

90 Highland Avenue, Salem

According to available evidence, this house was built for John M. Anderson, manufacturer, c.1870, on the site of a house built for him in 1856.

In June, 1856, John M. Anderson (1812-1900), of Marblehead, for \$1631 bought from Horace & Alfred Ware, of Salem, a piece of land in Salem, 5 acres and 70 rods in area, fronting on the Salem Turnpike, where it bounded southeasterly 384' by the roadway, southwesterly 747' by Ware land, northwesterly 384' on Wheatland land (formerly known as Gallows Hill pasture), and northeasterly 550' by Horace Ware's land (ED 535:280). On that land, Mr. Anderson built a house and a glue factory. In May, 1860, Mr. Anderson for \$55.60 bought from Horace Ware a small piece of land fronting 12' on the Turnpike, northeasterly 264' on a new fence by Ware's land, and southwesterly 264' by Anderson's own land (ED 607:172).

John M. Anderson was born in Marblehead in the war year of 1812, the son of Charles Anderson and his wife Sarah Mitchell. Charles Anderson, a sailor, was born in Sweden, and came to Marblehead by 1807 and perhaps well before. On August 28th of that year he filed intentions to marry Mrs. Sally Brown. Sally was born Sarah Mitchell, evidently in 1773, in Maine, of a Marblehead family; her parents were John Mitchell and Mary Cloon. On 1 Jan. 1799 she married, first, Ambrose Webber in Marblehead; and they had two children, George Oakes Webber and Sarah Oakes Webber, by 1802. Mr. Webber evidently died in 1803. In 1804 she married, second, Thomas Brown, a Swede who died on 31 Dec. 1806, leaving her a widow again; and in 1807 she married (as mentioned) a third husband, also a Swede, Charles Anderson. Their son, John, was born on 12 April 1812, and was probably named John Mitchell Anderson in honor of her father.

From 1798 to 1800, there had been an undeclared war at sea with France, followed by a similar conflict with Britain. Merchant shipping faced new dangers from these enemies, but the Marblehead owners and masters armed their ships with cannon and aggressively expanded their trade, following in the wake of Salem, whose vessels were now voyaging to the Baltic to trade with Russia and all the way to India and China. In January, 1808, Jefferson and the Congress imposed an Embargo on all American shipping in hopes of forestalling war, but it

proved futile and nearly ruinous in Marblehead, whose commerce ceased. The Marbleheaders, about 5800 in number, were reduced nearly to starvation but (as Jeffersonians) loyally supported the Embargo until it was lifted in spring, 1809. Three years of shipping and fishing followed, but still the British preyed on American shipping, Marblehead's included; and in June, 1812, war was declared.

Most of New England opposed the war as potentially ruinous and for the benefit only of the western war-hawk states. Not Marblehead, which went to war eagerly. Four privateers were immediately fitted out in town, as were 40 in Salem, largely manned by Marbleheaders, others of whom served on board the *Constitution* and other naval vessels.

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, Marblehead's vessels often were captured, and its men captured or killed. After almost three years, the war was bleeding the town dry, and the men-folk were disappearing. More than 700 Marblehead men and boys were imprisoned in British prison-ships and at Dartmoor Prison in England. At last, in February, 1815, the governments agreed to resume peaceful relations. This was no consolation to the many Marbleheaders still imprisoned at Dartmoor. In April, the guards there opened fire on the defenseless prisoners, killing 7 and wounding 60, including two Marbleheaders. A few days later, all were released.

Post-war Marblehead was a shattered seaport. Pre-war, there had been 120-plus vessels employed in the fishery; post-war, there were just 48. The men and boys were not inclined to jump back into fishing, having developed the "jackpot" mentality of the privateer. It took years to re-establish a thriving fishery, and to resume a large commerce with Europe and the Caribbean. By April, 1818, Rev. William Bentley of Salem noted in his diary that "Marblehead now begins to look up again. A few years's success in the fishery sets them up again and they multiply beyond example. I met a woman today who exultingly told me, 'Marblehead is rising again and rising fast.' Their industry is great." Among other things, Marbleheaders were shipping their salt fish to Ohio and points west, through Albany.

When John Anderson was eight, in April, 1820, his father, Charles Anderson, was killed by a falling mast in a squall at sea. It would appear that John's mother, Sally, married a fourth husband, Thomas Bowden Jr., in July, 1822.

The fishery and foreign trade carried Marblehead forward in the 1820s, during which John learned the trade of glue- and soap-making, perhaps from Thomas Brown (Green Street) or James Hanscom (Washington Street), both of whom worked in that business in Marblehead in the 1820s. With the advent of railroads and canals in the 1830s, capital and trade were diverted from the coast. American goods were now being produced in such quantities that imports—the cargoes of Marblehead merchant vessels-- were not so much needed as in the past. The interior of the country was being opened for settlement. People moved west, including some Marbleheaders, and the economic attention of the merchants turned westward with them.

The fishing fleet was still large and profitable, but, increasingly, the fishermen were taking up shoemaking as a way to make a living. Some men began shoe-manufacturing in a modest industrial fashion, but most, in the 1820s and 1830s, did their shoemaking in small backyard and side-street buildings known as ten-footers, where a few men would cobble shoes by hand, using a beach rock for a lapstone, wooden lasts, and large pieces of leather from which were cut the soles, uppers, and lowers. John Anderson stuck with the glue business. He probably worked for Thomas Brown, who commenced glue-manufacturing off Green Street in 1828-9, and gradually expanded his business to a fairly large scale.

After serving out his apprenticeship, John Anderson started his own business; and he married (8 May 1836) Rebecca Clemmons (Clements), 17, of Marblehead but a native of Salem. She was born March 2, 1819, the daughter of William Clemens/ Clemmons and Rebecca Hunt of Salem. The J.M. Andersons would have no children of their own, but would adopt her nephew, evidently named for Mr. Anderson, John A. Colby, born 19 Feb. 1846, in Salem, son of James T. Colby, a caulker, and his wife Elizabeth B. (nee Clemmons).

By the 1840s, industrial shoe production was introduced, employing the factory system and using machinery rather than hand-craft. Joseph R. Bassett and others built factories near the new railroad station (on Pleasant Street near School Street), and soon Marblehead was a major shoe-producing center, with a specialty in ladies' and children's shoes. For many families, this alternative to the hazards of deep-sea Grand Bank fishing was a great blessing, and young men were encouraged to enter the factories rather than follow the sea as had their fathers and forefathers. In 1840, the Andersons resided, evidently, on Rowlands Hill in Marblehead (1840 census, p.115). The family unit consisted of John, in his 20s, Rebecca, in her 20s; and a boy aged 15-19. In April of that year, for

\$800 Mr. Anderson, glue manufacturer, purchased a piece of land, with buildings, near the railroad depot on what is now Pleasant Street. It fronted about 110' on the street and ran back about 200', and had formerly been used as a tanyard by Silas Stockwell before 1836 (ED 318:142). A friend would recall "in 1840, when politics ran high, it was Tippecanoe and Tyler too. It was Whig and Democrat then. Mr. Anderson was a Whig, and most of all who gathered on Graves' Corner were his opponents, and a great many hard things were said to him. Mr. Anderson was always courteous, never lost his temper at what was said to him; and when he met those who had rated him so soundly for his views, was just as friendly as though they had never treated him disrespectfully." (M'head Messenger, 17 Aug. 1900).

The 1846 Spring Fare of the Marblehead fishing fleet had not been a good one, with small catches of cod coming in from the Grand Bank. Fall Fare, it was hoped, would be better. In late August and early September the Marblehead fleet sailed again for fishing grounds off Newfoundland, but initial results were poor. At this time, dory-fishing had not been developed, and the Marbleheaders all still fished from the decks of their sturdy schooners, dropping multi-hooked lines into the frigid North Atlantic and hoping for large hauls. On 18-19 September 1846 the weather turned from pleasant to stormy to terrifying: a hurricane hit the Banks, and the schooners of many ports battened down for a long siege, paying out their anchor cable and taking in all sail. Somehow, a tidal wave formed and came sweeping over the fishing grounds in plain sight: some schooners were driven under by its tumbling crest; others rode safely over. By the end of the day, dozens of vessels and hundreds of lives were lost. From Marblehead alone, eleven schooners and 65 men and boys never returned.

Mr. Anderson built a glue factory and a nice house as the family residence on Pleasant Street. He was sociable and highly esteemed, and served as captain and leader of the Glover Guards, a Marblehead militia unit. In 1850 he was quite prosperous, with real estate worth \$4000 (much more than most of his neighbors). He was described as a gluemaker, 37, residing with his wife Rebecca, 31, and with Franklin Wilkins, 25, also a gluemaker, and with Elizabeth Bryant, 14 (see 1850 census, house 616).

During the 1850s there was a large economic shift in Marblehead. Devastated by the Great Gale in 1846, Marblehead's fishery had dwindled since, while the shoe-manufacturing business had boomed. Lynn, the largest shoe center, also attracted ambitious Marbleheaders. At the same time, Edmund Kimball had built a shipyard near Redstone Cove, and many men were employed in building large

ships there—something that had never been done in Marblehead, which had produced relatively few vessels in its history, and most of those on the smaller side. Even the streets changed, as, in 1854, Marblehead was first illuminated at night with gas lights. Fueled by shoe-manufacturing, residential construction boomed in the Reeds Hill and Rowlands Hill areas of town—neighborhoods of young members of old Marblehead families. In the Shipyard area (formerly Ropemaker's Plain), named for Mr. Kimball's ship-works, immigrant families from Ireland and Nova Scotia had been settling in large numbers.

In the first years of the 1850s, as Salem's tanning industry boomed, Mr. Anderson was tempted to leave Marblehead and transfer his business to Salem. By-products from the tanning of animal hides were used as the makings of glue; and in 1856 he made the move, to a spot near the tannery district along Boston Street, and on the Salem Turnpike, with direct access to the markets in Lynn and Boston. It may be that, like Thomas Brown in Marblehead, Anderson's main ingredients for glue were the hides of the buffalo that were being decimated on the Great Plains at this time (see *Salem Gazette* for 4 April 1861).

After he purchased the Salem parcel on the Turnpike (later called Highland Avenue) in 1856, Mr. Anderson built a house thereon and moved to Salem with his wife. He held onto his Marblehead property and subdivided it into lots, and laid out a new roadway, Anderson Street, by his former residence. In 1859 he sold off the various Marblehead lots; and in July he sold his former homestead for \$1800 to Jonathan H. Orne, at the corner of Pleasant and Anderson Streets in Marblehead (ED 591:89).

About ten years before Mr. Anderson's move, Salem had made an impressive economic recovery, as manufacturers expanded their operations and new companies in new lines of business arose. The tanning and curing of leather was very important by the mid-1800s. On and near Boston Street, along the upper North River, there were 85 tanneries in 1850, employing 550 hands. The leather business would continue to grow in importance throughout the 1800s, and would give John M. Anderson an endless source of raw material for his glue-making.

In 1846 the Naumkeag Steam Cotton Company completed the construction at Stage Point of the largest factory building in the United States, 60' wide by 400' long. It was an immediate success, and hundreds of people found employment there, many of them living in tenements built nearby. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, and a third

in 1865 (by 1879 the mills would employ 1200 people and produce annually nearly 15 million yards of cloth).

Also in the 1840s, a new method had been introduced to make possible high-volume industrial shoe production. In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe factories too, and attracted shoe workers from outlying towns and the countryside; and by the end of the 1870s Salem had 40 shoe factories that were employing 600-plus operatives. Even the population changed, as hundreds of Irish families, fleeing the Famine, settled in Salem and gave the industrialists a new pool of cheap labor.

In the face of all this change, some members of Salem's waning merchant class continued to pursue their sea-borne businesses; but even the conditions of shipping changed, and Salem was left on the ebb tide. In the late 1840s, giant clipper ships replaced the smaller vessels that Salem men had sailed around the world; and the clippers, with their deep drafts and large holds, were usually too large for Salem and its harbor. The town's shipping soon consisted of little more than Zanzibar-trade vessels and visits from Down East coasters with cargoes of fuel wood and building timber.

John Anderson joined the Salem Order of Odd Fellows in 1859. His business evidently thrived. He and his wife were members of the Universalist Church, and eventually he became a director of the Mercantile National Bank. In 1860 he took out an advertisement in the Salem Directory for 1861, as he would in many years to come. By 1850 Salem was about finished as a working port, and manufacturers like Mr. Anderson were leading the city's economic growth. 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. While the drowsiness of the waterfront was a symbol of the decay of foreign trade, Salem's new industrial economy was symbolized by the large twin-towered granite train station—the "stone depot"—smoking and growling with idling locomotives, standing on filled-in land at the foot of Washington Street, where before had been the merchants' wharves. The 1850s brought continued growth: new churches (e.g. Immaculate Conception, 1857), schools, streets, factories, and stores. Catholic churches were built, and new housing was constructed for workers in North Salem, Stage Point, and the Gallows Hill areas. As it re-established itself as an economic powerhouse with a sizable population, Salem took a strong interest in national politics. It was primarily Republican in politics, and strongly anti-slavery, with its share of outspoken abolitionists, led by Charles Remond, a passionate speaker who came from one of the city's notable

black families. At its Lyceum and in other venues, plays and shows were put on, but cultural lectures and political speeches were given too. By 1860, with the election of Abraham Lincoln, it was clear that the Southern states would secede from the union; and Salem, which had done so much to win the independence of the nation, was ready to go to war to force others to remain a part of it.

The Civil War began in April, 1861, and went on for four years, during which hundreds of Salem men served in the army and navy, and many were killed or died of disease or abusive treatment while imprisoned. Hundreds more suffered wounds, or broken health. The people of Salem contributed greatly to efforts to alleviate the suffering of the soldiers, sailors, and their families; and there was great celebration when the war finally ended in the spring of 1865.

Mr. Anderson had continued to operate his factory through the war years. One of his employees was, evidently, Samuel (or James) Payne, who had once worked for Mr. Anderson, but then had left town; and in September, 1861, he was asking for his old job back, with a promise to abstain from liquor (PEM file on JMA). Through the 1860s and into the 1870s, Salem continued to prosper from manufacturing, especially of leather and shoes and textiles. The managers and capitalists tended to build their new, grand houses along Lafayette Street (these houses may still be seen, south of Roslyn Street; many are in the French Second Empire style, with mansard roofs). Perhaps it was at this time, c.1870, that Mr. Anderson had a new house built on the site of his first house (which he may have moved to the rear of the property), in the new style.

The Anderson glue factory was a very large building in which many men worked. From a small collection in the Peabody Essex Museum, it may be seen that John M. Anderson purchased large quantities of goods to support his business. For example, at one point in 1863, he bought 50 casks of lime from Wm. P. Goodhue, and in 1865 in May he bought 3 tons of coal for \$49 from W.P. Phillips, who had a large coal wharf near the present power plant. Mr. Anderson's advertisement in the 1869 Directory depicts a large four-story factory building, along with an engine-house and a large smokestack alongside. This may be an accurate depiction of the glue factory, or it may simply be a ready-made illustration of a generic manufacturing site. The ad copy reads "John M. Anderson, Glue manufacturer, Salem Turnpike, Salem, Mass. Cash paid for all kinds of hide scraps." Mr. Anderson built on his glue-making success and formed a partnership for the manufacture of children's shoes and boots by 1868. His partner was 28-year-old John W. Reynolds (probably another Marbleheader who had moved to Salem), and the Anderson & Reynolds factory was located at 405 Essex Street. Ira Hill did

carpenter's work at both factories in 1868. It would appear that Mr. Anderson's adopted son, John A. Colby, worked at the shoe factory as a shoe cutter in 1868, and boarded in the Anderson house on the Turnpike (see Directory references). In 1872 John M. Anderson was elected to the Salem City Council, and served, evidently, only for this one term.

Mr. Anderson's ad in the 1874 Directory depicts an even larger building, 4½ stories high, surmounted by a cupola; again, it is not clear that this was the actual appearance of the "Salem Glue Factory. 501 Essex Street..." The 1874 atlas shows the footprint of a building on the site of this house, with a rear ell as today; and the factory is shown as having stood to the west of the house and somewhat back from the road, near a small pond in the rear.

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

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

for vessel. The foreign commerce of Salem, once her pride and glory, has spread its white wings and sailed away forever.”

John A. Colby (1846-1921), who began his working career as a shoe-cutter and boarded with his adoptive parents the Andersons, had become a gluemaker by 1871, and probably helped Mr. Anderson run his factory. By 1875 Mr. Colby resided in his own house, then-72 Highland Avenue, while the Andersons were at then-78 Highland Avenue. About that time he, 30, married Ann Fitzpatrick, 28, a native of Ireland; and in March, 1880 they had a daughter Mary E. Colby; and they would have another daughter, Annie M.

In 1880 Mr. Anderson, 68, resided in the main house (#78, so numbered at that time) with his wife Rebecca, 71; and in other buildings on the property lived the families of the factory-workers: James Hurley, 44, William Paul, 45, Thomas B. Luscomb, 27, Thomas Callahan, 32, and James Word, 32. Nearby lived another glue-factory worker, William H. Luscomb, 35, and his family, wife Eliza, 32, and four children (see 1880 census, ED 236, house 364 etc.).

In 1883, Mr. Anderson sold to Mr. Colby the brick house and land, evidently then-72 Highland Avenue, where he had been living. By then, Mr. Colby was working as a milk-dealer, in which business he would continue for many years. About 1895, the houses were re-numbered, and #72 became #84 Highland Avenue; and that was the Colbys' address until they moved to #90 in 1904. Mr. Colby was a member of the Salem Light infantry military club.

In the 1880s and 1890s, Salem kept building infrastructure; and new businesses arose, and established businesses expanded. Retail stores prospered; horse-drawn trolleys ran every which-way; and machinists, carpenters, millwrights, and other specialists all thrived. In 1880, Salem's manufactured goods were valued at about \$8.4 million, of which leather accounted for nearly half. In the summer of 1886, the Knights of Labor brought a strike against the manufacturers for a ten-hour day and other concessions; but the manufacturers imported labor from Maine and Canada, and kept going. The strikers held out, and there was violence in the streets, and even rioting; but the owners prevailed, and many of the defeated workers lost their jobs and suffered, with their families, through a bitter winter.

By the mid-1880s, Salem's cotton-cloth mills at the Point employed 1400 people who produced about 19 million yards annually, worth about \$1.5 million. The city's large shoe factories stood downtown behind the stone depot and on Dodge and Lafayette Streets. A jute bagging company prospered with plants on Skerry

Street and English Street; its products were sent south to be used in cotton-baling. Salem factories also produced lead, paint, and oil. At the Eastern Railroad yard on Bridge Street, cars were repaired and even built new. In 1887 the streets were first lit with electricity, replacing gas-light. The gas works, which had stood on Northey Street since 1850, was moved to a larger site on Bridge Street in 1888, opposite the Beverly Shore.

By the late 1890s, the Anderson property here consisted of the main house, a barn, the glue factory, and several smaller houses out back which were inhabited by families of the men who worked in the factory.

After a long and busy life, John M. Anderson died at home on 8 August 1900, after a lingering spell of heart disease, in his 89th year. His remains were interred at Harmony Grove. He was survived by his wife and adopted son. His personalty was valued at \$8500, including two horses; and his real estate was worth more. The house at #90 was valued at \$3000 and stood on 20,000 square feet of land worth \$1000. In the rear were 3 houses and a barn (vacant glue factory), all worth \$2500; store house and shed \$400; 9.5 acres worth \$3500. Also, houses at 403 Essex, 403½ Essex, 407 and 407½ Essex; also house & land at 78 Highland, \$2000; land at 86 Highland, \$800; house, barn, and 93 acres on Sutton, \$7600 (see Ward Four, Prec. 8 Salem valuations for 1900)

Mr. Anderson's passing was noted in the Salem News for August 9th. He was described as a well-known and highly respected citizen, who on coming to Salem had "built a large plant on Highland Avenue." The obituary briefly traced his career in Marblehead and Salem. He was remembered in Marblehead as well, in an obituary, and a letter from an old friend, which described his 1840 travails as a Whig. The friend reminisced, "that my earliest recollection of Mr. Anderson was when, as a small boy, I used to go his house after milk (and it was milk we got then). I found Mr. A. a manly man, and his wife a true woman. Their habit was to find who were needy and supply their wants, and that has been their way of living ever since I knew them" (see Marblehead *Messenger* for 17 Aug. 1900).

Rebecca (Clements) Anderson lived on here at #90 for a few years more. She did not try to operate the glue factory, which remained vacant, although her tenants, the former factory hands, continued to live in other houses on the premises, with their families: James F. Cronin, E.H. Webber, Francis P. Andrews, and T.S. Munroe (see Directory). Mrs. Anderson died, in her 86th year, of myocarditis and exhaustion, on 1 June 1904. Her heir was her adopted son and nephew,

John A. Colby, 58, a milk dealer, who now moved into #90. He had lived at #84, evidently the brick house he had bought in 1883 from JM Anderson.

John and Annie Colby and their two daughters, Mary and Annie, resided here for many years. By 1904, Mary was working as a milliner and boarding here, and continued to do so into the 1920s. Annie evidently moved elsewhere after a while. The glue factory was razed by 1905, but former factory hands and their families continued to live in the houses out back. In 1910 the homestead property was as it had been in Mr. Anderson's day: the house was valued at \$2800, its barn at \$300, and 20,000 sq. ft. of land at \$1200. Mr. Colby also owned the houses in the rear and other property along Highland Avenue. He ran his milk business until he grew old.

More factories and more people required more space for buildings, more roads, and more storage areas. This space was created by filling in rivers, harbors, and ponds. The once-broad North River was filled from both shores, and became a canal along Bridge Street above the North Bridge. The large and beautiful Mill Pond, which occupied the whole area between the present Jefferson Avenue, Canal Street, and Loring Avenue, finally vanished beneath streets, storage areas, junk-yards, rail-yards, and parking lots. The South River, too, with its epicenter at Central Street (that's why there was a Custom House built there in 1805) disappeared under the pavement of Riley Plaza and New Derby Street, and some of its old wharves were joined together with much in-fill and turned into coal-yards and lumber-yards. Only a canal was left, running in from Derby and Central Wharves to Lafayette Street.

Salem's population burgeoned. The Canadians were followed in the early 20th century by large numbers of Polish and Ukrainian families, who settled primarily in the Derby Street neighborhood. By the eve of World War One, Salem was a bustling, polyglot city that supported large department stores and large factories of every description. People from the surrounding towns, and Marblehead in particular, came to Salem to do their shopping; and its handsome government buildings, as befit the county seat, were busy with conveyances of land, lawsuits, and probate proceedings. The city's politics were lively, and its economy was strong.

On June 25, 1914, in the morning, in Blubber Hollow (Boston Street opposite Federal), a fire started in one of Salem's fire-prone wooden tanneries. This fire soon consumed the building and raced out of control, for the west wind was high and the season had been dry. The next building caught fire, and the next, and out

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

John A. Colby, "a well-known uptown citizen," died at home on the morning of Nov. 9, 1921, in his 77th year. He was survived by his wife, Annie E. (Fitzpatrick) Colby, and their two daughters, Annie M. and Mary E., both of Salem (Salem *Evening News* for 9 Nov. 1921).

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration. The Depression followed, after which Salem boomed right through to the 1960s. The subsequent 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, manufacturers, and mill-operatives are all honored as a large part of what makes Salem different from any other place.

--5 August 2003, Robert Booth for Historic Salem, Inc.

Glossary & Sources

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

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

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

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

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

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

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

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

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

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

--Robert Booth

Know all men by these presents, That we Horace C. Ware
 and Alfred F. Ware of the City of Salem, in the County of Essex
 and Commonwealth of Massachusetts, in consideration of sixteen hun-
 dred and thirty one dollars and twenty five cents paid by John M.
 Anderson of Marblehead, the receipt whereof is hereby acknowledged,
 do hereby give, grant, bargain, sell and convey unto the said John M.
 Anderson his heirs and assigns forever, a certain parcel of land
 in said Salem, bounded and described as follows; beginning at the
 northeast corner and running southeasterly by a wall and land
 of Horace Ware five hundred and fifty feet to Salem Turn-
 pike; then turning and running southwesterly by said Salem
 Turnpike three hundred and eighty four feet; then turning and run-
 ning northerly by land of Horace C. Ware and Alfred F. Ware
 seven hundred and forty seven feet; then turning and running east-
 erly by a wall and land of Abigail and (or Galbraith's Field pasture,
 so called) three hundred and eighty four feet, to the place of be-
 ginning, Containing five acres and seventy rods, be the
 same more or less. To HAVE AND TO HOLD the abovegrant-
 ed premises, with the privileges and appurtenances thereto belong-
 ing, to the said John M. Anderson, his heirs and assigns, to
 his and their use and behoof forever, And we the said Horace
 C. Ware and Alfred F. Ware for ourselves and our heirs
 executors, and administrators, do covenant with the said John
 M. Anderson, his heirs and assigns, that we are lawfully
 seized in fee of the abovegranted premises; that they are
 free from all incumbrances; that we have good right to
 sell and convey the same to the said John M. Anderson, as
 aforesaid; and that we will, and our heirs, executors, and
 administrators shall warrant and defend the same to the

Horace C. Ware
 et al to
 John M. Anderson

said John M. Anderson, his heirs and assigns forever, against the lawful claims and demands of all persons. In witness whereof, we, the said Horace C. Ware and Alfred F. Ware, and Phildah V. wife of Horace C. Ware, in token of her release of dower in the premises, have hereunto set our hands and seals this sixteenth day of June, in the year of our Lord one thousand eight hundred and Ninety.

Horace C. Ware Seal
Signed, sealed and delivered, Alfred F. Ware Seal
in presence of us, Ab. D. Northard J. Phildah V. Ware Seal

Commonwealth of Massachusetts, Essex June 16. 1856
Then personally appeared the above named Horace C. Ware and Alfred F. Ware, and acknowledged the above instrument to be their free act and deed, before me,

Ab. D. Northard Justice of the Peace

Essex Dec July 29 1856. 30 m past 9 AM. Recd. Tax by John Brown Esq.

Horace Ware,
to
J. Mc Anderson.

Know all Men by these Presents, That I Horace Ware, of Salem, in the County of Essex, and Commonwealth of Massachusetts. In consideration of Fifty five dollars, and $\frac{0}{100}$ paid by John Mc Anderson, of Salem, aforesaid. the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell, and convey unto the said Anderson, his heirs and assigns, a certain lot of land situate by the turnpike in Salem, containing two thousand seven hundred and eighty four square feet, more or less, and bounded, and described, as follows; Viz. Commencing at the southeast corner of land now owned by said Anderson, and running Northeastly by the turnpike twelve feet, then turning and running Northwestly with and by the line of new fence two hundred and sixty four feet until the line strikes the old wall, then Southeastly by land of said Anderson two hundred and sixty four feet to the point begun at. To have, and to hold the above granted Premises, with the privileges and appurtenances thereto belonging, to the said Anderson, his Heirs and Assigns, to his and their use and behoof forever. And I the said Ware, for myself and my Heirs, Executors, and Administrators, do covenant with the said Anderson, his Heirs, and Assigns, that I am lawfully seized in fee of the afore granted Premises; that they are free from all incumbrances; That I have good right to sell and convey the same to the said Anderson, as aforesaid; and that I will, and my Heirs, Executors, and Administrators shall warrant and defend the same to the said Anderson, his Heirs, and Assigns forever, against the lawful claims, and demands of all persons. In Witness Whereof I the said Horace Ware, and Alice H., my wife who for value received hereby releases, all right of Dower in the Premises above described, have hereunto set our hands and seals this eleventh day of May, in the year of our Lord one thousand eight hundred eight hundred and sixty,

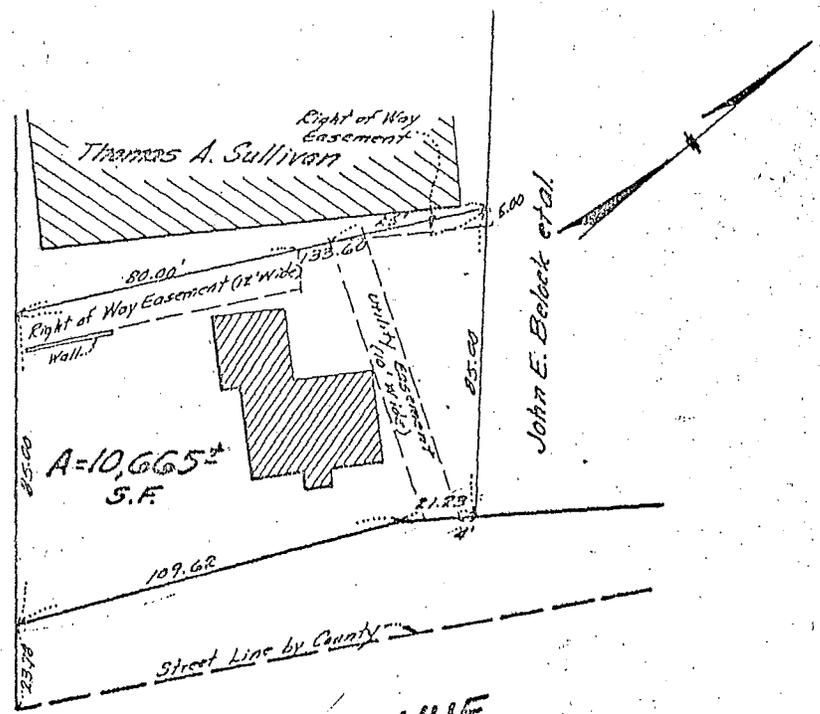
Signed, Sealed, and delivered } Horace Ware, Seal.
in presence of Geo. Andrews } Alice H. Ware, Seal.

Edson, st. Salem, May 11th. 1860. Then personally appeared the within

318
1971

THIS PLAN HAS BEEN PREPARED FOR CORRECT
SCALING SEE ORIGINAL ON FILE.

COLBY STREET



HIGHLAND AVENUE

ESSEX REGISTRY OF DEEDS, 50, DIST. SALM, MASS.
 Received July 2, 1971 with Deed:
 Thomas A. Sullivan et al vs
 Salem Hospital
 Rec. D. 5780 P. 693 Folio No 318 1971
 Attach: Leo H. Jones
 Register of Deeds

I hereby certify that the property lines shown are the lines dividing existing ownerships and the lines of streets and ways shown are those of public streets and ways already established, and I further certify that no new lines for division of existing ownership or for new ways are shown.

Date: June 30, 1971 *[Signature]*
 Registered Land Surveyor



PLAN OF LAND
 in
 SALEM
 Prepared for
 Salem Hospital

Scale: 1" = 40' June 30, 1971

ESSEX SURVEY SERVICE INC.
 47 Federal Street, Salem

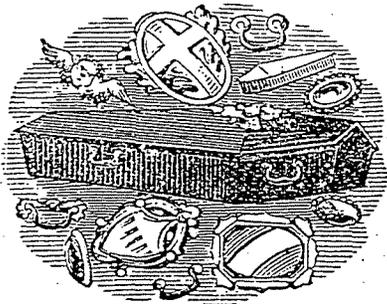


THOMAS MORGAN,
 Manufacturer of all kinds of
MARBLE WORKS,
 NO. 14 CENTRAL STREET, SALEM.

All Work done with neatness and dispatch.

H. & H. G. HUBON,
COFFIN WAREHOUSE,

NO. 58 WASHINGTON STREET,
 SALEM.



METALLIC and other
COFFINS

Constantly on hand.

GRAVECLOTHES always on hand, and made at short notice.

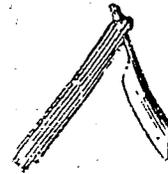
Residence, Jeffrey Court, rear of Warerooms.

JOHN M. ANDERSON.

GLUE MANUFACTURER.

Salem Turnpike, Salem, Mass.

Cash paid for all kinds of Hide Scraps.



BERNARD A. SIMAS,
 NEW
HAIR DRESSING ROOMS,

No. 224 Essex Street,
 SALEM.

Browne's Block,
 Shaving, Head-Washing, Hair-Cutting, Coloring, &c.
 All work done in the most fashionable style.

LITTLEFIELD'S

RIDING



SCHOOL,

TERMS.

PAYABLE IN ADVANCE.

24 Lessons, \$24; 12 Lessons, \$15; 6 Lessons, \$8; and 1 Lesson,
 \$1.75; Exercise Ride, \$1.

***GYMNASIUM.**

TERMS.—One year, \$10; 6 months, \$7; 3 months, \$5.

SHOOTING GALLERY.

Breech Loading Rifle, 6 shots, 25c.; Pistol, the same.

HORSES AND CARRIAGES TO LET.

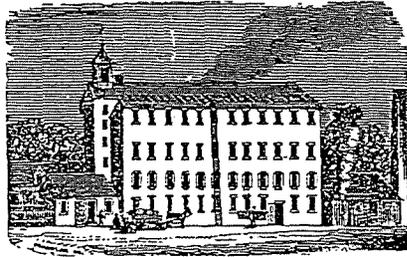
REAR OF E. I. MUSEUM,
 161 ESSEX STREET, SALEM, MASS.

1869 Directory

ADVERTISING DEPARTMENT.

291

John M. Anderson,



GLUE

Manufacturer,

SALEM TURNPIKE,

Salem, Mass.

Cash paid for all kinds of
HIDE SCRAPS.

SAMUEL W. PEASE,

126 Derby, corner of Herbert Street,

DEALER IN

STOVES,

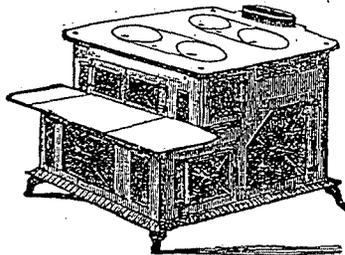
Plain and Japanned Tin Ware,
Zinc, Stove Fixtures, Galley Caps,
Deck Irons, &c., &c.

SHIP WORK

made or repaired in the best manner at
short notice.

Particular attention paid to

Tin Roofing, &c.



Saws Recut, Set, and Filed.

Knives, Scissors, and other Cutlery,
Ground and put into the best order.

BROWN'S PATENT WINDOW SPRINGS,
and a general assortment of

Hardware, Cutlery, Tools, &c.,
constantly on hand.

CURRIERS' PLATES AND SCRAPERS,
made and for sale. Also New and Second-hand Tools
bought and sold.

S. S. WILLISTON,

NO. 60 CHARTER STREET, - - - - - SALEM.

H. B. GRIFFIN,

DEALER IN

Straits, Bank, and Shore Oils.

PURE COD LIVER OIL, FOR MEDICINAL PURPOSES,

ALSO

Extract of Hemlock Bark,

No. 13 Front Street, - - - Salem, Mass.

1874 Directory

ADVERTISING DEPARTMENT.

339

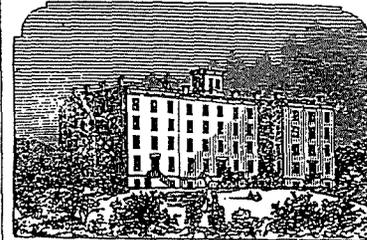
SALEM GLUE FACTORY.

501 Essex Street,

SALEM,
MASS.

Cash paid for all kinds of

Hide Scraps.



J. PERLEY,

BOOKBINDER,

2 ST. PETER ST., SALEM.

D. T. CLIFFORD,

MERCHANT TAILOR.

Chambers:

No. 182 ESSEX ST., opp. CENTRAL ST., SALEM.

T. MORGAN,

Monuments and Gravestones,

AND ALL KINDS OF

Marble Work.

223 DERBY ST., SALEM.

JOHN NICHOLS,

Shipsmith & Jobbing Blacksmith,

45 UNION STREET, SALEM.

ALL WORK PROMPTLY AND FAITHFULLY DONE.

Salem Dye-House,

No. 31 NORTH STREET, - - - - - SALEM, Mass.

Ladies' and Gents' Garments, of all descriptions, dyed all colors, at short notice. Particular attention paid to dyeing articles of MOURNING. Bonnets and Hats bleached, colored, and pressed for Milliners, in the latest fashion. Gents' Clothing colored or cleansed without being ripped. Carpets, Rugs, Blankets, and Shawls, cleansed, and colors much improved. Also, Feather Beds cleansed and renovated. ** All orders left with the Agents punctually attended to. Goods taken from and returned to any part of the city. **SAMUEL ROLES, Jr., Proprietor.**

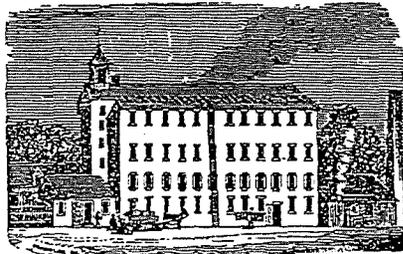
AGENTS FOR RECEIVING GOONS: M. D. Brackett, Swampscott; J. Bulfinch, Chestnut St., Lynn; E. Chase, Broad St., Lynn; W. T. Webster, 9 Exchange St., Lynn; L. M. Austin, 164 Market St., Lynn; Wm. Chase, 4 Taylor's Building, Lynn; A. E. Woodley, Broad St., Lynn; R. F. Marden, 153 Washington St., Marblehead; J. L. Morse, Beverly; Perley & Currier, North Danvers; E. G. Collins, 3 Water St., Haverhill; Mrs. Hyde, 33 Main St., Peabody; E. S. Howard, Washington, cor. Main St., Peabody; Miss Freeman, 45 Harbor St., Salem.

1869 Directory

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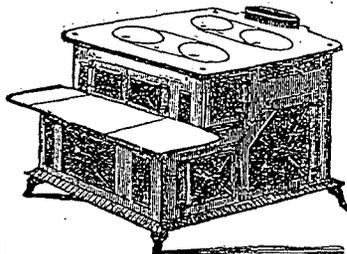
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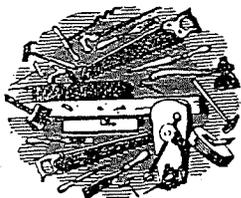
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Knives, Scissors, and other Cutlery,
Ground and put into the best order.

BROWN'S PATENT WINDOW SPRINGS,
and a general assortment of

Hardware, Cutlery, Tools, &c.,
constantly on hand.

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made and for sale. Also New and Second-hand Tools
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CHAS. S. BUFFUM,
FUNERAL AND FURNISHING
UNDERTAKER.

CASKETS and CASES of VARIOUS PATTERNS.

Can attend Funerals with Private Hearse when requested.

59 WASHINGTON STREET, - SALEM, MASS.

SUNDAYS and EVENINGS can be found at Residence, next door.

ISRAEL R. PHELPS,
SASH & BLIND MAKER,

AND MANUFACTURER OF

PHELPS' PATENT BLIND FASTS.

BLIND HINGES OF ALL SIZES MADE TO ORDER.

Also, THE BEST AWNING IN USE.

84 FEDERAL STREET, SALEM.

CHARLES PHELPS,
BELL HANGER,

AND DEALER IN

*Bell Hangers' Materials, Speaking Tubes, Mouth
Pieces, Whistles, Gongs, Foot and Door Bells.*

ALSO, ELECTRIC WORK OF ALL KINDS.

BELLS, HOTEL ANNUNCIATORS, GAS LIGHTING, BURGLAR ALARMS, ETC.

84 FEDERAL STREET, SALEM.

SALEM GLUE FACTORY,

JOHN M. ANDERSON,

Manufacturer of all Grades of

GLUE.

Cash Paid for GLUE STOCK.

78 Highland Ave., Salem.

D. WEBSTER KING & CO.,

SELLING AGENTS,

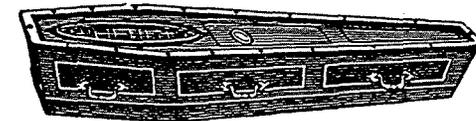
42 OLIVER ST., BOSTON.



J. H. ALLEN,
UNDERTAKER,
HUBON BLOCK, 69 WASHINGTON STREET,

MANUFACTURER OF

Coffins and Caskets



OF NEW STYLE AND

PATENT LID,

WHEREBY THE PLATE IS ALWAYS IN SIGHT,

With the Lid Open or Closed.



—ALSO—

Silver and Plated Plates,

OF BEAUTIFUL PATTERNS.

GRAVE CLOTHES of every description constantly on hand.

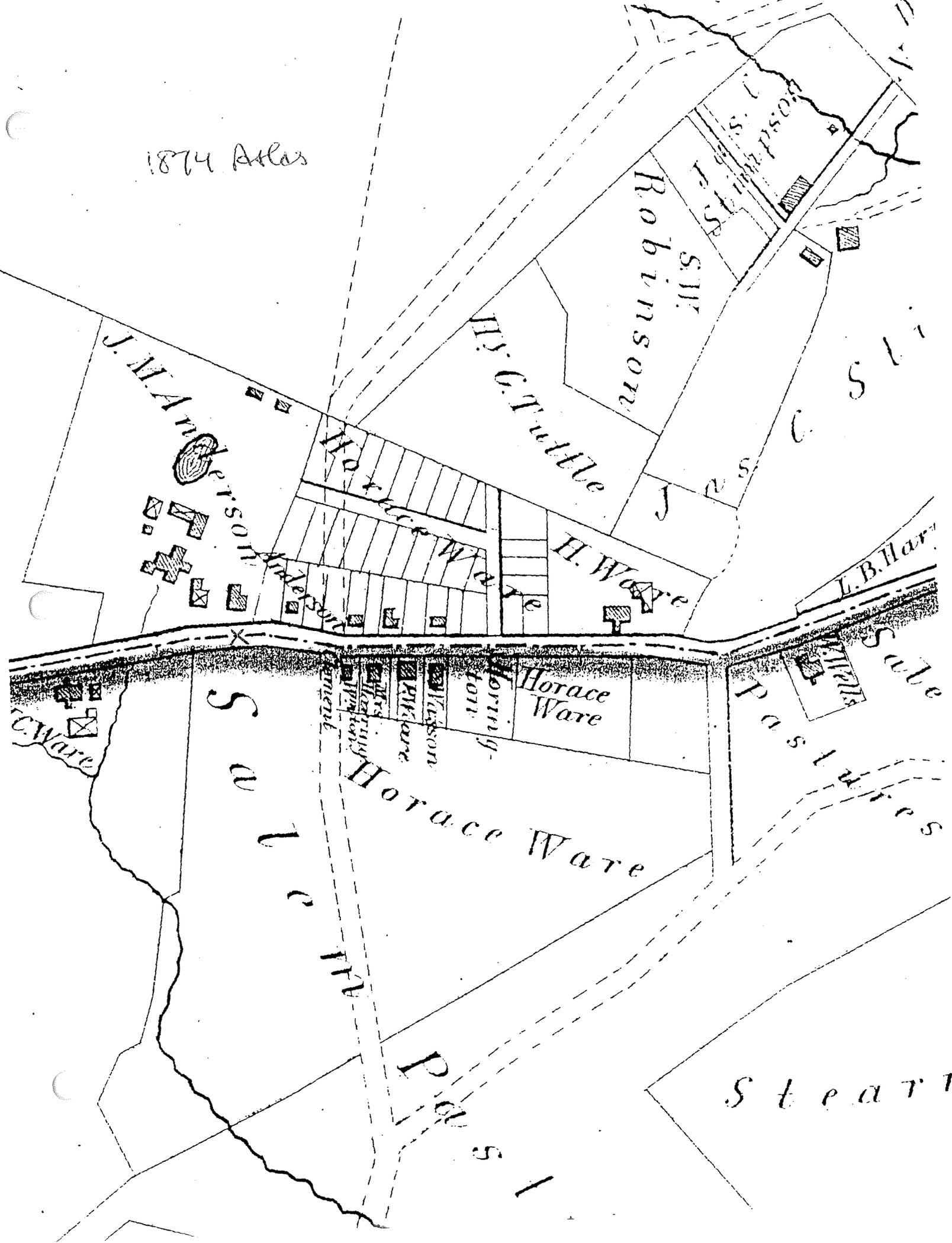
No. 69 WASHINGTON STREET,

SALEM, MASS.

Hearse furnished for neighboring towns, with one or two horses.

**On Sundays and Evenings he can be found at No. 11 Federal Street.
All orders for the neighboring towns, by Express or otherwise, promptly attended
to, and delivered personally if required.

1874 Atlas



Robinson

H.C. Tuttle

H. Ware

J. H. Anderson

Horace Ware

Horace Ware

Horace Ware

Sawyer

L. B. Hart

Pastures

Stearns

H W I R S

1897 Areas

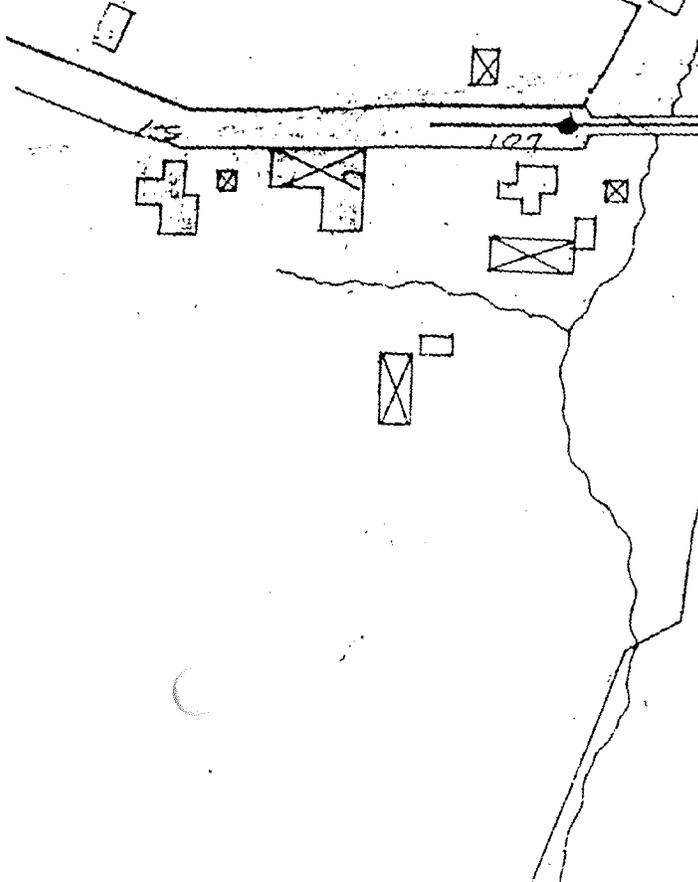
W A R E

JOHN M. ANDERSON

WILLIAM

ANDERSON
WARE
ALICE T. COLE
ROBT
HANNIBAL
SARAH II.
CLEMANS
A.P.
WEARE

SARAH A. WARE



1957

GREEN HHS

HEAT: STEAM, FUEL: OIL
POWER: ELEC. I.E.P.
AUTO SPRKLS AS SHOWN

COLBY

FILLG STA

NOT OPEN

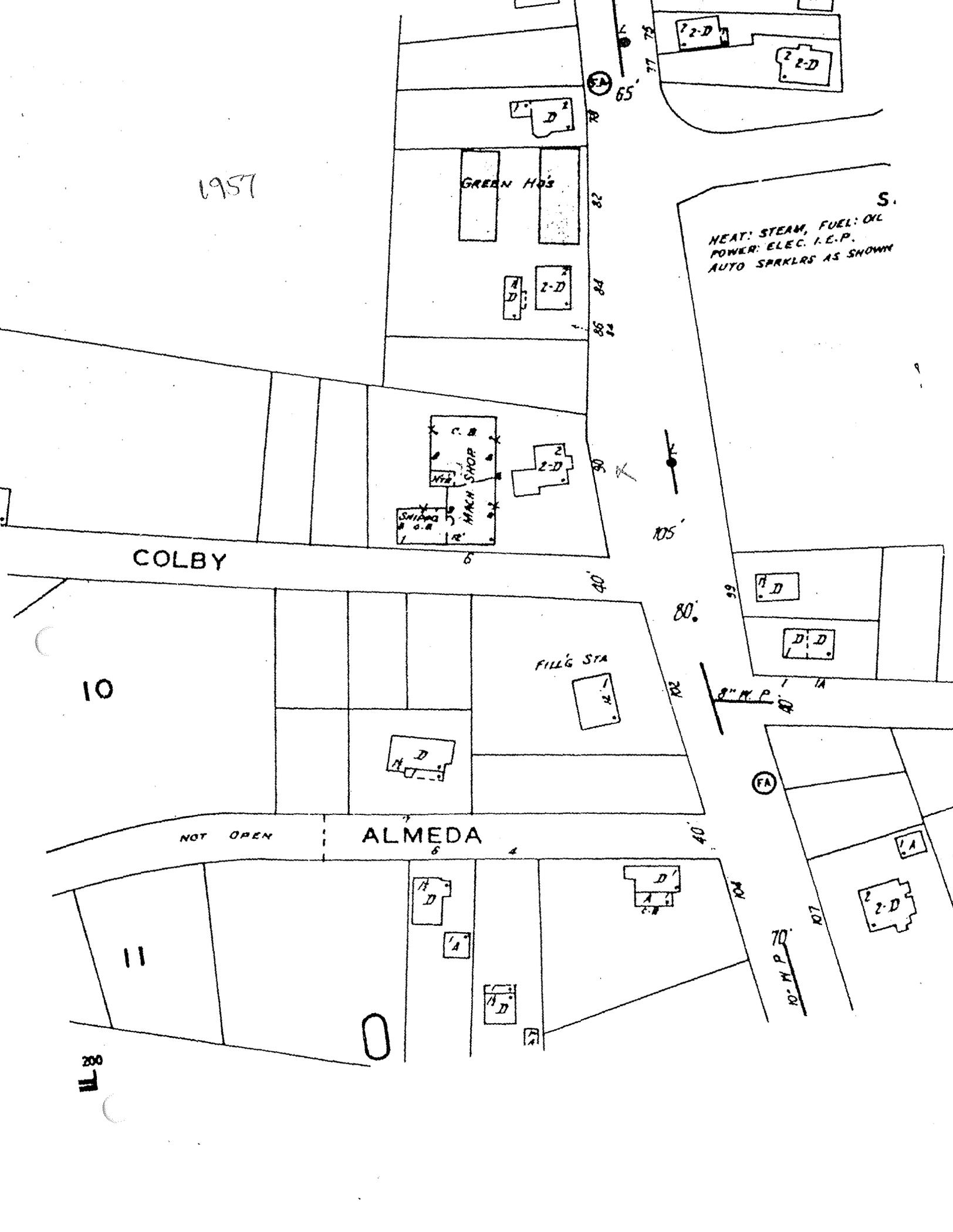
ALMEDA

10

11

0

IL 200



ANOTHER CITIZEN GONE.

John M. Anderson Passes Over the Great Divide.

Had Engaged in the Glue and Shoe Business

An Ex-Member of Common Council, Serving in 1872.

John M. Anderson, a well-known and highly respected citizen of Salem, died at his residence, 90 Highland avenue, about 8 o'clock yesterday afternoon. He had been sick for a long time, and his death was daily expected.

Mr. Anderson was born in Marblehead, April 12, 1812, and he resided there until he was 45 years of age, when he came to Salem to live. He learned the trade of glue and soap making, and established a big business in Marblehead, where he occupied factories on a street that still bears his name. Coming to Salem, he built a large plant on Highland avenue, which he conducted for several years. He also, at one time engaged in the shoe business with John W. Reynolds, the firm name being Anderson & Reynolds. He was early interested in the military, and while in Marblehead, was captain of the Glover guards.

He joined Fraternity lodge, I-O-O-F., April 29, 1859; was a member of the cohesion council in 1872, and for many years a director in the Mercantile National bank. Ever since his residence in Salem he has been prominently connected with the Universalist church.

On May 4, 1836, he married Miss Rebecca Clements, who was originally of Salem, but was then a resident of Marblehead. No children blessed the union, but the couple adopted a nephew of Mrs. Anderson, and she and he are still living.

AMBUSHED BAND MEN.

Sergt. Fred N. Staton Writes of a Filipino Trick.

He Is Still Stationed at Indan; Many Men Are Sick.

Sergt. Fred N. Staton, Co. E, 46th U. S. V. Infantry, a Salem boy, has written home a letter which contains something of interest. He states that he is still at Indan, where the battalion to which he is attached has been for several months.

Many of the men are sick. Out of the four companies in the battalion there are only 200 men for duty. Over 100 men are sick in Manila, while 150 are sick in quarters. Of the 14 officers, only four are for duty. An epidemic of bowel trouble seems to have broken out among the troops. His company, E, has lost two men within a few weeks. He, however, is perfect health.

He states that the band of the 46th regiment started from Indan for Silang with an escort of only four men from E company. The band men were walking, their instruments being in a wagon.

A force of Filipinos ambushed them, and at the first fire killed three men. The band, having no arms, fled to the shore, while those with arms stood off the enemy until reinforcements arrived from Indan.

He further writes that he hears that his regiment is to be ordered home in December, a story that was welcome news to his ears, if it only proves true.

BASEBALL SATURDAY.

Consolidated & McKay and Salems in Second Game.

IMPROVEMENTS AT JUNIPER.

Street Department at Work on the Streets There.

The street commissioner is improving the avenues at Juniper Point and when the work he has in contemplation in that district shall have been finished the avenues will be in fine condition.

Already many of the avenues are in better condition than they had been in years, and some of the sidewalks are being marked and built up from the level of the carriage way.

Broken stone has been dumped in

many sunken places and the sidewalk on Beach avenue, opposite Columbus square, has been raised a part of its length. Some of the sidewalks at Juniper seem to encroach upon the line of the sidewalk, but Commissioner Cook will define the line and lay out the walks in conformity thereto.

GRANTED PENSIONS.

Among the number recently granted pensions by the United States government are an original pension of \$5 to Horace A. Brooks of Salem and one of \$8 to Charles W. Gilbert of Wenham.

STRONGEST, PUREST, BEST.

SWAMPSCOTT SPARKLING GELATINE

ALL GROCERS SELL IT. A 10¢ PACKAGE MAKES 2 QTS. OF JELLY

STORE CLOSÉS AT NOON FRIDAY.

B. B. PRICE & SONS,

170 ESSEX STREET, SALEM.

Continuation of Our Summer Clearance Sale.

SOME SPECIALS FOR FRIDAY MORNING.

CLOAK ROOM.

Ladies' latest style jackets, regular price \$3.00, to go at

\$2.08

Ladies' jackets regular price \$5.00, to go at

\$3.98

Ladies' jackets regular price \$7.00, to go at

\$4.48

Ladies' silk capes, made of brocaded silk, lace ruche, regular price \$4.00, to go at

\$2.98

Silk Capes made of black brocaded silk, were \$5.00, to go at

\$3.98

Silk Capes made of fine black brocaded silk, with ruche, were \$8.00, to go at

\$6.00

Ladies' Suits, regular price, \$8.00, to go at

\$3.98

Ladies' Suits, regular price \$10, to go at

\$6.50

Ladies Suits, regular price \$12, to go at

\$7.50

We have put our entire stock of children's Reefers on sale at just what they cost us.

Children's \$4.00 Reefers at \$3.48

Children's \$5.00 Reefers at \$2.98

Children's \$3.00 Reefers at \$1.98

CORSETS.

A broken lot of high grade Corsets a few P. N. Corsets in one lot, regular \$1.00 grade at

79c a pair.

Ladies' fine summer ventilated Corsets, the new short or long waist, they have the side steels with taping around the waist, lace trimmed on the top, regular price 50c to go at

39c.

A new lot just received of Sample Corsets, some regular \$1.00 Corsets can be found in this lot, your choice at

39c

Men's large size White Handkerchiefs,

7c, 4 for 25c

Ladies' or gent's fine hemstitched handkerchiefs, 25c value, at

19c

Ladies' Handkerchiefs, with embroidered corners, hemstitched,

5c

Ladies' fine Swiss Handkerchiefs, hemstitched, embroidered and lace trimmed, 17c value,

12 1-2c

A new lot just received of those English Curtains, ruffles, at the same price only.

39c per pair

Men's Nightgown Shirts with detachable collar and cuffs were 50c, to go at

39c

Men's Bicycle Hose, were 50c, to go at

39c

Ladies' latest style Bow Ties, 25c quality, to close at

10c

All of our 98c, \$1.25 and \$1.48 straw Sallors, have been marked to

50c each

All our 50c straw Sallors have been marked to

25c

IVORINE

24 OZ. PACKAGE

Cake of Williams' White Glycerine Toilet Soap in Every Package.

If You Ever INTEND TO OWN

OF your own, you should call at Pierpont Park Land Office at 280 Essex street. A few hundred lots have been sold in the past week. We have yet 1000—the cream of the property, to \$19 to \$99—\$2 down, 50c to No interest, No taxes; a discount per cent. for cash. PIERPONT is all high land, in Ward 4, S. Boston street. Take Salem and electric to Pierpont street; Pier leads direct to Pierpont Park. free tickets, see plans, etc., at

Pierpont Park Land Office

280 ESSEX ST.

For This Week Only,

We are making a special sale of all our Finger Puffs

33 1/3

p.c. discount. None reserve. Same discount on Gift Silver Initials.

Hussey, Hyde

250 ESSEX ST., S.

