

HISTORIC
SALEM INC

192 Federal Street

Built for
James B. Stimpson
Currier
and his wife
Mary E. Horton
in 1856

Researched and written by
Robert Booth

November 2019

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Owners & Occupants

192 Federal Street, Salem

By Robert Booth, PHS, November 2019

According to available evidence, this house was built in 1856 for James B. Stimpson, currier, his wife Mary E. Horton, and their children.

On Sept. 23, 1853, James B. Stimpson, for \$1060 purchased from the guardian of Miss Elizabeth Estes a lot bounded 45' on Federal Street and running back toward the North River about 158' (ED 484:207). Mr. Stimpson took out a mortgage for \$700 from the seller, who would release the mortgage in 1856 (ED 484:170).

James B. Stimpson (1824-1887) was born in Salem, the son of James C. Stimpson, a tanner and currier, and his wife Hannah Smothers. James B. had four sisters; and the family resided on Boston Street. JCS was the grandson of John Stimpson, a Marblehead mason who had moved to Salem in the late 1700s and resided on Beaver Street, near Boston Street. So James B. Stimpson was a member of a family that had resided in this neighborhood for four generations.

James C. Stimpson (1799-1883), the father, developed a very large tanning and currying (leather prep) operation in Salem, one of the largest in the County. His house and his leather-making buildings were at then-41 Boston Street, opposite Federal Street and just above "Blubber Hollow." He served as member of the Common Council of the City 1839-1845 and in 1847 on the Board of Aldermen (City Council), so his only son James B. learned a lot about business and politics from his father.

Although James B. Stimpson grew up in a leather-making family, Salem was still a seaport in the 1830s, and James had a taste for adventure. At sixteen, late in 1839, he signed on board the David Pingree-owned ship "William and Henry," commanded by John Francis and bound for the pepper ports of Sumatra, on the other side of the world. In the crew list, James was listed as 5' 4", with brown hair and a light complexion. He sailed on Nov. 30, 1839, with nine other crewmen, as well as a cook and a couple of mates. One imagines that the year-long voyage was an amazing experience for the boy. They made a safe passage, picked up a full load of pepper, departed Analaboo, Sumatra, on June 25, 1840, kept sailing west, and called at Saint Helena (an island in the Atlantic) on Sept. 10 on their way home. The "William and Henry" arrived in Salem on Nov. 1, 1840, eleven months gone

and back. Doubtless the owner, David Pingree (128 Essex Street) was well pleased with the results of this voyage.

It seems that James B. Stimpson “swallowed the anchor” upon setting foot in Salem, and thenceforth applied himself to learning his father’s business.

As James was growing up, in the 1830s, Salem’s main business was leather-making, for the city’s maritime commerce had failed in all but a few markets. Salem’s remaining merchants took their equity out of wharves and warehouses and ships and put it into manufacturing and transportation, as the advent of railroads and canals diverted both capital and trade away from the coast. Some merchants did not make the transition, and were ruined. Old-line areas of work, like rope-making, sail-making, and ship chandleries, gradually declined and disappeared. Salem slumped badly, but in 1836, when James was twelve, the voters decided to charter their town as the third city to be formed in the state, behind Boston and Lowell. City Hall was built 1837-8 and the city seal was adopted with an already-anachronistic Latin motto of “to the farthest port of the rich East”—a far cry from “Go West, young man!” The Panic of 1837, a brief, sharp, nationwide economic depression, brought economic disaster to many younger businessmen, and caused even more Salem families to depart in search of a better future.

Salem had not prepared for the industrial age, and had few natural advantages. The North River served not to power factories but mainly to flush the waste from the 25 tanneries that had set up along its banks. Throughout the 1830s, the leaders of Salem scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day.

One inspiration was the Salem Laboratory, Salem’s first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 in North Salem, the production of alum and blue vitriol was a specialty; and it proved a very successful business.

Some Salem merchants turned to whaling in the 1830s, which led to the building of two small steam-powered factories producing high-quality candles and machine oils at Stage Point. The manufacturing of white lead began in the 1820s, and grew large after 1830, when Wyman’s gristmills on the Forest River were retooled for making high-quality white lead and sheet lead (the approach to Marblehead is still called Lead Mills Hill; the empty mill buildings burned down in 1960s).

These enterprises started Salem in a new direction. In 1838 the Eastern Rail Road, headquartered in Salem, began operating between Boston and Salem, which gave the local people a direct route to the region's largest market. The new railroad tracks ran right over the middle of the Mill Pond; the tunnel under Washington Street was built in 1839; and the line was extended to Newburyport in 1840.

The 1840s proved to be a decade of explosive growth in Salem's leather industry, still conducted largely as a mass-production handicraft, and its new textile manufacturing, applying leading edge machine technology.

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

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

In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe factories too, and attracted shoe workers from outlying towns and the countryside. Even the population changed, as hundreds of Irish families, fleeing the famine in Ireland, settled in Salem and gave the industrialists a big pool of cheap labor.

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

The town's shipping consisted of vessels carrying coal and importing hides from Africa and Brazil, and Down East coasters with cargoes of fuel wood and lumber. A picture of Salem's waterfront is given by Hawthorne in his

mean-spirited "Introduction" to *The Scarlet Letter*, which he began while working in the Custom House.

James B. Stimpson, 21, married Mary E. Horton in Salem on August 7, 1845. She was eighteen, born in 1827, the daughter of George Horton & Mary Cole of Salem. She had a brother, George, two years younger. Evidently their parents had died when the children were young. George, the brother, would go to Ipswich by 1850 and work as a baker for a few years.

By 1850 the Stimpsons had two daughters, Mary and Charlotte, and were residing in a house on Fowler Street, a street built-up by his father and a partner (see Rory Goff, H.S.I. report for 19 Fowler Street). The census-taker (house 672) listed JBS, 27, as a tanner & currier, with daughters, and wife Mary E., 23, assisted by domestic servant Ellen Neville, 18, a native of Ireland. They shared the house with Warren P. Davis, 26, currier, and family.

The Stimpsons' little daughter Mary would die of dysentery on Oct. 20, 1850, aged four.

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

As mentioned above, James B. Stimpson bought the Federal Street lot in 1853. No doubt he and Mary had plans.

The 1855 Directory of Salem, and the Street Book, show James (and family) residing on Boston Street in a house (then-#41) alongside his father's (then-#39), shared with his sister Lydia and her husband Daniel Watson, 30, a patent leather manufacturer. This is borne out by the 1855 census (house 737), in which JBS is listed as "currier" and daughter Charlotte is six.

In the following year, 1856, this house was built.

James B. Stimpson (1824-1887), son of James C. Stimpson & Hannah Smothers/Smethurst, died Nov. 9, 1887, bronchitis. He m. 7 Aug. 1845 Mary E. Horton, b. 1827, dtr. of George Horton & Mary Cole of Salem, died c.1895. Known issue:

1. *Mary E., 1846, died Oct. 20, 1850, dysentery.*
2. *Charlotte M., 9 Feb. 1849, died 26 April 1876, consumption.*

As it re-established itself as an economic powerhouse, Salem took a strong interest in national politics. It was primarily Republican, and strongly anti-slavery, with its share of outspoken abolitionists, led by Charles Remond, a passionate speaker who came from one of the city's leading black families. At its Lyceum (on Church Street) and in other venues, plays and shows were put on, but cultural lectures and political speeches were given too.

With the election of Abraham Lincoln in 1860, it was clear that the Southern states would secede from the union; and Salem, which had done so much to win the independence of the nation, was ready to go to war to force others to remain a part of it.

In that year (per 1860 census, ward 4, house 2001) we see James B. Stimpson, 38, currier, with \$4500 in r.e. and another \$1000, at home with wife Mary Elizabeth, 32, and daughter Charlotte, 11, and Mary's brother George Horton, 30, currier, also living there with his wife Susan (nee Shatswell), 28, all attended by domestic servant Margaret Quinn, 16.

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.

From this house, George Horton enlisted on Aug. 6, 1862, in the Mass. First Heavy Artillery regiment, and was assigned to Company A. He served through July 8, 1864. This regiment engaged in two major battles, with severe losses: Spotsylvania (May 19, 1864), losing 55 killed and 312 wounded, and Petersburg (June 16, 1864), losing 25 killed and 132 wounded. George returned to Salem and worked as a currier. He would die on Dec. 19, 1881, having moved back to Ipswich.

During the war, the remaining leather workers went on strike against the owners (like the Stimpsons) for a 10-hour workday, better pay, and improved working conditions. The strike lasted for weeks, and was non-violent. At the end, the owners won and most of the men went back to work.

As to the men in uniform, the people of Salem contributed generously to efforts to alleviate the suffering of the soldiers, sailors, and their families; and there was great celebration when the war finally ended in the spring of 1865.

Through the 1860s, Salem pursued manufacturing, especially of leather and shoes and textiles. The managers and capitalists tended to build their new, grand houses along Lafayette Street (these houses may still be seen, south of Holly Street; many are in the French Second Empire style, with mansard roofs). Factory workers lived in smaller houses and tenements.

In 1870 Salem received its last cargo from Zanzibar. By then, a new Salem & New York freight steamboat line was in operation. Seven years later, with the arrival of a vessel from Cayenne, Salem's foreign trade came to an end. After that, "the merchandise warehouses on the wharves no longer contained silks from India, tea from China, pepper from Sumatra, coffee from Arabia, spices from Batavia, gum-copal from Zanzibar, hides from Africa, and the various other products of far-away countries. The boys have ceased to watch on the Neck for the incoming vessels, hoping to earn a reward by being the first to announce to the expectant merchant the safe return of his looked-for vessel. The foreign commerce of Salem, once her pride and glory, has spread its white wings and sailed away forever" (Rev. George Bachelder in *History of Essex County*, II: 65).

In 1870 (per census, house 250) we find the Stimpsons at home here (#192): James B., 46, tanner & currier, Mary E., 42, and daughter Lottie (Charlotte), 21. This was just as in the 1865 census, in which JBS is listed as "currier."

Salem continued to prosper, carried forward by the leather-making business. In 1874 the city was visited by a tornado and shaken by a minor earthquake. In the following year, the large Pennsylvania Pier (site of the present coal-fired harborside electrical generating plant) was completed to begin receiving large shipments of coal, most of it shipped by rail to the factories on the Merrimack. In the neck of land beyond the Pier, a new owner began subdividing the old Allen farmlands into a development called Salem Willows and Juniper Point. In the U. S. centennial year, 1876, A. G. Bell of Salem announced that he had discovered a way to transmit voices over telegraph wires.

Tragedy struck the Stimpson family in the spring of 1876. Their only surviving child, daughter Lottie, fell very ill of consumption (probably tuberculosis), and on April 26th she died, aged twenty-seven. The effect on her parents, friends, and relatives may be imagined.

In this decade, large numbers of French-Canadian families came to work in Salem's mills and factories, and more houses and tenements were built. The better-off workers bought portions of older houses or built small homes for their families in the outlying sections of the city; and by 1879 the Naumkeag Steam Cotton mills would employ 1500 people (including hundreds of children) and produce annually nearly 15 million yards of cloth. Shoe-manufacturing businesses expanded in the 1870s, and 40 shoe factories were employing 600-plus operatives. Tanning, in both Salem and Peabody, remained a very important industry, and employed hundreds of breadwinners. On Boston Street in 1879, the Arnold tannery caught fire and burned down.

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 1880 (per census, house 114), this house (#192) was occupied as a two family by James Stimpson, 56, currier, and wife Mary, 53, and by her brother George Horton, 51, and wife Susan, 48. George would die in the following year in Ipswich; and James's father, James C. Stimpson, would die in September, 1883, aged 84 years, at his home on Warren Street.

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.

On November 9, 1887, James B. Stimpson died after having suffered from chronic bronchitis. He was in his 65th year. He devised the property by will to his wife Mary E. (Horton) Stimpson, who resided here. In 1893, she had tenants George S. Hadley, 35, currier, wife Mary, 42, and son Arthur, ten (per directory). Mrs. Mary E. Stimpson died in or about 1895. At that time, the property went to her only relative, William Stafford of Beverly, whose mother was Mary (Horton) Stafford, perhaps a sister of Mary E.'s father.

On Dec. 3, 1898, William Stafford sold the homestead to Emily Smith, wife of Mark J. Smith (ED 1564:270). The Smiths lived next door in a house at 194 Federal (no longer standing there). In 1900 and perhaps before she rented this house out to Mrs. Margaret Reynolds, Ireland-born, 52, a widow with three daughters working as dressmakers and a son, James A., 31, working as a shoemaker, and living with wife Elizabeth (nee Beckford), 36, and son Francis 7. This arrangement would continue through 1910 and perhaps after.

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

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

In April, 1908, Mrs. Emily Smith, now a widow, sold the homestead here (#192) to her niece, Mrs. Mary E. Harney, wife of James V. (ED 1918:378). The Smiths and Harneys resided together at #194.

On June 25, 1914, in the morning, in Blubber Hollow (Boston Street at Proctor), a fire started in small wooden shoe factory. This fire soon raced out of control, for the west wind was high and the season had been dry. Out of Blubber Hollow the fire roared easterly, a monstrous front of flame and smoke, wiping out the houses of Boston Street, Essex Street, and upper Broad Street, and then sweeping through Hathorne, Winthrop, Endicott, and other residential streets. Men and machines could not stop it: the enormous fire crossed over into South Salem and destroyed the neighborhoods west of Lafayette Street, then devoured the mansions of Lafayette Street itself, and raged onward into the tenement district of The Point. Despite the combined efforts of heroic fire crews from many towns and cities, the fire overwhelmed everything in its path: the Naumkeag Steam Cotton Company factory complex exploded in an inferno. At Derby Street, just beyond Union, after a 13-hour rampage, the monster died, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless. Some people had insurance, some did not; all received much support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States.

This house, at the end of Federal Street and so near Boston Street, barely escaped destruction.

In March, 1918, Mrs. Harney sold the premises to Patrick J. & wife Catherine F. O'Hara of Salem (ED 2387:342).

The O'Haras moved in.

In 1920 (per census h. 167) #192 is occupied by two families: that of Patrick J. Kennedy, 55, born Ireland, widower, staker in a leather shop, and five children, aged 28 to 17, and that of Patrick "O'Hearn" (sic; O'Hara), 33, born Ireland, staker, Catherine, 33, and children Marguerite, 6, and Catherine, three. In 1922 the O'Haras sold part of the back of the lot was sold to Hygrade Lamp Company.

Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration.

The Depression hit in 1929, and continued through the 1930s.

In 1930 the census-taker found the following here: Leo F. Welch, 25, a machinist at General Electric, wife Helen E., 27 (born Ireland), and his father John Welch, 64, a widower; also, Patrick J. O'Hara 47, born Ireland, a leather

worker, wife Catherine, 44, born Ireland, and children Marguerite, 16, Catherine, 13, and James W., 4. Next door at #194 were the Callahans.

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

Patrick J. O'Hara died in 1960, aged 77; Catherine died in 1966, aged 84. Their property went to their children, of whom Catherine E. died in 1984, aged 68.

In March & May 1988, Marguerite M. O'Hara (1913-2000) became owner of the homestead (ED 9438:337, 9527:89). In December, 1988, she, 75, sold the same to her nephew, James W. O'Hara Jr. of Gloucester (ED 9820:438). He sold it in June 1994 to Rita Markunas (ED 12639:295); subsequent deeds and owners are listed in appendix.

Glossary & Sources

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

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

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

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

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

Salem Crew Lists, online at Mystic Seaport website.

The six-volume published Salem Vital Records (marriages, births, and deaths through 1849) have been consulted, and the Salem Directory and later Naumkeag Directory, with data 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 newspapers, 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.

—Public History Services

E. Estes by, His
J. B. Simpson

484.207

Know all men by these presents, whereas I Benjamin D. Mudge, of
 of Lynn, in the County of Essex as Guardian of Elizabeth Estes of Salem in
 said County, singlewoman, and an insane person, by an order of the Probate
 Court begun and held at Salem within the County of Essex aforesaid on
 the sixteenth day of August last past was licensed and empowered to sell and
 pass deeds to convey the real estate of the said Elizabeth Estes and whereas
 he the said Benjamin D. Mudge having given public notice of the intended
 sale, by publishing said notice in the Salem Gazette and Register (two papers
 published in said Salem) for three consecutive weeks prior to the day of sale
 and having first taken the oath by law in such cases required, did on
 the nineteenth day of September of said year pursuant to the license and
 notice aforesaid, sell by public auction the real estate of the said Elizabeth
 Estes herein after described, to James B. Simpson of said Salem for the
 sum of one thousand and sixty dollars he being the highest bidder therefor.
 Now therefore, know ye, that I the said Benjamin D. Mudge by virtue of
 the power and authority in me vested as aforesaid, and in consideration of the
 aforesaid sum of one thousand and sixty dollars paid by the said James B.
 Simpson the receipt whereof I do hereby acknowledge, do hereby give, grant,
 sell and convey unto him the said James B. Simpson a certain lot of land sit-
 uated in said Salem, bounded and measuring as follows viz, Southerly on
 Federal Street forty five feet; Easterly on land of James Lloyd one hundred
 and fifty eight feet; Northerly on land of S. W. Robinson sixty six feet and
 Westerly on land sold at said sale to John Berg reserving the barn and
 privy situated partly on said land and partly on land sold at said sale
 to John Berg to be by him removed DO have and TO hold the
 afore granted premises, with all the privileges and appurtenances to the
 same belonging, to him the said James B. Simpson his heirs and assigns
 to their use and behoof forever. And I the said Benjamin D. Mudge
 for me and my heirs, executors and administrators, do hereby covenant
 with the said James B. Simpson his heirs and assigns that in pursu-
 ance of the license aforesaid, I gave public notice of the said intended sale,
 according to the terms of said license and that I took the oath by law
 required, previous to said sale. In witness whereof I the said Ben-
 jamin D. Mudge have hereunto set my hand and seal this twenty third
 day of September in the year of our Lord one thousand eight hundred
 and fifty three.

B. D. Mudge Guardian Seal

Signed, sealed and delivered

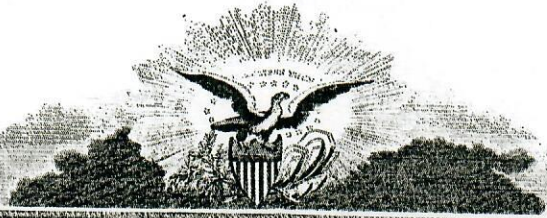
in presence of us two "above" being first named
in two names.
John Jameson

} Essex Co. Sept. 26. 1853. Then personally
 appeared the within named B. D. Mudge
 Guardian and acknowledged the within

instrument to be his free act and deed, before me, Amos Rhodes Justice of the Peace

James B. Simpson
16
goes to sea, 1839

(see also
Crew list printout)



List of Persons Composing the Crew of the Ship William & Henry of Salem wharf is Master John Francis being for Sumatra

NAMES	PLACES OF BIRTH	PLACES OF RESIDENCE	OF WHAT COUNTRY CITIZENS OR SUBJECTS	DESCRIPTION OF THEIR PERSONS				
				Age	Height feet	Height inches	Complexion	Hair
John Francis	Salem	Salem	U. States					
William Henry	do	do	do	49	5	7	dark	dark
Mr. S. Millett	do	do	do	42	5	8		
Thomas Brown		do	no proof					
Mr. J. Knapp	Manchester	do	U. States	29	5	3	light	dark
Math. Sampson	Manchester	do	do	35	5	6 1/2	dark	
James Moore		do	no proof					
Nathan A. Ketchikan	Salem	do	U. States	18	5	10 1/2	fair	dark
Charles Wilkins	do	do	do	21	5	8 3/4	light	light
James B. Simpson	do	do	do	16	5	4 1/2		brown
Benjamin Wingate	do	do	do	20	5	4 1/2	dark	dark
John Williams	Hamden	do	do	37	5	8	black	wooly
Liban James			no proof					

Francis	John	Master	Salem	Salem	USA				
Skerry	William		Salem	Salem	USA	49	Dark	Dark	5'7"
Millett	William L.		Salem	Salem	USA	42	Dark	Dark	5'8"
Brown	Thomas		Salem	Salem	USA				
Cross	William	Marblehead	Salem	Salem	USA	29	Light	Dark	5'3"
Sanford	Nathaniel	Manchester	Salem	Salem	USA	35	Dark	Dark	5'7"
Moore Jr	James				no proof				
Batchelder	Nathan A	Salem	Salem	Salem	USA	18	Fair	Dark	5'11"
Wilkins	Charles	Salem	Salem	Salem	USA	21	Light	Light	5'9"
Stimpson	James B.	Salem	Salem	Salem	USA	16	Light	Brown	5'4"
Wingate	Benjamin	Salem	Salem	Salem	USA	20	Dark	Dark	5'4"
Williams	John	Haverstraw	Salem	Salem	USA	37	Black	Woolly	5'8"

maybe one other, Lt. James

Ship "William & Henry", Capt. John Francis, for Sumatra, dep. 30 Nov. 1839.

Collections & Research / Mystic Seaport /

Contact us



Collections & Research

Salem Crew Lists, 1799-1879

Search for a voyage using the search boxes at the bottom of each Voyages column. To view only the crew list for a single voyage, tap or click anywhere in its row in the Voyages table. Or, search for a crew member using the search boxes at the bottom of each Crew column. Click or tap on a crew member's name to display the corresponding Voyage.

Voyages

Showing 1 to 1 of 1 voyages (filtered from 7,906 total)

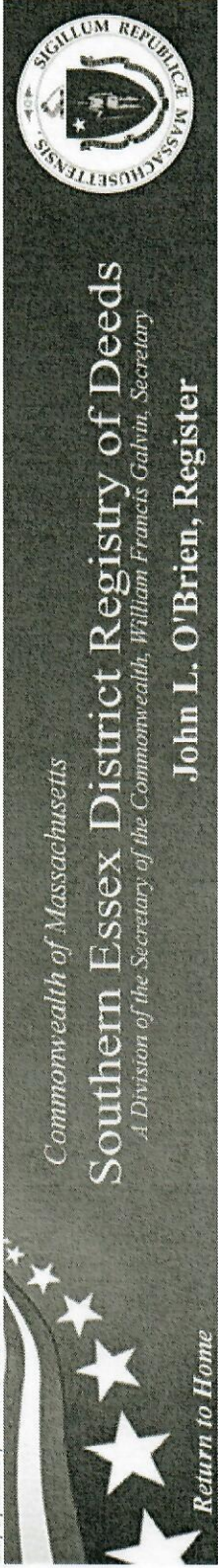
Vessel	Rig	Destination	Departure	Tonnage	Clear All Filters
William & Henry	Ship	Sumatra	1839-11-30		

Crew

Showing 1 to 13 of 13 crew (filtered from 75,668 total)

Last name	First	Middle	Position	Birthplace	Residence	Country	Age	Complexion	Hair	Clear All Filters

11/9/2019, 10:15:59 PM



Commonwealth of Massachusetts
Southern Essex District Registry of Deeds
 A Division of the Secretary of the Commonwealth, William Francis Gavin, Secretary
John L. O'Brien, Register

Return to Home

Select Language ▼

Start Date: 1/2/1961

End Date: 12/31/2019

Town:
SALEM

Street Number: 192

Street Name: FEDERAL

Previous

Result: 8 Rows

Ungroup

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Drag a column header here to group by that column

IMG	INFO	DATE	FIRST PARTY NAME	ROLE	SECOND PARTY NAME	Town	Book	Page	Type	DESC	Locus	Street
Img	INFO	6/28/1994	MARKUNAS, RITA	Grantee	OHARA J W JR	SALEM	12639	295	DEED		192 FEDERAL ST	192 FEDERAL ST
Img	INFO	1/07/1997	MARKUNAS, RITA	Grantor	MARKUNAS R	SALEM	13922	594	DEED		192 FED ST	192 FEDERAL ST
Img	INFO	1/07/1997	MARKUNAS, RITA	Grantee	MARKUNAS R	SALEM	13922	594	DEED		192 FED ST	192 FEDERAL ST
Img	INFO	7/27/2007	MARKUNAS, RITA	Grantor	WALDRON, P A	SALEM	27056	085	DEED		192 FEDERAL ST	192 FEDERAL ST
Img	INFO	6/28/1994	OHARA, JAMES W JR	Grantor	MARKUNAS R	SALEM	12639	295	DEED		192 FEDERAL ST	192 FEDERAL ST
Img	INFO	1/07/1997	SCHAUER, BARBARA A	Grantee	MARKUNAS R	SALEM	13922	594	DEED		192 FED ST	192 FEDERAL ST
Img	INFO	7/27/2007	SCHAUER, BARBARA A	Grantor	WALDRON, P A	SALEM	27056	085	DEED		192 FEDERAL ST	192 FEDERAL ST
Img	INFO	7/27/2007	WALDRON, PAMELA A	Grantee	SCHAUER, B A	SALEM	27056	085	DEED		192 FEDERAL ST	192 FEDERAL ST

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