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107 Bridge Street

Built for Benjamin Chever Jr.

Leather Dresser

by Andrew Merrill, Housewright

1799

Home of Capt. Thomas Dean, Shipmaster, 1825-1846

Home of Capt. Josiah P. Creesy &

Eleanor Prentiss Creesy

of Clipper Ship "Flying Cloud"

Researched & written by

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Capt. Josiah Perkins Creesy, Jr., resided here.

A native of Marblehead, eminent master of clipper ship "Flying Cloud"
and other merchant vessels, and commander of US Navy warships in Civil War,
he died in this house in 1871.

History of Owners & Occupants
House at 107 Bridge Street, Salem, Mass.

By Robert Booth, July, 2019

According to available evidence, this house, in its oldest (northern) part was built (probably by housewright Andrew Merrill) for Benjamin Chever, leather dresser, in 1799; early it was the home of Capt. Joseph Cook, shipmaster, and from the 1820s into the 1840s it was the home of Capt. Thomas Dean, shipmaster and circumnavigator of the globe. A century after its construction, the building was doubled in size for Charles W. Peirce, shoemaker.

In June, 1798, Benjamin Pickman Esq., for \$179.54 sold to Benjamin Chever Jr., Salem leather dresser, a lot fronting 100' on Bridge Street (ED 164:146). A leather dresser was a tanner. The property was immediately mortgaged by Mr. Chever to Mr. Pickman (ED 164:146). Rev. William Bentley in his diary notes that Mr. Cheever moved a house here in 1798 (likely a smallish one), and built a new one (probably this one) in 1799; so on both halves of the 100' lot, Mr. Chever had houses. The contractor (housewright) was likely Andrew Merrill, to whom for \$650 Mr. Chever sold a house and the northeast half of the lot (50' frontage on Bridge Street) (ED 165:115). This sale had the effect of a surety or mortgage, for in January, 1800, for \$258.54 Mr. Merrill sold the same back to Mr. Chever (ED 166:129). In May, 1800, Mr. Chever sold his rights in the place to Samuel Putnam, who sold the same right away to Samuel Buffum & John Howard, sailmakers (ED 167:141).

Messrs. Buffum & Howard had already acquired the house on the southwest half of the original lot in January, 1800, from yeoman (farmer) Benjamin Brown, who had bought it from Mr. Chever in June 1799 for \$466 (ED 166:143, 165:116).

In January, 1801, having acquired the remaining rights from Mr. Chever's wife Ann and Mr. Pickman, Messrs. Buffum & Howard owned the whole original lot, 100' fronting on Bridge Street and running back 73', bounding southwest on land of Dwinnell & Quimby and northeast on land of Pickman or Barras. In January, 1801, for \$2700 they sold to Capt. Joseph Cook, mariner, the northeast part of the lot and the house thereon (50' frontage of the lot) (ED 167:148). In those days there was no Arbella Street and no Pleasant Street; the main road out to Bridge Street was Winter Street.

Captain Cook was fortunate to be sailing out of Salem, which had become a world center of trade after the Revolutionary War. In some places, the post-war loss of the former colonial connections and trade routes was devastating. Not so in Salem, whose merchants and mariners were ready 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 Asia. Multiple voyages to India soon followed, and to Sumatra (pepper) and Java (coffee).

By the 1790s, the new foreign markets—and the coffee trade, which would be opened in 1798 with Mocha, Arabia—brought great riches to the Salem merchants, and raised the level of wealth throughout the town: new ships were bought and built, more crews joined more shipmasters, new shops and stores opened, new partnerships were formed, and new people moved in. Salem's first bank, the Essex Bank, was founded in 1792, 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 President 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 France, 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 war with France (and detente with 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, led locally by the Derby family. Those who favored peace with republican France were the Anti-Federalists, who later became aligned with Jefferson and his Democratic-Republican party; they were led locally by the Crowninshields and Whites. 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 flagged.

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 cargoes 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, lower Derby Street, 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. Salem was then still a town, and a small one by our standards, with a total population of about 9,500 in 1800.

Its fierce politics 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 alms-house. As the 19th century advanced, Salem's 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, among the wealthiest in the country, had, in Samuel McIntire, 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), who was self-educated and who made his living primarily as a wood-carver and carpenter, was quick to adapt the Bulfinch style to Salem's larger lots. McIntire's first local composition, the Jerathmeel Peirce house (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 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. At the end of the year 1806 he reflected on the recent changes in Salem as follows: "While Salem was under the greatest aristocracy in New England, few men thought, and the few directed the many. Now the aristocracy is gone and the many govern. It is plain it must require considerable time to give common knowledge to the people."

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. 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.

Here on Bridge Street, In January 1802 Caleb Cook, mariner, sold the other (southwest) lot, 13.46 poles of land, and the house thereon, to Capt. Joseph Cook, mariner (ED 171:150). How Caleb Cook got that property is not known—probably from Joseph himself.

Captain Cook married Rebecca Manning on Dec. 5, 1802. Employed as a shipmaster in trade with Spain, he commanded the 171-ton brig *Saint Michael* departing in October, 1803, on a voyage to Corunna; after returning he commanded the same vessel to the same place, departing Salem in December, 1804. In November, 1805, he commanded the 93-ton schooner *Jason*, leaving for Europe; in December, he was master of the 89-ton schooner *Columbia* starting for Corunna. He was kept ashore due to the Embargo in 1807-9; and in March, 1809, he sailed from Salem in command of the 107-ton brig *Betsey*, bound perhaps for Europe.

In 1806 the Derby heirs had 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 shops for artisans (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 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.

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, 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. He removed a large amount of Salem wealth, shipping, import-export cargos, and local employment.

In July, 1811, Capt. Joseph Cook mortgaged to Ezra Northey for \$1500 the two Bridge Street houses and both halves of the original lot (ED 194:173). Mr. Northey sold Captain Cook & wife Rebecca a large tract, the Lewis Farm, in Lynn (now Swampscott), just over the line from Marblehead (ED 194:173). By January, 1812, there was only one house on the combined Bridge Street lot (presumably the house that is the older part of the building that is the subject of this report): at that time, for \$2,000 Capt. Joseph Cook sold the property to Caleb Warner, jeweler, and Timothy Brooks, merchant (ED 196:114).

In Boston, Billy Gray soon switched from the Federalist party, and was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead. Salem resumed its seafaring commerce for three years, but still the British preyed on American shipping; and in June, 1812, war was declared against Britain.

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.

Salem erected forts and batteries on its 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 their weaker opponents; and, as predicted by many, the western expansionists had their day. At sea, over time, 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 Federalist moderates, who prevailed in sending a mild message to Congress.

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

In September, 1815, for \$1325 Mr. Brooks sold his interest to Mr. Warner, who became sole owner of the house and lot fronting 100' on Bridge Street (ED 208:135).

Caleb Warner (1784-1861) had come from Ipswich (the son of William Warner and Susannah Gould), was evidently apprenticed to a Salem silversmith (perhaps Jabez Baldwin), and from 1801 to 1820 worked as a silversmith and jeweler, with a shop on Essex Street and then on Essex Place, perhaps specializing in clocks and watches. In 1812-1815, the Warner and Brooks families evidently occupied this house as a double family residence.

In 1809 Caleb Warner had married Mary Pearson (died 1817); and in 1819 he married Mrs. Mary Porter (she would die in 1825, aged 40, of consumption, soon after the birth of son William). By both Mary Pearson and Mary Porter, Mr. Warner had children, baptized at the Second Church (see 1820 census sheet for the number of people living here in that year).

Caleb partnered with John Warner from 1820 to 1822. After the death of Mary in 1825, Caleb Warner moved out of this house and went to Portland to partner with Charles Lord as silversmiths and jewelers. He returned to Salem and partnered here in 1830 with Thomas Lord and later with J.F. Fellows.¹ He never again resided in the Bridge Street house, but moved into now-92 Federal Street when, in January, 1830, he married, third, Sally Gould; and he resided there for the rest of his long life.

¹ See the appended biographical sketch from "American Silversmiths" for more notes on his career as a distinguished silversmith and jeweler, including time spent in Portland, Maine.

Given Mr. Warner's removal to Portland, it seems possible that 1825 was the year that the house was first leased by Capt. Thomas Dean, whose family residence this would be for more than twenty years.

Captain Dean was a distinguished shipmaster who would spend much of his life at sea. He was born in Salem in 1785 and was baptized in 1787 by Rev. William Bentley at the East Church; he had a younger sister, Lydia. When he was five his father died in October, 1790, while on a voyage to North Carolina. The children's mother, Lydia (Waters) Dean, did not remarry. Young Thomas had both sets of grandparents; his grandmother, Mary (Cash) Dean, who would die in February, 1794, remained vivacious and cheerful throughout her life. Her husband, Capt. Thomas Dean survived into his 80th year; he had gone to Barbados to sit out the Revolutionary War and returned to Salem and finished his career as Inspector of Customs, a notable figure in the East Parish—handsome, polished, well-informed, cheerful, and sociable (per diary of Rev. Wm. Bentley). He died in 1802, by which time his namesake grandson Thomas was already going to sea as a cabin boy. On his mother's side, Esther (Gilbert) Waters died at 88 in September, 1807, when Thomas was on a voyage.

At 18, Thomas Dean made a voyage as a seaman on board the 310-ton ship "Lucia," departing Salem Harbor in July, 1803, bound for the far side of the world and the ports of India, with their exotic sights and sounds and their mix of cultures and religions. Like his fellow mariners, he was changed by these experiences, which helped to change Salem itself, the first American place to open itself to Asia. One aspect of this difference was the rise of Unitarianism.

After his return from India, Thomas made many more voyages, and proved to be a likely seaman: in 1809 (115-ton brigantine "Henry" bound for Stockholm) and 1810 (250-ton ship "Union" bound for Calcutta) he sailed as First Mate. He was ashore in January, 1812, when his mother, Lydia (Waters) Dean, fell ill of fever in January; Thomas, 26, suffered along with her. He was taken from the household to recover, which he did; but she died, aged about 50 years, on January 28. Her daughter Lydia was placed with her sister Sarah (Mrs. Edward Stanley) to be raised.

The War of 1812-15 interrupted the merchant seafaring careers of Salem's sailors; Thomas Dean, like the rest, probably went privateering during the war, and perhaps served in the U.S. Navy.

In 1813 Thomas Dean, 27, married Sarah Burditt, who, on her mother's side, was descended from some very old Salem families—Massey, Williams, Brown. Their first child, a daughter, was born on Feb. 24, 1814, and died

three days later. The couple would have sons Edward S. and Thomas Dean Jr., who would become a mariner like his father.

Post-war, the Salem merchants rebuilt their fleet and resumed their worldwide trade, slowly at first, and then to great effect. Many new partnerships were formed. The pre-war partisan politics of the town were not resumed, as the newly powerful middle-class "mechanics" (artisans) brought about civic harmony, largely through the Salem Charitable Mechanic Association (founded 1817). Rev. William Bentley, keen observer and active citizen during Salem's time of greatest prosperity and fiercest political divisions, died at the end of 1819, the year in which a new U.S. Custom House was built on the site of the George Crowninshield mansion, at the head of Derby Wharf. 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, hides, and gum copal, used to make varnish. This opened a huge and lucrative trade with East Africa in which Salem dominated.

Capt. Thomas Dean, 5' 4" tall, became a shipmaster by October, 1818, when he, 33, commanded the brig "Eliza" on a voyage to South America, probably to trade for a cargo of hides to be tanned. He commanded several other vessels in these years, including the brig "Hope" (1820) and schooner "Alexander" (1821). At that time (per 1820 census) Thomas Dean & family resided in a house in the East Parish (perhaps on Derby Street) shared with Capt. Samuel Very (1759-1832), wife Martha (nee Cheever), and their children (per census). As mentioned, the Deans probably moved in here (now-107) in 1825, renting the place from Caleb Warner.

Thomas Dean (1785-1855), born 1785, baptized 30 Sept. 1787 (East Church), son of Thomas Dean & Lydia Waters, died Chelsea 24 June 1855. He m. 22 Oct. 1813 Sarah Burditt (1796-1849), daughter of David & Abigail Burditt of Salem; she died on 22 May 1849. Known issue:

- 1. daughter, 24 Feb. 1814, died 3 days later.*
- 2. Thomas, 1815, bp 1818 E. Chh., m. Elizabeth Currier; had issue; moved to NH, died 1 Dec. 1876.*
- 3. Edward Stanley, 1817, bp 1818, v. 1846.*

Salem's general maritime foreign commerce fell off sharply in the late 1820s. Imports in Salem ships were supplanted by the goods now being produced in great quantities in America. The interior of the country was being opened for settlement, and some Salemites moved away. To the north, the falls of the Merrimack River powered large new textile mills (Lowell was founded in

1823), whose cotton cloth, sold at home and overseas, created great wealth for their investors; and it seemed that the tide of opportunity was ebbing away from Salem. Salem's merchants and capitalists were already prospering from ownership of an iron-products factory in Amesbury and from a textile factory they had built in Newmarket, NH, so they saw the potential of manufacturing in Salem. In 1826, in an ingenious attempt to stem the flow of talent from the town and to harness its potential water power, they formed a corporation to dam the North River for industrial power; but the attempt was abandoned in 1827, which further demoralized the town, and caused several leading citizens to move to Boston, the hub of investment in the new economy.

In early April, 1830, occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a wealthy merchant, resided in a mansion on Essex Street. One night, someone broke in and killed him in his bed. All of Salem buzzed with rumors of murderous thugs; but the killer was a Crowninshield (a fallen son of one of the five brothers; he killed himself in jail). He had been hired by White's own relatives, Capt. Joseph Knapp Jr. and his brother Capt. Frank Knapp (they would be executed). The results of the investigation and trial uncovered much that was lurid, and several respectable families quit the now-notorious town.

In 1830 Capt. Thomas Dean's family lived here and Mrs. Dean sublet rooms to tenants and boarders: in 1831 James K. Averill, cabinet-maker, and William Brown Jr. and families resided here alongside the Deans (per 1831 valuations). Mr. Averill was 26 and his wife was named Eliza; they would have at least three children. Thomas Dean Jr., fifteen, was already going to sea as his father's cabin boy; and at sixteen (1832) he was steward on a voyage to Marseilles on board the brig "Pioneer." He was Second Mate of the brig "Leander" on a voyage to Padang in 1835, and he would sail on board the bark "Gentleman" (1836, for Maranham, Brazil) and brig "Cherokee" (1843, to Buenos Aires and to Zanzibar), and others, before becoming a shipmaster.

Capt. Thomas Dean (1785-1855) remained in command of vessels in foreign trade: the schooners "Leader" (two 1829 voyages to Pernambuco & a market), "Gazelle" (1830-1831), "Rising Sun" (1832), and "Mayflower" (1834), brig "Patriot" (1835, for Maranham & a market), schooner/brig "Eagle" (1836 voyages to The Brazils and to Para), and 263-ton bark "Henry" (1837) and perhaps others.

In January, 1840, Captain Dean, 55, had his men shake out the topsails of the bark "Henry" and start on a trip around the world. The logbook of this voyage was kept by James Ward, 26, evidently the Second Mate; it is to be found in the collections of the PEM. In it, we follow the bark around Cape Horn and

into the Pacific, then up the coast of South America. On Sunday, March 31, the men encountered "fresh gales" and at midnight the vessel was "rolling and lurching badly," so they took in the foretopsail and foresail. They soon arrived safely at Valparaiso, Chile. There, they shipped provisions and made for Arica/Callao, and then westward for the "Sandwich Islands" (Hawaii); and from Oahu they departed on Nov. 8, 1840, for the Philippines. Departing Manilla on Feb. 2, 1841, they traversed the Indian Ocean, bore around the Cape of Good Hope, and made good time across the Atlantic, arriving in Salem in July, 1841.

This remarkable voyage was unusual for Salem mariners, whose course typically was eastward toward the Horn of Africa or into the Mediterranean, then south and east around the Cape of Good Hope to ports in the Indian Ocean, completed by doubling back westward. Captain Dean's notable seafaring career has never been the subject of publication; and the (quite imperfect) published shipping records tend to omit his voyages or misname him (e.g. "Thomas Dunn"). He was evidently a reliable and well-respected sea captain in Salem for more than twenty years; and this circumnavigation of the planet may have been his last voyage.

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

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

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

Some Salem merchants turned to whaling in the 1830s, which led to the building of two small steam-powered factories producing high-quality candles and machine oils at Stage Point. The manufacturing of white lead began in the 1820s, 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 started Salem in a new direction. In 1838 the Eastern Rail Road, headquartered in Salem, began operating between Boston and Salem, which gave the local people a direct route to the region's largest market. The new railroad tracks ran right over the middle of the Mill Pond; the tunnel under Washington Street was built in 1839; and the line was extended to Newburyport in 1840.

Thomas Dean was listed as a head of household here in 1842, as were Thomas Jr. (mariner) and Edward Dean (house was then numbered 77 Bridge, per directory). In 1846 (per directory) Capt. Thomas Dean resided here at then-77, as did his son Edward and mariner George Dean Jr., probably a nephew of the Captain. Capt. Thomas Dean Jr. (1815-1871) had moved out and by 1846 lived at then-17 Norman Street with his wife Elizabeth and two daughters, Laura and Alice. Captain Thomas Dean's wife, Sarah (Burditt) Dean, died in (evidently) May, 1846. At that point, he left Salem to take up residence in Chelsea. He did not return evidently; and in Chelsea eventually he would meet with a serious accident and die on June 24, 1855, aged seventy.

The 1840s proved to be a decade of explosive growth in Salem's leather industry, still conducted largely as a mass-production handicraft, and Salem's new textile manufacturing, applying leading edge machine technology. The tanning of animal hides and curing of leather, a filthy and smelly enterprise, took place on and near Boston Street, along the upper North River. In 1844, there were 41 tanneries; a few years later, that number had doubled and in 1850 they employed 550 workers. Salem had become one of the largest leather-producers in America; and it would continue to grow in importance throughout the 1800s.

In 1847, along the inner-harbor shoreline of the large peninsula known as Stage Point, the Naumkeag Steam Cotton Company completed the construction of the largest steam cotton factory building in the world, four stories high, 60' wide,

400' long, running 1700 looms and 31,000 spindles to produce millions of yards of first-quality cotton sheeting and shirting. It was immediately profitable, and 600 people found employment there, many of them living in new houses on The Point. The cotton sheeting of The Point found a ready market in East Africa, and brought about a revival of shipping, led by the merchants David Pingree (president of the Naumkeag company) and John Bertram.

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

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

In general, foreign commerce waned: in the late 1840s, giant clipper ships sailing from Boston and New York replaced the smaller vessels that Salem men had sailed around the world. The town's shipping consisted of vessels carrying coal and importing hides from Africa and Brazil, and Down East coasters with cargoes of fuel wood and lumber. A picture of Salem's waterfront is given by Hawthorne in his mean-spirited “Introduction” to *The Scarlet Letter*, which he began while working in the Custom House.

In 1850 (per census, h. 123) this house was occupied as a two-family by a widow, Mrs. Eliza A. (Very) Peele, 49, \$1500 worth of real estate owned, and her daughter Susan S. Peele, 21; and by Nathaniel Goodhue, 56, trader, born in New Hampshire, wife Sarah, 53, daughter Mary E., 21, and by Dorothy B. Ross, 36, John A. Potter, 24, and Moses Y. Quimby, 22. Mr. Quimby had come from Acton, Maine, to Salem in 1843; he worked as a trader (probably a grocer) and would marry Anna C. Weymouth and join the Essex Lodge of Freemasons in 1851.

The Nathaniel Goodhues would move to a different Salem house after 1853. Mrs. Eliza Ann Peele and step-daughter Susan Peele (1828-1883) stayed on here. Eliza Ann (Very) Peele (1801-5 July 1877) was the daughter of Capt. James Very, a brother of Capt. Samuel Very; she had married blockmaker William Peele in 1832. William had married, first (1821), Susan Stodder (d. 1829), and with her had daughters Hannah (b. 1827) and Susan S. (b. 1828). The son, William H., was perhaps the child of Eliza A. Mr. Peele died in 1845 and his widow Eliza lived the rest of her life with her step-daughter Susan.

In 1855 (per census, house 96) the house was occupied by Mrs. Eliza A. Peele and daughter Susan, 26, and by Henry Howard, 25, a grocer, wife Mary, 25, sons Charles H. 3, and John, an infant; and by domestic servant Julia Kelley, 20, a native of Ireland.

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

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

By 1860 (per census), Mrs. Peele and daughter Susan had moved to Osgood Street (Eliza would die on July 6, 1877; Susan, who clerked at the Registry of Deeds, would die Sept. 14, 1883; both were buried at Harmony Grove cemetery in Salem).

In 1860 here lived (1860 census, house 1810), evidently, Harrison Lake, 63, a peddler (formerly a shoemaker), wife Ruth, 65, son Harrison H., 35, a shoe manufacturer, wife Deborah, 35, son Winfield, 13, son Harrison H. Jr., an infant; also James Davis, 30 (born NH), who ran a millinery shop, wife Jenny, 31, Frances M. Lake, 29, and domestic Mary Holland, 40, a native of Ireland.

On April 18, 1861, the long-time owner of this house, Caleb Warner, "watchmaker", of 92 Federal Street, died of cancer, in his 77th year.

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

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

Through the 1860s, Salem pursued manufacturing, especially of leather and shoes and textiles. The managers and capitalists tended to build their new, grand houses along Lafayette Street (these houses may still be seen, south of Holly Street; many are in the French Second Empire style, with mansard roofs). Factory workers, living in smaller houses and tenements, wanted something better for themselves: in 1864 they went on strike for higher wages and fewer hours of work.

In September, 1864, the heirs of Caleb Warner for \$1530 sold to John Goldsmith the house and land fronting 52' on Bridge Street and running 108' on Arbella Street (ED 731:192), which was a new road.

In 1865 (per census, house 73) this was evidently the residence of John F. Nowland, 35, a train conductor for the Eastern Rail Road, wife Kate, 31, sons William D., 12, and Frank M., 10, and daughter Nellie B., two; also plumber Frank Goss, 26, and wife Abba A., 23.

In October 1867 for \$1775 John Goldsmith sold the same property to John H. Goldsmith (ED 731:239). In 1870 (per census, house 111) this was the residence of the owner, Capt. John Goldsmith, 37, master mariner, wife Frances H., 33, and of Francis (Frank) Goss, the plumber, listed as 25, and wife "Annet," listed as 24.

In May 1871 for \$5000 J. H. Goldsmith sold the house and other buildings and lot to Capt. Josiah P. Creesy of Salem (ED 823:160).

Both Josiah and Eleanor were famous in the annals of seafaring, he as the captain of clipper ships (and warships in the Civil War), and she as a brilliant navigator (see appended material).

Before residing here, the Creesys lived in their native Marblehead, residing in the 1850s (when ashore), at the Prentiss family residence at 18 Orne Street with Eleanor's mother, who was a widow, Eleanor (Horton) Prentiss, 54 in 1850 and heading a family of seaman sons Joshua, 23, and Samuel H., 21, and daughters Mary E., 17, and Matilda, 15 (house 48, 1850 Marblehead census). By 1860 the Creesys had moved to a farmhouse in Wenham; Captain Creesy was usually away at sea (see 1860 and 1865 censuses for

Wenham); he was a commander of warships during the Civil War. By 1870 the Creesys were residing in this neighborhood, probably on Collins Street.

Captain Creesy had a stroke, perhaps during the following year, when the Creesys moved in here. In his interesting and lengthy look at Captain Creesy's career and life in Salem, Frank Damon in a three-part series published in the Salem Evening News for (see appended), paints an affecting picture of Eleanor escorting her debilitated husband, who was incapable of walking on his own and was actually frightening to his neighbors. She would read to him by the hour and otherwise devote herself to his well-being.

Captain J. P. Creesy died on June 5, 1871. By will (made in 1868 when living in Wenham), he left his wife Eleanor their Wenham homestead and some investments in stock; to his sisters Sarah and Mary and mother he devised another Wenham house and shares of stock, with reversion to his brother William's children Emily and William A. He gave cash to others, including his sisters Joanna and Eliza and Caroline; bequests were made to the Seamen's Friend Society and other charities; and his wife Eleanor and brother William Creesy were named executors.

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

Salem continued to prosper in the 1870s, carried forward by the leather-making business. In 1874 the city was visited by a tornado and shaken by a minor earthquake. In the following year, the large Pennsylvania Pier (site of the present coal-fired harborside electrical generating plant) was completed to begin receiving large shipments of coal, most of it shipped by rail to the factories on the Merrimack. In the neck of land beyond the Pier, a new owner began subdividing the old Allen farmlands into a development called Salem Willows and Juniper Point. In the U. S. centennial year, 1876, A. G. Bell of Salem announced that he had discovered a way to transmit voices over telegraph wires.

In this decade, large numbers of French-Canadian families came to work in Salem's mills and factories, and more houses and tenements were built. The

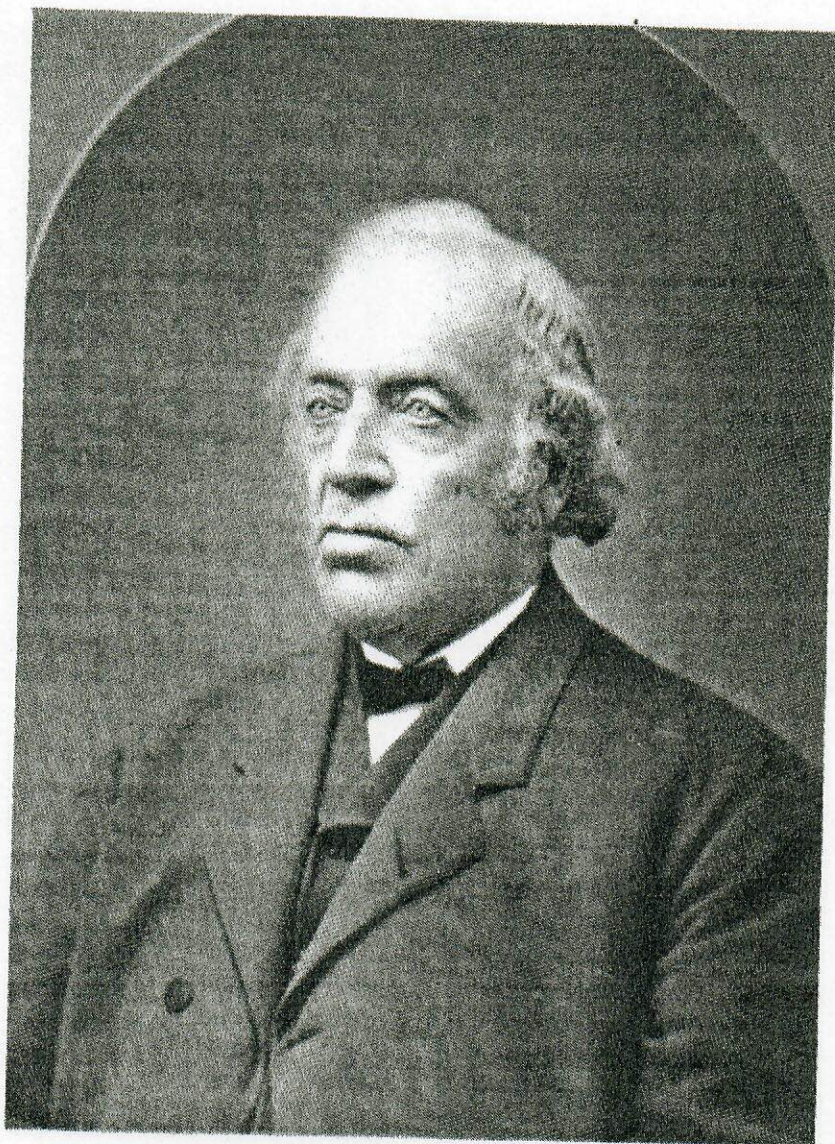
better-off workers bought portions of older houses or built small homes for their families in the outlying sections of the city; and by 1879 the Naumkeag Steam Cotton mills would employ 1500 people (including hundreds of children) and produce annually nearly 15 million yards of cloth. Shoe-manufacturing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

On June 27, 1879, Mrs. Eleanor (Horton) Prentiss, in her 89th year, died of heart disease, probably while living here. She was the daughter of Capt. Samuel Horton of Marblehead and his wife Eleanor Broughton. Eleanor had married, first, Capt. Joshua Prentiss, father of her daughter Eleanor; and then, after his death on a voyage, she had married his brother, Capt. John E. Prentiss, by whom she had several more children. It was he, uncle and step-father of young Eleanor, who noticed the girl's aptitude for mathematics, and taught her the science of navigation, at which she would prove to be a genius.

At the time of the 1880 census, the census-taker thought the old lady was still alive and living here: those listed (at then-#77) (h. 187) were Eleanor Creesy, 65, widow, mother Eleanor Prentiss, 88, sisters Mary E. Prentiss, 47, and Matilda Prentiss, 45; also Lemuel B. Hatch, 70, coal dealer, and wife Ann C., 67; also Nathaniel Very, 42, bookkeeper, Elizabeth, 44, and son Nathaniel T., 14.

The presence of the Hatch-Very family is somewhat remarkable. Nathaniel Osgood Very (b. 1838) was the son of Nathaniel Very and Esther Gilbert Ward—Nathaniel O.'s grandfather, Capt. Samuel Very had shared his house with Capt. Thomas Dean & family in 1820, and his mother was a cousin of Capt. Thomas Dean (1785-1855) who had lived here for many years. N. O. Very began his career as a clerk in a dry-goods store, and in 1859 he was employed by Lemuel B. Hatch, a coal dealer with his office and coal yard on Derby Wharf. In May, 1862, Mr. Very had enlisted in the Salem Cadets and served in the garrison at Fort Warren in Boston Harbor until October. In 1863 N.O. Very married the boss's daughter, Elizabeth Ann Hatch, 26; and she gave birth to their only child, Nathaniel Thomas Very, in August, 1865. Mr. Very had worked for Mr. L. B. Hatch for 20 years by 1880, at the time that the two families lived in this house. In 1885, Mr. Very would buy out Mr. Hatch and henceforward would run the Derby Wharf coal business, in which he was joined by his son, a veteran of the Spanish-American War, until 1905.

Lemuel Bonney Hatch (1806-1885), who resided here with his wife Ann in 1880, was a native of Hanson, Mass., where he was overseer in a woolen mill



Lemuel B. Hatch

until about 1840, when he moved to Salem and became a dealer in wood and coal. He was a Republican in politics and was elected to the board of aldermen and the overseers of the poor; he was proposed as a candidate for mayor, but refused to accept. He was survived by his wife Ann C. Thomas (born 1812, daughter of Ira Thomas and Betsy Cushing) and by two sons, Charles and Thomas (both of whom served in the Civil War), as well as daughter Mrs. N. O. (Elizabeth Ann) Very. Mr. Hatch would die on March 1, 1885, in his 79th year.

In 1884 the occupants here were Mrs. Eleanor Creesy and John E. Mathews, who worked as a dry-goods clerk at 33 Summer St., Boston (per directory). Mr. Mathews, 39, was married to Mary A., 39; and they had a daughter Lucy May, 10. The Mathews family soon moved to another house in Salem. Their place was taken by Edward B. Pulsifer, 55, a commercial traveler, and family; they moved to Wenham in 1887.

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, junk-yards, rail-yards, and parking lots. The South River, too, with its epicenter at Central Street (the Custom House had opened there in 1805) disappeared under the pavement of Riley Plaza and New Derby Street, and some of its old wharves were joined together with much in-fill and turned into coal-yards and lumber-yards. Only a canal was left, running in from Derby and Central Wharves to Lafayette Street.

In 1893 and 1894 and perhaps longer the occupant here was Sylvanus R. Arey, 61, foreman, and family (per valuation and directories).

Mrs. Creesy acquired a homestead at 9 Woodside Ave., Salem and moved there with her sisters Mary and Matilda Prentiss. In June 1896 Eleanor H. Creesy sold the property at #107 to Charles W. Peirce Jr. & wife Catherine J. Pierce (ED 1481:213). Mr. Peirce and Anna J. (Smith) Peirce were newlyweds here.

In Aug. 25, 1900 Eleanor H. (Prentiss) Creesy would die of heart failure. She was one of the most accomplished people ever born in Essex County; and her seafaring feats were unique among women.

In 1898 Charles W. Peirce had the building doubled in size by adding the present three-story southerly side. In valuations, it increased from \$2400 (1894) to \$4200 (1898).

Charles William Peirce (1867-1950) was a native of Beverly, son of C.W. & Susan (Lynn) Peirce, and Roman Catholic in religion. He was a shoemaker, 27, of Beverly, when, in November, 1895, he married Catherine J. (Kate) Smith, 27, a native of Ireland. They would have no children during their 34-year marriage.

In 1897 the house was occupied by the Peirces and by Charles R. Lewis, 62, a ship carpenter born in Canada and his wife Lavinia, 52; they had come to the US in 1890 (per 1900 census). In 1898 C. W. Peirce Jr., 32, shoemaker (the owner), Wm. F. Clark, 31, agent, George F. Holden, 32, painter, and John F. McKenna, 50, foreman, were the heads of household here; there were stores here too, those of Holden Fruit Co. and Arthur H. Sinclair, druggist (per Salem valuations).

In 1901 the house was occupied by (male adults listed) teamster James H. Byers (and family), by the owner, now a stockfitter, Charles W. Peirce, and by William F. Clark, agent for the Fleischmann's Yeast Co. (housed in the rear of the building, 107½); also, at 107½ was the drugstore of apothecary Arthur H. Sinclair (per directory 1901/2).

In 1910 (per census, h. 26, ward two) the house was occupied by the Peirces (Charles W., 42, shoe factory foreman, and wife Katherine J., 41, a native of Ireland), by Joseph A. McManus, 42 (b. NY), running a liquor store, wife Mary F., 40, and son Louie P., 8; and William Welch, 39, a street railway motorman, and wife Mary, 40, born in Canada, with brother-in-law William D. Brown, 23, a street railway conductor.

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

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

In 1915, the building was occupied as a three-family: here were Charles W. Peirce, packer, Edward Kenneally, weigher, and teamster Thomas Deasy (with Deasy adult females Mrs. Mary E—who kept at variety store here—Catherine G., laundress, Elizabeth, factory operative). On the southwest side were the Sinclair drugstore, the Fleischmann Yeast dealership, and Post Office substation No. 5 (info from Directory, which lists 107 and 107½).

By 1920 Salem was once again a thriving city; and its tercentenary in 1926 was a tiCharled William Oirve (lme of great celebration. The Depression hit in 1929, and continued through the 1930s. Salem, the county seat and regional retail center, gradually rebounded. Catherine (Kate) Peirce died in the 1920s; and in 1929 Charles married, second, Clara V. French.

In 1930 (per census, house 36, ward two), the house was occupied by the Peirces (Charles W., retired, and Clara V., both 62), Kenneallys (Edward J., 45, born in Ireland, working as a repairman in a leather factory, wife Annie, 45, also Ireland-born, and daughter Marguerite, 20, working in sales at department store), and the Deasys (headed by Catherine, 42, a supervisor at the Naumkeag Steam Cotton Mill at The Point, with her daughter Margaret, 18, and her father Thomas, 66, born in Ireland, and retired).

Salem prospered after World War II through the 1950s and into the 1960s. General Electric, Sylvania, Parker Brothers, Pequot Mills (formerly Naumkeag Steam Cotton Co.), Almy's and Newmark's and Webber's department stores, various other retailers, and Beverly's United Shoe Machinery Company were all major local employers. Misguided urban renewal efforts destroyed much of the downtown in the late 1960s and early 1970s, and led to the closing of many stores, some of which re-opened as witchcraft-oriented shops in the new tourist-oriented economy.

Charles W. Peirce survived his second wife Clara; and he died here, suddenly, on Feb. 17, 1950, aged 83. He was remembered as a member of the Catholic Order of Foresters. He was survived by a suster, Jessie M. Story of Beverly, and several nieces and nephews. His funeral was held from this house followed by a requiem mass at Immaculate Conception church.

By will, Mr. Peirce devised this property to his niece, Susan Pierce (as she spelled it); and she resided here, sometimes with tenants (in 1965, for example, with Mrs. Anna Kenneally, the widow of Edward).

In November, 1966, Susan Peirce sold the premises, fronting 52' on Bridge Street, to Paul H. DesRochers (ED 5410:636).

Glossary & Sources

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

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

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

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

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

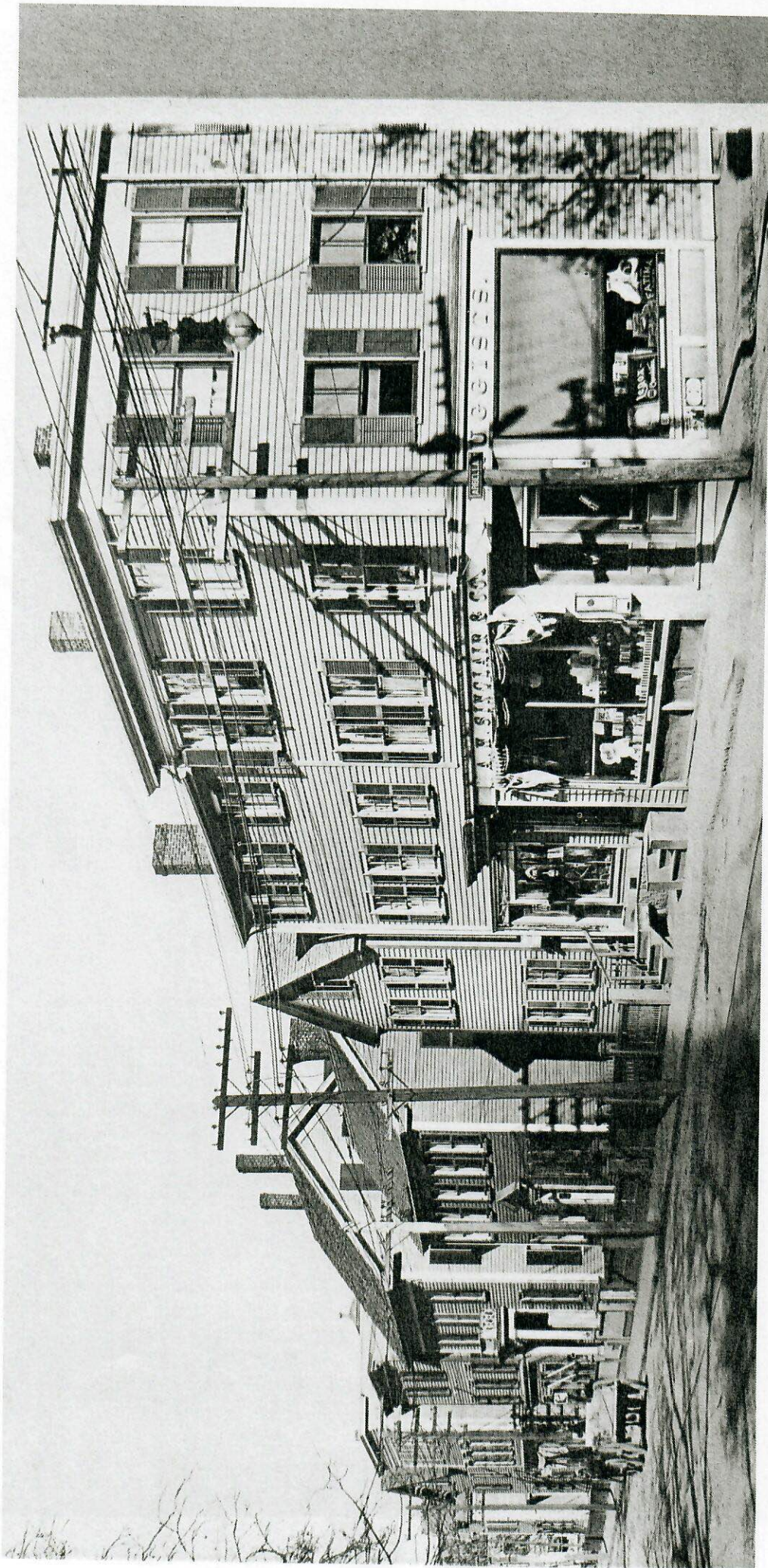
The six-volume published Salem Vital Records (marriages, births, and deaths through 1849) have been consulted, and the Salem Directory and later Naumkeag Directory, with data about residents and their addresses, etc.

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

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

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

—Robert Booth



Know all Men by these presents that I Benjamin Pickman of Salem in the County of Essex
 Esquire in consideration of one hundred and seventy nine dollars fifty four cents paid me by
 Benjamin Chever junior of Salem aforesaid leather dropper (the receipt whereof I do hereby ac-
 knowledge) do hereby give grant sell and convey unto the said Benjamin Chever junior and his heirs and
 assigns forever a lot of land in Salem aforesaid containing twenty six poles and ninety three hundredths
 of a pole bounded as follows, to wit, northwesterly by Bridge Street one hundred feet, northeasterly by
 my own land seventy three feet, southeasterly by my own land one hundred feet, southwesterly
 by my own land seventy three feet. all being straight lines. To have and to hold the same to
 the said Benjamin Chever and his heirs and assigns, to his & their use and benefit forever. And I
 the said Benjamin Pickman for my self & my heirs executors and administrators do covenant
 with the said Benjamin Chever and his heirs and assigns, that 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 Benjamin Chever in manner aforesaid, and that I and my heirs executors
 and administrators will warrant and defend the same to the said Benjamin Chever, and
 his heirs and assigns forever against the lawful claims and demands of any persons. And I
 Mary wife of said Benjamin Pickman for ten cents paid me by said Benjamin Chever, do hereby
 release assign & give up to him & his assigns all my right to dower in the premises. In testimony
 whereof we the said Benjamin Pickman & Mary Pickman have hereunto set our hands seals the
 second day of June in the year of our Lord seventeen hundred and ninety eight
 signed sealed & delivered in the presence of us } Benj^r Pickman & a seal
 Mary Pickman jun^r Mary Symonds } Mary Pickman & a seal
 Attest October 12. 1798 Then Benjamin Pickman Esq. acknowledged this Instrument
 to be his free Will Before Richard Ward Justice of the Peace
 Essex Rec^d Oct^r 15. 1798 & recorded & examined by John Pickering Reg

Pickman Esq.
 Chever

164:146

Know all men by these presents that I Andrew Merrill of Salem in the County of Essex housewright in consideration of two hundred fifty eight dollars and fifty four cents in hand paid by Benjamin Chever junior of Salem aforesaid leather dresser, the receipt whereof I do hereby acknowledge, and for divers other good causes and considerations me hereunto moving do for myself and my heirs, renounce release sell and forever quitclaim unto the said Benjamin Chever and his heirs and assigns forever a certain dwelling house and land under and adjoining, situate in said Salem, containing thirteen poles and forty five hundredths of a pole and is bounded as follows, to wit, northwesterly on Bridge Street, thence measuring fifty feet, northeasterly on land of Benjamin Pickman seventy three feet, southeasterly, on land of said Pickman fifty feet and southwesterly on land of Benjamin Brown seventy three feet, with the privileges and appurtenances thereto belonging - Together with all the estate, right, title interest use property claim and demand whatsoever of me the said Andrew Merrill, which I now have or at any time heretofore had, of, in, and to the aforementioned premises with the appurtenances, or to any part thereof, or which at any time heretofore has been held used occupied or enjoyed as part or parcel of the same. To have and to hold all the afore-released premises with the appurtenances to him the said Benjamin Chever and his heirs and assigns forever with the reversion and reversions, remainder and remainders thereof, or any part or parcel thereof forever - so that neither I the said Andrew Merrill nor my heirs, nor any other person or persons claiming from or under me or them, or in the name right or stead of me or them shall or will by any way or means have claim challenge or demand any estate right title or interest of in and to the aforesaid premises with the appurtenances or any part or parcel thereof forever. In witness whereof I the said Andrew Merrill have hereunto set my hand and seal this second day of January in the year of our Lord one thousand eight hundred - Andrew Merrill & a seal.

Merrill
to
Chever;
166.
129

signed seals and delivered
in presence of
Richard Manning
Benjamin Chever

Essex Salem January 2nd AD. 1800. Then the within named Andrew Merrill personally appeared and acknowledged the within written Instrument to be his free act & deed before me
Richard Manning Just Peace

Essex Recd Jan'y 2^d 1800 - & recorded & exam'd by John Pickering Reg^{is}

Buffum &
Howard
to
J Cook -
167:
148

Know all Men by these presents, that we Samuel Buffum & John Howard of Salem
the County of Essex said Hahers in consideration of twenty seven Hundred Dollars paid
us by Captain Joseph Cook of Salem aforesaid, Harmer, the receipt whereof we do
hereby acknowledge do hereby give, grant, sell and convey unto the said Joseph Cook his
heirs and assigns forever, a piece of Land situate in Salem aforesaid containing thir-
teen poles and Forty six hundredths of a Pole & is bounded as follows, to wit, Northwest-
erly on Bridge Street and there measuring fifty feet, Northeastly on of Peter -
Barras seventy three feet formerly of Benjⁿ. Richman Esq^r. South easterly on land of
said Benjamin Richman Esq^r: fifty feet, and Southwesterly on land of our own, seventy
three feet, together, with the Dwelling house and all other Buildings thereon and the
priviledges thereto belonging, the well on the westerly line in common with the two lots.
to Have and to Hold the same to the said Joseph Cook and his heirs and assigns, to his use
and benefit forever. And we the said Buffum & Howard for ourselves heirs, executors,
and administrators, do covenant with the said Joseph Cook and his heirs and assigns,
That we are lawfully seized in fee of the premises. That they are free of all incumbrances
that we have good right to sell and convey the same to the said Joseph Cook. And that we
and our heirs, executors and administrators will warrant and defend the same to the said
Joseph Cook and his heirs and assigns, forever, against the lawful claims and demands
of any persons. And we Nancy Buffum & Gemima Howard wives of said Buffum &
Howard for one Dollar paid us by said Joseph Cook do hereby release and grant to
him & his heirs & assigns all our Right of Dower in the granted premises - In
Testimony whereof we said Buffum & Howard & our wives have hereunto set our
hands and seals the seventh day of January in the year of our Lord eighteen -
hundred & one - - - - - Samuel Buffum and a seal
signed sealed & delivered in Presence of us - - - Nancy Buffum and a seal
Timothy Harraden Mary Buffum - - - John Howard and a seal
Essex ss January 7th 1801 Then Samuel Buffum & - - - Gemima Howard and a seal
John Howard acknowledged this Instrument to be their free deed - Before - - -

Richard Ward Justice of the peace!

Ch. ex. Rec^d Jan 14. 1801 & recorded & exam^d by John Pickering Esq^r

Caleb Cook
to
Jos. Cook

171:150

Know all men by these presents, that I Caleb Cook of Salem in the county of Essex in the state of Massachusetts, in consideration of ... paid me by Joseph Cook of said Salem full and convey unto the said Joseph Cook a piece of land situate in said Salem containing thirteen poles and forty six hundredths of a pole, bounded as follows, to wit, northwesterly on Bridge Street & there measuring fifty feet, northeasterly on said Joseph's land seventy three feet, southeasterly on land late of Benjamin Hickman Esquire fifty feet and southwesterly on land of John Dwinchel seventy three feet together with the dwelling house and all other buildings thereon and the appurtenances and privileges thereto belonging with one half the well on the northeast bounds. To have and to hold the same to the said Joseph Cook his heirs and assigns, to his & their use and benefit forever. And I the said Caleb Cook for myself my heirs executors and administrators, do covenant with the said Joseph Cook his heirs and assigns, that 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 Joseph Cook as aforesaid and that I and my heirs, executors and administrators will warrant and defend the same to the said Joseph Cook his heirs and assigns forever against the lawful claims and demands of any persons. and I Hannah wife of said Caleb Cook for twenty cents paid me by said Joseph Cook do hereby release & quitclaim to him his heirs & assigns my right of Dower in the premises. In witness whereof we the said Caleb Cook and Hannah have hereunto set our hands and seals this ninth day of January in the year of our Lord one thousand eight hundred and two. Caleb Cook & a seal signed sealed and delivered in presence of Hannah Cook his wife
 Ephraim Gray - Sally Estey I Open - Dec. 2. 1802 The above named Caleb Cook & Hannah Cook personally acknowledged the foregoing instrument by them signed to be their deed, before me, Tho Bancroft Just. peace
 Joseph Reed Jan. 13. 1803 deposed & examined by John Pickering, Jr.

Salem

Cynth ^a Elliott		1	1	1	1			1					
Mary Cook								1					
James Whittemore		1	1	1	1								
Daniel Walden	1			1		1		1					
David Smith					1				1				
Peter Foye		2			1		1		2				
Stephen Whittemore	2	3		1	1	2		1	1				4
Francis Edlith				1					1				
Worship Pottery	1	1	1	2	1		1	1	1	1			3
Caleb Warner	2	1	1	1	1		1	1	1	1			3
Mary Bickford		1		1				1	2				
John Bickford	1				1			1	1				
John Pierce	1	1			1		1	1	2				
John Poper			1		1		2	2	2				
Timothy Wetton	2	2		1		1	2	1					
Nathl Peabody	3				1		2	1	1				
B. H. Hathorne	1				1	1		1	1				
John S. Appleton	2				1		1	1					
Rebecca Abbot									2				
Karna Pierce									2				
Nancy Mansfield									2	1			
Abel Larrance		1	1	1	1		1	3	2	2			
Caleb Baston	2		3	2		1	1	1	2				2
Joel Baker	1	1		1	1		1	1	1				

14 17 4 14 11 10 7 13 22 23 12 7 13

Invoice One Bale of Fine goods shipped by Thomas
Dean on board the ship Lucia & Saone master bound
for Salem marks and Numbers as in margin

TD

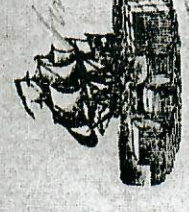
No. 1 1 Bale of 95 Pieces blue & white handkerchiefs } 403 10 "
8 1/2 Hds in a Piece at 48 1/2 of each

Charges viz

Government Customs	10	0	3
and Comps 2 2.. 10.. 6. 4 1/2	10	10	3
Packing with wrappers gunny			
Seaming 1/2	3	8	
Caddy and Boat hire	6		
			14 8 3
1 Pair of Matts			1 8
1500 Churocks			1 0
			431 0 3

Sinec Receipt

Shipped in good order and well conditioned, by *Samlr*
in and upon the good *Ship* called the *Ship*
whereof *James* is master for this present voyage,
now in the harbour of *London* and bound for *to say,*



Thirty barrels of Choice Tobacco -
Twenty barrels of Choice Sugar -
Twenty barrels of Choice Coffee -
Twenty barrels of Choice Pepper -
Twenty barrels of Choice Indigo -
Twenty barrels of Choice Cloves -
Twenty barrels of Choice Mace -
Twenty barrels of Choice Nutmeg -
Twenty barrels of Choice Cinnamon -
Twenty barrels of Choice Vanilla -
Twenty barrels of Choice Sassafras -
Twenty barrels of Choice Guaiacum -
Twenty barrels of Choice Myrror -
Twenty barrels of Choice Aloes -
Twenty barrels of Choice Cambray -
Twenty barrels of Choice Sarsaparilla -
Twenty barrels of Choice Colic -
Twenty barrels of Choice Worm -
Twenty barrels of Choice Castor -
Twenty barrels of Choice Olive -
Twenty barrels of Choice Linseed -
Twenty barrels of Choice Rape -
Twenty barrels of Choice Turpentine -
Twenty barrels of Choice Rosin -
Twenty barrels of Choice Pitch -
Twenty barrels of Choice Tar -
Twenty barrels of Choice Soap -
Twenty barrels of Choice Butter -
Twenty barrels of Choice Cheese -
Twenty barrels of Choice Lard -
Twenty barrels of Choice Tallow -
Twenty barrels of Choice Wax -
Twenty barrels of Choice Oil -
Twenty barrels of Choice Vinegar -
Twenty barrels of Choice Brandy -
Twenty barrels of Choice Rum -
Twenty barrels of Choice Whisky -
Twenty barrels of Choice Beer -
Twenty barrels of Choice Ale -
Twenty barrels of Choice Wine -
Twenty barrels of Choice Brandy -
Twenty barrels of Choice Rum -
Twenty barrels of Choice Whisky -
Twenty barrels of Choice Beer -
Twenty barrels of Choice Ale -
Twenty barrels of Choice Wine -

Being marked and numbered as in the margin, and to be delivered, in the like good order and well conditioned, at *the port of London* (the danger of the seas, and other unavoidable accidents, excepted) unto *his* assigns, he or they paying freight for the said *Nothing being Prince Property* with *out* primage, and average accustomed

IN TESTIMONY WHEREOF, the Master of the said *Ship* hath affirmed, the other *to stand void.* Dated at *London* the *10th* day of *September* 183*2*

James
John

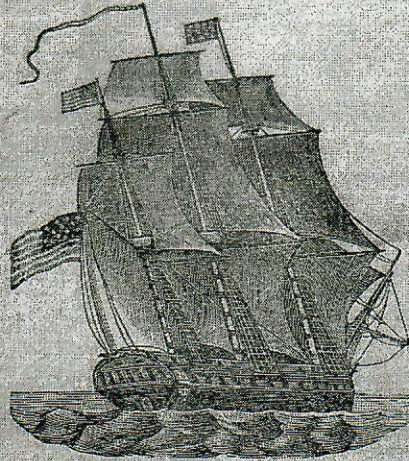
SEA JOURNAL.

JOURNAL OF A VOYAGE

From *Salem* to *Poliparaise* in
the *Bergue Henry* commanded
by *Thomas Dean*
Begun *January 22nd* 1844, and
terminated *July* 1844

KEPT BY

James Ford



SOLD BY

HENRY WHIPPLE,

AT HIS

BOOK, CHART, AND STATIONERY STORE,

Salem, Massachusetts,

HERE MAY BE FOUND THE LATEST AND BEST EDITIONS OF NAUTICAL BOOKS, THE LATEST SURVEYS OF AMERICAN AND ENGLISH CHARTS OF ALMOST EVERY PART OF THE WORLD, WITH SAILING DIRECTIONS. A LARGE ASSORTMENT OF BOOKS, AND ALL ARTICLES OF STATIONERY NECESSARY FOR SEAMEN, WHICH WILL BE SOLD ON THE LOWEST TERMS, AT

100 Essex Street, one door West of the Mansion House.

Salem: Cassin Press.

1
1
2
3
4
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11
12

Course.

departed from Salem towards Wahra case

H.	K.	H.K.	Courses.	Winds.	L.W.	Remarks.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Course: Dist. Diff. Lat. Dep. Lat. by D. R. Lat. by Ob. Varia. Diff. Long. Long in. Long by Ob.

Wednesday January 23/41

H.	K.	H.K.	Courses.	Winds.	L.W.	Remarks.
1						
2						
3						
4						
5						
6						
7	7		ENE	SE		Distance of 1/2 gang of men
8	7					on the sea succession in form of
9	7					the high ground at sea
10	7					
11	7					
12	7					
1						
2			ENE	SE		at sea
3						the wind aft is at 1/2
4	3					
5	3					
6	3					at 1/2 pm Com. on again
7	3		SE	ENE		at 1/2 pm Com. on again
8	3					at 1/2 pm Com. on again
9	3					at 1/2 pm Com. on again
10	3					at 1/2 pm Com. on again
11	3					at 1/2 pm Com. on again
12	3					at 1/2 pm Com. on again

Course: Dist. Diff. Lat. Dep. Lat. by D. R. Lat. by Ob. Varia. Diff. Long. Long in. Long by Ob.

Departure from Manila towards Valera

H.	K.	H.K.	Courses.	Winds.	L.W.	Remarks.
1						Get under way at 4 PM
2						with slight air from SW
3						
4						Midnight light and Ruffled
5						Winds turning up from West
6						to port by South Ketchikan
7						light land upon the Mountain
8						Bear in current sitting with
9						anchors at 3 Bells Breeze
10						raised Commodore at 6:30
11						raised the hazy at 10:15
12						with tending rain Sea got dark
1						at 10:30 - Baska Breeze
2						and Cloud clear

Course | Dist. | Diff. Lat. | Dep. | Lat. by D.R. | Lat. by Ob. | Varia. | Diff. Long. | Long. in. | Long. by Ob.

1844

H.	K.	H.K.	Courses.	Winds.	L.W.	Remarks.
1						Clear weather and Breeze
2						at 10 the land on island the
3						Barometer down Bore 2.5
4						
5						Midnight heavy weather
6						at 10:30 took in the
7						set anchor at 2
8						Morning and little Port
9						
10						
11						
12						

Course | Dist. | Diff. Lat. | Dep. | Lat. by D.R. | Lat. by Ob. | Varia. | Diff. Long. | Long. in. | Long. by Ob.

[SEARCH](#) [SAVED SEARCHES](#) [MY LIST](#) [MY ACCOUNT](#)

New Search :

[Search History](#)

	Titles	Prev 2 of 57 Next
Thomas Dean Papers,		
Title:	Thomas Dean Papers, 1695-1845.	This item Record View Staff View
Author:	Dean, Thomas, 1723-1802.	
Physical Description:	2 boxes (.75 linear feet).	Actions Print Export E-mail Add to My List Login Instructions
Scope:	Salem, MA ship master and shipping merchant. Collection contains shipping and personal papers of Thomas Dean (1723-1802). Also included are financial and legal papers for Dean family members, such as Lydia, William (d. 1791), Thomas (b. 1787), and Thomas (b. 1818).	
Finding Aids:	Finding aid available in the library. A link to the finding aid can be found at the end of this record.	
Preferred Citation:	Thomas Dean Papers, MSS 101, Phillips Library, Peabody Essex Museum, Salem, Mass.	
Format:	Mixed Material	
Subjects:	Dean, Elizabeth. Dean, Lydia. Dean, Thomas, 1698-1759. Dean, Thomas, 1787-. Dean, Thomas, 1818-. Dean, William, -1791. Derby, Richard, 1712-1783. Account books. Deeds. Merchants--Salem (Mass.) Ship captains. Shipping. Salem (Mass.)	
Other Author(s):	Cicero (Brigantine) Charming Molly (Brig) Charming Polly (Brigantine) Flying Fish (Schooner) Lark (Brigantine) Leopard (Schooner) Lucia (Ship) Polly (Brigantine) Polly (Sloop)	
Links:	Click here to access the Finding Aid to the collection.	

SEARCH SAVED SEARCHES MY LIST MY ACCOUNT

New Search : GO[Search History](#)

Titles Prev 7 of 57 Next

Henry (Bark) Logbook,

Title: Henry (Bark) Logbook, 1840-1841.
Author: [Henry \(Bark : 1834-1841\)](#)
Physical Description: 190 p. ; 35 cm.
Scope: The logbook of the bark Henry details a voyage from Salem to Valparaiso, Arica, Callao, Sandwich Islands [i.e. Hawaii], Manila, and back to Salem (Jan. 1840 to June 1841). Home port was Salem, Mass.; master was Thomas Dean; log keeper was James Hard. It is a daily log describing wind, weather, location, and sightings of ships.

This item

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[Staff View](#)

Actions

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[Export](#)
[E-mail](#)
[Add to My List](#)
[Login Instructions](#)

Preferred Citation: [Log 460, Bark Henry, Phillips Library, Peabody Essex Museum, Salem, MA.](#)**Format:** Mixed Material

Subjects: [Dean, Thomas.](#)
[Logbooks.](#)
[Logbooks--1840-1841.](#)
[Shipping--Philippines--Manila.](#)
[Shipping--Hawaii.](#)
[Shipping--Massachusetts--Salem.](#)
[Shipping--Chile--Arica.](#)
[Shipping--Chile--Valparaíso.](#)
[Shipping--Peru--Callao \(Callao\).](#)
[Ships spoken--Reaper \(Bark\)--Massachusetts--Salem.](#)
[Ships spoken--Thetis \(Ship\)--Louisiana--New Orleans.](#)
[Hard, James.](#)

Other Author(s):**Notes:** Available on microfilm #91, reel 35.**Holdings Information**

Location: Vault
Call Number: Log 460
Number of Items: 1
Status: Not Charged

[Persistent Link](#)

[Search](#) [Saved Searches](#) [My List](#) [My Account](#) [Help](#)

SEARCH **SAVED SEARCHES.** **MY LIST** **MY ACCOUNT**

New Search : GO

[Search History](#)

Titles [Prev](#) 5 of 8 [Next](#)

Josiah Perkins Creesy Papers,

Title: Josiah Perkins Creesy Papers, 1810-1887.
Author: Creesy, J. P. (Josiah Perkins), 1814-1871.
Physical Description: 1 envelope.
Scope: Nine legal documents of Creesy and family.
Preferred Citation: Josiah Perkins Creesy Papers, Fam. Mss. 208, Phillips Library, Peabody Essex Museum, Salem, Mass.
Format: Mixed Material
Subjects: Creesy, J. P. (Josiah Perkins), 1814-1871.
Marblehead (Mass.)

This item

[Record View](#)
[Staff View](#)

Actions

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[E-mail](#)
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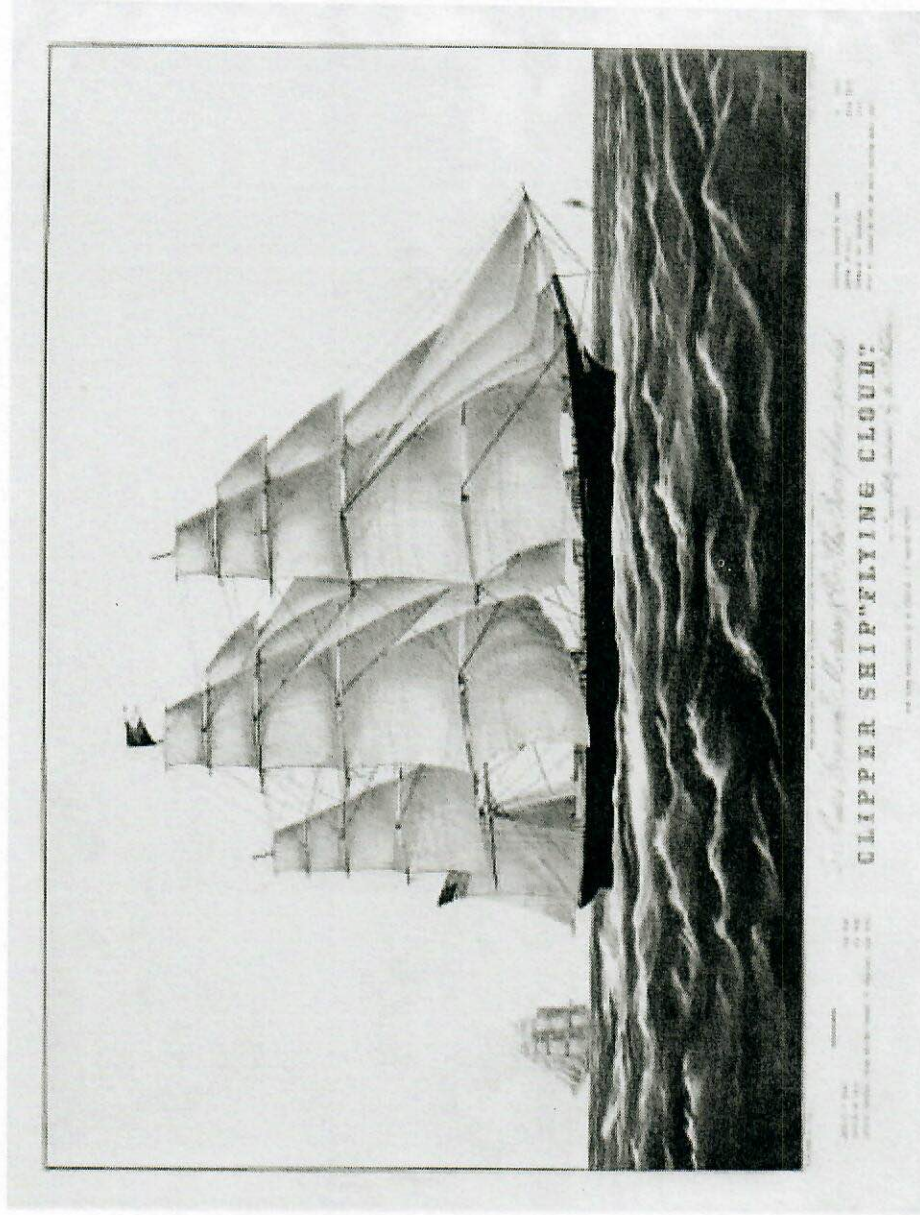
Holdings Information

Location: Vault
Call Number: Fam. Mss. 208
Number of Items: 1
Status: Not Charged

[Persistent Link](#)

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The Flying Cloud
CLIPPER SHIP "FLYING CLOUD"
 The Flying Cloud, built in 1845, was the fastest clipper ship ever built. She was owned by Captain Wm. W. Smith and was the first ship to sail from New York to San Francisco in 42 days.



Photo added by Anna Beatrice Jacke



Added by Bob on Gallows Hill

Josiah Perkins Creesy, Jr

BIRTH	23 Mar 1814 Marblehead, Essex County, Massachusetts, USA
DEATH	Jun 1871 (aged 57) Salem, Essex County, Massachusetts, USA
BURIAL	Harmony Grove Cemetery Salem, Essex County, Massachusetts, USA
PLOT	Sea-view Avenue
MEMORIAL ID	10061845 · View Source

Merchant Ship Captain. Captain Creesy (variously spelled Cressey, Cressy) Jr., was the master of the clipper ship Flying Cloud - built by Donald McKay in Boston - on two record-setting voyages from New York to San Francisco around South America's Cape Horn. In 1851, aided by his wife Eleanor (Prentiss), a master navigator who plotted the clipper's course using dead reckoning around the Horn, due to a constant overcast that prevented her from fixing their position via the sun, the couple guided the clipper safely to San Francisco in 89 days and 21 hours. In 1854 they bested that record, completing the voyage in 89 days and 8 hours. The Cressys' and the Flying Cloud's record stood until 1989 when it was surpassed by the high-performance racing sloop Thursday's Child. Captain Creesy served in the Union navy during the Civil War as captain of the Ino. He also later served in the Massachusetts legislature and as an alderman of Salem. Both Captain and Eleanor Creesy were renowned among mariners the world over. They are buried together.

Bio by: Bob on Gallows Hill

Family Members

Spouse



Eleanor Horton
Prentiss Creesy
1814-1900

How famous was Josiah Perkins Creesy, Jr?

John Goodwin, Jr., Post 32, G. A. R., and John Goodwin, Jr., W. E. C. will hold a joint installation at G. A. R. hall, Wednesday evening, Jan. 4 at 8 o'clock. Mrs. Grace E. Rogers and William H. Wormstead will be the installing officers. A turkey supper will be served at 6.30. Among the invited guests are Mrs. Isa P. P. Martin of Danvers, department president; Mrs. Eva Johnson, Beverly, president of the Essex county association and representatives of all patriotic bodies and auxiliaries.

"COLLEGE OF MISSIONS"

The Sunday evening service in St. Stephen's M. E. church at 7 o'clock, will open the third annual "college of missions" devoted to the inspirational study of Christian work in fields outside the local church and community. A wide variety of interesting programs has been planned by Rev. Clarence F. Avey, the pastor, for use during January, called "World vision month" by the people of St. Stephen's.

Each year a large class of adults and children has been graduated at the close of the sessions on the first Sunday in February. It is expected that unusual interest will be taken in securing the diplomas to be issued this year.

The speaker secured for Sunday evening to open the month's activities is Rev. Harry Hansen, returned missionary from India. Mr. Hansen has been in the foreign field under the auspices of the Methodist Episcopal church in Newtonville and is well acquainted with the people and their problems. His address is expected to bring an unusual presentation of the country which Gandhi has brought to world attention.

The five Wednesday evenings following next Sunday will continue the work begun, when a mid-week church night will be held. Each Wednesday evening there will be a family supper, followed by a praise service, after which classes on the American Indians and missionary work among their tribes, will be held. Each evening's session will close with a special feature program.

At both the morning and evening services next Sunday, music which was presented on Christmas Sunday will be repeated for the benefit of those who were not able to hear the programs. In the morning, two numbers from the cantata, "Hope of the world" and in the evening a program of traditional carols not usually heard in Christmas programs. The beautiful manger scene constructed for Christmas festivities will be lighted for the evening hour of service.

LOCAL MATTERS

A meeting of Chaplain Lyman Rollins post, V. F. W., was held last evening in Rechabite hall.

Cemetery Commissioner Robert Livingstone is housed for a few days at his home on Jersey street with a slight illness.

Marblehead public schools, which have been closed for the holidays since Dec. 22, will open for the mid-winter semester Tuesday, Jan. 2.

A meeting of the school committee will take place Tuesday evening in Supt. Frank Hill's office.

"Swede" Nelson, Harvard line coach will be the speaker at a meeting of Post 32, American Legion, Friday evening, Jan. 6.

Following a custom observed for several years, next Sunday being the first Sunday in the year, will be observed as parish Sunday at the Unitarian church. On that day special invitations are extended to members of the parish to be present at the service of worship at 10.30. The service of communion will be observed.

There will be a special meeting of Mary E. Graves auxiliary in Spanish War Vets hall tonight at 8 o'clock.

Neptune lodge, Knights of Pythias, will hold a meeting in Rechabite hall tonight.

Icy particles clinging to the surface of the streets last evening made driving anything but pleasant and resulted in one minor accident when a machine operated by Dr. Malcolm Restall skidded into a telephone pole fronting the Mary Alley hospital. Slight damage was inflicted on the machine but the force of the blow broke a guy cable on the pole.

Marriage intentions have been filed at the town clerk's office by Levi Wade, son of Mrs. Jane R. L. Wade of State street, and Miss Dorothy Gilbert, daughter of Mr. and Mrs. Elbridge G. Gilbert, Glover street.

FLYING CLOUD LOADING AT NEW YORK WHARF
From Gleason's Pictorial for 1851, Courtesy Marblehead Historical Society

By FRANK C. DANON
CHAPTER II
(Continued from Yesterday)

Marblehead, Dec. 30.—In this chapter of our story of the ship Flying Cloud we shall give two accounts of her second record voyage from New York to San Francisco in 89 days.

We found the first narrative in Capt. Arthur H. Clark's "The Clipper Ship Era," published by G. P. Putnam's Sons in 1910. It was based on the log of the vessel.

The second narrative was related to Hon. Samuel Roads, Jr., some 30 or more years ago, by one who served as an able seaman on that eventful voyage. It was faulty in many respects, as we shall show. It should be said, however, that he must have been an old man and that he talked extemporaneously, without reference to any notes of his own or reference to a guide book.

Capt. Clark says, on page 248: "During the year 1854 no less than 20 passages were made from Atlantic ports to San Francisco in 110 days or less. The Flying Cloud repeated her passage of 89 days," and was followed by the *Romance of the Seas*, 95 days; *Witchcraft*, 97 days; *David Brown*, 98 days; and *Murricane*, 99 days.

"The abstract log of the Flying Cloud was as follows:

Days	
Sandy Hook to Equator	17
Equator to 50 deg. S	25
50 S to Same Pacific	12
To Equator	20
To San Francisco	15
Total	89

"On this passage the Flying Cloud gave a fine example of her sailing qualities. She sailed eight days after the Archer, also an exceedingly fast ship.

And 'Led Her Into San Francisco' by nine days. Capt. Cressy received a grand ovation on this, his second record passage, and the merchants of San Francisco, always generous and hospitable, vied with each other to do him honor.

"Upon his return to New York a banquet was given him at the Astor House, then the finest hotel in the city, and a splendid service of silver plate was presented to him by the New York and Boston marine underwriters.

We shall not make any changes in the Roads notes, but we feel obliged to call attention to the fact that Capt. Clark lists no clipper ship named *Adelaide*; also that the old sailor mistated the record time by five and seven days respectively.

The *Adelaide* might have been an English vessel, and the old sailor's story about the wager between the two masters may have been correct; but it is singular that Capt. Clark does not mention the *Adelaide* and her alleged 89-day passage. He gives us a list of British China tea clippers and chronicles the end of some 20 English-built clippers, but the name *Adelaide* is not included in either list.

These are trifling inaccuracies, we know. The great value of the Roads notes on the Flying Cloud's 1854 passage lies in their intimate picture of Capt. Cressy and the manner in which he enforced his orders in the matter of carrying all the sail he thought the ship could stand.

THE UNKNOWN SAILOR'S STORY

"We sailed from New York the latter part of January, 1853. (1854-Ed.) We made the passage to San Francisco in 84 days. (89—Ed.) We raced along with the ship *Adelaide* of New York, a bet of \$1000 and a new hat having been made between the two captains. We sighted the *Adelaide* twice and signalled her, but did not speak her. We got there four hours ahead of her.

"When we reached San Francisco Capt. Cressy celebrated the ship's birthday. She was five years old. (Only three—Ed.) She made a passage in 82 days, 12 hours two years before. (89—Ed.)

"After we had discharged a cargo of general merchandise in San Francisco

we went to Hong Kong in ballast. We carried a shipment of hard money to a Chinese merchant in Hong Kong. Here we took in a cargo of tea, cassia, straw matting, etc.

"On the passage from New York to San Francisco we ran into a gale off Cape Horn—a succession of them, in fact, and it required all hands to take in the topsails or reef them.

"The *Adelaide* sailed into San Francisco bay with us. Capt. Cressy said to the pilot:

"I'll give you \$50 to anchor us before that ship."

"The pilot kept all sail on her and ran her up on George's Island. Then he sang out, 'Let her go.' The ship came

To Anchor With All Sails Set and, I tell you, there was some cracking and snapping, but nothing gave way. She had so much headway that the anchor chain cut through the hawse pipe, through three planks, down about forty feet on each side.

"She leaked pretty bad on the passage out. The pumps were kept going all the time. When we got to Whampoo the ship was put in dry dock. Two two-inch auger holes were found on each side of her keel. They were just copped over. There was not a particle of filling. Capt. Cressy declared that the carpenters who overhauled her in New York must have been hized to bore the holes in order to sink the ship. Jealously of Capt. Cressy was always thought to have inspired the act. He was generally accounted the smartest shipmaster who ever trod the quarter deck of a ship.

"We were away from home 11 months and 20 days. We had a crew of 52 men before the mast, four mates, a boatswain, a carpenter, two stewards and two cooks. We brought them all home safe, but came near leaving one, as I will tell you later. Mrs. Cressy always accompanied the captain on his voyages. On this one she had her sister with her, and there was also another woman passenger.

"I have often seen the 'old man' and his wife sitting on the quarter deck playing chess. Through we might be going through the water 16 or 17 knots an hour I have seen him pucker up his lips and whistle for more wind. He was the greatest man to carry sail I ever saw. I have seen her jump into a sea chuck up to her forehead."

"One night I shall never forget. The mate on duty saw a squall coming up off the weather quarter.

"'In with the main, topgallant-studding sail,' he shouted.

"Up the cabin companionway shot the head and shoulders of the 'old man.'

"'What's the matter, Mr. Dickson? Are you going to take in the main topgallant studding sail?'

"'Yes, sir.'

"'See That Squall Coming Up?'

"'Belay, there!' cried Capt. Cressy. 'Don't start a rope. Make everything fast.'

"With that he came on deck, took charge of the ship, and sailed her right through that squall. Not a rope parted; not a sail split an inch."

"He was always on deck all night when rounding the Horn. He might shorten sail a bit in the afternoon, or just as night-closed-down, but as soon as it was daylight he would be crowding all sail on her again.

"You often hear of hardships suffered by sailors and abuse at the hands of their master—bad food badly cooked, long hours and a laboring with anything that came handy to force them to work faster. We were always fed well on the Flying Cloud and got plenty of sleep. We had a fresh meat dinner every Sunday and once in the middle of the week. There were plenty of live sheep, chickens, ducks and pigs aboard. There was nothing mean or close about our 'old man.'

"One day in the early stages of a typhoon in the China sea, Capt. Cressy ordered the royal and skysail yards sent down. It was blowing something fierce and the job was not an easy one, I tell you.

the Green street cemetery, a short distance from the Old Powder house which is on the opposite side of the street. After the second big fire in 1838, when so many large shoe factories were entirely consumed and many hundreds of shoeworkers, both men and women, thrown out of work, the situation became a serious one and caused several earnest and energetic citizens to devise means by which adequate accommodations could be offered to shoe manufacturers.

With this end in view, a meeting was held at the Town house on Wednesday evening, Dec. 10, 1839, and the Marblehead Business association was organized.

Measures were taken to secure an act of incorporation and this having been granted by the legislature, a meeting of the corporation was held at the store of Thomas W. Tucker, Washington street, on Wednesday evening, Feb. 26, 1840, when a permanent organization was effected as follows: President, Thomas W. Tucker; vice president, Knott V. Martin; secretary, Benjamin J. Lindsey; treasurer, ...

"Unbend everything," shouted Capt. Cressy. "Don't cut a thing; you have plenty of time."

"As the yards came down to the deck the captain walked up and looked them over. The clinches to the sails were gone.

"Walking up to Tom, one of the men, he asked:

"Have You Got a Knife?"

"'Yes, sir,' replied Tom.

"Let me have it."

"With one movement of his great body he threw the knife overboard and at the same moment gave Tom a stiff kick.

"'Didn't I tell you not to cut anything? Now, go forward.'

"Now about bringing all hands home safely. On the run from Anjler Point to Madagascar we lost a young fellow overboard. He was a strong swimmer or we never would have been able to get back to him. He was in the water 235 minutes.

"I was in one of the three boats that were lowered. Our boat was two or three miles from the ship when we came up to him. He was swimming. The first thing he said on opening his eyes after we hauled him over the gunwale was:

"'Oh, see that flag.'

"Capt. Cressy had ordered the American flag hoisted upon down (half-mast, probably.—Ed.)

"I've seen the Flying Cloud make 17 knots an hour. Some of us would have to stand by and catch the line so the man who cast the log would not be pulled overboard.

"One day on the same run when we lost the man overboard we overhauled a Dutch ship. Both ships were close hauled. We ran up under her lee and passed her much as a train of cars would go by a horse and buggy.

"The old Dutch skipper ran fore and aft on his slow old tub and finally hailed us with:

"'How many mile you sail one day?'

"'Three hundred and eighty-four,' replied Capt. Cressy.

"'Whoo-oo!' yelled the Dutchman."

CLIPPERS AND THEIR MASTERS

For our closing paragraphs in this chapter we select, among many that are apropos, in the two books before us, Prof. Morrison's tribute to Massachusetts clipper ships and their masters:

"There was no veneer or sham about the beauty of the Massachusetts clippers. They were all well and soily built. Of the best oak, southern pine and hackmatack, copper fastened and sheathed with Taunton yellow metal. Scampering or skimping never occurred to a clipper-ship builder, and, if it had, no Yankee workman would have stayed in his yard. In finish the clipper ships surpassed anything previously attempted in marine art. Those built at Newburyport in particular, were noted for the evenness of their seams and the perfection of their joiner-work.

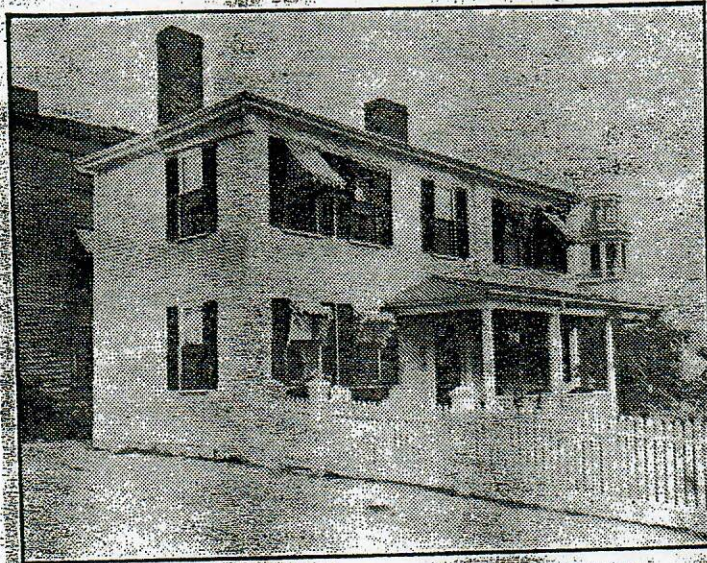
"The topsides, planked and sand-papered smooth as a mackerel, were painted a dull black that brought out their lines like a black velvet dress on a beautiful woman. The pine decks were polystoned cream-white. Stanchions, life-rails and houses shone with mahogany, teak wood and brass. Many had sumptuous staterooms, ...

Frank Willis Paine ... divide stock ...

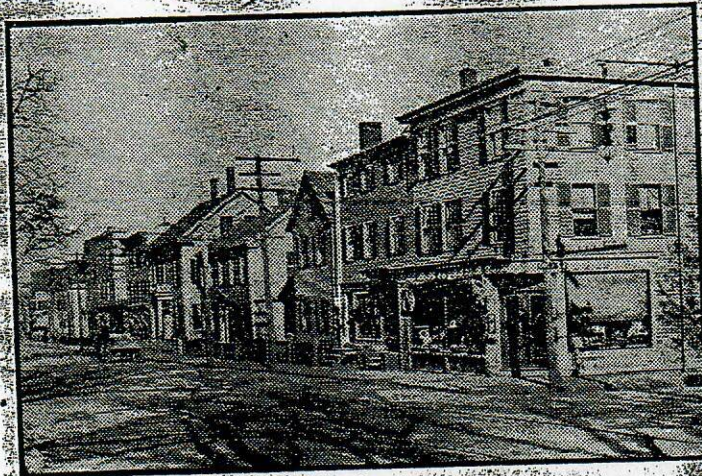
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CAPT. CREESY'S LIFE 30 YEARS ON THE SEA DIED IN SALEM IN 1871

Once Read His Own Obituary in New York
Paper in Mid-Ocean; Blockaded Rebel Pri-
vateer Sumter in Gibraltar in 1862



BIRTHPLACE OF CAPT. JOSIAH PERKINS CREESY
Now Numbered 13 High Street, Marblehead, and Owned by Miss Antoinette Straw of Bedford, Mass., and Rented as a Summer Residence



CAPT. CREESY'S SALEM HOME ON BRIDGE STREET
Where He Died at the Age of 57, in 1871; the House Is on the Corner of
Arbella Street and Formerly Numbered 77 Now 107 Bridge Street

By **FRANK C. DAMON**
CHAPTER III

(In Conclusion)

(Concluded from Friday, Dec. 30)

Marblehead, Jan. 6—In two previous chapters we have told the story of the famous clipper ship Flying

Cloud, so far as it could be gleaned from printed authorities. We were unable to find any original documents in Salem or Marblehead.

This chapter will be devoted almost exclusively to Capt. Josiah Perkins Creesy, the master of the Flying Cloud.

Josiah Perkins Creesy was the son of Josiah and Mary B. (Wooldridge) Creesy. His birth occurred on March 23, 1814. It is believed by Miss Tutty, curator of the local Historical society, that he was born in the house still standing at 13 High street. In any event, his parents lived there in his early boyhood. The house is now owned by Miss Antoinette Straw of Bedford, Mass., and is rented each summer.

We have never had occasion to run the Creesy line back. The Marblehead family was probably a branch of the original Beverly Creesys. On his mother's side we know from previous research work that he could trace his ancestry back to the emigrant, John Wooldridge of Charlestown, in the early 1630's.

Capt. Creesy's wife was Eleanor Horton Prentiss. She was the daughter of Joshua and Eleanor (Horton) Prentiss, 3d. She was born in Marblehead, March 13, 1814. They were married June 3, 1841. There were no children.

On his retirement in the middle sixties Capt. Creesy and wife made their home in Wannam for a time. They then moved to the house shown in our second illustration, then 77, now 107 Bridge street, Salem. He died there June 5, 1871. The widow continued to live there for some years. She died Aug. 25, 1900, at 9 Woodside street, North Salem. According to the record in Salem City hall she was buried "in the J. Creesy lot in Harmony Grove." Capt. Creesy's remains are in the old Creesy tomb in the Green street cemetery, Marblehead, according to the record in Marblehead Town hall.

We are indebted to Capt. Arthur H. Clark and his "The Clipper Ship Era," for this story of

Capt. Creesy's Boyhood in Marblehead

He began his career by being skipper and all hands of a borrowed 13-foot dory, with the usual leg-o-mutton sail, and steered by an oar over her lee gunwale. In these dories water was carried in a strong earthen jar with a stout handle, to which was usually attached a tin drinking cup. A wooden dinner pail, such as the Gloucester fishermen used in those days, contained provisions.

"When the rode line was coiled down clear, with the killick stowed away forward, and the dinner pail, wooden bailer and water jug had been made fast to the becket in the stern sheets with a lanyard, the famous Cape Ann dory was ready for sea.

Joe Creesy was a genuine boy, large and strong for his age, freckled and good-tempered, and fond of rowing, fishing and sailing. When he got to be 13 or 14 years old, he used to get someone to lend him a dory, and in this, during his summer vacation, he would make short cruises to Beverly, and sometimes to the neighboring port of Salem.

Here he would loiter about the wharves, watching an Indiaman discharge her fragrant cargo, or perhaps some ship fitting out for another voyage to India or China; and he would look up in wonder and admiration at the long, tapering masts, with their lofty yards and studding-sail booms, and what appeared to him to be a labyrinth of blocks and slender threads.

"The ship's figureheads, especially those representing warriors and wild animals, pleased Joe mightily, and the spare spars, gratings, capstans, boats, guns and shining brasswork all delighted his heart. Occasionally he would behold a sea captain who had really sailed

To Calcutta and Canton and the bronzed mariner was to him

a being quite apart from other mortals.

"At this time Salem retained much of the spicy maritime flavor of the olden days, and these pleasant cruises to the old seaport naturally captivated the boys' imagination, until he yearned for the time when he, too, might stand upon the quarter deck of a noble ship.

"It would, of course, have been sinful to keep a boy like this on land, so he was permitted to follow his inclination and ship before the mast on a vessel bound for the East Indies. He advanced steadily through all the grades and became a captain at 23."

"It was, then, 1837, when Capt. Creesy took his first ship to sea. We are left entirely in the dark as to the vessels in which he sailed as ordinary seaman, able seaman and mate. The names of the Salem or Marblehead captains who imparted their knowledge to him are likewise unknown. Had he joined the Salem Marine society his record would have been preserved.

We do not know the name of his first ship, or her destination. We pick him up again through Capt. Clark's book, in command of the Onelda, a ship engaged in the China and East India trade and owned by Grinnell & Minturn of New York in the late forties. Evidently he had arrived home from a long voyage about the time Grinnell & Minturn bought the Flying Cloud, then on the stocks, from Donald McKay. He was told he would be given command of this clipper when launched and fitted for sea.

In view of the record he made in this justly famous vessel it would be interesting to know something about his accomplishments on the Onelda. Her logs are probably resting in the dusty archives of some New York marine library. Of letters, diaries or personal reminiscences of Capt. Creesy there is none.

He probably commanded the Flying Cloud into the late fifties, but that he left her before she was sold to James Baines in 1863 is evident from his Civil War record.

When Sumpter Was Fired On he was living in retirement, probably in Marblehead, though only 47 years old. From the events of the next 10 years, which we are able now to visualize, we conclude that the strain of driving a great clipper against time in all weathers had left its mark upon him, but true to the traditions of his native town, he lost no time in offering his services to President Lincoln and his advisers.

He was commissioned commander in the United States navy and assigned to the clipper ship Ino (built in 1851). As soon as this vessel could be converted into a ship of war she sailed from Boston to Cadiz. The Ino was a fast ship and, with his accustomed skill, Capt. Creesy made every short passage. His orders were to cruise in the vicinity of the entrance to the Mediterranean sea, and keep a sharp lookout for Rebel privateers, which, even at that early date, had been fitted out in English ports and were playing sad havoc with American commerce.

The late Benjamin W. R. Chase of Cliff street was a member of the crew of the Ino. Several times we made appointments to obtain from his lips the story of her cruises under Capt. Creesy. Mr. Chase died before his recollections were com-

mitted to paper. Every member of the crew was from Marblehead, and they numbered 80 able seamen.

From Roads' history we learn that in September, 1861, the Ino was ordered to the North Atlantic. She returned to Boston to replenish her supplies in January, 1862, and sailed for Cadiz. She made the passage in a few hours over 12 days, being the quickest run ever made up to that time by a sailing vessel.

Capt. Raphael Semmes, afterward in Command of the Alabama, was then cruising in European waters with the Rebel steam privateer Sumter. The Ino caught the Sumter in the harbor of Gibraltar in February, 1862. The Ino, probably with the assistance of other Union vessels, successfully blockaded the Sumter and, "as there was no prob-

ability that she could escape to sea, her captain and crew abandoned her." The quoted words are from "Pamphire and Battlefield," a valuable Civil War history in brief form in our library through the courtesy of the owner, Charles E. Colburn, a past commander of the Danvers camp of Sons of Union Veterans of the Civil War.

After completing this important task—important because the Sumter had already captured and burned 18 American vessels—Capt. Creesy plotted the Ino to Tangiers, Morocco, where two Confederate officers, who had been sent to the Sultan on some mission, were captured. They were sent to Fort Warren, in Boston harbor, in the bark Harvest Moon. The Ino returned to Boston in June, 1862, and Capt. Creesy resigned his commission.

"He then entered the employ of William Perkins, a Boston ship merchant, and sailed several voyages with his usual success." The words quoted are from the Salem Gazette.

Running through the files of the Gazette in the early fifties we learned some additional information, which had been known in time, would have been added to one of the earlier chapters.

On Oct. 7, 1851, the Gazette clipped an article from the Boston Atlas, headed, "The Clipper Ship Flying Cloud, East Boston, Ahead of All the World." The Atlas erroneously credited the ship with a passage of 79 days, instead of 89.

Arrival Date Disputed

The Gazette in the same issue clipped a story from the Boston Advertiser, running like this: "There is a question whether the Flying Cloud arrived in San Francisco on the 20th or 31st of August. The shipping report gives her the latter date, which would make a passage of 90 days, but our correspondent at New York has stated it as the 20th, and reaffirms that it was so after inquiry. This would reduce the passage to 79 days. At any rate, this is the shortest passage on record. The shortest previous passage was made by another Boston built ship, the Surprise, Capt. Dumarasque, which was 98 days."

In its issue of Oct. 10, 1851, the Gazette makes the necessary correction in these words: "It proves that the Flying Cloud left New York on the afternoon of June 2 and arrived at San Francisco some time on the 31st of August, thus making the voyage between 89 and 90 days.

The Gazette of Nov. 28, 1854, carried this rather startling news:

"The New York Times states that serious fears begin to be felt for the safety of the well-known and favorite clipper ship Flying Cloud Capt. Creesy, of the Grinnell, Minn. & Co.'s line of East India pack-

ets. She sailed from Hong Kong on the first day of August, for New York, and was to have called for provisions at Anjier which would have been about the 25th of the same month.

"The Kathay arrived at New York on Tuesday. Left Masco on the 9th day of August and touched an Anjier Sept. 4, when the Flying Cloud had Not Been Heard from

What adds to the concern felt for her safety is the fact that a severe typhoon is known to have occurred in the Indian ocean two days after the date of her sailing. She had a very valuable cargo of teas and silks and her freight money alone is reckoned at \$40,000."

In its next issue the Gazette said: "The clipper ship Flying Cloud arrived in New York Friday, Nov. 24. Was somewhat out of time and her cargo of teas and silks was valued at nearly a million dollars."

From the book, "American Clipper Ships," by Octavius Thorndike Howe, and Frederick Matthews, Vol. I, we extract these additional bits of information about the 1854 voyage of the ship. They escaped the attention of Mr. Roads' informant and also the eagle eye of Capt. Clark, author of "The Clipper Ship Era."

The Flying Cloud sailed from Whampoo July 20, 1854, and, when a few days out, ran on a coral reef but got off, leaking 11 inches per hour. The pumps were kept going continually until her arrival in New York Nov. 24, 115 days from Whampoo. For this success in saving the cargo worth a million dollars Capt. Creesy received a silver service and flattering recommendation from underwriters and owners."

Before chronicling the death of Capt. Creesy we find space to tell the story of his reported death some 19 years before. During the passage of the Flying Cloud from Canton to New York in 1852 Capt. Creesy had an extraordinary experience. It was not connected with the voyage, however, but was the receipt from a passing vessel of a copy of a New York newspaper.

Containing His Own Obituary No other sea captain has probably read his own obituary, on his own ship, in mid-ocean. Let Capt. Clark tell the story:

"After passing Java Head, and when well out into the Indian ocean, the Flying Cloud spoke another ship outward bound. The two ships exchanged compliments. The Flying Cloud sent over chickens, fruits and vegetables from Anjier and in return received newspapers from New York. This is what Capt. Creesy and his wife read:

"CAPT. CREESY OF THE FLYING CLOUD.—It will be seen by the telegraph news in another column that this gallant sailor is no more. Two days after sailing from San Francisco for China, he died and the ship proceeded in charge of the mate.

"He was a native of Marblehead and about 46 years of age. For many years he commanded the ship Onelda in the China trade, and was distinguished for the rapidity of his passages. In the Flying Cloud he made the shortest passage on record to San Francisco, and eclipsed the

finest and most costly ship in the world—the Challenge. Yet this crowning triumph of his life was attended with many disasters, to his spars and sails; still he pressed on, disdainful to make port short of his destination.

"In every scene of a sailor's life with skill superior glowed his daring soul"—his dauntless soul "rose with the storm and all its dangers shared." But now he rests from his toils, regardless of his triumphs. Peace to his manes."

"It was that the news originated in New Orleans, having been telegraphed to New York. Although no explanation was ever made of the blunder, it at all events relieved Capt. Creesy of an annoying lawsuit.

"It will be remembered that in August, 1852, on the record passage to San Francisco, his first officer was put off duty soon after rounding Cape Horn, in consequence of his arrogating to himself the privilege of cutting up rigging, contrary to my orders." This was

A More Serious Offense than perhaps appears at first sight, as the Flying Cloud was badly crippled aloft and was a long way from the nearest ship chandler's store, while Capt. Creesy needed every fathom of rope on board for preventers and lashings.

"In due time the mate turned up in New York and got in tow of a philanthropic legal 'gent.' who paid his board and lodging while awaiting the arrival of the Flying Cloud in order to prosecute Capt. Creesy; but when they learned that he was supposed to be dead, the mate was shipped off to sea again, while the sea-lawyer friend lost no time in making fast to his three-months' advance."

The Gazette fails us in important particulars in the small space it devoted to the death of Capt. Creesy. There is no notice of the funeral arrangements, no adequate sketch of his life, no mention of his widow, her maiden name, and those whom he left behind in his own or his father's family. It does tell us that he suffered a paralytic shock while residing in Wenham in 1868, and that he never fully recovered from its effects. He retired in his usual state of health Sunday evening and complained of illness when he awoke Monday morning at 5 o'clock. He died an hour later.

The probate records and the copies of deeds in the registry of deeds give us much detailed information. He bought his Salem home at what was then numbered 77 Bridge street May 11, 1871, from J. H. Goldsmith, the consideration being \$5000. He lived less than a month to enjoy it, unless, as may have been the case, he was a tenant when he purchased. He owned

A Small Farm in Wenham "adjoining the estate of Moses Mel-dram." This he left to his mother and two sisters Mary and Sarah in a will made Sept. 14, 1868. He also owned an undivided interest in the house at 13 High street, Marblehead. Besides this real estate he left a personal estate of \$8000.

The executors of his estate were his brother, William A. Creesy, and his widow. After a few small cash bequests the residue was bequeathed outright to the widow.

Among others mentioned in the will were his sisters, Joanna, Eliza and Caroline, Rev. A. W. Lomis, head of the Chinese mission in San Francisco; Emily and William A. Creesy, Jr., children of his brother.

He left \$100 to the town of Wenham; for the purchase of books for the public library, and the same sum to the Seamen's Friend society and the Massachusetts Home Missionary society.

The widow continued to make her home in the Bridge street house, according to the Salem directory until 1897-8, when she sold the house to Charles W. Pierce, Jr., et ux Catherine J. Up to her death in 1900 she was listed at 9 Woodside street.

The various sources from which we have gathered the material for this story are believed to be authentic. We realize it is not adequate, but we have spun the threads into the largest and longest cable possible. We submit the narrative for what it may be worth as local history.

(The end)

By FRANK C. DAMON

Marblehead, March 24—"Ships and shes and sealing wax, cabbages and kings—the world likes to talk about all of them, but most of all it likes to hear about the men of the ships. The sea romance is still the best of all and humanity itself seems to be more admirable on the sea than on land."—Boston Herald.

The reaction felt by The News, since the recent publication of sea stories on the Marblehead page bears out the truth of the above quotation. The story of the Flying Cloud and her master, Captain Josiah Perkins Cressy brought a number of commendatory letters. Three of them contained information worth preserving in a supplementary chapter.

Capt. Arthur H. Clark's "The clipper ship era" gave us a striking picture of Capt. Cressy's boyhood days in Marblehead, when he was captain, mate and crew of his dory on her trips to Salem. Capt. Nathaniel T. Very of Salem paints the reverse of this picture of flaming youth, as he writes out his impressions of Capt. Cressy after his once strong mind had been strained and his virile body had been bent almost to the breaking point by his wholly due to his strenuous youth and young manhood. He was three years under "three-score" when he died in 1871. He was denied the ten.

"I was much interested to learn," writes Capt. Very, "that the Captain Cressy of my boyhood days who lived at the corner of Bridge and Arbella (it was Arbella in those days) streets was the famous

Commander of the Flying Cloud.

for I remember him well as he used to walk out up and down the street, assisted by his wife, who accompanied him on all occasions. He was quite an invalid, and I think, had suffered a shock, and as he came along at a slow walk he would make a noise like 'Boo-oo, Boo-oo, Boo-oo,' which was rather calculated to inspire a certain amount of fear in the mind of the small boy, as it gave him an appearance of being a sort of ogre who might be supposed to snap up some stray boy and eat him alive, if he happened to be in the mood. There was little danger of any such event, however, as he could barely move without assistance, but I can distinctly recall to this day the terror which this sort of growling noise used to inspire in my juvenile mind. It was much like the noise made by the king of beasts at feeding time, especially if the meal is unduly delayed.

"Mrs. Cressy was devoted to him, and often when she would accompany him on a car ride (horse car, not trolley or motor), she would take a book and read to him as they rode. Do you know, there was a rumor (and it may have been nothing more than a rumor) that once upon a voyage on which she accompanied him a little fracas occurred between the mate and a sailor (not an unusual thing, by the way), and Mrs. Cressy took it upon herself to remonstrate with the mate, for which partisanship she was immediately put in irons by her husband, the captain. Possibly there is a sense of added bravery when one is in supreme command and "off soundings" that renders one oblivious to fear, but whether there is or not I will take off my hat to the man who either on ship or ashore has the courage to do a thing like that, whether it is

Justified by Circumstances

or not.

"Reference to Captain Cressy brings to my mind the large number of sea captains in my neighborhood when I was a boy on Bridge street. Directly in rear of Captain Cressy's house on Arbella street lived Captain John Goldsmith, who had a son John H., also a sea captain. Directly across the street from him lived Captain Johnson, and next to him, on the corner of Bridge street was Captain Ingersoll. Captain Nelson lived in the next house on Bridge street, while in the immediate vicinity were Captains Endicott, Bates, Augustus Upton, Joseph Upton, Luscumb, Zanzibar Smith and others. Now the only one left in Salem is Captain Trumbull."

Samuel H. Stone of Beverly has not lost his "nose for news" though

some years have passed, since he gave up the active preparation of the daily Beverly letter for The News and became representative emeritus. Under a St. Petersburg, Fla., date line he writes the editor:

"It may be of interest to readers of The News that coincidental with the publication of the most interesting history of the good ship Flying Cloud written by our mutual friend, Frank Damon, printed in The News of Dec. 29 and 30, and Jan. 6, the writer discovered in the show window of the Clyde-Mallory lines in the Florida Theatre building, this city, a model of the Flying Cloud with a descriptive legend on a card reading as follows:

"Scale model of Donald McKay's famous ship Flying Cloud. This model built correct in every detail to within a 64th of an inch and on a scale of 1-8 inch to foot. Built by Leon Cusson, St. Petersburg, Fla."

"Needless to say way down in this far-away tropical land on the Gulf of Mexico, it aroused my newspaper instinct, momentarily reminding me that good

Old New England History

is still a beacon light not to be despised.

"I turned those three copies of The News over to the manager of the Clyde-Mallory line, who expressed his appreciation of the same, and commended The News for its enterprise."

Miss Antoinette M. Straw, the owner of Capt. Cressy's birthplace in Marblehead writes:

"Mrs. Babcock has given me the three articles upon the Flying Cloud and her captain, recently published by you in The Salem News. I have been greatly interested in them and particularly surprised and gratified at the picture of my house which appeared at the head of the third chapter.

"Ever since I bought the house, early in 1929, I have been hearing about Captain Cressy and his prowess but never anything definite enough to make him seem so alive as does your narrative.

"If you went over to High street when the picture was taken my tenants ought to have called your attention to the initials 'A. C., 1827,' cut into one of the heavy upright timbers which support the roof at the side of the attic stairs. There is no attic by the way, simply a shallow storage place with a skylight and a view. The 'A. C.' I am told, was a brother of the captain, named Andrew, I think. They must have lived in the house a good many years if 'Perk,' as I have heard Marbleheaders call him, was born there in 1847.

"My tenants might also have showed you a small brass knocker on my guest room door—a reproduction of the Flying Cloud (or attempt at one) which a niece of mine picked up at Clovelly two or three years ago and brought home to me.

"I thought it might interest you to know the little I know about the subject of your delving and incidentally how much pleasure that delving has given me."

Salem Evening News
3/24/1933

CHAPTER XVIII.

THOUGH the citizens of Marblehead did not take so prominent a part in the naval service of the country, during the civil war, as in the wars against Great Britain, the record of those who enlisted is, as a whole, creditable to the town.



CAPT. M. B. GREGORY.

In the summer of 1861, Capt. Michael B. Gregory enlisted, and was assigned to duty at the Charlestown Navy-yard. After a service of several months, during which he was distinguished for his promptness and ability in fitting out government vessels, he was appointed to the command of the United States ship R. B. Forbes. This ship immediately sailed on a brief cruise along the Atlantic coast, after which Captain Gregory left the service and came home.

In September, Capt. Josiah P. Creesy, in command of the United States ship Ino, sailed on a cruise in the North Atlantic. The commander and eighty men of the crew were from Marblehead. In January, 1862, the Ino returned, and on the 19th of February sailed on a cruise to Cadiz. The passage was accomplished in a few hours over twelve days, being at that time the quickest ever known for a sailing vessel. From Cadiz, Captain Creesy sailed up the straits of Gibraltar, and there

formed a blockade for the Confederate steamer Sumpter. He subsequently sailed to the island of Tangiers, Morocco, and captured two Confederate officers, who were made prisoners of war. They were sent to Fort Warren, Boston Harbor, in the bark Harvest Moon. Captain Creesy returned in June, 1862, and resigned his commission.



CAPT. JOSIAH P. CREESY.

One of the officers deserving of especial mention for the faithful performance of duty is Mr. James C. Graves, of Marblehead. He enlisted on board the United States ship Ino, August 23, 1861, as a first-class boy. Soon after, he was appointed paymaster's clerk on board the Ino, and subsequently held the same position on board the receiving ship Ohio, and the United States steamer Albatross. While attached to this steamer he was detailed to proceed to New Orleans for provisions. Returning on board the United States sloop-of-war Richmond, it was found that Admiral Farragut was blockaded by the enemy above Port Hudson. To establish communication with the fleet, volunteers were called for, and Mr. Graves with several others responded and crossed a dangerous point then in possession of the enemy. The expedition was successfully conducted, though with great danger, the men being obliged to walk about two miles in water waist deep. For his participation in this expedition he was appointed to the position of assistant paymaster, and ordered to the United States steamer Rodolph. While attempting to engage a fort off Blakely River, near Mobile, Ala., a few days before the surrender of that city, April 1, 1865, the Rodolph was destroyed by a torpedo. Mr. Graves succeeded in saving all his books, papers and money,

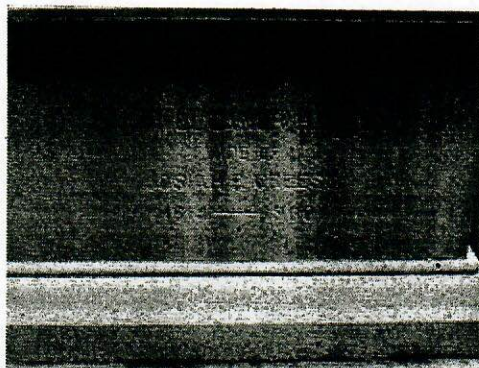
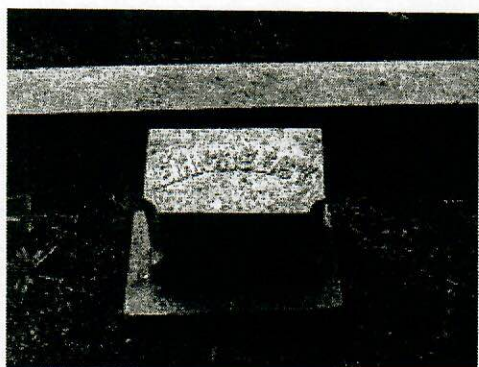
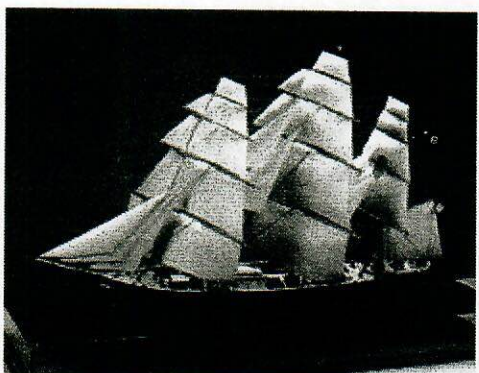


Photo added by Bob on Gallows Hill



Added by Bob on Gallows Hill



Added by Rob Dunlavey

Eleanor Horton "Ellen" Prentiss Creesy

BIRTH	21 Sep 1814 Marblehead, Essex County, Massachusetts, USA
DEATH	1900 (aged 85–86) New Hampshire, USA
BURIAL	Harmony Grove Cemetery Salem, Essex County, Massachusetts, USA
PLOT	Sea-View Avenue
MEMORIAL ID	26952911 · View Source

Mariner, master navigator. Wife of clipper ship captain Josiah Perkins Creesy, she plotted the record-setting voyages of the extreme clipper Flying Cloud, under the command of her husband, from New York to San Francisco. A math prodigy, she was taught navigation by her father, a Marblehead mariner. In 1851, she plotted the first voyage of the Flying Cloud around Cape Horn, mostly by dead reckoning due to constant overcast, and safely guided the clipper to San Francisco in 89 days and 21 hours. In 1854, the Creesys bested that record, completing the voyage in 89 days and 8 hours. The Creesys' and the Flying Cloud's record stood until 1989 when it was surpassed by the high-performance racing sloop Thursday's Child. It was never surpassed by another commercial sailing vessel. Eleanor, daughter of John and Eleanor Prentiss, and Josiah Creesy grew up together in Marblehead and married June 3, 1841. They remained companions, partners, and shipmates until his death in 1871.

Family Members

Spouse



Josiah Perkins
Creesy
1814–1871

Created by: Bob on Gallows Hill

Cressy
said I Ste. next near
test. Will.

1868

Know all men by these Presents, That I, Josiah
Cressy of Woburn in the county of Essex and State of Massachusetts,
ship-master, being physically unwell but of sound mental faculty
of sound and disposing mind and memory, do make and publish this
my last will and testament hereby revoking all former wills by
me made, at any time heretofore.

First. I desire to give my soul to Jesus Christ the Son
of God as my only Redeemer and Saviour. And as to my worldly
estate, and all the property real, personal, or mixed of which I
shall die seized and possessed, or to which I shall be entitled
at the time of my decease, I desire, bequeath, and dispose thereof
in the manner following, viz:

Second. My will is that all my just debts
and funeral expenses shall by my executors hereinafter named
be paid out of my estate as soon after my decease as shall
by them be found convenient.

Third. I give, devise, and bequeath, to my beloved
wife Eleanor B. Cressy my homestead together with the furniture
therein, also one share in the Merrimack Manufacturing Co.,
also ten shares in the Market National Bank Boston, also ten
shares in the Firemen's Insurance Co. Boston, also three shares
in the Massachusetts Bank Boston.

Fourth. I give and bequeath to my honored mother and
two sisters Mary and Sarah, my house on the west end of my
farm and adjoining the estate of Moses Aldrum together with the
land under and adjoining as the fence now stands, also twenty
shares of the Eastern Rail Road stocks, also three Government
bonds of one hundred dollars each, to have and to hold for their
sole use and benefit during there natural lives, and whatever
of the above legacy remains at the decease of my mother and
two sisters Mary and Sarah, shall be given to my brother
Wm. A. Cressy's children one half to each Emily F. and Wm.
A. Cressy jr.

Fifth. I give to my nephew Wm. A. Cressy jr.
my gold watch and chain.

Sixth. I give to my sister Joanna one hundred
dollars.

Seventh. I give to - brother Wm. A. Cressy one hundred
dollars, also, sixteen pieces of china, silver consisting of forks
and spoons.

Eighth. I give to my sister Eliza one hundred
dollars.

Ninth. I give to my sister Caroline one hundred dollars.

Tenth. I give the Seamens Friends Society one hundred dollars.

Eleventh, I give to the Massachusetts Home Missionary Society one hundred dollars.

Twelfth, I give to the Rev. A. W. Loomis the head of the Chinese mission in San Francisco one hundred dollars.

Thirteenth, I give to the town of Wrentham for the purchase of books for the public library to be paid by my wife out of stock in U. S. bonds one hundred dollars.

Fourteenth, I give whatever of property that may legally come to me from my fathers estate to my mother and sister Mary.

Fifteenth, All the rest and residue of my estate real and personal or mixed of which I shall die seized and possessed or to which I shall be entitled at my decease, I give devise and bequeath to my wife Eleanor H. Cressy.

Sixthly, I do nominate and appoint my wife Eleanor H. Cressy and my brother Wm. A. Cressy to be the executors of this my last will and testament and I do appoint the said Wm. A. Cressy as trustee for the legacy given to my

mother and two sisters Mary and Sarah.

In testimony whereof, I, the said Josiah P. Cressy, to this my last will and testament subscribed my name and affixed my seal, this fourteenth day of September, in the year of our Lord one thousand eight hundred and sixty eight.

Signed sealed and published and declared, by the said Josiah P. Cressy as and for his last will and testament in the presence of us who at his request and in his presence and of each other, have subscribed our names as witnesses thereto.

Rufus A. Dodge, Moses Mildam

John L. Robinson.

Josiah P. Cressy (seal)

& true record.

Attest. C. G. Goodell, register.

Prob. N.S. 253-477.

Will of Eleanor H. Creesy
1896

Be it known that I, Eleanor H. Creesy, of Salem, in the County of Essex and Commonwealth of Massachusetts, being of sound and disposing mind and memory, do hereby make, publish and declare this my last will and testament, hereby revoking any former will by me at any time heretofore made.

First. Give and devise to my sister Matilda A. Prentiss of said Salem, the entire income of my shares in the capital stock of the Massachusetts National Bank of Boston, during the term of her life, and at her decease give and devise said shares to the Town of Marblehead, in said County and Commonwealth, the income thereof to be used by the Overseers of the Poor of said Town for the benefit of the poor.

Second. All the rest and residue of the estate of which I may die seized and possessed, I give and devise to my said sister, to have and to hold the same to her and her heirs and assigns forever.

Third. I nominate my said sister to be the executrix of this will, and request that she be exempt from furnishing any surety on her official bond, either as executrix or trustee hereunder.

Witness my hand this first day of September, A.D. 1896.

Eleanor H. Creesy.

Signed, published and declared by the said Eleanor H. Creesy, as and for her last will and testament, in the presence of us, who at her request, and in her presence, and in the presence of each other, have hereto set our names as subscribing witnesses this first day of September, A.D. 1896.

Mary E. Brown. Lizzie A. Brown.

Samuel H. Brown, Jr.

Attest record,
Attest: J. J. Lally, my. Register.

(Moore) Hatch, was born in Pembroke, November 3, 1773, and died July 7, 1811. He is called a "refiner of iron." He married, June 29, 1794, Orpah Bonney, born May 12, 1777, died February 8, 1810, daughter of Lemuel and Lucy Bonney. Lemuel Bonney, born January 15, 1737, died December 7, 1803, son of Ezekiel and Hannah Bonney. Lemuel and Lucy Bonney married December 3, 1761, and had four children: Lemuel, born June 19, 1767; Luther, February 9, 1769; Lucy, September 4, 1772; Orpah, May 12, 1777. James and Orpah (Bonney) Hatch had children: 1. James, born March 3, 1796. 2. Luther, about 1798, died North Bridgewater, November 29, 1818. 3. Nathaniel, July 4, 1800, died July 2, 1864. 4. Calvin, December 11, 1803; lived at East Bridgewater, and was a cabinet maker and carpenter; married June 4, 1829, Zelpha W., born March 14, 1809, daughter of Benjamin and Betsey (Willis) Palmer. 5. Lemuel Bonney, twin, August 31, 1806. 6. Lewis, twin, August 31, 1806. 7. Orpah Bonney, February 8, 1810; married November 5, 1830, David R., son of David and Abiah Green.

(VII) Lemuel Bonney Hatch, son of James and Orpah (Bonney) Hatch, was born in Hanson, Massachusetts, August 31, 1806, and died in Salem, Massachusetts, March 1, 1885. For several years he was superintendent in a woolen mill in Hanson, and about 1840 removed to Salem and began a successful career as dealer in wood and coal. He continued in business many years and on retiring was succeeded by his son-in-law, Nathaniel O. Very. He also took an active and commendable interest in public affairs in Salem and was regarded as one of the leading men of the Republican party in the city. He served in various capacities, notably as overseer of the poor, member of the board of aldermen, and although earnestly urged to stand as the candidate of his party for the mayoralty of the city he steadfastly refused the proffered honor. Although he was always a firm and unyielding Republican, Mr. Hatch never felt any particular desire for public office, but as a loyal citizen and considerable taxpayer he regarded it a duty to the city as well as his party to give some service for the public welfare. This he did, and whatever capacity he consented to serve in the municipal government he performed the duties of his office with the same scrupulous care which always marked his business life in respect to personal concerns; and he was just as honest as he was careful, and the entire people of the city without distinction of party

appreciated the man for his known character and worth. Mr. Hatch married June 14, 1835, Ann C. Thomas, born November 2, 1812, daughter of Ira and Betsey (Cushing) Thomas; children: 1. Elizabeth Ann, born May 2, 1836. 2. Charles Francis, November 14, 1841. 3. Thomas Cushing, January 12, 1847.

(VIII) Elizabeth Ann Hatch, only daughter of Lemuel Bonney and Ann C. (Thomas) Hatch, was born in Hanson, Massachusetts, May 2, 1836, and married March 26, 1863, Nathaniel Osgood Very, born March 9, 1838; children, both born in Salem: 1. Annie Osgood, January 20, 1864, died July 31, 1864. 2. Nathaniel Thomas, August 14, 1865 (see Very family).

(VIII) Charles Francis Hatch, son of Lemuel Bonney and Ann C. Hatch, was born in Salem, November 14, 1841. He received his education in the public schools of that city, enlisted there for naval service during the civil war, and for the last thirty years has been proprietor of the Nonpareil Oil Company, of Boston. He lives in Everett, Massachusetts. His naval record from 1863 is written as follows: "Was in the war of the rebellion; first ordered to sloop-of-war "Savannah," then to gunboat "Queen;" executive officer of the tinclad "Glide;" pro tem duty on board monitors "Catskill" and "Ironsides;" at close of war ordered to special duty as executive officer and clerk of naval station at St. Paul de Leander, southwest coast of Africa; resigned in 1869." Mr. Hatch married January 17, 1865, Mary Dodge, born August 1, 1847, daughter of Charles P. and Mary Dodge. Children: 1. Mary Frances, born January 18, 1867. 2. Bessie Alberta, July 20, 1869.

(VIII) Thomas Cushing Hatch, youngest child of Lemuel Bonney and Ann C. (Thomas) Hatch was born in Salem, January 12, 1847, and died October 15, 1865. He was cavalryman in the United States service in 1864, engaged in duty on the Canadian border, and his death was in a measure caused or hastened by hardships and exposures encountered while on duty there.

(For ancestry see Henry Way 1.)

(V) William Way, son of Ebenezer and Mary (Harris) Way, was born in New London, May 15, 1720, and married May 3, 1765, Mary Lathrop.

(VI) George Way, son of William and Mary (Lathrop) Way, was born in New London, Connecticut, June 18, 1771. He married

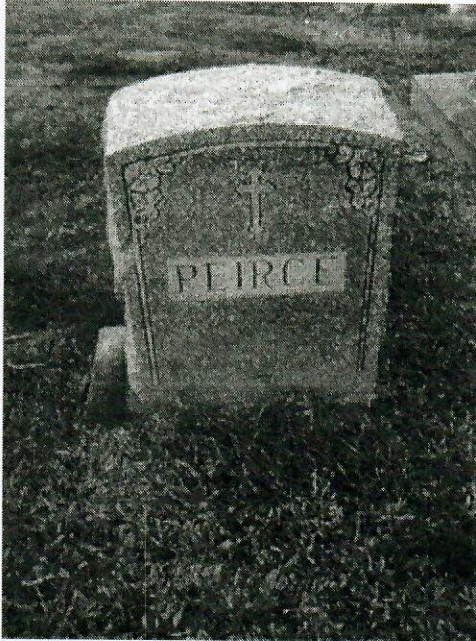


Photo added by Mom




Added by Mom


Charles W Peirce

BIRTH 1 Dec 1867
DEATH 17 Feb 1950 (aged 82)
BURIAL Central Cemetery
 Beverly, Essex County, Massachusetts, USA
PLOT Sub Division 12, Lot 168
MEMORIAL ID 118471746 · View Source


Family Members


Parents


 Charles W. Pierce
1836–1898


 Susan S. Lynn
Bickford
1838–1910

Siblings

 Isaac Albert Pierce
1865–1947

 Benjamin F Pierce
1869–1870

 Jessie Mabel *Pierce*
Story
1877–1953

 Harry Austin Pierce
1878–1892

Created by: Mom

Added: 10 Oct 2013

Find A Grave Memorial **118471746**

Find A Grave, database and images (<https://www.findagrave.com> : accessed 12 July 2019), memorial page for Charles W Peirce (1 Dec 1867–17 Feb 1950), Find A Grave Memorial no. 118471746, citing Central Cemetery, Beverly, Essex County, Massachusetts, USA ; Maintained by Mom (contributor 48202874) .

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Grantors:

PEARCE SUSAN
PEARCE CHARLES W EST

Grantees:

DESROSIERS PAUL H

Grantors/Grantees Abstract
References References

BOOK 5410 PAGE 636
MASSACHUSETTS QUITCLAIM DEED SHORT FORM (INDIVIDUAL) 801

I, Susan Pierce
of Salem
being unmarried, for consideration paid, grant to Paul H. DesRochers
Essex County, Massachusetts,
of Lynn
with quitclaim covenants
the land in said Salem with the buildings thereon bounded and described as follows:

(Description and encumbrances, if any)

NORTHWESTERLY by Bridge Street, fifty-two (52) feet;
NORTHEASTERLY by land now or late of Folsom, seventy-five (75) feet, three (3) inches;
SOUTHEASTERLY by said Folsom land, ten (10) feet, five (5) inches;
NORTHEASTERLY by land now or formerly of Goldsmith, sixteen (16) feet, five (5) inches;
SOUTHEASTERLY by said Goldsmith land, forty-nine (49) feet, six (6) inches;
SOUTHWESTERLY by Arbella Street, eighty-five (85) feet, four (4) inches. All said measurements being more or less.

For title reference see deed to Charles W. Pierce and Susan Pierce by deed of Eleanor H. Creese dated June 16, 1886 and recorded with Essex South District Registry of Deeds, Book 1881 Page 213; for my title see will of Charles W. Pierce, Essex Probate #230045.

SEVEN TAX STAMPS (1968)

MASSACHUSETTS DEEDS & EXCISE 1915

Witness... my hand and seal this 30th day of November 1968
Susan Pierce

Our Commonwealth of Massachusetts
Essex, ss. November 30, 1968
Then personally appeared the above named Susan Pierce
and acknowledged the foregoing instrument to be her free act and deed, before me
Notary Public - [Signature]

My commission expires 19

(*Individual - Joint Tenants - Tenants in Common - Tenants by the Entirety.)
Essex ss. Recorded Dec. 1, 1968. 10 m. past 2 P. M. #120

Ronald F. Trippett

of Topsfield, Essex County, Massachusetts

being ~~un~~married, for consideration paid, and in full consideration of nominal plus the below mentioned mortgages grants to Ronald F. Trippett, Trustee of 107 Bridge Street Realty Trust under Declaration of Trust dated November 24, 1980 and recorded with the Essex South District Registry of Deeds, herewith of Salem, Essex County, Massachusetts with quitclaim covenants

the land in said Salem, together with the buildings thereon, situated at 105½, 107, and 107½ Bridge Street, bounded and described as follows:
[Description and encumbrances, if any]

- NORTHWESTERLY By Bridge Street, fifty-two (52) feet;
- NORTHEASTERLY By land now or late of Folsom, seventy-five (75) feet, three (3) inches;
- SOUTHEASTERLY By said Folsom land, ten (10) feet, five (5) inches;
- NORTHEASTERLY By land now or late of Goldsmith, sixteen (16) feet five (5) inches;
- SOUTHEASTERLY By said Goldsmith land, forty-nine (49) feet, six (6) inches; and
- SOUTHWESTERLY By Arbella Street, eighty-five (85) feet, four (4) inches.

All said measurements being more or less.

Being the same premises conveyed to me by deed of George E. Maguire, Trustee of Orne Street Realty Trust as amended dated February 22, 1978 and recorded with Essex South District Registry of Deeds at Book 6445 Page 398.

Said premises are conveyed subject to first mortgage to Beverly Savings Bank in the principle amount of \$76,000. dated February 22, 1978 and recorded with Essex South District Registry of Deeds at Book 6445 Page 399, which the trust assumes and agrees to pay.

Said premises are conveyed subject to second mortgage to George E. Maguire, Trustee of Orne Street Realty Trust in the principle amount of \$10,000.00 dated February 22, 1978 and recorded with Essex South District Registry of Deeds at Book 6445 Page 401 and assigned to Robert L. King dated April 5, 1978 and recorded with said Registry at Book 6457 Page 261, which the trust assumes and agrees to pay.

Said premises are conveyed subject to third mortgage to Salem Savings Bank in the principle amount of \$19,401.60 dated March 13, 1978 and recorded with said Registry at Book 6452 Page 61, which the trust assumes and agrees to pay.

Grantees address: 107 Bridge Street, Salem, MA