

# HISTORIC SALEM INC

**14 Conant Street**

Salem, MA

Built for  
Richard Stickney  
Housewright  
1833

Researched and written by Robert Booth, Public History Services Inc.  
February 2020

Historic Salem, Inc.  
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Owners & Occupants  
**14 Conant Street, Salem**

by Robert Booth, Public History Services, Inc., February 2020.

According to available *evidence*, this house was built for Richard Stickney, housewright, *in* 1833. For many years it was occupied by tenants.

In May, 1825, Richard Stickney, housewright, for \$216 bought from the Youngs a "piece of land in the easterly part of Salem," fronting 72' on the way "leading from Bridge Street to Samuel Skerry's" and running back 83' (ED 239:76).

In the 1831 valuation, we find Richard owning and living in a Hardy Street house worth \$800 and also owning this lot worth \$200.

In 1832, Mr. Stickney (1789-1858) divided the lot on now-Conant Street and sold the southeast half. He kept the northwest half and began building a house there in 1833-valuations for that year show him with "unfinished house \$200" in addition to his Hardy Street homestead. In January, 1834, he mortgaged the remaining lot (now-Conant Street) for \$400 to John Swasey (ED 271:164). The lot fronted 36' on "the way" and was bounded n.w. on land of Fitz, n.e. on land of Wells, and s.e. on land of Conant. He finished the house that year. It was first noted in the 1834 valuation, *valued* at \$600.

It was built in a throwback form that had first appeared in Salem in the early 18<sup>th</sup> century, including the gambrel type of roof. In finish-work it exemplifies the Federal style in which Mr. Stickney had been trained and had been doing his carpentry. Within a few years, houses were being built in the new Greek Revival style. This late-Federal house retains some of its original woodwork, its chimneys, and its 1833 underpinning.

Richard Stickney was born in 1789 in Newbury, the son of Moses & Hannah (Ingalls) Stickney. Circa 1802 he was evidently apprenticed to learn the trade of a housewright. He was in Salem by 1812, when he was given a seaman's protective certificate on Feb. 5, prior to sailing as a deckhand on a merchant vessel.

In February, 1814, he married Rebecca Jeffery (1791-1855), the daughter of Walter Jeffery of Salem. They would have six children who grew to adulthood. The couple resided on Hardy Street, in a house that Mr. Stickney evidently built in the 1820s. They would live there for the rest of their lives.

Salem's general maritime foreign commerce fell off sharply in the late 1820s. Imports in Salem ships were supplanted by the goods now being produced in great quantities in America. The interior of the country was being opened for settlement, and some Salemites moved away. To the north, the falls of the Merrimack River powered large new textile mills (Lowell was founded in 1823), whose cotton, cloth, sold at home and overseas, created great wealth for their investors; and it seemed that the tide of opportunity was ebbing away from Salem. Salem's merchants and capitalists were already prospering from ownership of an iron-products factory in Amesbury and from a textile factory they had built in Newmarket, NH, so they saw the potential of manufacturing in Salem. In 1826, in an ingenious attempt to stem the flow of talent from the town and to harness its potential water power, they formed a corporation to dam the North River for industrial power; but the attempt was abandoned in 1827, which further demoralized the town, and caused several leading citizens to move to Boston, the hub of investment in the new economy.

In January, 1828, Mr. Stickney contracted with the Free Will Baptists to build their meeting house on Herbert Street (EHC, 1911). He was to be paid \$.75 per day for his apprentices' work, and \$1.50 per day for himself, he not to charge more than \$200 and to take half his pay in the value of the pews.

*Richard Stickney continued as an industrious building contractor and carpenter for many years. He would survive his wife and die on Dec. 11, 1858, the consequence of an accident. He had taken a visitor to the end of Hardy Street and was showing him the sights along the waterfront. Richard leaned on a fence, which collapsed, and he fell backwards to the beach below. He died as a result. His son Charles sued the City of Salem and won a jury verdict, but the case was appealed and the City won its counter-suit.*

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, One night, someone broke into his mansion and killed him in his bed. All of Salem buzzed with the news of the murder, but the killer was a Crowninshield (a fallen son of one of the five brothers; he killed himself in jail). He had been hired by Capt. White's own relatives, Capt. Joseph Knapp and his brother Frank (they would be executed). The results of the investigation and trial having uncovered much that was lurid, and several respectable families quit the now-notorious town.

In 1836-7 (per: 1837 Salem Directory); this house (#14) is listed as occupied by tenants Darling Low, brickmaker, and by John Hann, perhaps a misspelling of Ham. There was a John Ham, 55, a native of Maine working as a mason, living in Salem unmarried in 1855 (per census, h. '48). Darling Low was recently arrived

from Danvers with his wife Phebe and their two children; and they would soon return to Danvers.

*Darling low (1813-1874, born 1813 in Shapleigh, Maine, son of Jeremiah & Abigail Low, died 4 Oct. 1874, Lynn. Hem. October, 1833, at Waterboro, Maine, Phebe Rhoads (1810-1890), born 9 Apr 1810, d. 5 May 1890, Lynn. Both buried Walnut Grove Cemetery, Danvers. Known issue (recorded at Danvers):*

1. *Betsey E., 1834*
2. *Sylvester, 1835, died 1837.*
3. *Alonzo S., 1837-1899*
4. *Phebe A., 1839, died of measles 6 Feb. 1846.*
5. *James W., 1842-1906, m. Adrianna Canney*
6. *Augusta E., 1846, died 1851.*

As the decade wore on, 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 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 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 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,



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 leatherproducers in *America*; and it would continue to grow in importance throughout the 1800s.

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.

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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.

In general, foreign commerce waned: in the late 1840s, giant clipper ships sailing from Boston and New York replaced the smaller vessels that Salem men had sailed around the world. 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.

In the 1846 Directory William Fairfield (head of household) is listed as occupying #14, whereas the Street Book identifies #14 as occupied by heads-of-household John Stone Jr., 35, and Jeremiah Choate, 28 (who, in 1848, would be residing at #18). Mr. Choate was a stone mason; he lived here with wife Sarah and daughter Caroline, two (per census, 1850, h. 104).

*William Fairfield, in the future, would, at 44, enlist in July, 1863, in Company D of the Mass. Third Heavy Artillery Regiment. He saw hard duty and participated in*

several battles before being mustered out in November, 1864. The family, eventually moved to Beverly, where Mr. Fairfield would die on May 7, 1877. His gravestone epitaph mentions his service in the army. He was survived by his children and wife Eliza, who would die on Aug. 31, 1904, aged 85.

In 1847 (per Street Book), 14 Conant was occupied by head of household Luther Scribner, 27. He worked as a stone mason. In 1848 (per Street Book), #14 was occupied by heads of household Luther Scribner and Fentor Symonds, 28, who worked as a painter. Mr. Scribner would die of lung fever in May, 1850.

On Dec. 1, 1848, for \$835 Richard Stickney, housewright, sold to Salem mariner John Bradshaw, the "two story dwelling house" and its land, fronting 36' on Conant Street (ED 404:245).

Like Mr. Stickney, Captain Bradshaw rented it out. In 1850 he resided in Beverly at age 63 with wife Hannah, 50, and four offspring (h. 337, 1850 census for Beverly). Capt. John Bradshaw would die at 93 in May of 1880 in Beverly. His talents included map-making. Circa 1830 he made a chart of the Bay of San Francisco, now in the collection of the Bancroft Library at UC-Berkeley.

In 1850 the tenants at #14 were Luther Scribner, stone mason, and Benjamin A. Gray, tailor (per 1850 Salem Directory); Per the 1850 Census (ward two, h. 177) the house was occupied by Benjamin A. Gray, 38, clerk, wife Martha, 37, and children John 10, Martha 8, George C., 14, Benjamin A. Jr., 5, Mary A. 3, and Caroline C., infant; also, Jonathan S. Temple, cabinet maker, wife Frances A. (nee Elder), 33, a native of Maine, son Howard E., 10, and Elizabeth Scully, 17, a native of Nova Scotia. The Temples soon moved out; and they were living in Gloucester by 1860.

Benjamin A. Gray (1811-1891) had married Martha Ann Agtpe in 1835 and they had son John and daughter Augusta. He became an insurance agent by 1853 (still residing here per Directory); then they moved to then-111 Main Street; father Stay, a native of Salem, would die of bronchitis on Feb. 27, 1891, in his 80th year.

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 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.

In 1855 (per Street Book) here lived William Ellsworth (a shoemaker), Benjamin Butman, and Luther C. Butman, 27 (suffering from "inability"). Recently Moses Stearns and John S. Howard had lived there (names crossed out in 1855 Street Book).

The Butmans soon moved on; the Ellsworths remained.

Benjamin Butman (1791-1871) was a shoemaker and proprietor of a variety store. He had married Mary Standley in 1816 in Beverly. Luther (1824-1868) was one of their children. He married a woman named Mary, and was 37, working as a janitor, when, in July, 1863, he began serving as a private in the 22<sup>nd</sup> Mass. Infantry regiment, then he joined the 32<sup>nd</sup> Infantry for the balance of the war. He would die in Beverly, of consumption, on June 4, 1868, leaving his family.

*William E. Ellsworth (1825-1899), born Dec. 1825, Salem, son of Jacob Ellsworth (b. Bath, Me.) & Lydia A. Nichols (b. Salem), died 14 Jan. 1899 of lumbar abscess, 75<sup>th</sup> year, in Lynn. Hem. c.1852 Mary E. (1833-1893), b. Mass., parents born England, died Lynn 1893. Known issue:*

1. *Mary E., 1853, m. 1893 John D. Faulkner, Lynn.*
2. *Lydia A., 1856, m. 1872 John Ward, Beverly.*
3. *Charlotte H., b. Jan. 1860, died of septicemia, Lynn.*

In 1857 the Ellsworths were still here. In the 1855 census (ward two, family 60) they were identified as living here with young daughters and with George R. Emerson, 19, a shoemaker. They soon moved on, to Manchester and eventually to Lynn, where William would die, in his 75<sup>th</sup> year, in 1899.

In 1859 (per Directory), the Williams family resided here: William Henry, 34, varnisher, wife Rebecca nee Hiter, 32 (probably a native of Marblehead}, and children Charles H., 5, and Frederick A., one (per 1860 census 1889, ward 2). Remarkably, Mrs. Rebecca Williams, as a widow, would return to reside here with family members by the year 1900.



In 1860 (per census, h. 1863, ward 2,) here lived the Pattens and Huddells, ;

- Samuel R. Patten, 38, a native of Marblehead, and a shoemaker) with wife Sarah, 27, a native of Malne, and children William A., two, and George, an infant
- William Huddell, 54, laborer; children Sarah (nee Petty), 27, Mary, 24, Abby, 20, Benjamin, 18, shoemaker's apprentice, and John, 12. ,

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.

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 ..

From this house, Benjamin Huddell (1844-1878) was a brave soldier in the Civil War. He enlisted on July 10, 1861, as a shoemaker, 18, in Company G of 17th 111 regiment of Mass. Infantry, serving throughout the war. 147 men died of disease; 21 died on wounds during their years' long deployment in North Carolina. Benjamin liked military service. After the war, he signed up for twelve years in the Sixth Infantry, serving in Georgia and South Carolina, mainly at Fort Gibson. He was described as standing 5' 5" tall, blue eyed, brown haired, with a fair complexion. He came home and worked as a lather until his death, at ~1, by consumption, on July 19, 1878. His remains were interred at Greenlawn Cemetery. :

In August, 1863, Capt. John Bradshaw of Beverly for \$650 sold to Capt. Joseph W. Luscomb of Salem, the house here and its land (ED 654:22:()). He too would rent it to tenants. He was a retired shipmaster who lived nearby with a large family.

In 1865 (per census) the house was occupied by the Carr family: Michael, ~30 a machinist, and Catherine ~9, both Ireland-born, and children George; Theresa, and Mary.

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, living in smaller houses and tenements, wanted something better for

themselves: in 1864 they went on strikes for higher wages and fewer hours of work.

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).

Salem continued to prosper in the 1870s, carried forward by the leather-making business. In 1874 the city was visited by a tornado and shaken by a minor earthquake. In the following year, the large Pennsylvania Pier (site of the present coal-fired harborside electrical generating plant) was completed to begin receiving large shipments of coal, 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.

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 ~500 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; horsedrawn 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, h. 139, ward 2) here lived Samuel Pulsifer, 36, painter, wife Jennie L., 18, and her sister Katie F. Richardson, 16; also dentist Alvah T. Newhall, a Vermont native, 29, wife Mary A., 26 (b. NH), and infant son Ernest. During the Civil War, Mr. Pulsifer had served as a seaman in the Navy on board the USS "Sabine." Both families soon moved on. Samuel would die in April, 1884.

In 1886 (per Directory) the house was home to families headed by George Cuning and Frank H. Quinlin, a carpenter at the Boston & Main Railroad car shop.

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.

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 lumberyards. Only a canal was left, running in from Derby and Central Wharves to Lafayette Street.

In 1891 the owner of #14, Capt. Joseph W. Luscomb, died on February 14 in his eightieth year.

In 1895 (per Directory), here lived the families of Charles H. Grimes, a helper at the B&M Railroad car shop, and Mrs. Helen M. Stanley, nurse, the widow of Abram J. Stanley. They soon moved on.

In September, 1897, the heirs of Captain Luscomb sold the house and land to James Welch (ED 1525:462-465). The new owner rented it out for income.

In 1900 (per census, ward 2, h. 127) this was the home (in one apartment) of Mrs. Rebecca (Hiter) Williams, 71, with boarders 9-year-old Irving Brown and John Griffin, 63, a car shop laborer; and (in the other apartment) Rebecca's grandson Edward Williams, 23, day laborer, wife Giralda, 23, a native of Nova Scotia (their first child had died young), and John E. Carlin, 31, a Canada-born shop laborer.

Mrs. Williams had resided here with her family back in 1860; she resided here in 1901 and perhaps for a few more years.

The owner, James Welch, died in 1903. In July, 1905, the administratrix of his estate sold the premises for \$650 to Patrick A. Mcsweeney (ED 2213:271).

Salem kept growing. The Canadians were followed in the early 20<sup>th</sup> 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.

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, 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 May 1915 Patrick McSweeney sold the same to Edward J. Kenneally (ED 2296:268). He sold it in May, 1916, to C. Annie Finnan (ED 2329:82).

In 1920 (per census) the house was occupied by tenants Ellen Cassell, 52, a widow, and sister Maritchie, 46, as well as by James Jones, a shoe finisher, born in Nova Scotia, and family.

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. Salem, the county seat and regional retail center, gradually rebounded.

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.

In more recent years, ownership of the property (the dimensions of the lot remain 36' by 83') has been transferred as follows:

1943 Kapustka to Grabowski, 3327:90

1947 to McGrane, 3577:372

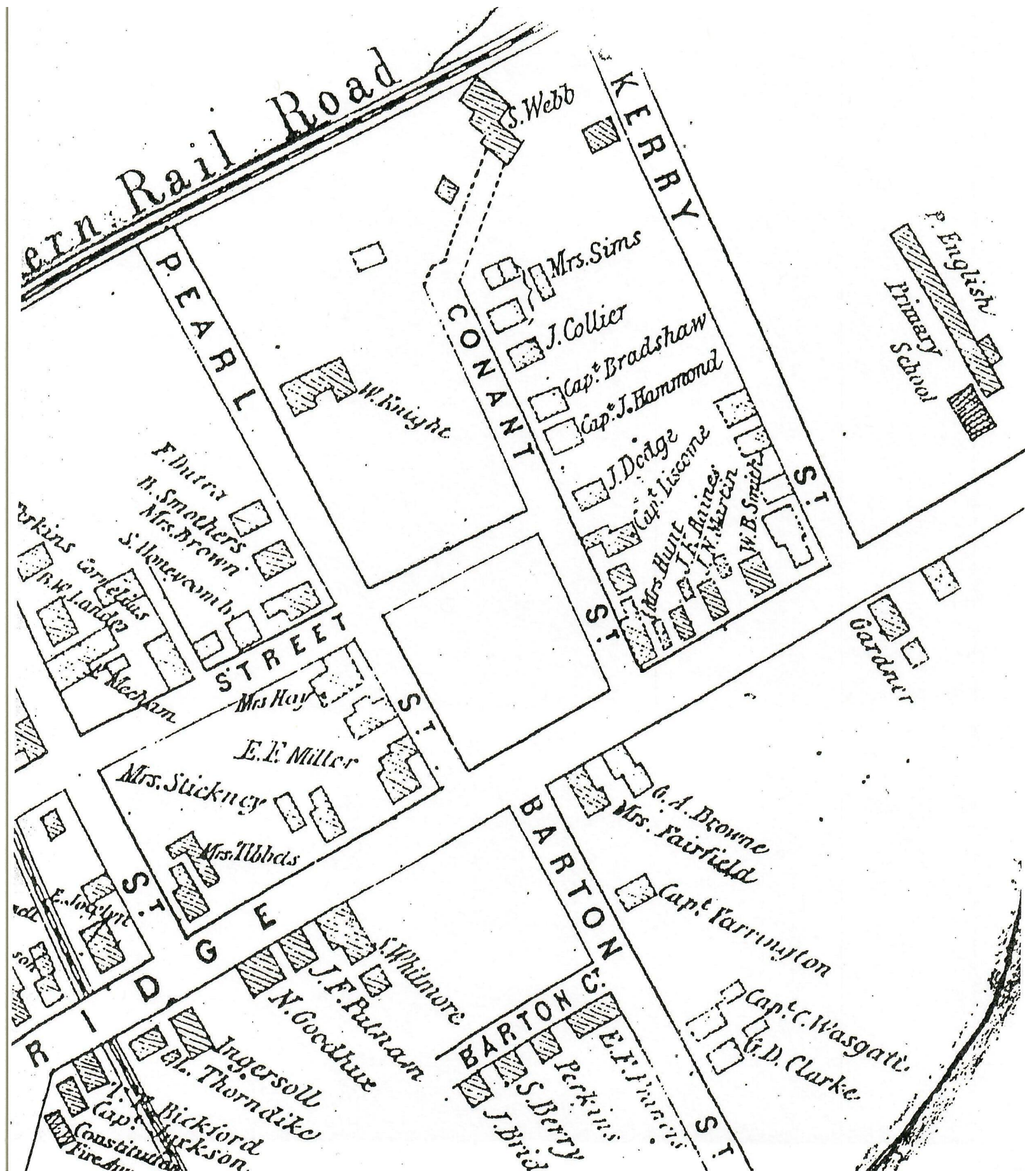
1969 to Thibault to Cann, 5587:660, 5597:532

2005 to Doran, 25024:506

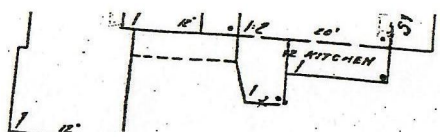
2008 to Steven D. Winship, 28059:326











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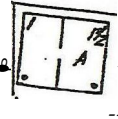
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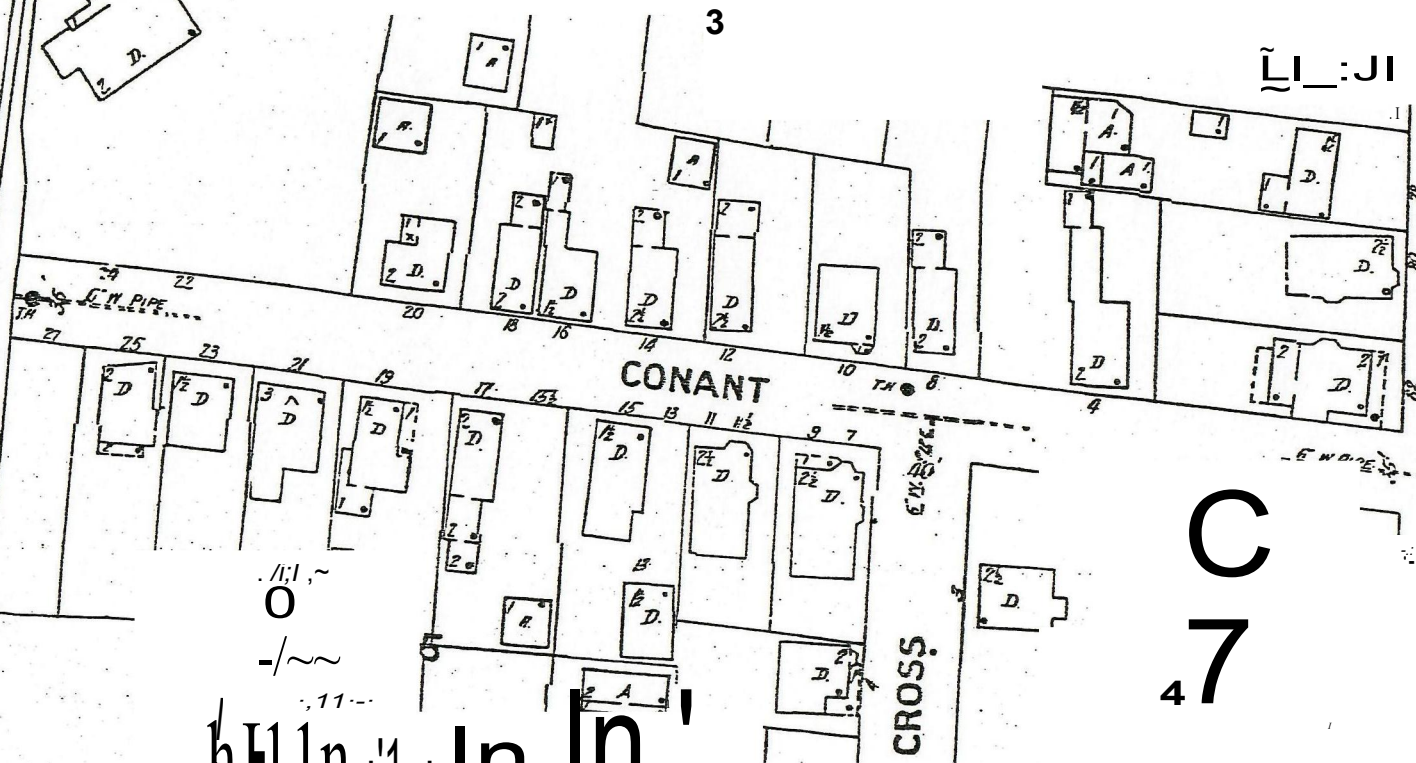
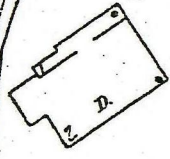
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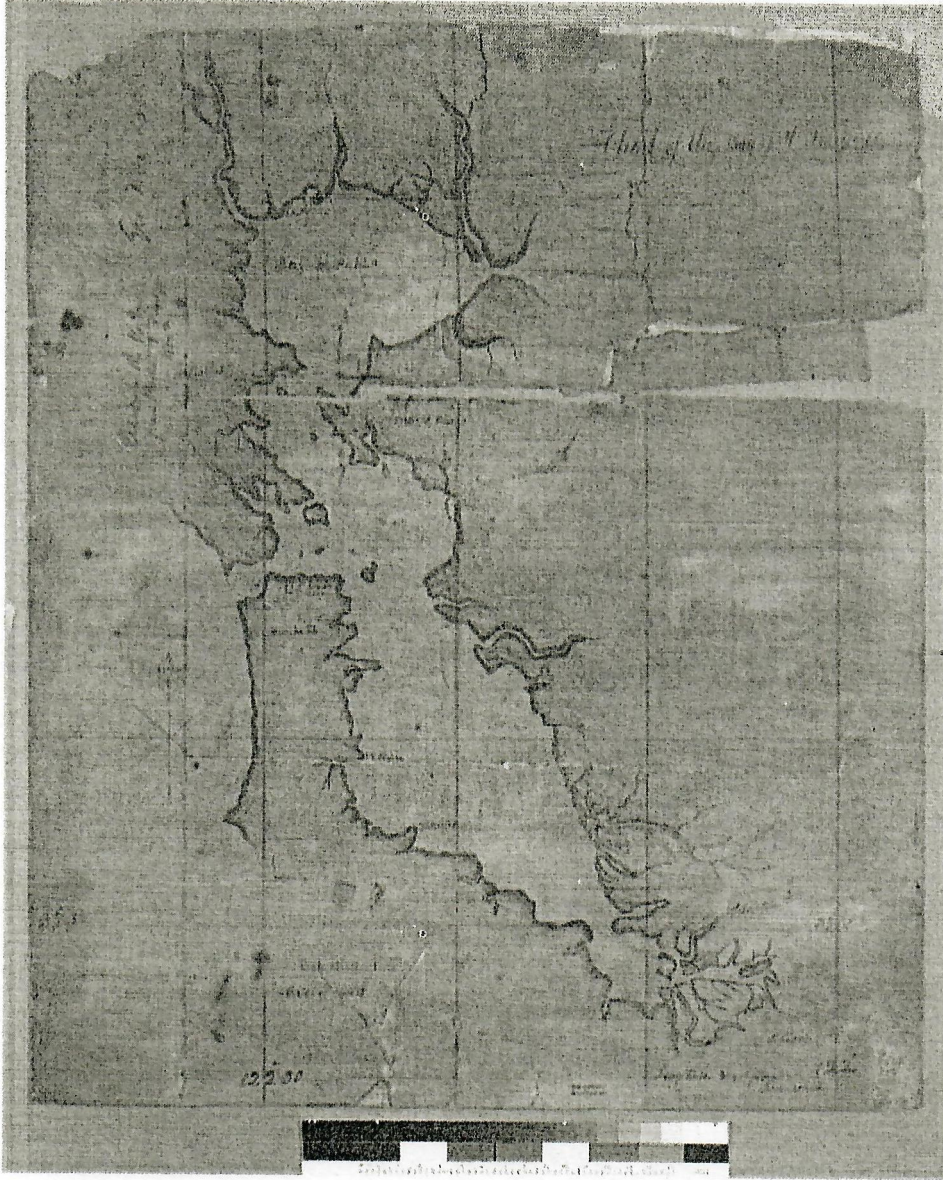
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**Title:**

Chart of the Bay of St. Francisco/  
Drawn by Capt. John Brad[shaw of]  
Beverly, Mass

**Creator/Contributor:**

Bradshaw, John, Capt, Author

**Date:**

[1830?]

**Contributing Institution:**

The Bancroft Library, University of  
California, Berkeley, CA 94720-  
6000;

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