 1873.

In 1874 Mr. Gray sold to his son-in-law, James T. Goldsmith the two parcels that made up this homestead, separately (the one he'd bought in 1840 from the Hill heirs and the one he'd bought in 1851 from Samuel Very) (ED 912:202-3). A plan was made of the two lots at that time, but the wrong dimensions were given for the frontage of the larger parcel, whose real frontage of 43' 3" was given as 53' 3". On 14 Nov. 1876 Mr. Goldsmith sold the premises back to Mr. Gray (ED 964:69). In the late 1870s, Mrs. Lucy A. Very moved out of this house and into the Collins house at 42 English Street. She would die many years later, in 1907. The Goodridges remained here and were joined (in the other living unit) by the Watts family.

In 1880, the occupants here were listed in the census (1880 census, ED 229, p.564). In one unit resided William N. Goodridge, 32, the freight conductor, his wife Elizabeth, 32, their children Edward W., 8, and Jennie, 7, and Elizabeth's

mother, Ellen McCarthy, 65, born in Ireland. In the other unit resided Charles Watts, 77, a retired baker, born in Scotland, his wife Dorothy, 69, born in Maine, their son Charles E. Watts, 36, a railroad brakeman, his wife Kate, 37, and children Dollie, ten, John K.W., 8, and Charles M., three. The Wattses had resided at 53 Derby Street in 1874. Mr. C.E. Watts would be dead by 1883, but his family continued to live here.

The owner of the house, Mr. William B. Gray, died on 18 Feb. 1887, in Danvers, while waiting for a horse car to take him back to Salem on a very cold day. He resided at 16 Allen Street and owned the houses and land then numbered 40-42 English Street and other real estate. By his will, this property was devised to certain of his heirs. On 4 August 1887 for \$487.50, the trustee of Nathaniel B. Gray sold a one-fourth interest in the property to James Fanning of Salem, who also bought, that same day, for another \$975, from Mrs. Caroline A. (Gray) Florentine and Mrs. Margaret C. (Gray) Forness, a half-interest therein (ED 1202:268,269). The property on English Street consisted of the lots and buildings that are now 36-38 and 40 English Street (ED 1202:268-270). The lot was described as fronting northeasterly 70' 3" on English Street, and running back two courses by land of Robert Hill's heirs, then on Garrett's land, then butting on land of Barker & Kehew, and bounding southeasterly 89' on land formerly of Foot.

Mr. Fanning soon (April, 1888) sold off the northwesterly building and land (#36-38); and four years later, in March, 1892, for \$1500 he sold to Thomas H. Fanning the remaining land and buildings, meaning the present homestead at #40 (ED 1335:537). This lot was described as fronting 42' 3" on English Street, and running back 89', and bounded southeasterly on land of Collins formerly Foot.

In 1901-2, the house was tenanted by John J. Colbert, city teamster; Mrs. Ellen Green, widow of John Green, and also by boarders David C. Green, driver, & Frank H.A. Green, gardener, probably Mrs. Green's sons (see Directory 1901-2).

Thomas H. Fanning sold the same lot and buildings, 40 English Street, in November, 1905, to Ellen F. Carr (ED 1809:252), who resided here. She was the widow of Patrick H. Carr. In April, 1907, Mrs. Carr sold the premises to Mrs. Annie T. (wife of Bartholomew J.) Doyle (ED 1868:201); and Mrs. Carr stayed on here. In 1909 the occupants here were Mrs. Ellen F. Carr, widow of Patrick H. Carr; Bartholomew J. Doyle & family; Frank A. Pitman (and family), employed at the shoe-machinery plant of USM Co. in Beverly (see Directory, 1910).

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, 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.

Salem kept building infrastructure; and new businesses arose, and established businesses expanded. Retail stores prospered, and machinists, carpenters, millwrights, and other specialists all thrived. 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, although English Street was inhabited by people of Yankee and Irish background. In 1913 the house was occupied by the families of Clarence J. Richardson, a clerk at BSS Railroad Company, and of John J. Mason, a metal worker (see 1914 Directory). 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), a fire started in one of Salem's fire-prone wooden tanneries. This fire soon consumed the building and raced out of control, for the west wind was high and the season had been dry. The next building caught fire, and the next, and out of Blubber Hollow the fire roared easterly, a monstrous front of flame and smoke, wiping out the houses of Boston Street, Essex Street, and upper Broad Street, and then sweeping through Hathorne, Winthrop, Endicott, and other residential streets. Men and machines could not stop it: the enormous fire crossed over into South Salem and destroyed the neighborhoods west of Lafayette Street, then devoured the mansions of Lafayette Street itself, and raged onward into the tenement district. Despite the combined efforts of heroic fire crews from many towns and cities, the fire overwhelmed everything in its path: it smashed into the large factory buildings of the Naumkeag Steam Cotton Company (Congress Street), which exploded in an inferno; and it rolled down Lafayette Street and across the water to Derby Street. At that point, the people here on English Street had reason to fear that even their

neighborhood would be destroyed; however, the fire-fighters made a great stand at a point just east of Union Street and, after a 13-hour rampage, the monster was killed, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless. Some people had insurance, some did not; all received much support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States, and the people of Salem would take years to recover from it. Eventually, they did, and many of the former houses and businesses were rebuilt; and several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets) were put into effect.

In 1920, the house was occupied as a two-family. In one unit still lived Clarence Richardson, 35, a bookkeeper, and wife Grace, 32. In the other unit lived Walter F. Andrews, 58, employed as a janitor, with wife Margaret, 62, son Walter, 30, a shoe-cutter in a factory, daughter Mary, 28, a shoe worker, and son Albert, 22, a shipper in a jewelry store (see 1920 census).

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration. In August, 1923, Mrs. Doyle had sold the homestead to Mrs. Karolina (wife of Andrej) Bakrzycki (ED 2493:309). The Bakrzyckis moved in and resided here into the 1930s. The property was owned in the 1940s by absentee landlords, who sold it in 1947 to M/M Sylvio (Loretta) Bernard (ED 3560:351), who owned it for many years. They sold it in 1970 for \$6500 (ED 5662:384). It has changed hands several times since, and is now owned by Hannah and Alicia Diozzi.

After booming along through the 1950s, Salem suffered from the arrival of suburban shopping malls and the relocation of manufacturing businesses took their toll, as they have with many other cities. More than most, Salem has navigated its way forward into the present with success, trading on its share of notoriety arising from the witch trials, but also from its history as a great seaport and as the home of Bowditch, McIntire, Bentley, Story, and Hawthorne. Most of all, it remains a city where the homes of the old-time merchants, mariners, traders, and mill-operatives are all honored as a large part of what makes Salem different from any other place.

--Robert Booth for Historic Salem Inc., 11 Jan. 2003.

Robert Booth

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

John C. Very

James Devereux

of the County of Essex ss. September 22 1826

Know all Men by these Presents That I John Brownshield Very of Salem in the County of Essex and Commonwealth of Massachusetts Under consideration of two thousand dollars paid me by James Devereux of said Salem merchant the receipt whereof I hereby acknowledge have given & granted and by these Presents do give grant sell and convey unto the said James Devereux and his heirs and assigns forever, a certain parcel of land situate in English Street in said Salem, bounded Northernly by land of Hill about eighty feet, Easterly by English Street aforesaid about forty two feet, Southernly by land of Anne Foot about eighty feet and Westerly by land of Davidson and Stehen about ninety feet or however the same may be otherwise bounded or described with the dwelling house and all other buildings thereon standing being the same estate on which I now live with all the privileges and appurtenances to the same estate belonging To Have and to Hold the same estate with the appurtenances unto the said James Devereux and his heirs and assigns to his and their benefit and behoof forever and I the said John Brownshield Very for myself and my heirs executors and administrators covenant with the said James Devereux and his heirs and assigns that I am the lawful owner of the granted premises that they are free of all incumbrances, and that I will, and my heirs executors and administrators shall warrant and defend the same to the said James Devereux and his heirs and assigns against the lawful claims and demands of all persons. Provided Nevertheless that if I the said John Brownshield Very my heirs executors or administrators shall and do at all times hereafter save and indemnify the said Devereux of and from paying a certain promissory note for two thousand dollars dated on or about the twenty seventh day of November in the year of our Lord one thousand eight hundred and eighteen signed by me the said Very and the said Devereux and Stephen White of said Salem Merchant and which is now in the Merchants Bank in said Salem said note being made payable to the President Directors and Company of said Bank and shall at all times save the said Devereux and his heirs executors and administrators free and harmless from all cost expense and damage in amount of said note or any part thereof then this deed shall be void otherwise shall be and remain in full force and virtue. In Witness whereof I the said John Brownshield Very have hereunto set my hand and seal this twenty second day of September in the year of our Lord one thousand eight hundred & twenty six signed sealed & delivered in presence of us

John Walters Theodore Gaines / Essex ss. September 22 1826. Then John C. Very personally appeared and acknowledged the above Instrument to be his free act and deed. before me Theodore Gaines Just of Peace Essex ss. Received September 23 1826 recorded & Examined by Amos Choate Reg

To the Honorable
 the Court of Probate for the County of Essex

Pursuant to a warrant from your Honor, we the undersigned do hereby certify that we have made the following

INVENTORY AND APPRAISEMENT OF THE ESTATE OF

John C. Very

Date of *Salem* in said county *Essex* deceased, as testified to by said *John C. Very* administrator.

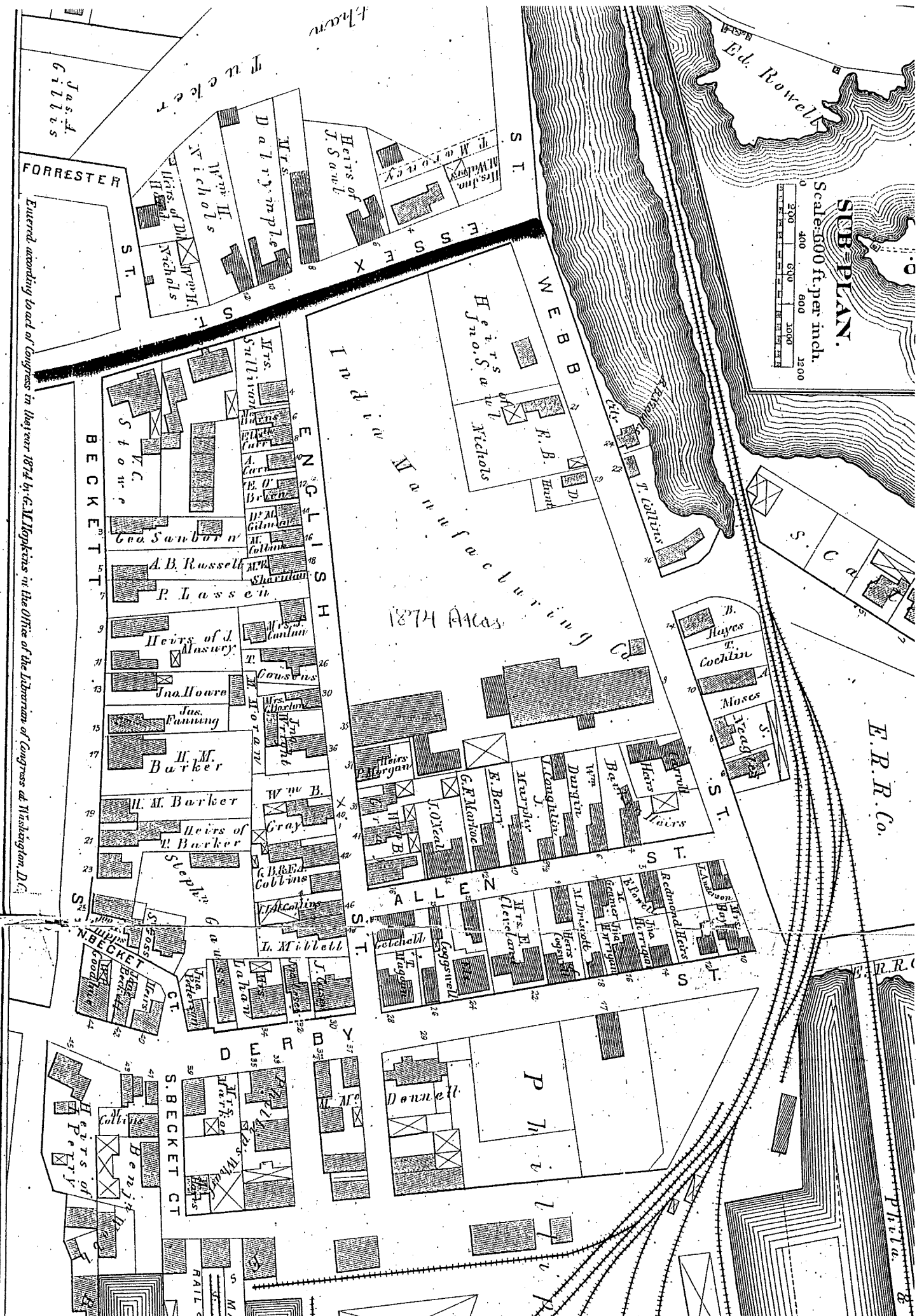
REAL ESTATE.

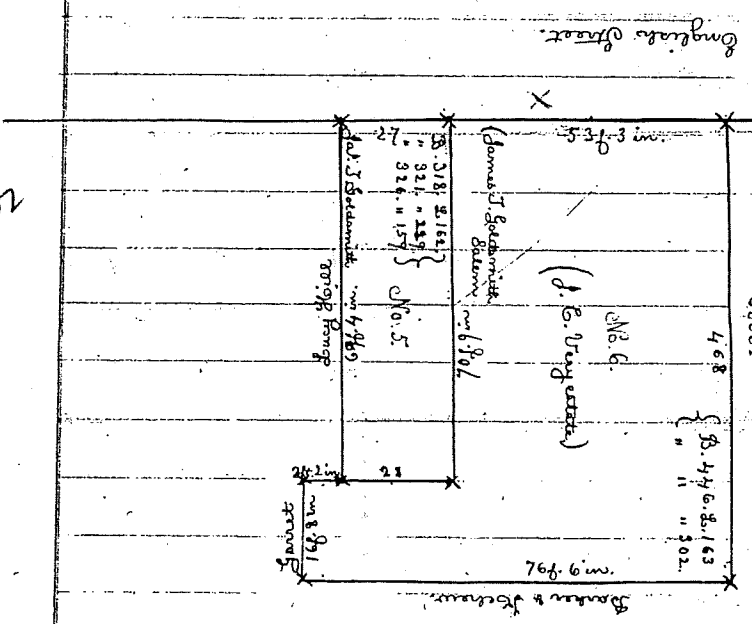
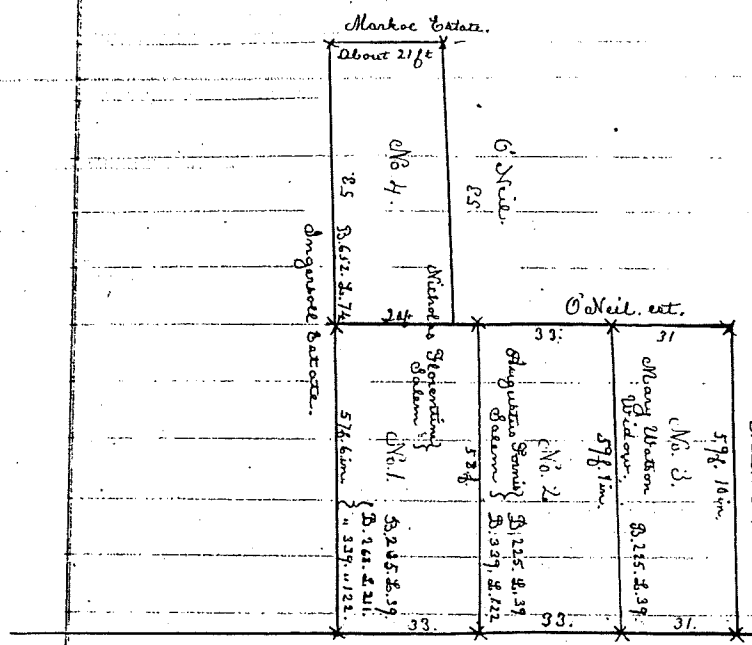
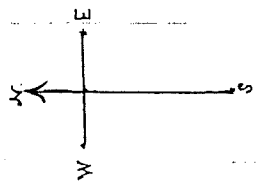
A strip of land next adjoining house and land on	
<i>Derby street</i>	1000
House and land in <i>English street</i> standing in the	
name of <i>P. E. Webster</i>	1000
One undivided fourth part of common field in <i>Derby street</i>	
being part of <i>Clifford's</i> estate	1000
A barn with land under said adjoining, situated on <i>Derby street</i>	
<i>Row (N. 19) in front Baptist church</i>	1000
One ninth part of <i>Samuel Very's</i> estate	1000
	Total real estate \$ 4000
Personal estate.	
A building on <i>Derby street</i> (<i>Webster's shop</i>) -	3500
mortgage on <i>Essex street</i> , one half	500
Two shares of <i>Essex</i> railroad	100
One share in <i>Maine</i> railway	100
Shares of <i>merchandise</i> in <i>La. Grange</i>	100
<i>Winn</i> for rent of <i>Friendship hall</i> organized <i>Salem</i> <i>chambers</i>	100
<i>association</i>	100
<i>oil</i> and <i>accounts</i>	100
<i>Household furniture and clothing</i>	1000
	Total personal estate \$ 5600
Brought forward. Amount of real estate	4000
Amount of personal estate	5600
	TOTAL \$ 9600

Scale: 100 ft. per inch.
0 200 400 600 800 1000 1200

SUB-PLAN.

Entered according to Act of Congress in the year 1874 by G. M. Hopkins in the Office of the Librarian of Congress at Washington, D.C.





deed book
917, p. 202

Essex ss. Rec. Sept. 13, 1874, 15ms. before W. St. M. Rose & top by *Edmund Down*

W. B. Gray
to
A. W. Forness

I know all men by these Presents, that I, William B. Gray of Salem, in the County of Essex and State of Massachusetts in consideration of One dollar and other considerations, me hereunto moving paid by Augustus W. Forness, of the same Salem Currier, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell and convey unto the said Augustus W. Forness and his heirs and assigns forever, a certain parcel of land in