

*8 Williams Street  
Salem*

**Built c.1808 for Thomas Oakes, ship-joiner**

**Capt. Charles G. Chipman, USA, a brave officer in the Civil War  
whose boyhood home this was**



## *8 Williams Street, Salem*

According to available evidence, this house was built circa 1808 for Thomas Oakes, ship-joiner.

On 30 January 1808, for \$775 Daniel Abbot, baker, sold to Thomas Oakes, Ship-joiner, an empty lot fronting 70' on Williams Street, and bounded northerly 54', easterly 67.5', and southerly 49' 8" on land of Williams (ED 183:130).

On this lot, Thomas Oakes proceeded to have a house built, evidently as an investment. The house was built before the end of the summer, 1811, for on 10 Sept. 1811 Thomas Oakes, shipjoiner, for \$4000 mortgaged to his father-in-law, John Howard, sailmaker, the house, other buildings, and land (ED 201:280, see also 202:287). The house was large, three stories in height with a hip roof and a commodious cellar laid up in large blocks of granite, probably from the quarries of the Oakeses' native South Shore. At one point, by 1850 (and visible in the 1874 atlas, copy appended), the house had an ell that extended southerly from the easternmost part of the house.

Thomas Oakes (1782-1820) was born in 1782, at Cohasset, on the South Shore, the son of Josiah Oakes & Silence Wilcutt. He was apprenticed as a boy to learn the trade of a shipwright and ship-joiner, and he came to excel in his trade of ship-building and of finish carpentry, especially the paneling and trim of the captain's quarters. After serving out his apprenticeship, he sought opportunities for advancement. He and a cousin, Joshua Oakes (1780-1849), knew of the shipping boom at Salem at this time, and wanted to cash in on it. At the age of 19, Thomas went to Salem with Joshua. They presented themselves as shipjoiners, and found employment building and doing the finish work on vessels for the town's many merchants. Working as a team, evidently, they prospered.

Thomas and Joshua evidently resided together in a house they built in the East Parish (Ward One), in which both were assessed on property. They were sociable, and joined the town's fraternal and military associations. Thomas joined the Essex Lodge of Masons in October, 1805, and would serve it as Senior Steward in 1808 & 1809, and as Junior Deacon in 1810. Perhaps the Masonic connections related to his courtship of Mary "Polly" Howard, the daughter of a prominent sailmaker, John Howard, who was also a Mason. Thomas and Polly were wed on 12 Jan.

1806, in a ceremony performed by Rev. William Bentley of the East Church. They would have five children, four of whom survived to become adults.

*Thomas Oakes (1782-1820), son of Josiah Oakes & Silence Wilcutt of Cohasset, died 6 July 1820, Salem. He m. 12 Jan. 1806 Mary ("Polly") Howard (1787-1825), d/o John Howard & Jemima Ashby, died 25 Jan. 1825. Known issue, born Salem (per Genealogy of Abraham Howard Descendants):*

- 1. Thomas, 1806, d. 5 Sept. 1808.*
- 2. Mary, 1808, d. Oct. 1888 (of Brookline).*
- 3. Caroline Jemima, 1811, m. Benjamin W. Gage, d. 23 March 1861.*
- 4. Thomas, 1814, d. 15 Nov. 1869.*
- 5. Frances Ann, 1817, m. Jonathan Perley Jr., d. 24 Oct. 1850.*

The Salem in which Thomas Oakes settled in 1801 was a remarkable place. In some towns, the post-Revolutionary War loss of the former colonial connections and trade routes had been devastating; but in Salem, the merchants and mariners had taken it as an opportunity to push their ships and cargoes into all parts of the known world. They did so with astonishing success. For a period of about 25 years, Salem was a famous center of commercial enterprise: by virtue of competing fiercely, pioneering new routes, and opening and dominating new markets, Salem won a high place in the world. Hasket Derby, William Gray, Eben Beckford, and Joseph Peabody were the town's commercial leaders. In 1784, Derby began trade with Russia; and in 1784 and 1785 he dispatched trading vessels to Africa and China, respectively. Voyages to India soon followed, and to the Spice Islands and Pepper Islands (Sumatra, Java, Malaya, etc.). These new markets—and the coffee trade, which would be opened in 1798 with Mocha, Arabia—brought great riches to the merchants, and began to raise the level of wealth throughout the town: new ships were bought and built, more crews were formed with more shipmasters, new shops and stores opened, new partnerships were formed, and new people moved to town. In 1792 Salem's first bank, the Essex Bank, was founded, although it "existed in experiment a long time before it was incorporated," per Rev. William Bentley. From a population of 7921 in 1790, the town would grow by 1500 persons in a decade. At the same time, thanks to the economic policies of Alexander Hamilton, Salem vessels were able to transport foreign cargoes tax-free and essentially to serve as the neutral carrying fleet for both Britain and France, which were at war with each other.

In the late 1790s, there was agitation in Congress to go to war with France, which was at war with England. After Pres. Adams' negotiators were rebuffed by the French leaders in 1797, a quasi-war with France began in summer, 1798, much to

the horror of Salem's George Crowninshield family (father and five shipmaster sons), which had an extensive trade with the French, and whose ships and cargos in French ports were susceptible to seizure. The quasi-war brought about a political split within the Salem population. Those who favored England aligned themselves with the national Federalist party, led by Hamilton and Salem's Timothy Pickering (the U.S. Secretary of State). These included most of the merchants, who were eager to go to war with France. They were led locally by the Derby family. Those who favored peace with France (and who admired France for overthrowing the monarchy, even while deploring the excesses of the revolutionaries) were the Anti-Federalists, who later became aligned with Pres. Jefferson and his Democratic-Republican party; they were led locally by the Crowninshields. For the first few years of this rivalry, the Federalists prevailed; but after the death of Hasket "King" Derby in 1799 his family's power weakened.

In 1800, Adams negotiated peace with France and fired Pickering, his oppositional Secretary of State. Salem's Federalists merchants erupted in anger, expressed through their newspaper, the *Salem Gazette*. At the same time, British vessels began to harass American shipping. Salem owners bought more cannon and shot, and kept pushing their trade to the farthest ports of the rich East, while also maintaining trade with the Caribbean and Europe. Salem cargos were exceedingly valuable, and Salem was a major center for distribution of merchandise throughout New England: "the streets about the wharves were alive with teams loaded with goods for all parts of the country. It was a busy scene with the coming and going of vehicles, some from long distances, for railroads were then unknown and all transportation must be carried on in wagons and drays. In the taverns could be seen teamsters from all quarters sitting around the open fire in the chilly evenings, discussing the news of the day or making merry over potations of New England rum, which Salem manufactured in abundance." (from Hurd's *History of Essex County*, 1888, p.65).

The Crowninshields, led by brother Jacob, were especially successful, as their holdings rose from three vessels in 1800 to several in 1803. Their bailiwick, the Derby Street district, seemed almost to be a foreign country: in the stores, parrots chattered and monkeys cavorted, and from the warehouses wafted the exotic aromas of Sumatran spices and Arabian coffee beans. From the wharves were carted all manner of strange fruits and blue and red patterned china and piles of gorgeous silks and figured cloths. The greatest of the Salem merchants at this time was William "Billy" Gray, who owned 36 large vessels--15 ships, 7 barks, 13 brigs, 1 schooner--by 1808. Salem was then still a town, and a small one by our standards, with a total population of about 9,500 in 1800. Its politics were fierce,

and polarized everything. The two factions attended separate churches, held separate parades, and supported separate schools, military companies, and newspapers. Salem's merchants resided mainly on two streets: Washington (which ended in a wharf on the Inner Harbor, and, above Essex, had the Town House in the middle) and Essex (particularly between what are now Hawthorne Boulevard and North Street). The East Parish (Derby Street area) was for the seafaring families, shipmasters, sailors, and fishermen. In the 1790s, Federal Street, known as New Street, had more empty lots than fine houses. Chestnut Street did not exist: its site was a meadow. The Common was not yet Washington Square, and was covered with hillocks, small ponds and swamps, utility buildings, and the almshouse. As the 19<sup>th</sup> century advanced, Salem's commercial prosperity would sweep almost all of the great downtown houses away (the brick Joshua Ward house, built 1784, is a notable exception).

The town's merchants were among the wealthiest in the country, and, in Samuel McIntire, they had a local architect who could help them realize their desires for large and beautiful homes in the latest style. While a few of the many new houses went up in the old Essex-Washington Street axis, most were erected on or near Washington Square or in the Federalist "west end" (Chestnut, Federal, and upper Essex Streets). The architectural style (called "Federal" today) had been developed by the Adam brothers in England and featured fanlight doorways, palladian windows, elongated pilasters and columns, and large windows. It was introduced to New England by Charles Bulfinch in 1790. The State House in Boston was his first institutional composition; and soon Beacon Hill was being built up with handsome residences in the Bulfinch manner.

Samuel McIntire (1757-1811) was self-educated and made his living primarily as a wood-carver and carpenter. He worked as a ship-joiner too, and may well have known Thomas Oakes and worked with him. As an architect, McIntire was quick to adapt the Bulfinch style to Salem's larger lots. His first local composition, the Jerathmeel Peirce house (on Federal Street), contrasts with his later Adamesque designs. In place of walls of wood paneling, there now appeared plastered expanses painted in bright colors or covered in bold wallpapers. The Adam style put a premium on handsome casings and carvings of central interior features such as door-caps and chimney-pieces (McIntire's specialty). On the exterior, the Adam style included elegant fences; and the houses were often built of brick, with attenuated porticoes and, in the high style, string courses, swagged panels, and even two-story pilasters. The best example of the new style was the Elias Hasket Derby house, co-designed by Bulfinch and McIntire, and built on Essex Street in 1797-8 (demolished in 1815), on the site of today's Town House Square.

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

In 1806 the Derbys extended their wharf far out into the harbor, tripling its previous length. This they did to create more space for warehouses and ship-berths in the deeper water, at just about the time that the Crowninshields had built their great India Wharf at the foot of now-Webb Street. The other important wharves were Forrester's (now Central, just west of Derby Wharf), and Union Wharf at the foot of Union Street; and then, farther to the west, a number of smaller wharves extended into the South River (filled in during the late 1800s), all the way to the foot of Washington Street. Each had a warehouse or two, and the shops of coopers, blockmakers, joiners, etc. The waterfront between Union Street and Washington Street also had lumber yards and several ship chandleries and distilleries, with a Market House at the foot of Central Street, below the (old) Custom House. The wharves and streets were crowded with shoppers, gawkers, hawkers, sailors, artisans ("mechanics"), storekeepers, and teamsters; and just across the way, on Stage Point along the south bank of the South River, wooden barks and brigs and ships were being built in the shipyards.

As has been mentioned, Thomas Oakes purchased the Williams Street lot in January, 1808, and this house was built by summer, 1811. During the period 1805-1813 (and perhaps beyond) Thomas Oakes was listed in Ward One (this house #8 stands in Ward Two). In 1806 he and Joshua Oakes were assessed each \$600 for each "part house & part shop". Thomas had \$300 stock and \$300 in income, Joshua \$600 and \$300. This evidently reflects their investment in a shipjoiner's shop and their income therefrom.

Salem's boom came to an end with a crash in January, 1808, when Jefferson and the Congress imposed an embargo on all shipping in hopes of forestalling war with

Britain. The Embargo, which was widely opposed in New England, proved futile and nearly ruinous in Salem, where commerce ceased. As a hotbed of Democratic-Republicanism, Salem's East Parish and its seafarers, led by the Crowninshields, loyally supported the Embargo until it was lifted in spring, 1809. Shunned by the other Salem merchants for his support of the Embargo, the eminent Billy Gray took his large fleet of ships—fully one-third of Salem's tonnage—and moved to Boston, whose commerce was thereby much augmented. Gray's removal eliminated a huge amount of Salem wealth, shipping, import-export cargos, and local employment. Gray soon switched from the Federalist party, and was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead.

In 1808, the year he bought the Williams Street lot, Thomas Oakes had a household with two adult men (a boarder perhaps) and was assessed on part house & part shop \$600, plus \$500 stock and \$200 income (all same as 1807 assessment). In 1809 and 1810, Thomas was assessed as before, except for \$300 stock and \$200 income. In October, 1809, Joshua Oakes purchased a small piece of land, about 40' by 40', on "Wharf Street," leading from Derby Street to the Crowninshields' India Wharf. On that lot, Joshua built a shipjoiner's shop; and it was there, probably, that he and Thomas did their work. In March, 1810, Joshua mortgaged the new shipjoiner's shop and the lot to John Howard (for \$270) and to Thomas Oakes (for \$570) (ED 188:195). Thomas, for his part, had to take out a mortgage from Moses Wallis at that time; but Joshua paid off his loans by June, 1814 (ED 188:195 margin).

In 1811 and in 1812, Thomas Oakes headed a household that had four adult men (three boarders or shipyard workers residing with the Oakeses), and was assessed on part house & shop, \$1000, with \$200 stock and \$100 income. In 1813 Thomas had the same household, and he and Joshua were each assessed for "part house and half work shop" \$1000 each. While it seems very likely that Thomas Oakes and family resided here on Williams Street, the valuations do not show a move to Ward Two during the period 1808-1811, when the house was definitely built, or in the period 1812-1813, when the house was certainly standing.

Salem resumed its seafaring commerce for three years after the Embargo, but still the British preyed on American shipping; and in June, 1812, war was declared against Britain. At that time, both Thomas Oakes and his cousin Joshua Oakes were captains in the militia; but their military service never extended physically beyond the fort at Winter Island.

Although the merchants had tried to prevent the war, when it came, Salem swiftly fitted out 40 privateers manned by Marblehead and Salem crews, who also served on U.S. Navy vessels, including the frigate *Constitution*. Many more local vessels could have been sent against the British, but some of the Federalist merchants held them back. In addition, Salem fielded companies of infantry and artillery. Salem and Marblehead privateers were largely successful in making prizes of British supply vessels. While many of the town's men were wounded in engagements, and some were killed, the possible riches of privateering kept the men returning to sea as often as possible. The first prizes were captured by a 30-ton converted fishing schooner, the *Fame*, and by a 14-ton luxury yacht fitted with one gun, the *Jefferson*. Of all Salem privateers, the Crowninshields' 350-ton ship *America* was most successful: she captured 30-plus prizes worth more than \$1,100,000.

Many Salemites struggled during the war, which disrupted all trade and most normal business activities, such as ship-building and ship-joining. Thomas and Joshua Oakes suffered hard times, and were forced to sell their personal property to make ends meet. Thomas Oakes, Salem shipjoiner, sold his homestead to his father-in-law, John Howard Jr., in February, 1814, for \$600 and the balance of the mortgage amount owed (ED 202:287). The Oakeses would continue to reside here. At the same time, Thomas also sold his household furnishings for \$500 to his father-in-law, who agreed to lease the same back to Thomas for \$30 per year—so the furnishings never left the house. The “articles of household furniture” were listed as “one mahogany sideboard, two looking glasses, one set of red chairs, two pair brass andirons, shovel & tongs, one bureau, one set bamboo chairs, two rocking chairs, three card tables, two light stands, sundries of crockery ware and of kitchen furniture, with five beds, bedsteads, and bedding, meaning hereby all the household furniture either for use or ornament, of which I am now the owner, and now being in my dwelling house situated on the easterly side of Williams Street...” (ED 202:287).

Salem erected forts and batteries on Winter Island and the Neck, to discourage the British warships that cruised these waters. On land, the war went poorly for the United States, as the British captured Washington, DC, and burned the Capitol and the White House. Along the western frontier, U.S. forces were successful against the weak English forces; and, as predicted by many, the western expansionists had their day. At sea, as time wore on, Salem vessels were captured, and its men imprisoned or killed. After almost three years, the war was bleeding the town dry. Hundreds of Salem men and boys were in British prison-ships and at Dartmoor Prison in England. At the Hartford Convention in 1814, New England Federalist delegates met to consider what they could do to bring the war to a close and to



restore the region's commerce. Sen. Timothy Pickering of Salem led the extreme Federalists in proposing a series of demands which, if not met by the federal government, could lead to New England's seceding from the United States; but the Pickering faction was countered by Harrison G. Otis of Boston and the moderate Federalists, who prevailed in sending a moderate message to Congress.

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

Post-war, the Salem merchants rebuilt their fleets and resumed their worldwide trade, slowly at first, and then to great effect. Many new partnerships were formed. Salem once again enjoyed commercial prosperity. In 1816, Capt. George Crowninshield commissioned the building of a very large yacht, in which to make a voyage across the Atlantic and introduce the Europeans to him and his notions of culture. Crowninshield spared no expense in building his yacht, finally named *Cleopatra's Barge*. She was, in concept and execution, unrivaled among American vessels. Thomas Oakes, Salem's finest ship-joiner, was said to have executed all of the interior trim, including the captain's quarters, a full-scale reproduction of which may be visited at the Peabody Essex Museum in Salem (per p. 97, HP Hadley's *200 Years of Masonry in Essex Lodge*). The voyage was made in 1816-1817, and was a celebrated event in the town's history.

The pre-war partisan politics of the town were not resumed post-war, as the middle-class "mechanics" (artisans) became more powerful and brought about civic harmony, largely through the Salem Charitable Mechanic Association (founded 1817). The Association's first president was John Howard, the owner of this house. Mr. Howard, a sailmaker, had come to Salem from Marblehead as a young man. In March, 1779, he married a young widow, Jemima (Ashby) Young (1751-1816) and they would have several children. In 1783, after adventures in the Revolution, John Howard purchased property on Brown Street and built a large house as his residence (removed in 1892). He was elected selectman and held other important town offices, and was a warden at St. Peter's Episcopal Church from 1815 to 1848.

Rev. William Bentley, keen observer and active citizen during Salem's time of greatest prosperity and fiercest political divisions, died in 1819, the year in which a new U.S. Custom House was built in 1819, on the site of the Crowninshield mansion, at the head of Derby Wharf.

Thomas Oakes died on 6 July 1820, aged 38 years. The cause of death was not recorded. The effect on his family and friends can only be imagined. He left his wife Polly and four children, aged twelve to three.

The inventory of his estate, taken on 13 Dec. 1820, lists two lots in Cohasset (\$390), half a floor pew in Mr. Flint's meeting house (\$30), and this "dwelling house and land by Williams Street" (\$2100). The inventory also listed house furnishings valued at another \$206.87. (#19897; see inventory, appended to this report). In the probate documents, he is referred to as a shipwright and, once, as a housewright.

In the 1820 census (p. 63), it would appear that this house was occupied by "Sarah P. Saunders," the head of a household that included two boys, two men, two girls, and five women. This would be Sarah Phippen (nee Gill) Saunders, 49, the widow of Capt. Daniel Saunders Jr.

*Sarah Phippen Gill (1771-1843) m. 11 Oct. 1794 Daniel Saunders Jr., s/o Daniel Saunders & Sarah Peele. He died before 1810. She died of "dropsy" on 5 Feb. 1843, aged 73 years. Known issue, surname Saunders:*

- 1. Thomas Mason, 11 June 1795*
- 2. Sally, bp 1797, St. P's Chh, m. Emery Johnson*
- 3. Eliza, bp 1798, m. John Stevens*
- 4. Daniel, 1800, buried 9 Feb. 1805, aged 4 years (St P's Chh)*
- 5. Mary Ann Gill, bp 1801*

Mrs. Saunders was the widow of Capt. Daniel Saunders Jr., a distinguished shipmaster. As a young sailor, Daniel Saunders had been shipwrecked on the east coast of Africa in the Boston ship *Commerce* in July, 1792. Three men drowned, and the 27 survivors, having washed up on the shore of uninhabited lands, pushed on across the desert to the nearest city, Muscat. Their journey was hellish, made under the burning sun and with little to eat or drink, attacked by wild animals and bedouins. One by one, the wayfarers dropped out, exhausted, doomed to die. Daniel Saunders and seven others, after 51 days in the desert, arrived at Muskat, their lives spared to them once more "to seek a living in this variegated, troublesome world." He returned to Salem and published an account of his adventure in 1794, the year in which he married Sarah Gill, 23. Their first child, Thomas Mason Saunders, was born in 1795. Four more were born, of whom two (Sally and Eliza) survived childhood, along with Thomas. Capt. Saunders died before 1810, leaving his wife Sarah to raise the three children. She supported her family by teaching a private school at 358 Essex Street (still standing).

Sarah's son, Thomas M. Saunders, went right to work as a boy, first as a compositor in a newspaper printing office, and then as a sailor on voyages to the Caribbean. With the coming of war in 1812, he, aged 17, joined the Essex Coast Guards but soon went privateering, and sailed as mate for Capt. Joseph Ropes on the Crowninshields' famous armed ship *America*, and had great success on her first two cruises. He switched to the brig *Speed*, and was captured and imprisoned in Bermuda until war's end. Beginning in 1815, he sailed under Capt. Samuel Endicott on George Peabody's fast ship *George*, engaged in trade with Calcutta. He made eight voyages on her before assuming command himself, and four more as her master, 1824-1828. She was known as the greatest of Salem's many Indiamen.

Capt. T.M. Saunders also sailed in command of Derby vessels and White vessels, and he himself chartered the Rogerses' ship *Georgia* on voyage to Calcutta. His last voyage, in 1840, he made as supercargo (owners' representative) of the ship *Arab*, to Calcutta and back to Boston. A faithful member of the East Church, he became a merchant thereafter, residing on Andrew Street with his wife Eveline Allen (a native of Manchester) and their three sons, all of whom became mariners. He served in various political and charitable capacities, including the presidency of the Old Ladies' Home next to the Custom House on Derby Street (info from pp.74-78, *The Old Ladies' Home*).

On 19 Nov. 1824 for \$4000 John Howard, sailmaker, conveyed the premises to Polly Oakes, Salem widow (ED 237:137). Mrs. Oakes mortgaged the same for \$1500 to Amos Choate Esq. (ED 237:137). Mrs. Polly (nee Howard) Oakes died in 1825, aged 38 years. Her estate (#198924, 15 May 1827) was administered by John Punchard Esq., for whom the sureties were Thomas Needham, D. Millet, and Peter E. Webster. The house and land descended to her heirs, Mary, 17, Caroline J., 14, Thomas, 11, and Frances, eight. Probably their grandfather, John Howard, managed the property for the Oakes children's benefit.

Into the 1820s foreign trade continued prosperous; and new markets were opened with Madagascar (1820), which supplied tallow and ivory, and Zanzibar (1825), whence came coffee, ivory, and gum copal, used to make varnish. This opened a huge and lucrative trade in which Salem dominated, and its vessels thus gained access to all of the east African ports. This notwithstanding, Salem's general maritime foreign commerce fell off sharply in the late 1820s. 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 some Salemites moved away. To the north, the falls of the Merrimack River powered large new textile mills (Lowell was founded in 1823), which created great wealth for their investors; and in general it seemed that the tide of opportunity was ebbing away from Salem. In an ingenious attempt to stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem's merchants and capitalists banded together in 1826 to raise the money to dam the North River for industrial power. The project, which began with much promise, was suspended in 1827, which demoralized the town even more, and caused several leading citizens to move to Boston, the hub of investment in the new economy.

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, intruders broke into his mansion and stabbed him to death. All of Salem buzzed with the news of murderous thugs; but the killer was a Crowninshield (a fallen son of one of the five brothers; after he was put in jail he killed himself). He had been hired by his friends, Capt. White's own relatives, Capt. Joseph Knapp and his brother Frank (they would be executed). The results of the investigation and trial uncovered much that was lurid about Salem, and more of the respectable families quit the now-notorious town.

By 1831, the house at #8 Williams Street was occupied by tenants John Gill Brooks and John Edwards (see 1831 Salem valuation/directory). Mr. Brooks, 28, was a nephew of the earlier tenant, Mrs. Sarah P. (nee Gill) Saunders.

*John Gill Brooks, b. 1803, m. 1836 Mrs Mary P. Pearson of Gloucester. Known issue:*

1. *Elizabeth Stevens, 1836*
2. *John Henry, 1839*
3. *Francis, 1841*

By 1836, the house was occupied by Messrs. John G. Felt and Samuel Quarles and their families, which were very close and probably related, since the Felts named a son Samuel Quarles Felt (see 1837 Salem Directory). John G. Felt was a painter with a shop at 22 Washington Street. Samuel Quarles was a merchant with his office at 10 Union Wharf.

Salem's remaining merchants had to move quickly to take their equity out of wharves and warehouses and ships and put it into manufacturing and

transportation, as the advent of railroads and canals in the 1830s diverted both capital and trade away from the coast. Some merchants did not make the transition, and were ruined. Old-line areas of work, like rope-making, sail-making, and ship chandleries, gradually declined and disappeared. Well into the 1830s, Salem slumped badly.

Despite all, Salem was chartered as a city in 1836. City Hall was built 1837-8 and the city seal was adopted with an already-anachronistic Latin motto of “to the farthest port of the rich East”—a far cry from “Go West, young man!” The Panic of 1837, a brief, sharp, nationwide economic depression, caused even more Salem families to head west in search of fortune and a better future. Salem had not prepared for the industrial age, and had few natural advantages. The North River served not to power factories but mainly to flush the waste from the 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 on the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business. Salem’s whale-fishery, active for many years in the early 1800s, led, in the 1830s, to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and grew large after 1830, when Wyman’s gristmills on the Forest River were retooled for making high-quality white lead and sheet lead (the approach to Marblehead is still called Lead Mills Hill, although the empty mill buildings burned down in 1960s).

These enterprises were a start toward taking Salem in a new direction. In 1838 the Eastern Rail Road, 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.

In the 1840 census (p. 263), Samuel Quarles and John G. Felt and families are listed as the occupants here. By 1841, Mr. Quarles & family had moved to 4 Church Street, and the Felts resided at 2 Church.

In 1841 new tenant families here were headed by William Herman and George C. Varney (per 1842 Directory). Mr. Varney was a grocer in partnership with Samuel Southwick in Derby Square (see appended copy of 1841 advertisement, from p. 8 of advertising section of 1842 Directory). A few years later, in 1844, Mr. G. C. Varney, 30, was still here with his family; but the Hermans were gone and now the other tenants were Moses T. Rennels (Reynolds), 22, and Jonathan Perley, 33 (per Salem 1844 Street Book). Jonathan Perley, Jr., a book-binder, had married Frances A. Oakes, one of the heirs of the property; and by 1845 it would appear that the Perleys were the sole occupants of the house (per 1846 Dir.). In that year, Mr. Varney (and family) resided at 12 Liberty Street and had a wood and bark (for tanning) yard on the inner harbor off Front Street.

In the 1840s, new companies in new lines of business arose in Salem. The tanning and curing of leather was very important by the mid-1800s. On and near Boston Street, along the upper North River, there were 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. 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 changed, as hundreds of Irish families, fleeing the Famine, settled in Salem and gave the industrialists a new pool of cheap labor.

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

In 1850 (see census, ward two, house 286), the Perleys had moved out, and the house was occupied by the Shepards and the Comstocks. Israel D. Shepard, 32, an auctioneer born in Vermont, and wife Mary A., 27, had children Henry L., 6, Francis F., 4, and Charles I., one. William A Comstock, 39, worked as the Overseer of the “dressing room” of the Naumkeag Steam Cotton Factory. He and his wife, Caroline, 39, had children Ezzelin, 13, Sheridan, nine, and Ada, eight.

William A. Comstock (1811-1854), born in Seekonk, Mass., had married, in 1833, Caroline (Perry) Comstock (1810-1900), a native of Ranover, Connecticut, in Providence, R.I., where Mr. Comstock worked as a mill-hand in a textile factory. They would have seven children. Mr. Comstock advanced in his job, and apparently became a supervisor in the modern steam-powered textile factory in providence. At some point in the 1840s, he was invited to come to Salem to work in the huge new Naumkeag Steam Cotton Company textile factory. He accepted the appointment, and the family came to Salem in the late 1840s. In 1850 the family consisted of William, 39, factory overseer, Caroline, 39, son Ezzelin, 13, son Sheridan, nine, and daughter Ada P., eight.

Unfortunately, Mr. Comstock contracted tuberculosis, and on 6 Sept. 1854 he died of “consumption.” The effects on his family were tragic, for the children were too young to support their mother, and soon the Comstocks fell from the ranks of the comfortable middle class. They moved across Bridge Street to Woodbury Court; and eventually Mrs. Comstock resided in the small house at 9½ Lemon Street for many years.

The other family residing here in 1850 was that of Israel Day Shepard (1818-1857), born 14 April 1818, Danville, Vt., son of Samuel Shepard & Mary Langmaid. Mr. Shepard came to Salem between 1836 and 1841. In 1841 he was a grocer at 17 Front Street, residing at 26 Lafayette Street (per 1842 Directory). By 1845 he was an auctioneer at 34 Front Street, residing at 21 Andrew Street (1846 Directory). In 1855 he and his wife Mary A., 33, resided here with children Henry, 12, Frank, ten, Charles, seven, Samuel, four, and Arthur, an infant; and with Ellen Callahan, 20, who was a mother’s helper and maid (see 1855 census, ward two, house 351). Residing here in another apartment was Sarah Dodge, 50 (ibid).

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, standing on filled-in land at the foot of Washington Street, where before had been the merchants’ wharves. The 1850s brought continued growth: new churches (e.g. Immaculate Conception, 1857), schools, streets, factories, and

stores. Catholic churches were built, and new housing was constructed in North Salem, Stage Point, and the Gallows Hill areas to accommodate the workers. As it re-established itself as an economic powerhouse with a sizable population, Salem took a strong interest in national politics. It was primarily Republican in politics, and strongly anti-slavery, with its share of outspoken abolitionists, led by Charles Remond, a passionate speaker who came from one of the city's notable black families. At its Lyceum and in other venues, plays and shows were put on, but cultural lectures and political speeches were given too.

Mr. I. D. Shepard was successful in business. He and William Archer founded an auction, brokerage, and insurance business, with offices at 34 Front Street and 18 Washington Street (see 1857 Directory). In 1856 or 1857 Mr. Shepard, who evidently had an interest in history and nature, joined the Essex Institute. Unfortunately, he died soon after, on 20 May 1857; and at that time he was remembered as having been "for several years an active and enterprising business man in our community. He connected himself with the Essex Institute only a short time previous to his decease, and consequently, in this relation, his worth was but little known." (Essex Institute Proceedings II:257)

The Shepard family remained here; and the Chipman family moved in when the Comstocks moved out. Mrs. Mary Ann (Russell) Chipman, widow, resided here with her three children, the eldest being George T. Chipman, who worked as a clerk at 240 Essex Street (see 1859 Directory). Mrs. Chipman's husband, John Moses Chipman (c.1811-1852), a cordwainer (shoemaker), had died in 1852. In 1860, the house (1860 census, ward two, house 1670) was occupied as a two-family. In one unit lived Mary A. Chipman, 43, son George T., 21, clerk, son Charles G., 19, apprenticed to a melodeon-maker, daughter Mary E., 13, and Mr. Luther Clapp, 47, a turner. In another unit lived Mary A. Shepard, 37, seamstress, son Henry L., 16, clerk, son Francis D., 15, porter, and sons Charles J., 12, and Samuel E., eight.

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.



From this house, Charles Gustavus Chipman (1840-1887) volunteered, as a private in the army. He probably did not care much about continuing as an apprentice melodeon-maker, and was glad to be serving his country. On 16 April 1861 he, aged 20, enlisted for three months' service, and was assigned to Company A (the Mechanic Light Infantry) of the Fifth Regiment, Mass. Volunteer Infantry. In a short time, his regiment was dispatched to Washington, DC, and three months later they were in the thick of the fighting at the Battle of Bull Run, on July 21. The Union army, winning at first, was suddenly outflanked, and the rout was on. The Fifth Regiment retreated several miles, and found that it had lost 9 men killed, two wounded, and 23 taken prisoner. Charles Chipman's enlistment was up, and he went home two weeks after the battle.

Evidently he had liked his taste of battle and of military life. The melodeon-maker never saw him again, for he re-enlisted for three years on Sept. 5<sup>th</sup>, this time as a First Sergeant, assigned to Company B of the 24<sup>th</sup> Regiment, Mass. Volunteer Infantry (the "New England Guards"). By early February, the men were fighting in battles in North Carolina, with losses at Roanoke, and then severe losses at Newbern in March, 1862. Charles Chipman's Company B was engaged in the siege of Little Washington in the summer, and suffered losses. The Regiment fought more battles in the fall, but was quiet during the winter, during which it was moved to the vicinity of Charleston, SC. In May, 1863, Charles Chipman was promoted to 2<sup>nd</sup> Lieutenant. The regiment saw no action during the summer; and Chipman received a transfer, at the end of September, to the famous 54<sup>th</sup> Regiment of Mass. Volunteer Infantry, the first regiment in Massachusetts whose soldiers were African-Americans (all officers were white). This is the regiment of the movie "Glory," and whose commander, Col. Robert Gould Shaw, is memorialized, with his men, in the sculpture across from the State House.

On 18 July 1862 the 54<sup>th</sup> had made its doomed attack on Fort Wagner, near Charleston, SC. Colonel Shaw, two company captains, and more than 100 men were killed on the beach, and 125-plus were wounded. The regiment, under Col. Littlefield, regrouped and eventually occupied the fort in September when the Rebels withdrew. At that time, Lt. Chipman joined the 54<sup>th</sup> (see reference at p. 133, in Luis F. Emilio, History of the 54<sup>th</sup> Regiment, 1894, Boston). He served near Charleston through the balance of the year, and in January was made a 1<sup>st</sup> Lieutenant, now under Col. E.N. Hallowell. In February the 54<sup>th</sup> went to Florida, and engaged the enemy near Olustee on Feb. 20, losing 13 killed, 66 wounded, 8 missing. It then returned to South Carolina, and, under new Col. H. N. Hooper, manned forts near Charleston until the fall. On Nov. 27 the Regiment was transported to Hilton Head, and soon engaged in battle at Honey Hill, losing two

killed, 38 wounded, and four missing. Among those killed was Lt. Chipman's friend, Lt. Reid; and Lt. Chipman himself was wounded in the left arm, but not dangerously so. He was commissioned a captain (of Co. D) on Dec. 16<sup>th</sup>. Soon after, the 54<sup>th</sup> entered Charleston, which had fallen. In March it went to Savannah, and then to Georgetown, SC. In April, it marched inland, and heard of the assassination of Pres. Lincoln. On April 18, the 54th fought in the battle of Boykin's Mills, losing 3 killed and 24 wounded. Three days later the Confederates surrendered and the war ended. Capt. Chipman was mustered out of the army on August 20, with the thanks of his country. Presumably he returned to Salem; but he soon moved to Green Bay, Wisconsin, where, on 8 Jan. 1867 he married Lucy Ann Parish (1846-1913); and they would have three children. On 25 Jan. 1887, Mr. Chipman died, aged about 47; and eventually Mrs. Lucy Chipman and her surviving daughter, Lucy (1869-1936) moved to Winthrop, Mass., where she died in 1913 (information about C.G. Chipman taken from MSSMCW, and from regimental histories, and from The Chipman Family genealogy, p. 297).

The people of Salem had 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.

Jonathan Perley and his family, after 20 years' residing on Federal Street since leaving this house in the 1840s, resumed residence here by the late 1860s. Jonathan Perley (1809-1888) was apprenticed to learn book-binding from Stephen B. Ives in Salem in the 1820s (at the same time, his brother, William H. Perley, worked as a printer's devil at the Salem *Gazette*). He learned his trade well, set up in business in 1830, and in 1841 he and J.P. Jewett opened a book-bindery over their bookstore at 191 Essex Street. In 1843 he married Frances Ann Oakes, 26, and they soon had children Edward and Mary. As has been mentioned, the Perleys resided here from 1844 until perhaps 1849. By 1850 they resided on then-151 Federal Street, along with Frances' brother, Thomas Oakes, 35, sailmaker, and with her aunt, Deborah Howard, 56 (1850 census, ward two, house 446).

***Jonathan Perley (1809-1888) m/1 15 Nov. 1843 Frances Oakes (1817-1850, d/o Thomas Oakes & Polly Howard, died 24 Oct. 1850. He m/2 21 July 1864 Mary Jane Howard (1815-1876), d/o John Howard Jr. & Priscilla Cheever; she died 4 March 1876. He died 30 April 1888. Known issue:***

- 1. Edward Lee, 1 March 1844, m. 29 Dec. 1874 Alice Odell; 4 children.***
- 2. Mary H., 5 Jan. 1846, m. 1866 John M. Berry; died Minn. 1869; 2 children.***

In 1849, at the Salem Mechanics' Fair, a state-wide exhibition of hand-made and manufactured products, Mr. Perley won the silver medal for "truly excellent specimens of book-binding." Mrs. Frances (Oakes) Perley died of tuberculosis in October, 1850; and Mr. Perley raised his two young children through the 1850s. His business thrived, and he became a prominent public man. He joined the Essex Lodge of Freemasons in 1855. In 1856 he was elected Register of Probate for Essex County, but resigned in April, 1857. In April, 1861, he moved his book-binding from 199 Essex Street to the upstairs rooms over the bookstore of Henry Whipple & Son, with entrance at 194 Essex Street (*Salem Gazette*, 4 April 1861).

In July, 1864, Jonathan Perley, 55, married, second, his late wife's cousin, Mary Jane Howard (1815-1876). Two years later, his daughter, Mary, married John Berry and moved to Minneapolis with him, as did his son, Edward L. Perley. By that time, the Jonathan Perleys had moved back in here at 8 Williams Street. The Berrys had two children and then Mary died in 1869, whereupon her son, John G. Berry, was sent east to reside with the Perleys (sadly, he would die on 6 May 1873, aged five years). On 15 November 1869, Thomas Oakes, the bachelor sailmaker (probably trained by his grandfather John Howard) who had been working in a loft on Derby Wharf and residing in the Essex House hotel, died at the age of 55. His death seems to have brought the heirs to sell the homestead, which had been in the ownership of the heirs of Polly (Howard) Oakes since her death in 1825.

In November, 1870, the house was sold by the Oakes heirs to Mrs. Mary Jane (nee Howard) Perley, the wife of Jonathan Perley (ED 808:252-254). The property was bounded 70' on Williams Street, northwest 54' on Crocker's land, northeast and southeast on land of Peabody. In 1870, the house was the residence of the Whites and the Perleys. In one unit lived Mary E. White, 48, widow of George F., and her children Helen A., 24, a school teacher, and George M., 20, a landscape artist. In the other unit lived Jonathan Perley, 60, bookbinder, his wife Mary J., 54, Mr. Perley's grandson, John P. Berry, two; and two servants, Honora Sweeney, 35, and Betsy Carroll, 16 (1870 census, ward two, house 391). The Whites would be here at least through 1875, by which time Miss White had been made principal of the Phillips School.

Through the 1860s and into the 1870s, 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). In the 1870s, French-Canadian families began coming to work in Salem's mills and factories, and more houses and tenements were built. The better-off workers

bought portions of older houses or built small homes for their families in the outlying sections of the city. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, and a third in 1865; and by 1879 the mills would employ 1200 people and produce annually nearly 15 million yards of cloth. Shoe-manufacturing also continued to expand in the 1870s, and by the end of the decade 40 shoe factories were employing 600-plus operatives.

In 1870 Salem received its last cargo from Zanzibar, thus ending a once-important trade. By then, a new Salem & New York freight steamboat line was in operation. Fire was a threat, and Salem was now so densely built-up that a general conflagration was always a possibility, as in Boston, when, on Nov. 9, 1872, the financial and manufacturing district of the city was destroyed in a terrible fire. Salem dodged such disasters, and continued to prosper in the 1870s, carried forward by the leather-making business. 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. In March of that year, Mr. Perley's wife, Mary Jane, died at the age of 61; and he never married again.

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

In 1880 (pr census, ward two, house 90), the house was occupied by the Perleys in one unit, and, in another, by Mary Jocelyn, 56. The Perleys were Jonathan, 71, bookbinder, his son Edward, 36, also a bookbinder, and Edward's wife Alice, 35, son Howard, 4, and daughter Mary, one. They all were attended by a servant, Kate Buckley, 20.

Edward Lee Perley (b. 1844) was a bookbinder and learned the business from his father, with whom he eventually became partner. He joined the Freemasons and other fraternal organizations, and did good work. In 1874 he married Alice Odell, 19, of Salem; and they would have one son (Edward Howard Perley, in 1875) and three daughters. In 1886, old Mr. Jonathan Perley sold out his business to his son Edward, and retired. He died on 30 April 1888, of Bright's disease, aged 79 years. In June, 1889, the homestead here was sold, for a high bid of \$3100, to Charles Odell, evidently the brother of Mrs. Edward L. (Alice E.) Perley (ED 1251:543); and in December, 1891, he sold it back to Mrs. Alice Perley (ED 1330:484).

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.

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, junkyards, 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.

Edward Perley, his wife Alice, and their three daughters resided here for many years. The son, Howard Perley, graduated from Boston University in 1900 and became a lawyer and city councilor. In that year, the residents here were Edward L. Perley, 56, bookbinder, wife Alice, 45, son Edward H., 24, lawyer, daughters Mary H., 21, Frances A., 18, and Alice E., 16; and Emma Wiggin, 50 (per census).

Salem's population burgeoned. 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 lawsuits, conveyances of land, and probate proceedings. The city's politics were lively, and its economy was strong. The Perleys continued to partake of the city's prosperity.

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.

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration. Edward L. Perley and family were still residing here in that year, and he was still conducting the book-bindery. Unfortunately, the Perleys' son, lawyer Howard Perley, had died between 1917 and 1920. At last, in June, 1928, the senior Perleys having died, their daughters, Mrs. Mary P. Whitcomb, Mrs. Frances E. Dalton, and Mrs. Alice E. Coker, agreed to sell the property (with an adjoining piece) to Mrs. Dalton; and the conveyance was made on June 13 (ED 2781:505). In 1929, the year of the Crash, the residents here were Arthur T. Dalton, wife Frances (nee Perley), and whatever children they may have had. He was a principal in an insurance firm.

As the county seat and the major market and retail town for this part of Essex County, Salem boomed, with some dips, right through to the 1960s. The arrival of suburban shopping malls and the relocation of manufacturing businesses took their toll, as they have with many other cities. More than most, Salem has navigated its way forward into the present with success, trading on its share of notoriety arising from the witch trials, but also from its history as a great seaport and as the home of Bowditch, McIntire, Bentley, Story, and Hawthorne. Most of all, it remains a city where the homes of the old-time merchants, mariners, and mill-operatives are all honored as a large part of what makes Salem different from any other place.

--Robert Booth for Historic Salem Inc., 30 June 2003

## 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



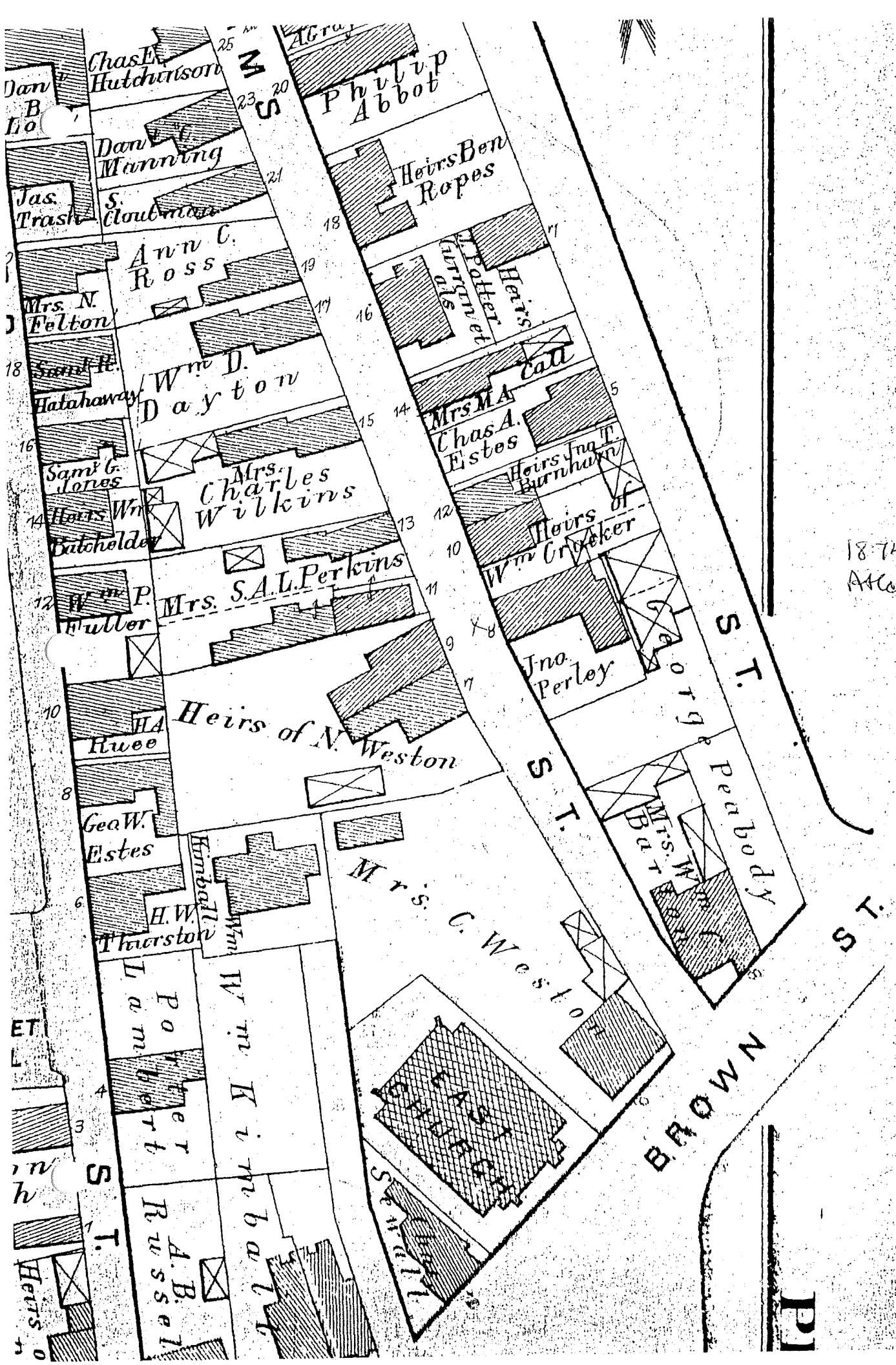
whether

196

ward being satisfied that

Thomas Howard  
Thomas Baker

signatures of Thomas Oakes  
& John Howard, June 1874  
188:195



1874  
Atlas

PJ

lighted, when he could spare time for recreation, in "gunning" as an amusement, more attractive in his day, when game was more plentiful than now. He acquired much celebrity as a "crack shot," and the skill as marksman seems not to have gone out of his family, as several of his sons and grandsons could practically demonstrate.

## CHILDREN:

61. i. RICHARD<sup>5</sup> HAY, JR., born, Salem, Feb. 19, 1808; died July 23, 1845.
62. ii. ANN<sup>5</sup> HAY, born, Salem, July 2, 1810; died Aug. 31, 1844.
- \* 63. iii. SARAH ADAMS<sup>5</sup> HAY, born, Salem, June 23, 1813; died May 13, 1871. Married Joseph Warren Barker.
64. iv. JOSEPH HOWARD<sup>5</sup> HAY, born, Salem, April 21, 1815; died Aug. 29, 1848.
- \* 65. v. JOHN ADAMS<sup>5</sup> HAY, born, Salem, April 10, 1818; died Oct. 18, 1868.
66. vi. MARY ELIZABETH<sup>5</sup> HAY, born, Charlestown, Nov. 3, 1820; died Aug. 19, 1884. Married, Salem, Oct. 9, 1855, John P. Glover, of Marblehead.

19. MARY<sup>4</sup> HOWARD, daughter of John<sup>3</sup> and Jemima (Ashby) Howard, was born in Salem, March 25, 1787; and died in Salem, Feb. 25, 1825. She was married in Salem, Jan. 12, 1806, by the Rev. Dr. William Bentley, to Thomas Oakes, son of Josiah and Silence (Wilcutt) Oakes, born in Cohasset, Mass., in 1782, and died in Salem, July 6, 1820. He was Captain of Mass. Militia; was a ship-joiner, and as such was employed by George Crowninshield to finish the cabin of the famous "Cleopatra's Barge."

## CHILDREN:

67. i. THOMAS<sup>5</sup> OAKES (1), born Nov. 19, 1806; died Sept. 5, 1808.
68. ii. MARY<sup>5</sup> OAKES, born Nov. 25, 1808; died Oct. 1888.
- \* 69. iii. CAROLINE JEMIMA<sup>5</sup> OAKES, born Oct. 8, 1811; died Mar. 23, 1861. Married Benjamin W. Gage.
70. iv. THOMAS<sup>5</sup> OAKES (2), born Aug. 18, 1814; died Nov. 15, 1869.
- \* 71. v. FRANCES ANN<sup>5</sup> OAKES, born July 14, 1817; died Oct. 24, 1850. Married Jonathan Perley, Jr.

All born in Salem.

23. BENJAMIN<sup>4</sup> HOWARD, son of John<sup>3</sup> and Jemima (Ashby) Howard, was born in Salem, Sept. 1, 1795; and died in Boston, Aug. 20, 1860. Was a member of the Washington Rangers, Salem. He went early to Boston, where he established a commission business on Central Wharf; and in 1820, with Abiel Chandler, formed the commission house of Chandler & Howard (afterwards Benjamin Howard & Son), which received consignments of numerous foreign products. This house was among the first to import Para rubber which, long before Goodyear's discoveries, came to this country in the form of rubber bottles and clumsy rubber shoes made by the South American natives. In 1849, during the California gold

Know all Men by these Presents That Daniel Abbot of Salem in the County of Essex and Commonwealth of Massachusetts Baker, in consideration of the sum of seven hundred and seventy five dollars paid by Thomas Oaks of Salem in said County Ship joiner, the receipt whereof I do hereby acknowledge do hereby give grant, sell, and convey unto the said Thomas Oaks his heirs and assigns forever a certain lot, piece or parcel of land situate in Salem aforesaid and bounded as follows, to wit, beginning at a stake by land of Henry Williams and on William street, so called, thence running northerly by said street bounding westerly on said street seventy feet to land belonging to Samuel Gray then running easterly by land of said Gray bounding northerly on the same fifty four feet, and thence running southerly by land of said Gray and John Fairfield bounding easterly on the same sixty seven feet and one half to land belonging to said Williams and thence running westerly by land of said Williams bounding southerly on the same forty nine feet eight inches to the bound begun at the premises being the same conveyed to me this day by Thomas R. Williams Guardian of the said Henry aforesaid, a person now deceased. ~~Montis the said Thomas R.~~ having been duly authorized by an order of Court. So have I to hold the aforesaid premises to the said Thomas Oaks with all the privileges and appurtenances thereto belonging to him and to his heirs and assigns forever to his and their use and behoof forever, and I the said Daniel Abbot for my self my heirs executors and administrators do covenant with the said Thomas Oaks his heirs and assigns that I am lawfully seized in fee of the aforesaid premises that they are free of all incumbrances that I have good right to sell and convey the same to the said Thomas Oaks, and that I and my heirs executors and administrators will warrant and defend the same to the said Thomas Oaks and to his heirs and assigns forever against the lawful claims and demands of any persons. In testimony whereof I the said Daniel Abbot and I Rebecca wife of said Daniel in consideration of ten cents which I acknowledge to have received of the said Thomas Oaks do yield up to him all right to hold in the premises and we have hereunto set our hands and seals this thirteenth day of January in the year of our Lord one thousand eight hundred and eight signed sealed & deliv<sup>d</sup> in presence of us

Amos Choate	George Choate	witnesses to D. Daniel	} Daniel Abbot seal
Thos R. Williams	Jno Shute	witnesses to Rebecca	

Essex February 1. 1808. Then the above named Daniel Abbot appeared and acknowledged the above Instrument to be free act and deed

before me Amos Choate Justice of Peace.  
Essex Rec<sup>d</sup> February 1. 1808. recorded & examined by Amos Choate Preg<sup>t</sup>

10 Sept. 1811 T. Oakes to J. Howard 201.280

Know all Men by these Presents, That I Thomas Oakes of Salem in the County of Essex and Commonwealth of Massachusetts Shipjoiner in consideration of four Thousand dollars to me paid by John Howard of Salem aforesaid Sail maker, the receipt whereof I do hereby acknowledge do hereby give, grant, sell and convey unto the said Howard his heirs and assigns forever. a certain lot of land situated on Williams Street in said Salem, bounded as follows to wit, bounding westerly on Williams Street seventy feet, northerly on land of Samuel Gray or his assigns fifty four feet, and Easterly on land now or late of said Gray and lands of John Fairfield sixty seven feet and an half. Southerly on land now or late of said Williams forty nine feet eight inches, together with the dwelling house and all other buildings thereon and all the privileges & appurtenances thereof, being the same land conveyed to me by Daniel Abbot by deed in book 109. Leaf 130. reference being had thereto. To Have and to Hold the granted premises with the appurtenances to the said Howard, his heirs and assigns to his and their use and benefit forever. and I the said Oakes for myself and my heirs executors and administrators, do hereby covenant with the said Howard his heirs & assigns, that at the execution hereof I am lawfully seized in fee of the Premises; that they are free of all incumbrances, that I have good right to sell and convey the same to the said Howard in fee simple, and that I will, and my heirs executors & administrators shall, warrant and defend the same to the said Howard his heirs and assigns forever, against the lawful claims and demands of any Persons.

In Witness whereof I the said Thomas Oakes have hereunto set my hand and seal this tenth day of September in the year of our Lord one thousand eight hundred and eleven. . . . ( "on land" first interlined) Thomas Oakes .. seal

Signed sealed & delivered in presence of us, Essex ss. September 10. A.D. 1811. Then Amos Choate Lucy Choate } the abovenamed Thomas Oakes acknowledged the above Instrument to be his free act and deed.

before me Amos Choate Just of Peace  
Essex ss. Rec<sup>d</sup> February 14. 1814. 30. minutes past 12. o'clock P.M. recorded & Exam<sup>d</sup> by Amos Choate Reg<sup>r</sup>

14 Feb 1814, 202: 287

Bill of Sale

KNOW all Men by these Presents That I Thomas Oakes of Salem in the County of Essex, and Commonwealth of Massachusetts Shipjoiner, in consideration of five hundred dollars, To me paid by John Howard junr. of Salem aforesaid Sailmaker, the receipt whereof I do hereby acknowledge, have granted bargained and sold, and do hereby grant bargain and sell unto the said John junr. the following articles of household furniture, namely, one Mahogany side board, two looking Glasses, one set of red chairs, two pair brass andirons, shovel and tongs, one Bureau, one set bamboo Chairs, and two Rocking chairs, three Card tables two light stands, sundries of Crockery ware, and of kitchen furniture, with five Beds, bedsteads and bedding, meaning hereby all the household furniture either for use or ornament of which I am now the owner, and now being in my dwelling house situated on the Easterly side of Williams Street in said Salem whether the same is herein particularly enumerated or not. TO HAVE AND TO HOLD the above bargained Premises to the said John Howard junr. his heirs and assigns to their use forever, and I do hereby covenant with the said John junr. and his assigns, that I am the true and lawful owner thereof and that I will warrant and defend the same to the said John Howard junr. and assigns, against the lawful claims of all Persons. IN TESTIMONY whereof I have hereunto set my hand and seal this fourteenth day of February A.D. one thousand eight hundred and fourteen.

Thomas Oakes  
John Howard junr.

signed sealed & delivered in presence of us  
Samuel B. Graves Rich<sup>d</sup> Hay } Thomas Oakes ..... Seal

Memorandum, on the day and year within written, livery and seisin of the within bargained premises, was delivered to the within named John junr. by the within named Thomas Oakes by giving and delivering to said John junr. aforesaid articles in the name of the whole of the said bargained Premises.

February 14. 1814. It is agreed by the parties within named } in presence of us  
that the said Oakes shall have the use and improve } Sam<sup>l</sup> B. Graves  
ment of the furniture within mentioned for the con- } Richard Hay  
sideration of thirty dollars annually - and the said Howard agrees to leave  
the same for this sum, and the said Oakes on his part agrees to pay said Howard  
punctually at the end of each and every year, the said sum for the use of said  
furniture. IN TESTIMONY whereof the parties aforesaid do hereunto  
set their Hands the day and year aforesaid.

in presence of us  
Sam<sup>l</sup> B. Graves }  
Rich<sup>d</sup> Hay }  
Thomas Oakes  
John Howard

Essex ss. Rec<sup>d</sup> February 14. 1814. recorded and examined by Amos Choate Reg<sup>r</sup>

An inventory and appraisement of the estate of Thomas Oakes, late of Salem in the county of Essex, shipwright, deceased, appraised upon oath by us the subscribers being duly appointed by the honorable D. A. White, judge of probate for said county.

2 undivided lots of land in Cohasset	\$390.-
One half of a floor pan in reverend mr. Flint's meeting house	30.-
Dwelling house and land by Williams street	217.-
	<u>\$2520.-</u>
1 arm chair \$1.25 - 1 straw bed \$1.- 3 old feather beds at \$6.- \$18.-	\$20.25
1 table 50c. 1 sofa 50c. chest 4c. 50c. 2 pair dogs at 60c. \$1.20 1 clothes horse 30c.	3.-
2 bedsteads \$2.50 \$5.- 1 warming pan \$1.25	6.25
1 dish cover 10c. knives and forks 50c. bellows, toaster 4c. 4 pieces iron ware \$1.40	2.70
Clothes line, desk 4c. 50c. 1 meal chest 60c. lot tin and pewter ware 75c.	1.85
1 round table \$1.- 1 brass fire set \$5.- 1 pair tongs 25c. grindstone, boards, chest 4c. \$3.50	9.75
1 pair card tables \$11.- 6 chairs 30c. \$1.80 - 1 brass fire set \$9.- 1 card table \$3.-	24.80
1 pot 20c. 1 cradle \$1.- 1 chair 25c. 2 rocking chairs 40c. 80c. 1 field bedstead \$7.-	9.25
1 secretary and book case \$15.- 2 beds, bolsters and pillows \$20.-	35.-
5 blankets 75c. \$3.75 - 1 quilt \$1.75 - 1 bed dress \$4.50	10.-
8 sheets 50c. \$4.- 1 looking glass \$10.- 1 looking glass \$5.- wearing apparel \$11.-	30.-
Crockery ware \$2.- 2 pair candlesticks \$1.- 4 pieces japan ware \$1.25 1 bible \$2.- light stand \$1.-	7.25
1 carpet \$4.50 lot carpenters tools \$23.- 6 red chairs 75c. \$4.50 1 wooden clock 75c.	32.75
12 3/4 ounces silver ware 110c.	14.02
	<u>\$206.87</u>

Salem, December 13, 1820.

Mary Oakes, administratrix.

Jonathan Archer,  
Thorncliffe Deland,  
John Archer, } committee.

Essex, ss. At a court of probate holden at Salem in and for said county on the third Tuesday in February, 22. 1821. Mary Oakes, administratrix, presents the aforementioned and makes oath that it contains a true and perfect inventory of the estate of Thomas Oakes, late of Salem in said county, shipwright, deceased, intestate, so far as has come to her hands or knowledge, and that

John Howard  
to  
Polly Oakes  
19 Nov. 1824

Know all Men by these Presents, That I John Howard of Salem in the County of Essex sail maker, in consideration of Four Thousand dollars to me paid by Polly Oakes of the same Salem widow of the late Thomas Oakes of said Salem deceased, the receipt whereof I do hereby acknowledge, do hereby give, grant, sell and convey unto her the said Polly Oakes and heirs and assigns forever, a certain messuage or Williams street in Salem aforesaid, consisting of a lot of land with a dwelling house and out buildings thereon, bounded westerly on Williams street seventy feet, northerly on Samuel Gray fifty four feet, and easterly on said Gray partly and partly on land now of John Forrester sixty seven feet and an half, and southerly on land now of Abraham True forty nine feet and eight inches, with all the privileges and appurtenances, being the same premises which were conveyed to me by the abovenamed Thomas Oakes in his life time by deed of Sep. 10. 1811. in Book 201 leaf 280. To have and to hold the granted premises with the appurtenances to the said Polly Oakes and her heirs and assigns to her and their use and benefit forever. And I the said John Howard for myself my heirs, executors and administrators do hereby covenant with the said Polly Oakes her heirs and assigns that at the execution hereof I am lawfully seized in fee of the premises; that they are free of all incumbrances; that I have good right to sell and convey the same to the said Polly Oakes in fee simple; and that I will and my heirs, executors and administrators shall warrant and defend the same to the said Polly Oakes and her heirs and assigns forever, against the lawful claims and demands of any persons. In witness whereof I the said John Howard have hereunto set my hand and seal this nineteenth day of November in the year of our Lord one thousand eight hundred and twenty four.

John Howard . . . . . seal  
signed, sealed and delivered in presence of us } Essex ss. November 19. A.D. 1824. Then the abovenamed  
Joseph Howard - William Joplin jun. } John Howard acknowledged the above instrument  
to be his free act and deed. before me John Purchard Just. Peace. . . .  
Essex ss. Received November 19. 1824. recorded and examined by Amos Choate Reg

Polly Oakes  
to  
Amos Choate  
vid.  
Lit. 247 Fol. 207

Know all Men by these Presents, That I Polly Oakes of Salem in the County of Essex widow of Thomas Oakes late of the same Salem deceased, in consideration of Fifteen hundred dollars to me paid by Amos Choate of the same Salem Esquire, the receipt whereof I do hereby acknowledge, do hereby give, grant, sell and convey unto the said Amos Choate and his heirs and assigns forever, a certain messuage or Williams street in Salem aforesaid, consisting of a lot of land with the dwelling house and all other buildings thereon bounded westerly on Williams street seventy feet, northerly on Samuel Gray fifty four feet and easterly on said Gray partly and partly on John Forrester sixty seven feet and an half, and southerly on land of Abraham True forty nine feet and eight inches, with all the privileges and appurtenances, being the same premises which were deeded to said Polly by John Howard by deed of seven date herewith and entered for record just before this. To have and to hold the aforesaid premises to the said Amos Choate, his heirs and assigns to his and their use and behoof forever. And I do covenant with the said Amos Choate his heirs and assigns that I am lawfully seized in fee of the aforesaid premises; that

affirmant  
of the affirmer of this meeting, having received satisfaction hereof, do hereby fully and charge the same.  
The Green Board  
of the Court  
of the Court  
of the Court



they are free of all incumbrances; that I have good right to sell and convey the same to the said Amos Choate in fee and in mortgage. And that I will warrant and defend the same premises to the said Amos Choate his heirs and assigns forever, against the lawful claims and demands of all persons. *Provided Nevertheless* that if the said Polly Cakes has heirs, executors or administrators pay to the said Amos Choate his heirs, executors, administrators or assigns the said sum of fifteen hundred dollars in one year with lawful interest annually, then this deed as also a certain Bond bearing even date with these presents given by the said Polly as principal, and John Howard and Joseph Howard as sureties to the said Amos Choate conditioned to pay the same sum and interest at the time aforesaid shall both be void; otherwise shall remain in full force. *In Witness whereof* I the said Polly Cakes have hereunto set my hand and seal this nineteenth day of November in the year of our Lord one thousand eight hundred and twenty four.

signed, sealed and delivered } Polly Cakes ..... seal  
 in presence of us } Essex ss. Novem. 19. A.D. 1824. Then the above named Polly Cakes  
 Deborah Howard } a acknowledged the above instrument to be her free act and  
 William Joplin jun. } deed. before me John Purchard Just. of Peace  
 Essex ss. Received November 19. 1824. recorded and examined by Amos Choate Reg

Zacchus Gould admr.

~~Know all Men by these Presents, that I Zacchus Gould of Topsfield in the County of Essex and Commonwealth of Massachusetts, administrator of the estate of Zacchus David Lake Gould late of Topsfield aforesaid deceased intestate, by an order of the Court of Probate begun and holden at Haverhill in and for said County of Essex on the third day of October 1823. was licensed and duly empowered to sell and pass deeds to convey so much of the real estate of the said deceased as shall be necessary for the payment of his just debts and incidental charges. And whereas I the said Zacchus Gould having given thirty days public notice of the intended sale as the law in such cases directs, and having first given bonds and taken the oaths by law in such cases required did on the second day of December 1823 pursuant to the license and notice aforesaid, sell at public vendue on the premises the following described lands being part of the real estate of said deceased to David Lake of Topsfield aforesaid yeoman for the sum of forty five dollars and thirty three cents he being the highest bidder therefor as follows, to wit, one lot of peat meadow situated in Boxford in the aforesaid County of Essex, bounded as follows, beginning at the southwest corner of the lot with a stake and stones by meadow of Capt. Joseph Symonds, thence running northeasterly by land sold to William Hubbard eleven rods to a stake and stones, thence southeasterly by land sold to said William twenty two rods and eight links to a small maple tree marked, thence southwestly by land of said William to a stake and stones, thence westerly by land of Joseph Symonds aforesaid about twenty rods to the bound first mentioned, and contains (by actual measurement) three quarters of an acre and thirty eight square poles. One other lot of peat meadow situated in Boxford aforesaid lying at a small distance in an easterly direction from the above described, and is bounded as follows, beginning at the northwesterly corner of the lot with a stake and stones in a ditch by land sold to William Hubbard, thence running southerly by land sold to said William Hubbard~~

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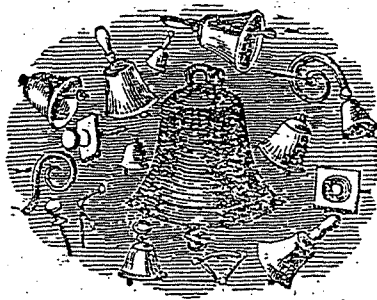
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No. 25 PEABODY ST., - - - SALEM.

TWENTY-FOURTH REGIMENT MASSACHUSETTS VOLUNTEER  
INFANTRY

THREE YEARS

(Re-enlisted)

The 24th Regt. Mass. Vol. Inf., the New England Guards Regiment, was recruited at Camp Massasoit, Readville, under the personal supervision of Maj. Thomas G. Stevenson of the old New England Guards Battalion — the 4th Battalion — M. V. M., who became its first colonel. Twenty-seven of the officers of the 24th Regt. came from this old battalion. The recruits were mustered into the service from time to time as they arrived in camp, beginning early in September, 1861. The regiment remained at Readville until Dec. 9, when it left for Annapolis, Md., where it became a part of Foster's Brigade, Burnside's Coast Division. It sailed from Annapolis Jan. 9, 1862, as a part of the Burnside expedition bound for the coast of North Carolina. Here on Feb. 8, it was engaged with loss at Roanoke Island, and again March 14, it was in action at Newbern where it suffered severely.

In May, 1862, divisions were formed, and the 24th became a part of Stevenson's (2d) Brigade, Foster's (1st) Division. About the 20th of March the regiment made an expedition to Little Washington, and a little later another up the Neuse River. Moving again toward Little Washington, on June 5 it met the enemy at Tranter's Creek, losing 5 killed and 9 wounded. Companies B and D formed a part of the garrison of Little Washington during the siege, July 8 to Sept. 12, and were engaged with loss Sept. 6. November 1, eight companies went on the Tarboro expedition and were engaged at Rawle's Mill, Nov. 2, with loss. On Nov. 12, Co. H was in action at Batchelder's Creek with loss.

The 24th took part in the Goldsboro expedition, Dec. 10 to 20, 1862, but was only engaged at Whitehall where its loss was slight.

In the latter part of January, 1863, the regiment moved toward Charleston, S. C. It was in camp at St. Helena's Island, near Beaufort, S. C., through February and March, now forming a part of the 2d Brigade, 1st Division, Detachment 18th Corps. On Mar. 27 it was sent to Seabrook Island, Edisto Inlet, where it remained over three months. On July 10 it was transferred to James Island in front of Charleston, S. C. and remained on this and on Morris Island until Sept. 30, seeing little combat service.

Ordered to St. Augustine, Fla., it reached there Oct. 3, and remained through the rest of the fall and the winter following. Here 415 members of the regiment re-enlisted for three years. A part of the regiment was sent to Jacksonville, Fla., where it performed provost duty from Feb. 18 to April 24, 1864, when it was sent by transport to Gloucester Point near Yorktown, Va. Here the entire regiment was reunited about May 1, and became a part of the 3d Brigade, 1st Division, 10th Corps.

It was engaged at Drewry's Bluff (also spelled Drury's Bluff), May 13-16, on the 16th having 11 men killed and 54 wounded or missing. It then moved to the north bank of the James, where it remained two months. On Aug. 14 to 16 it was heavily engaged at Deep Bottom, losing over 100 men of whom 20 were killed or mortally wounded. From Aug. 26, to Sept. 28, it was in the lines in front of Petersburg, after

which it was again moved to the north side of the James, where it was in action on the Darbytown road Oct. 7 and 13. December 18 it was transferred to Bermuda Hundred and there remained until April 8, 1865, when it was sent to Richmond to do guard duty. In June, 1865, it received 172 men from the 34th Regt. and 14 from the 40th Regt., the terms of service of these regiments having expired.

The 24th remained in Richmond doing guard duty until Jan. 10, 1866, when it was mustered out of the service. Four days later it arrived in Boston for final payment and discharge.

N. B. The engagement near Deep Bottom, August 16, 1864, is commonly known in the regimental annals as Deep Run.

## FIFTY-FOURTH REGIMENT MASSACHUSETTS VOLUNTEER INFANTRY

### THREE YEARS

The 54th Regt. Mass. Vol. Inf. was the first military unit composed of men of African descent to be raised in Massachusetts. Twenty-seven men, the nucleus of the organization, assembled at Camp Meigs, Readville, Feb. 21, 1863. The companies were mustered in on various dates between March 30 and May 13, the recruits coming from all parts of Massachusetts and many from outside the State. As more enlistments were secured than were needed, the surplus became the nucleus of the 55th.

Captain Robert Gould Shaw, an officer in the 2d Mass. Inf., was commissioned colonel of the 54th, and Captain Norwood P. Hallowell of the 20th Mass. Inf., lieutenant colonel. All the commissioned officers of the regiment were white men.

Lieut. Col. Norwood P. Hallowell did not remain long with the 54th. On May 30, 1863, he was commissioned colonel of the 55th, and on the following day Major Edward N. Hallowell was commissioned lieutenant colonel in his place.

Leaving camp May 28, 1863, the regiment was reviewed by Governor Andrew, and embarked the same day on the transport *DE MOLAY* for the coast of South Carolina. Touching at Hilton Head, June 3, the transport proceeded the same day to Beaufort. During the month of June the 54th visited New Frederica, St. Simon's Island, and St. Helena Island. Embarking July 8, it proceeded to Stono Inlet, where it became a part of General Terry's expedition to James Island near Charleston, S. C. Near Secessionville, July 16, the Federals were attacked by a force under General Colquitt, and in the battle which followed the 54th lost 14 killed, 18 wounded, and three missing.

Ordered to report to General Strong on Morris Island, July 18, it was there assigned to lead the attack on Fort Wagner the same evening. In this disastrous assault the 54th lost Colonel Shaw, Captains Russell and Simpkins, and over 20 men killed, Lieut. Colonel E. N. Hallowell, ten other commissioned officers, and 125 men wounded, and over 100 missing, many of the latter being killed. Six days later Col. M. S. Littlefield of the 4th South Carolina was placed in command of the 54th, and held it through the summer and early fall.

All through the month of August the regiment was occupied in constructing intrenchments and parallels which were gradually pushed up to within a short distance of Fort Wagner, and when the fort was evacuated by the Confederates, Sept. 7, the 54th was the first regiment to enter the works.

The autumn of 1863 was occupied in the reconstruction of Forts Wagner and Gregg so that they would face toward Fort Sumter and Charleston, and in erecting other fortifications. On Oct. 17, Lieut. Colonel E. N. Hallowell, now promoted to colonel, returned and assumed command. Service in front of Charleston, such as outlined above, occupied the 54th until mid winter.

In the latter part of January, 1864, the regiment was assigned to an expedition to the Florida coast commanded by General Seymour. It broke camp on Morris Island, Jan. 29, reported next day at Hilton Head, and sailed Feb. 5, for Jacksonville. Arriving Feb. 7, about a week later it accompanied an expedition into the interior. On Feb. 20, it was engaged with the enemy near Olustee, Fla., while covering the retirement of General Seymour's force from that place, losing 13 killed, 66 wounded, and eight missing.

The regiment now remained at Jacksonville until April 17, when it returned to Morris Island in front of Charleston, S. C. Now commanded by Lieut. Col. Henry N. Hooper, it spent the summer and fall of 1864 in the fortifications on James and Morris Islands.

On Nov. 27, eight companies, under command of Lieut. Col. Hooper, were transported to Hilton Head, and attached to Hartwell's (3d) Brigade, Hatch's Coast Division. Six of these companies were engaged at Honey Hill, Nov. 30, losing three killed 33 wounded, and four missing. On Dec. 6, they were engaged at Deveau's Neck without loss. From Dec. 19, 1864, to Feb. 12, 1865, the 54th, as a part of Hatch's Division, was on guard duty at or near Pocotaligo, S. C., Sherman's base of supplies, and making frequent demonstrations along the Combahee River. About Feb. 13 it was reported that the Confederates had retired to the Ashepoo River in the direction of Charleston. Hatch's Division soon followed, crossing the Combahee, Feb. 16, the Ashepoo on the 20th, and reached a position on the Ashley opposite Charleston Feb. 23. Here it was found that the city was in the possession of the Union forces, mostly from Morris Island, and among them Companies "B" and "F" of the 54th which had been detached from the rest of the regiment since the preceding November. The Confederates had evacuated the place the night of Feb. 17, first setting fire to the bridge across the Ashley River and to all buildings in the city which were used as storehouses for cotton, and the following morning the place was occupied by the Federal forces. The main body of the 54th was ferried over the Ashley and entered the city Feb. 27, and now the separated companies of the regiment were reunited.

Here the 54th remained until the 12th of March when it was sent by transport to Savannah, Ga. From there, on the 27th, it was sent to Georgetown, S. C., arriving on the 31st. Here it was attached to Hallowell's Brigade of Potter's Division, and on April 5 set out on a raid into the interior of the State. At Boykin's Mills, April 18, the 54th was engaged with the enemy, losing three killed and 24 wounded, one of the killed being 1st Lieutenant Stevens of Brighton, Mass. On April 25 the regiment returned to Georgetown, the close of hostilities having been announced four days previously.

Returning to Charleston, May 6, a large part of the regiment was distributed at various points in the State until Aug. 17, when it was assembled at Mount Pleasant, and mustered out Aug. 20. Embarking on the following day on the transports *C. F. THOMAS* and *ASHLAND*, it reached Galloup's Island, Boston Harbor, Aug. 27 and 28. The men were paid off Sept. 1, and on the following day, after being reviewed by the governor, and having paraded in the vicinity of the Common and Beacon Hill, the regiment was disbanded.

An important chapter in the history of the 54th was its fight for the regular soldier's pay of \$13. per month. At the outset the men were assured by Governor Andrew that they should receive the same pay and emoluments as all other volunteer soldiers. But in July, 1863, came an order from Washington fixing the compensation of colored soldiers at \$10. per month, and several times an offer was made to the men of the 54th of this amount. As many times it was persistently refused.

In November, 1863, the legislature of Massachusetts passed an act providing that the difference of \$3. per month should be made up by the State, but the men of the regiment refused to accept money so appropriated by Massachusetts. They demanded that they receive from the national government their full soldier pay. For eighteen months after the first companies entered the service the men received nothing for their services and sufferings.

Finally in September, 1864, their just demands were acceded to by the government, and all the members of the regiment received their full pay from the time of their enlistment totaling approximately \$170,000.



*"The old flag never touched the ground, boys."*

SERGT. WILLIAM H. CARNEY, of Co. C.

WITH THE FLAG HE SAVED AT WAGNER.

HISTORY  
OF THE  
FIFTY-FOURTH REGIMENT

OF

Massachusetts Volunteer Infantry,

1863-1865.

BY

LUIS F. EMILIO.

SECOND EDITION, REVISED AND CORRECTED,

WITH APPENDIX UPON TREATMENT OF COLORED PRISONERS OF WAR.

BOSTON:

THE BOSTON BOOK COMPANY.

1894.



displayed was not equal to the soldierly qualities of the troops engaged. There appears to have been a lack of foresight in the preparations." He gives our loss, from official sources, as eighty-eight killed, six hundred and twenty-three wounded (of which one hundred and forty were slight cases), and forty-three missing: a total of seven hundred and fifty-four. Of the Fifty-fourth (with six companies engaged, numbering sixteen officers and three hundred men), the loss was one officer killed and three wounded; and of enlisted men, one killed, thirty-five wounded, and four missing: a total of forty-four. Lieutenant Reid, who was killed, fully expected his fate. He gave last injunctions regarding his family before leaving Morris Island to a brother officer. At Hilton Head he purchased an emblem of the Freemasons, with which order he was affiliated. Lieutenant Chipman wrote:—

"I can remember poor Reid that morning before we broke camp at the landing. He was blue enough, and said to me that it was his last day on earth; that he should be killed in the fight. Lieutenant Reid was a faithful, experienced, and brave officer, and met his death in the forefront of battle, his body lying in advance of the artillery pieces until brought back."

The Confederates fought steadily and gallantly. But their position more than counterbalanced our preponderance of numbers. It is doubtful, however, if we had more than thirty-five hundred men engaged. Lieut.-Col. C. C. Jones, Jr., in his "Siege of Savannah," gives their loss as four killed and forty wounded. But the Savannah "Republican" of Dec. 1, 1864, stated, "Our loss was between eighty and one hundred killed and wounded." Our defeat lost us results which are thus summarized by Lieutenant-Colonel Jones: "The victory at Honey Hill re-

leased the city of Savannah from an impending danger, which, had it not thus been averted, would have necessitated its immediate evacuation."

As Sherman's army on November 29 was about Louisville, Ga., threatening Augusta, it would seem now that if our movements had been delayed a week, when Sherman was near Savannah, Hardee's whole army might have been captured, as the enemy then would not have dared to detach against Foster, and our force could have cut the railroad, thus preventing escape of the Confederates by the only available route.

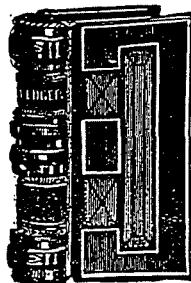
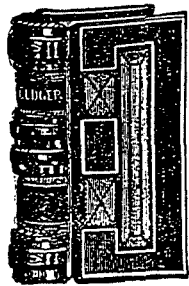
It would seem with the light of the present that our position was as strong for us to hold as was the enemy's. This granted, the natural criticism is, Would not the battle have been better fought to have held the position with a portion of our troops and pushed out the main body well on one flank or the other, drawing the enemy from his work to fight us and preserve his communications?

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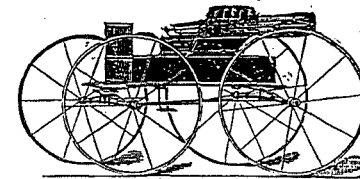
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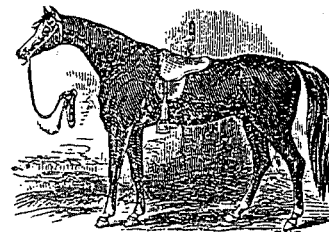
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Lynnfield 18 June, 1890, Harry Wingate Monroe, a shoe cutter, born in Lynnfield 20 May, 1859, to Luther Simonds and Emily Louise-Wiley Monroe. Issue: Wesley Wingate, born 21 Sept., 1896; Emily Crosby, born 26 Sept., 1899.

### FAMILY 460: PERLEY.

LINEAL DESCENT—ALLAN-1, THOMAS-4, JACOB-17, FRANCIS-39, JACOB-81,  
JONATHAN-182, JONATHAN-356.

EDWARD LEE PERLEY was born 1 March, 1844, in Salem, Mass., where he now resides. He was educated in the public schools and graduated at the Salem High School. He then associated himself with his father in the business of bookbinding till his father's death when he succeeded to the business. He is a member of the Masonic Fraternities and of the Ancient Order of United Workmen. He married 29 Dec., 1874, Alice Odell, in Salem, where she was born 4 April, 1855, to James A. and Emily-Johnson Odell.

1 Perley children: Edward Howard<sup>2</sup>, Mary Howard<sup>2</sup>, Frances Ann<sup>2</sup>, Alice Elizabeth<sup>2</sup>.

2 Mary H.<sup>1</sup> was born 12 Oct., 1878; Frances A.<sup>1</sup>, 20 June, 1881; Alice E.<sup>1</sup>, 28 May, 1884; all are living in Salem and unmarried.

3 E. Howard<sup>1</sup> was born in Salem, Mass., 10 Dec., 1875. He was educated in the public schools of his native city and graduated at the Salem High School. He then entered upon duties in the offices of the Chicago, Burlington & Quincy Railroad Company, and continued in that employ three years. He then entered the Boston (Mass.) University, Department of Law, and graduated in 1900 with the degree of LL. B. The same year he was admitted to the Essex Bar with offices in Salem and Boston. He is Master in Chancery for the County of Essex. He has represented his ward in the Common Council of Salem since 1903 and has just (Dec. 1905) been elected for another term. He is a member of the Water Board. He has taken an active interest in church work, being a member of boards and committees, and for a number of years conducted Sunday services for struggling societies under license from the Episcopal bishop of Massachusetts. He is affiliated with the Masonic Fraternities, the Royal Arcanum and the Foresters of America.



E. HOWARD PERLEY.

He was elected register of probate and occupied the office from 7 Jan., 1857, to 13 April, 1857, when he resigned. He was a Freemason from 8 May, 1855. He married 15 Nov., 1843, Frances Ann Oakes, who was born 4 July, 1817, to Thomas and Mary-Howard Oakes of Salem. She died of consumption 24 Oct., 1850. He married, second, 21 July, 1864, Mary Jane Howard, his first wife's cousin, who was born to John and Priscilla-Cheever Howard of Salem 5 June, 1816, and died 4 March, 1876. Her tomb inscription reads:

(From the Salem Register, Feb. 14, 1841.)

**A CARD.**

JONA. PERLEY, JR., respectfully informs his friends and former customers, that he has made arrangements with Mr. J. P. JEWETT, to conduct his Book Bindery, at which place he will be happy to meet those who were formerly his patrons. Bindery over the Bookstore, opposite the Mansion House.

She was faithful in every relation of life.

He died 30 April, 1888, of Bright's disease.

1 Perley children: Edward Lee-460, Mary Howard<sup>2</sup>.

2 Mary H.<sup>1</sup> was born 5 Jan., 1846, and 21 Aug., 1866, married John Masury Berry, a trader, when he was twenty-three years of age, son of George E. and Lydia W. Berry. She died in Minneapolis, Minn., 12 April, 1869. Later, Mr. Berry was of Manchester, N. H. Berry issue: John Plumley, born in St. Paul, Minn., 26 Sept., 1867, and died 6 May, 1873; Mary Perley, born in Minneapolis 20 Feb., 1869, died 31 July, 1870.

FAMILY 357: PERLEY.

LINEAL DESCENT—ALLAN-1, THOMAS-4, JACOB-17, FRANCIS-39, JACOB-81, JONATHAN-181.

WILLIAM HENRY PERLEY was born in Salem, Mass., 8 Jan., 1813. He married 5 May, 1845, Margaret Byron Doyle Brown, daughter of Thomas and Eliza-Howard Brown, who were both (parents) born in Salem. She died 15 Oct., 1863. Their son Osmond says his mother was Margaret-Henderson Perley. He died 16 March, 1881, (which was Wednesday); [Boston records read: 17 March, 1882, aged sixty-nine years and two months.] The following is a published notice of his death:

"Mr. William H. Perley, who died in Boston on Wednesday last at the age of 68 years, will be pleasantly remembered by all who have been acquainted with him at any period of his life, for his ready wit and genial humor. Between fifty and sixty years ago he was learning the trade of a printer in the Salem Gazette office. Not long after his majority he had an opportunity to go to Andover to work, which he accepted, and from there went to Haverhill, and was employed on the Haverhill Gazette, then edited by John G. Whittier, who took quite an interest in him, he being very ready and apt with his pen. From Haverhill, he went to Lynn, and started a weekly paper, called the Locomotive, which was very popular for a short time. Subsequently he connected himself with the Gloucester Telegraph, where he continued until the proprietor went to Fitchburg