

## 45 Washington Square North

According to available evidence, this house was built for Edwin H. Dodge, an accountant, in 1892.

In 1889, George Dodge died at the age of ninety-two, the owner of 47 Washington Square North, where he resided with his son, Edwin H. Dodge, 46, a bookkeeper at the store of Ropes Brothers, Flour & Grain Dealers, on Central Street. In 1892, evidently, Mr. Dodge built this house on the back part of the lot that he had inherited belonging to 47 Washington Square North. Edwin H. Dodge was the only surviving heir of George Dodge, who had purchased #47 in 1846 (ED 367:39).

Edwin Hale Dodge was born in 1843 on Union Street, the child of George Dodge & his wife Ora Ann (Orann) Hale.

George Dodge (1797-1889) was born in Salem, the son of Josiah Dodge. He was a likely boy, and in the war of 1812 he served in the militia and became a captain though only 18. In September, 1829, he married Ora Ann Hale of Salem, and they had a son, George F., in 1830. In that year, the George Dodge family resided in the Union Building, on Union Street at the corner of Essex (still standing). It was a good address, and fellow residents there were James D. Gillis and family and Edward H. Payson and family (see 1830 census, p.376). One block down Essex Street resided Capt. Joseph J. Knapp and his sons, and one block up the street resided old Capt. Joseph White, one of the richest of Salem's old-line merchants. In 1830 occurred a horrifying crime that brought disgrace to Salem. One night in April, intruders broke into Captain White's mansion and killed him. All of Salem buzzed with the news of murderous thugs; but the killer was a Crowninshield (after he was put in jail he killed himself) who had been hired by his friends, Capt. White's own relatives, Capt. Joseph J. Knapp Jr. and his brother Frank (they would be executed). The results of the investigation and trial uncovered much that was lurid, and some families decided to quit the now-notorious town.

Even without the murder, Salem had given people good reasons to depart. In the late 1820s Salem's general maritime foreign commerce fell off sharply. Imports in Salem ships were supplanted by the goods that were now being produced in great quantities in America. The interior of the country was being opened for settlement, and Salemites moved away to try their fortunes elsewhere. To the north, the falls of the Merrimack River powered large new textile mills (Lowell was founded in 1823),

which created great wealth for their investors; and in general it seemed that the tide of opportunity was ebbing away from Salem. To stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem's merchants and capitalists banded together in 1826 to raise the money to dam the North River for industrial power, but when the effort had failed, several leading citizens had moved to Boston, the hub of investment in the new economy.

To the George Dodge family, though, Salem was home, and would remain so. In 1831 the Dodge family moved into a house on Union Street owned by Matthew Newport and occupied by Alden Harris and William Lahee as well (see 1831 valuations, p. 26). In that year, another son was born, Edward H, followed by Albert in 1834. In 1836 George Dodge was a grocer at 2 Neptune Street, assisted by David Dodge, and both men resided at 30 Union Street (per Directory). 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. As the decade wore on, and the new railroads and canals, all running and flowing to Boston from points north, west, and south, diverted both capital and trade away from the coast. Salem's remaining merchants took their equity out of local wharves and warehouses and ships and put it into the stock of manufacturing and transportation companies. 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, despite all, the voters decided to charter their town as a city in 1836—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, caused even more Salem families to head west in search of fortune and a better future.

Throughout the 1830s, the leaders of Salem scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day. One inspiration was the Salem Laboratory, Salem's first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 in North Salem on the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business. Salem's whale-fishery led to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and

grew large after 1830, when Wyman's gristmills on the Forest River, at the head of Salem Harbor, were retooled for making high-quality white lead and sheet lead. These enterprises were a start toward taking 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.

By 1841 George Dodge was running a clothing store at 2 & 6 Neptune Street, and residing at 23 Union Street with his family. Sons Edward and Albert had died as little boys, and another child, Charles, born in 1838, had died in 1839. This left only the eldest, George F., twelve. In 1843, on January 9<sup>th</sup>, another son was born to the George and Orann Dodge, and named Edwin Hale. In 1845 George Dodge's business was described as a combined grocery and clothing store at 122 Derby, and he was assisted by David Dodge, who resided at 3 Elm Street (a house that was later moved to Union Street). George Dodge purchased a house and land on Washington Square (Brown Street then), in 1846 (ED 367:39); and the family moved to the house at then-#2 Brown Street (boarder: George F. Dodge, 18). In that year, a last child, Horace, was born; and he would die in 1851 in his fifth year. Mr. Dodge continued as proprietor of the store at 122 Derby Street.

In the face of the many changes in Salem, some members of the waning merchant class pursued their sea-borne businesses into the 1840s; but it was an ebb tide, with unfavorable winds. Boston, transformed into a modern mega-port with efficient railroad and highway distribution to all markets, had subsumed virtually all foreign trade other than Salem's continuing commerce with Zanzibar. The sleepy waterfront at Derby Wharf, with an occasional arrival from Africa and regular visits from schooners carrying wood from Nova Scotia, is depicted in 1850 by Hawthorne in his sardonic "introductory section" to **The Scarlet Letter**, which he began while working in the Custom House.

Although Hawthorne had no interest in describing it, Salem's transformation did occur in the 1840s, as more industrial methods and machines were introduced, and many new companies in new lines of business arose. The Gothic symbol of Salem's new industrial economy was the large twin-towered granite train station—the "stone depot"—smoking and growling with idling locomotives. It stood on filled-in land at the foot of Washington Street, where the merchants' wharves had been;

and from it the trains carried many valuable products as well as passengers. The tanning and curing of leather was very important in Salem by the mid-1800s. On and near Boston Street, along the upper North River, there were 41 tanneries in 1844, and 85 in 1850, employing 550 hands. The leather business would continue to grow in importance throughout the 1800s. In 1846 the Naumkeag Steam Cotton Company completed the construction at Stage Point of the largest factory building in the United States, 60' wide by 400' long. It was an immediate success, and hundreds of people found employment there, many of them living in tenements built nearby. It too benefited from the Zanzibar and Africa trade, as it produced light cotton cloth for use in the tropics. Also in the 1840s, a new method was introduced to make possible high-volume industrial shoe production. In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe factories too, and attracted shoe workers from outlying towns and the countryside. Even the population began to transform, as hundreds of Irish families, fleeing the Famine in Ireland, settled in Salem and gave the industrialists a big pool of cheap labor.

In 1854, George Dodge & family resided at then-2 Brown (now Washington Square North), overlooking the Common; George ran the store and George F. worked as a clerk at the Commercial Bank (and at Washington Bank in Boston by 1856 & 1858). On March 16, 1860, George F. Dodge died at the age of thirty, leaving Edwin as the only survivor of the family's six sons.

In 1863, George Dodge, of then-3 Brown Street, operated a clothing store at 122 Derby; Edwin H. worked as a clerk at R.W. Ropes' store, and boarded at 3 Brown.

Salem's growth continued through the 1850s, as business and industries expanded, the population swelled, new churches (e.g. Immaculate Conception, 1857) were started, new working-class neighborhoods were developed (especially in North Salem and South Salem, off Boston Street, and along the Mill Pond behind the Broad Street graveyard), and new schools, factories, and stores were built. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, down at Stage Point, where a new Methodist Church went up, and many neat homes, boarding-houses, and stores were erected along 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 notable 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.

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, just as President Lincoln was assassinated. The four years of bloodshed and warfare were over; the slaves were free; a million men were dead; the union was preserved and the South was under martial rule. Salem, with many wounded soldiers and grieving families, welcomed the coming of peace.

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 Roslyn Street; many are in the French Second Empire style, with mansard roofs). A third factory building for the Naumkeag Steam Cotton Company was built in 1865.

### *1870s*

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. 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 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 burned up. 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. 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. During the 1870s, Edwin Dodge, the future builder of this house, became involved in Salem politics and served honorably in elected offices on the City Council and the School Committee (more on this below).

In this decade, 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; and by 1879 the Naumkeag Steam Cotton mills would employ 1200 people 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 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.

Old George Dodge died in 1889, leaving his son Edwin as his sole heir. In 1892 Edwin had this house built on his late father's property. The 1893/4 Naumkeag Directory was the first to list the new house, at 45 Washington Square. The occupants were two men and their families: Arthur G. Frothingham, a shoe manufacturer with a business at 58 Lafayette Street, and John B. Skinner, the assistant city marshal, with offices at 11 Front Street. These two families resided here through 1898, evidently. During that time Mr. Frothingham became a partner in J.H. Ellis & Co., manufacturers of leather novelties at 309 Bridge Street. In 1899 the house was occupied by the A.G. Frothinghams and by the family of Charles Coulthurst, who had a business in Boston (see 1899-1900 Directory). Mr. Dodge did not reside here in the 1890s: in 1890 he resided at 47 Washington Square North, in 1893 he boarded at 22 Federal Street, and by 1897 he had moved to Swampscott, where he lived, evidently, through 1901 (see directories).

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.

In 1900, the census listed the residents here as Arthur Frothingham, 38, an oil salesman, his wife of 15 years, Lottie M., 34, and their two children, Grace M., 11, and Arthur Jr., ten, along with Mr. Frothingham's sister, the widow Mary E. Tibbetts, 53, who had two grown children. In the other unit of the house lived Richard D. Stewart & family. Mr Stewart was a bookkeeper at 250 Bridge Street for a wholesale grocer, Eldridge, Baker, & Bain. (1900 census, ED 4444, family 414).

In 1902 or 1903 John H. Reeves and family became tenants here, and the Dodges (Edwin and Fanny) resided here as well. She was twelve years younger than he. Mrs. Frances (Fanny) Dodge evidently came from Beverly, and, as Fanny Kelman, had married a Mr. Stetson before marrying Mr. Dodge. Mr. J.H. Reeves ran a well-known picture store at 283 Essex Street, and was successor to Xenophon H. Shaw & Co., a long-standing Salem business specializing in gilding, picture frames, and artwork and art restoration. The Reeves family would reside here right through into the 1920s. About 1907 Edwin & Fanny Dodge moved to Winter Street. After that, the second tenant at #45 was John C. Pulsifer and family.

In 1909 E.H. Dodge (with wife Frances E) sold to Rose Davis, wife of Abraham J. Davis, the real estate hereabouts, in two deeds (ED 1967:179, 1989:345).

In 1910 (per census, SD 119, ED 458): the house at 45 Washington Sq. North was a two-family, occupied by: John H. Reeves, 60, picture store, Emma R., 48, married 30 years, one child surviving of three born. John C. Pulsifer, 53, was a salesman of paints & oils, with wife Frances E., 48, married 24 years, with three children living, including residents here Helen M., 19, and Emma W., 11.

In April, 1910, the Davises sold the premises here to Michael D. and Anna M. O'Malley, who would own it for years to come (ED 2013:505).

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. 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.

In 1920, the residents here were two families: that of John H. reeves, 69, distributor at a machine shop, and wife Emma R., 58, and that of Mrs. Mary McDonald, 59, a widow, with her daughters, Abbie, 30, a stenographer, Julia, 28, a bookkeeper at City Hall, Catherine, 25, a stenographer, and Mrs. McDonald's sister Miss Catherine Riordan, 63 (1920 census). At the same time, E.H. Dodge, 76, and wife Frances, 64, resided at 14 Winter Street. By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration.

Edwin Hale Dodge died 25 July 1928, at home at 14 Winter Street, in PM, after a long illness of heart disease in his 86<sup>th</sup> year. In his obituary in

the Salem *Evening News*, his life was described in some detail. Born 9 Jan 1843 in Salem, son of George & Orann Dodge in the house "next to the Hawthorne house on Union Street." Educated public schools, he graduated from the old Phillips School and the Salem H.S., whence he entered the employ of Brown Bros & Co., bankers, in Boston. Afterwards he became a bookkeeper for Charles A. Ropes in the flour & grain business, where he worked until the death of Mr. Ropes for nearly 26 years. He was a fine pen-man and an accurate accountant.

Mr. Dodge left a widow, the former Fanny Kelman. He was elected to Common Council from Ward Two in 1876, 1879, and 1890, and served on important committees that made improvements at the Willows and the Common. He was elected to the School Committee in 1890 and served several terms, working hard to make a success of the evening school. He was a member of the Salem Light Infantry and the Second Corps cadets, the Veteran Cadet Assoc, the YMCA, and the Columbian Association. He had organized the Boston Shoe Manufacturing Company which conducted business in the Devlin Building which was destroyed in the Salem conflagration, and was the co treasurer. He belonged to other fraternal orgs, and for more than 50 years a Mason at Starr King Lodge.

The Depression hit in 1929, and continued through the 1930s. Salem, the county seat and regional retail center, gradually rebounded, and 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 department store, various other large-scale retailers, and Beverly's United Shoe Machinery Company were all major local employers. Then the arrival of suburban shopping malls and the relocation of manufacturing businesses took their toll, as they have with many other cities. More than most, Salem has navigated its way forward into the present with success, trading on its share of notoriety arising from the witch trials, but also from its history as a great seaport and as the home of Bowditch, McIntire, Bentley, Story, and Hawthorne. Most of all, it remains a city where the homes of the old-time citizens are all honored as a large part of what makes Salem different from any other place.

Robert Booth  
October 2005

## Glossary & Sources

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

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

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

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

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

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

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

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

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

--Robert Booth

and deed, before me - J. Albert Simpson Justice of the Peace  
Essex Co. Rec'd. June 9, 1909. 55m. past 3 P.m. Recorded & Examined.

Know all men by these presents that I, E. H. Dodge  
Edwin H. Dodge of Salem, in the County of Essex, R. Davis  
and Commonwealth of Massachusetts, in considera- (R. Davis  
tion of One Dollar and other valuable considera- (R. Davis  
tions paid by Rose Davis, wife of Abraham J. Davis,  
of said Salem, the receipt whereof is hereby acknow-  
ledged, do hereby give, grant, bargain, sell, and  
convey unto the said Rose Davis a certain parcel  
of land together with all the buildings thereon  
situated on Washington Square in said Salem, and  
bounded and described as follows, Beginning at  
the southerly corner thereof on said Washing-  
ton Square (formerly Brown Street), and thence run-  
ning Northerly on land formerly of Garbin Thom-  
dike, Esquire, now of Brown, about one hundred  
feet to a certain public court or street (Pleasant Street  
Avenue); thence turning and running Easterly by  
said court or street fifty two feet to land now or  
formerly of William Hunt; thence turning and  
running Southerly by said Hunt's land about one  
hundred feet to said Washington Square (formerly  
Brown Street); thence turning and running Westerly  
by said Washington Square fifty two feet to the  
bound first mentioned. With all the privileges  
and appurtenances thereto belonging, and all rights  
of whatever nature and description which I may have  
in said Court, and said Square. Meaning hereby to  
convey the same estate conveyed by Jonathan C. Kim-  
ball to George Dodge by deed dated May 1, 1846, and  
recorded with Essex South District Deeds, Book 367  
Page 39, the grantor herein being the only heir at  
law of the said George Dodge. The grantee pays the  
taxes of the year 1909. To have and to hold  
the granted premises, with all the privileges and  
appurtenances thereto belonging, to the said Rose  
Davis and her heirs and assigns, to their own uses  
and behoof forever. And I hereby for myself and  
my heirs, executors, and administrators, covenant  
with the grantee and her heirs and assigns that

E. H. Dodge  
R. Davis  
(R. Davis)

I am lawfully seized in fee simple of the granted premises, that they are free from all incumbrances, except taxes of the year 1909, that I have good right to sell and convey the same as aforesaid, and that I will and my heirs, executors, and administrators shall warrant and defend the same to the grantee and her heirs and assigns forever against the lawful claims and demands of all persons, except the taxes of 1909. And for the consideration aforesaid, I, Frances E. Dodge, wife of the said Edwin H. Dodge, do hereby release unto the said grantee and her heirs and assigns all right of or to both dower and homestead in the granted premises, all rights by statute and all other rights and interests therein. In witness whereof we the said Edwin H. Dodge and Frances E. Dodge hereunto set our hands and seals this ninth day of June in the year one thousand nine hundred and nine.

Signed and sealed Edwin H. Dodge seal  
 in presence of } Frances E. Dodge seal  
 R. B. Buckham, } Commonwealth of Massachusetts

Essex ss. June 9, 1909. Then personally appeared the above named Edwin H. Dodge and acknowledged the foregoing instrument to be his free act and deed, before me - Ulysses G. Haskell Justice of the Peace. Essex ss. Rec'd. June 9, 1909. 25m past 4 P.M. Recorded & Examined.

a. J. Davis  
 : 25m  
 : 15  
 E. H. Dodge.

Know all men by these presents that we Abraham J. Davis and Rose Davis, his wife, in her right, both of Salem, in the County of Essex and Commonwealth of Massachusetts, in consideration of Eight Thousand Dollars paid by Edwin H. Dodge of said Salem, the receipt whereof is hereby acknowledged, do hereby give, grant, bargain, sell, and convey unto the said Edwin H. Dodge a certain parcel of land together with all the buildings therein situated on Washington Square in said Salem; and bounded and described as follows: - Beginning at the southwesterly corner thereof on said Washington Square (formerly Brown Street), and thence running Northerly on land formerly of Larkin Thorndike, Esquire, now of Brown, about one hundred feet to a

# Mortuary Matters

EDWIN HALE DODGE

Edwin Hale Dodge a well known citizen of Ward Two and with the exception of Matthew Robson, the last member of the Salem common council of 1878 and for more than half a century a member of Blair King Lodge, A. F. & A. M. for which he was awarded a Masonic Veteran medal presented by the Massachusetts Grand Lodge of Masons in recognition of 50 years' membership; also a past member of the Salem Light Infantry, and Second Corps Cadets, the Gun Pioneers, the Young Men's Christian Association and other civic bodies, died at his home, 14 Winter street yesterday afternoon after a long illness of heart disease in his 86th year.

Mr. Dodge was born in Salem, Jan. 8, 1845, the son of the late George and Orann Hale, Dodge in the house next to the "Havikorn" house on Union street. He was educated in the public schools, graduating from the old Phillips school and the Salem High school, the late Mrs. William H. Simonds who died last Sunday being a classmate in the High school. Leaving the latter he entered the employ of Hurst Brothers & Co., millinery in Boston. Afterwards he became book-keeper for the late Charles A. Bopes, who was in the flour and grain business, remaining with the firm until the death of Mr. Bopes, a period of nearly 25 years. He was a fine workman and a skillful and accurate accountant. Mr. Dodge leaves a widow formerly Miss Fanny Kozman.

Mr. Dodge was elected to the common council from Ward Two in 1870, 1879 and 1880, and served on important committees, notably that on public property, which at that time began to obtain appropriations and to make improvements at the Willows and on Salem common. He was elected to the school committee in 1880 and served several terms. He always evinced the greatest interest in the public schools, was a frequent visitor to them and he rarely missed a committee meeting. He labored hard to make the evening schools a success and served more than 10 years on that committee.

He was a member of the old Salem Light Infantry, the Second Corps Cadets, the Veteran Cadet association, the Young Men's Union, the Young Men's Christian Association and the distribution association. He organized the Boston Shoe Manufacturing company which conducted business in the Devon building, which was destroyed in the Salem conflagration and was the company's treasurer. At one time he was interested in various other ventures and real estate.

He was a member of Blair King Lodge, A. F. & A. M. which he joined March 7, 1878; Fraternity Lodge, I. O. O. F. holding Dec. 20, 1880; Abrahamite Free-ash Lodge, I. O. O. F., holding membership, I. O. O. F. and the Young Men's Christian Association. By the death of Mr. Dodge, Matthew Robson is now the sole survivor of the common council of 1878, and Edward F. Howell of Dennis and Charles H. Gove of Boston are the only living members of the Columbian association.

MRS. JOHN E. SULLIVAN

Mrs. Mabel Evelyn Sullivan, wife of John E. Sullivan, and daughter of Anna Woodbury Evans and the late David Hunter, died at her home, 2 Fay street, Peabody this morning. Besides her husband, who is superintendent of the J. B. Thomas hospital, she leaves two sons, John B. Sullivan, Jr. and Robert O'Neil Sullivan, and two daughters, Bernice Hunter and Howard Evans.

MISS MILD A. WHITPLE

Miss Mild A. Whipple, 608 1/2 Worcester Memorial hospital, yesterday afternoon at her home in Boston, the daughter of...

Friday and Saturday  
98c  
Bath Spray  
Four-inch spray by five-foot extra tubing.

69c

For Sunburn and General Use  
Benzoin and Quince Lotion

35c and 75c



Your entire mouth cleaner and refreshed using Kalynea. Kalynea cleans completely, dislodges and wash fermenting food particles, destroys the germs that threaten health of your entire body.

The 50c Tub

39c

Friday and Saturday  
80c  
Hard Rub Dressing Co  
To Close Out

27c



## 959

AMOS<sup>7</sup> (*Amos,<sup>6</sup> Amos,<sup>5</sup> Amos,<sup>4</sup> Andrew,<sup>3</sup> John,<sup>2</sup> Richard<sup>1</sup>*), was b. 6 November, 1819, in Antrim, N. H.; m. 18 April, 1844, Mehitable B. Weston, of A. Still living on old homestead, 1880. Was a cod fisherman in his younger days, but later was a carpenter in Antrim. Children:

- i. GEORGE W., b. 17 Nov., 1845; m. Emilia Bradford.
- ii. JOHN, b. : d. in 1868, age 20.
- iii. DELIA J., b. 18 May, 1851; m. C. W. Flanders and lives in Lawrence, Mass.
- iv. FLORA S., b. 30 Oct., 1863.

## 960

GEORGE<sup>7</sup> (*Josiah,<sup>6</sup> Ezekiel,<sup>5</sup> Paul,<sup>4</sup> Richard,<sup>3</sup> Richard,<sup>2</sup> Richard<sup>1</sup>*), b. 16 September, 1797, at Salem; d. 26 September, 1889, at S.; m. 1 September, 1829, Ora Ann Hale of Salem, b. 20 November, 1805, at S.; d. 6 April, 1880. He was a merchant in Salem, a man of great vitality, strength and courage. At 18 he enlisted in the volunteer militia and became a captain. At 90 years of age he could read without glasses and at 92 he took daily walks. Was confined to his bed but few days. Children, born at Salem:

- i. GEORGE FRANKLIN, b. 9 May, 1829; d. March 16, 1860.
- ii. EDWARD HALE, b. 29 Oct., 1831; d. 2 Jan., 1836.
- iii. ALBERT WARREN, b. 8 July, 1834; d. 3 Jan., 1837.
- iv. CHARLES EDWARD, b. 3 March, 1835; d. 1 Oct., 1839.
- v. EDWIN HALE, b. 9 Jan., 1843. Served with the Salem Light Infantry in 1862-3, afterward with Second Corps Cadets; was a member of city council of Salem, 1878-79-80; member of school committee 1881 to 1892 inclusive, and is by occupation an accountant.
- vi. HORACE, b. 25 Nov., 1846; d. 9 Jan., 1851.

## 961

WILLIAM MANNING<sup>7</sup> (*Josiah,<sup>6</sup> Ezekiel,<sup>5</sup> Paul,<sup>4</sup> Richard,<sup>3</sup> Richard,<sup>2</sup> Richard<sup>1</sup>*), b. September, 1804, at Salem; d. 29 December, 1883, at S.; m. 1836, Margaret Hutchinson Woodard of Salem, b. 24 November, 1806, at Braintree, Mass. Res. in Salem and was a shoemaker. Being a cripple, he was obliged to use a crutch and cane, yet he was a man of considerable bodily activity and strength. He was a good scholar and a great reader. Children born at Salem:

- i. CHARLES WILLIAM, b. 1838; d. May, 1886; m. Francis A. Treadwell of Salem.
- ii. ELLEN MARIA, b. 12 March, 1841.
- iii. JAMES ALBERT, b. 27 March, 1848; m. Elizabeth King Goss of Minneapolis, Minn. He graduated from the high school at Salem at 15, entered Harvard college at 17 and graduated in 1869, with the rank of 11 in a class of about 100. He spent about three years in Germany and England in the study of

# John H. Reeves,

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Cleaning and Restoring of old Engravings and Paintings a Specialty.

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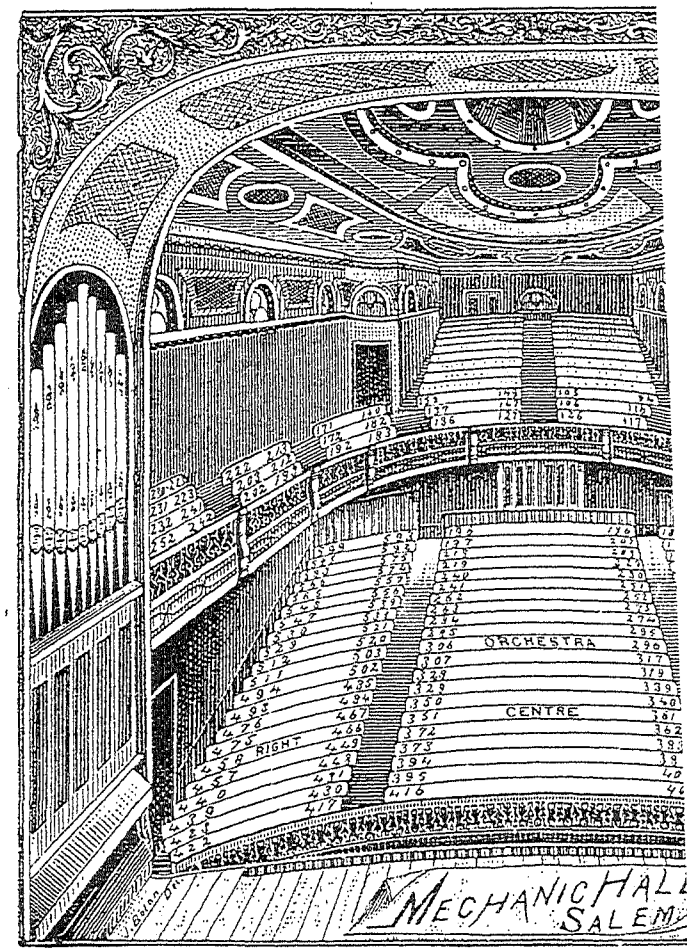
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J. G. HOLMAN. 54 Lafayette St., Salem, Mass.

# Edward McKinnon, CUSTOM TAILOR.

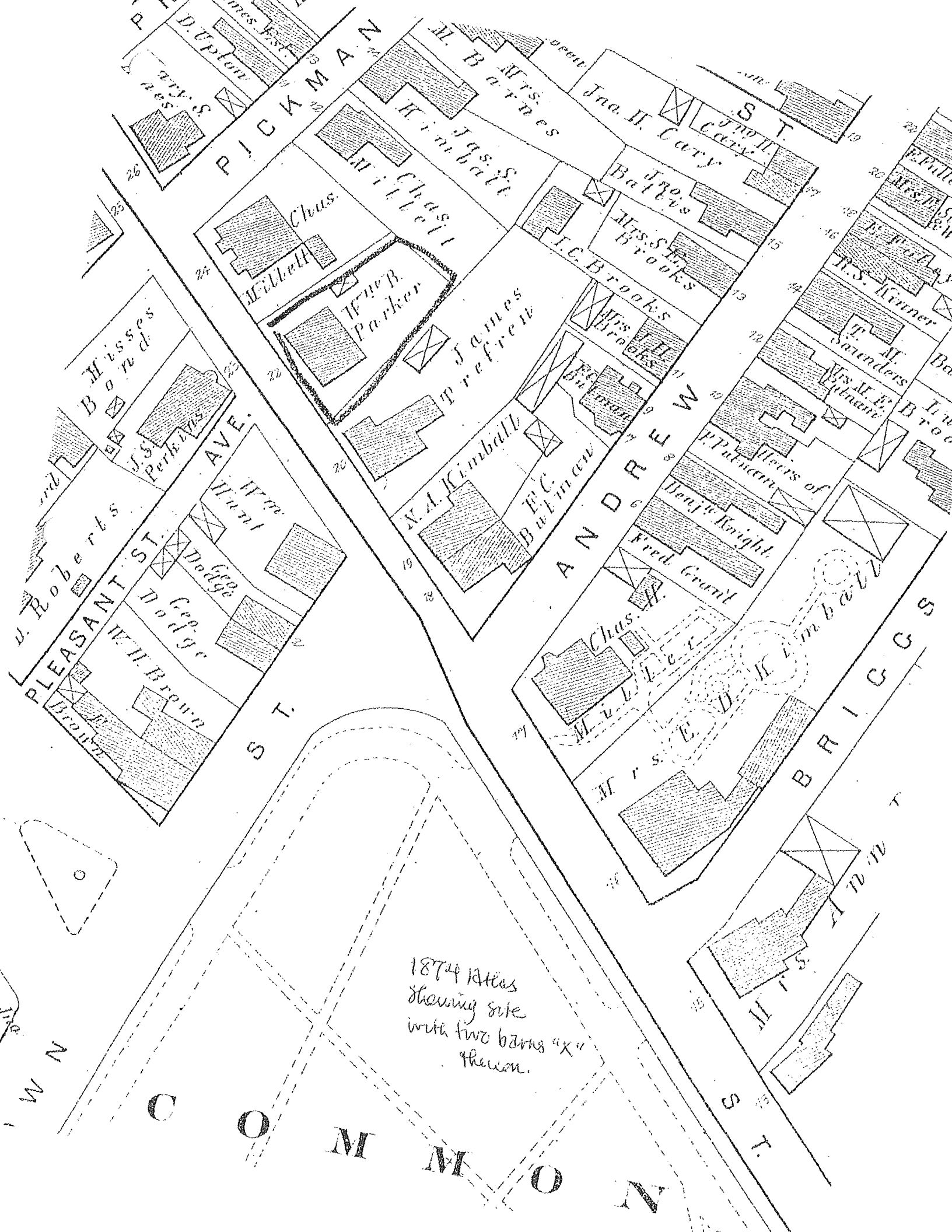
WE make fine Custom Clothing at reasonable prices and carry the largest line of goods to select from of any tailor in the city, comprising both foreign and domestic fabrics, also "cravantes" to order suitable for all kinds of weather, rain or shine. We make a specialty of boxing up ladies'



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Thos. J. S. Jags. Pitt

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N.A. Kimball  
B. C. Wetman

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I.C. Brooks  
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Mrs. J. M. Brooks  
Wm. J. J. Putnam  
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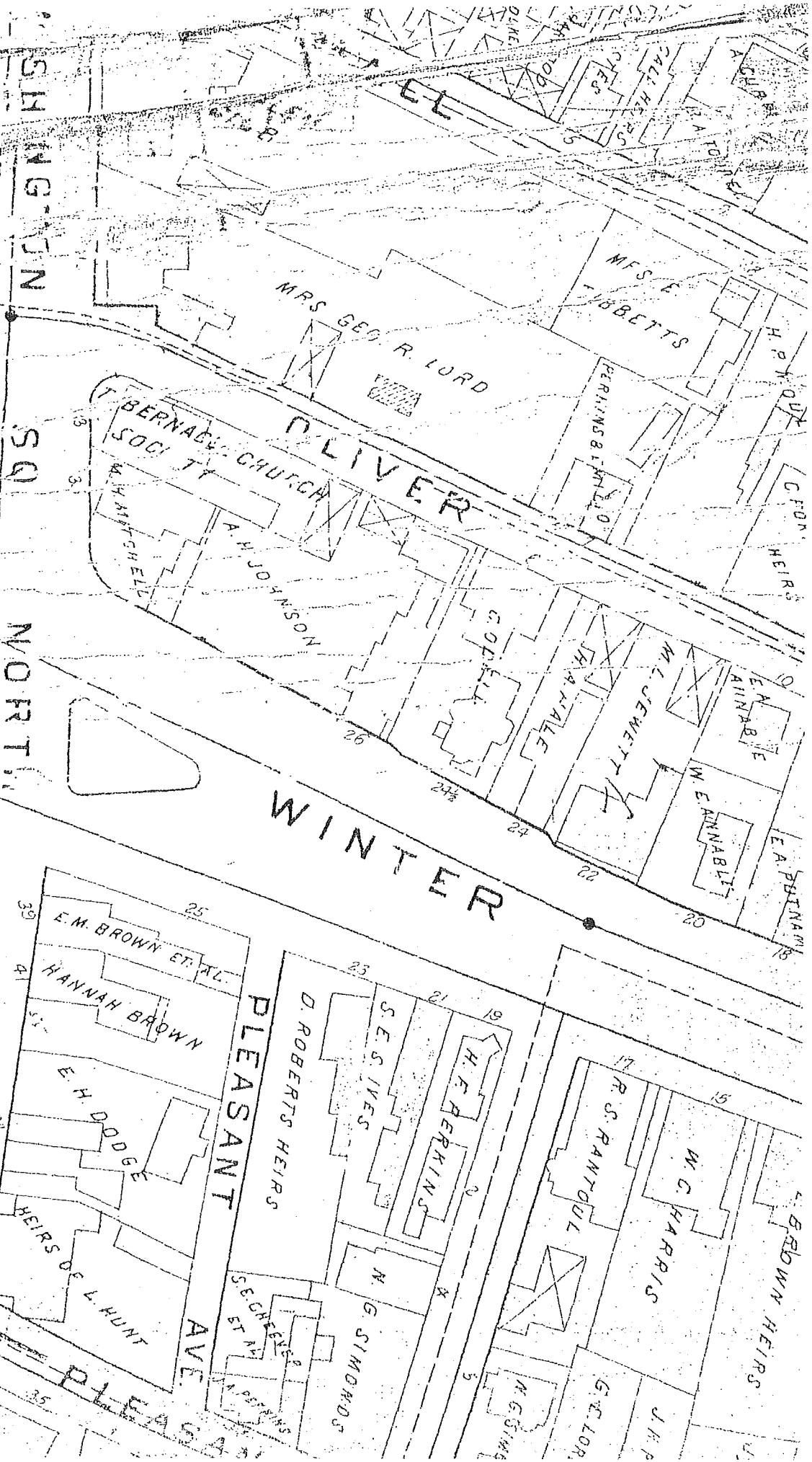
BRIGGS

1874 Atlas showing site with two barns "x" shown.

W N

C O M M O N

S T



1897 Atlas  
showing  
house as is

WASHINGTON

SQ

NORTH

WINTER

PLEASANT

AVE

PLEASANT

MRS GEO. R. LORD

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