

# Historic Salem Incorporated

OFFICES AT 15 SUMMER STREET

POST OFFICE BOX 865 SALEM, MASSACHUSETTS 01970 / PHONE (617) 745-0799

22 Cliver Street

Built for

LYDIA AND CAPT. NATHANIEL GRIFFIN, Tres. of Naumkeag Steam Cotton Co.  
in the year 1858

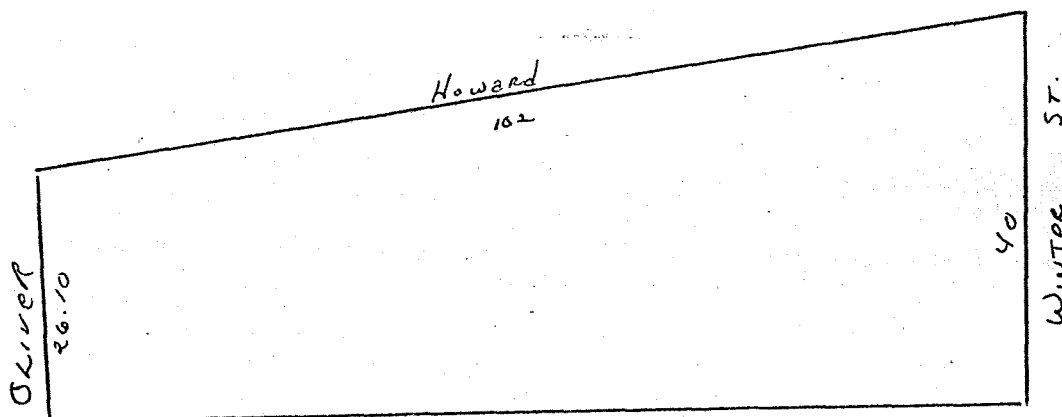
Research by,  
Joyce King  
Oct. 1980

*"to preserve Historic Sites, Buildings and objects,  
and to work for the education of the community  
in the true value of the same."*

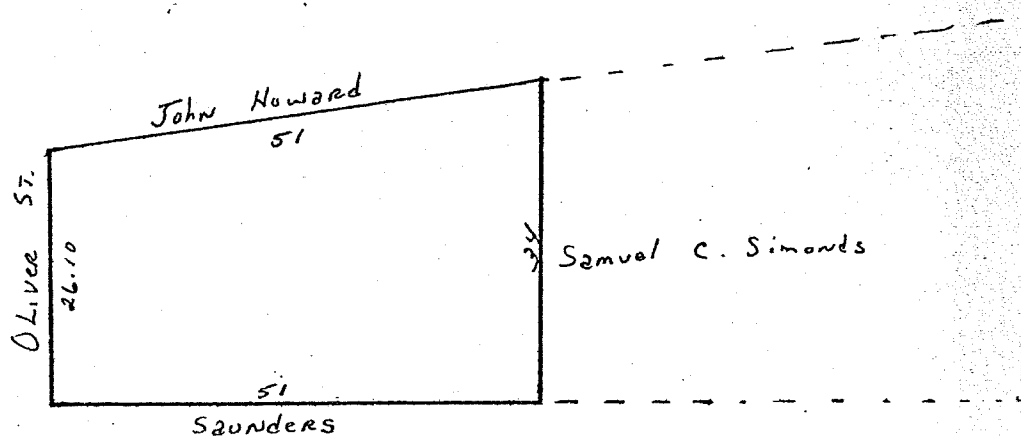
22 Oliver Street

"This simple wooden house in the Greek Revival style has only one story plus a pitch roof and is gable end to the street. The entablature under the eaves is a usual Greek Revival feature as is the recessed entrance in the side yard with rectangular lights around the doorway. The foundation under the house is high, especially in the back where the land begins to slope gently down to what was once the bank of the North River." (Salem Historic Commission District Study)

This house is built on a portion of land which formerly belonged to the Needham family. In May of 1858 Samuel Simonds purchased, from the Needham heirs, the parcel of land on which the Needham's dwelling house stood. This land extended from Winter St. back to Oliver St. (Oliver St. was laid out in 1808). By June of 1858 the "Old Needham House" had been moved off the site.



On July 1, 1858 Samuel C. and Lydia A. Simonds sold to Nathaniel Griffin "half of the land bought by us of John C. Dalton and his wife on Winter and Oliver Streets."



(book 626 page 101)

In anticipation of erecting a house on this land, Mr. Griffin had notified the street department of his intent. This is registered under the date of June 21, 1858:

"Nathaniel Griffin having given notice of his intention to build on Oliver St. - In consequence of which I ran the line this afternoon for the grade of the sidewalk - which grade I marked on the bottom of the fences on both sides of the lot on Oliver St."

Mr. Griffin apparently built this house during July and August, for the notation in the same street department book for Sept. 8 states:

"Ira Mansfield and men set edge stones in front of the new house of Nathaniel Griffin on the east side of Oliver St. These edge stones were made and furnished by J. T. Clark and they measure in length 27 feet."

Captain Nathaniel Griffin and his wife Lydia (Archer) lived at 1 Winter St. and rented out their new house on Oliver St. The first tenant on record was Benjamin Pratt age 70. Mr. Pratt only stayed a short time giving up occupancy to Edward Nichols and family. Mr. Nichols had the very pleasant sounding occupation of being a melodian salesman. The federal census gives a better insight as to the Nichols family:

1860

Edward T. Nichols	age 30	melodian salesman	born N.H.
Esther	" 28	"	" "
George N.	" 6	"	" Mass.
Edward L.	" 4	"	" "
Susan T.	" 2	"	" "

The 1862 tax records indicate that the Nichols family had moved on and in their place was Andrew H. Lord, marble and grave stone cutter. The owner is listed as Nathaniel Griffin - house and land valued at \$1,200.

The next change occurred in 1866 when George Harris, bookkeeper at 28 State St., Boston was the occupant. By this time the value had increased to \$1,500.

The census for 1870 shows that the tenant at that time was:

Eben H. Hildreth	age 41	truckman	born Mass.
Lydia B.	" 41	"	" N.H.
Clara	" 19	clerk at fancy goods store	" Mass.
Mary H.	" 17	"	" "
Frederick F.	" 10	at school	" "

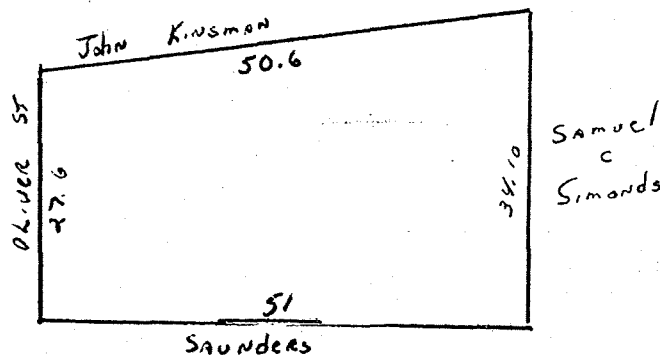
The Hildreths lived in the house until Mr. Griffin decided to sell the property in 1873. Before moving on to the next owner, some account of the life of Mr. Griffin should be told. The best account is given in the obituary column, written July 1, 1876:

Death of Captain Nathaniel Griffin, age 79 years, 11 months, 4 days. Captain Nathaniel Griffin, one of our best known and most venerable citizens, died on Wednesday, in his 80th year, his birthday being July 3, 1796. He was one of Salem's oldest sea captains, and for 30 or more years was treasurer of the East India Marine Soc. He was

the first treasurer of the Naumkeag Steam Cotton Co., and was an Alderman of the city in 1845. Formerly a partner with Mr. John Archer, he for many years kept a ship chandlery store on Derby St. Mr. Griffin was a man widely respected and universally known in Salem, and among the older sea-faring people of other places."

Mr. Griffin's most outstanding contribution to the community was just alluded to in his obituary, but given due justice in a pamphlet called "Nathaniel Griffin (1796-1876) of Salem and his Naumkeag Steam Cotton Co.", written by Rudolph C. Dick. This pamphlet tells how Nathaniel Griffin, almost single handedly raised the capital, of half a million dollars, required to start the mills. (Appendix A)

On Oct. 24, 1873 Nathaniel and Lydia Griffin sold to Henry W. Rogers, for the sum of \$2,550, "the land bought of Samuel C. Simonds with the addition of 8 inches to Oliver St." (book 891 page 235)



Henry W. Rogers was the assistant superintendent of the Water Works located at 57 Washington St. The tax records for 1874 verify the fact that Henry W. Rogers owned the house at 22 Oliver St., valued at \$1,700 and the land value \$400. Mr. Rogers had moved to North Andover by 1876 and rented the house at 22 Oliver St. to various tenants over the years:

- 1876 Alexander Griswold, carriage painter
- 1878 Silas Smith
- 1879 Walter F. Osgood and Amos Stillman

The census of 1880 gives a detailed look at the occupants of 22 Oliver:

Amos Stillman	age 35	Supt. City Lighting	born Mass.
Almeda "	" 33	wife - keeps house	" "
Sarah J. Osgood	" 30	sister	" "
Horace "	" 7	at school	" "

The Stillmans had moved on by 1883, when Albert J. Staples was the occupant. The value had dropped to \$1,500 for the house and \$400 for the land.

A. Joseph Staples was born in Casco, Maine and was educated in the public schools of N.H. After leaving school he learned the printer's art, but soon took up carpentry and was a car builder at the B. & M. Railroad shop in Salem. Mr. Staples was also a member of the Common Council, representing Ward 2.

On April 3, 1884 Henry W. Rogers, of Lawrence, sold to John Kinsman the same premises conveyed to Mr. Rogers by Nathaniel Griffin, on Oct. 24, 1873. (book 1129 page 119)

Mr. Staples remained in the house as the tenant of John Kinsman until the latter's death which occurred on Nov. 16, 1889. (Appendix B, obituaries - Appendix C, inventory) The property remained in the hands of Mr. Kinsman's heirs, with the Staples family in residence until 1896, when the house is listed as empty. The next occupant appears to be George Vogell, carriage builder and repairer at 212-214 Bridge St. The Kinsman heirs leased out the property to various tenants over the years and finally sold the property 82 years after the death of John Kinsman.

On Oct. 22, 1971 Howard W. and Roger E. Cole, trustees under the will of John Kinsman sold, for \$20,125, to Philip G. and Marilyn Vener, the same which was conveyed to John Kinsman by deed of Henry W. Rogers. (book 5826 page 206)

On Dec. 31, 1971 Philip G. and Marilyn S. Vener of 23 Sevinor Road, Marblehead put the property into a trust under the name of Ames Realty Trust, with Philip and Marilyn Vener as trustees. (book 5849 page 586)

On August 16, 1972 Philip G. and Marilyn S. Vener, trustees sold to Henry R. and Gail Dragon, of 30 Dearborn St. as of plan (Appendix D). The mortgage obtained by the Dragons was foreclosed in book 6368 page 577, by the Marblehead Savings Bank.

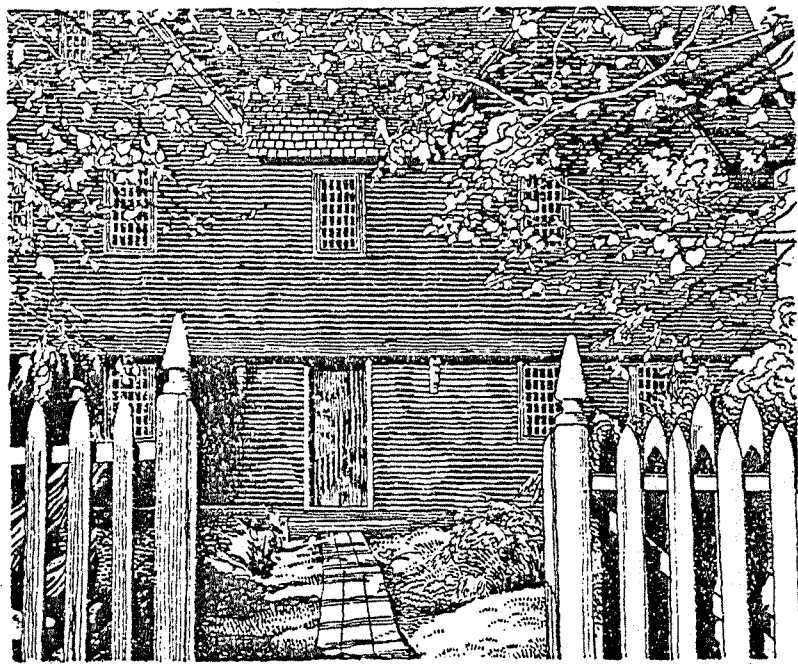
On August 1, 1977 The Marblehead Savings Bank sold to Dwight A. Ware, of 22 Oliver St. the same property conveyed to said bank in book 6368 page 577. (book 6376 page 789)

Notes: Reference to book and page are deed books at the Registry of Deeds. Probate numbers are cases at Probate Court, both offices located in the same building on Federal St., Salem.

All maps in this report are not meant to be exact, just for illustration.

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54

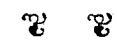
Nathaniel Britton 1870 of Salem  
+ his NAUMKEAG STEAM COTTON CO  
by Rudolph C. Dick



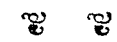
*My fellow members of Newcomen:*

**T**O MOST AMERICANS, Salem and *ships* are closely associated! This is not surprising for the seal of the city bears the motto: "*To the farthest port of the rich East*"; while the National Park Service of the United States Government has thought it appropriate to establish in the city a National Maritime Historic Site, including the old United States custom house and Derby Wharf. The visitor who has spent hours with the ship pictures and models in the Peabody Museum and who has enjoyed the architectural riches of the town, all of which came from the fortunes produced by overseas trade, is perhaps a little surprised, and even disconcerted, when he stands on Derby Wharf to find that the scene is there dominated by a very large and very modern cotton mill. Behind him is the custom house where Nathaniel Hawthorne worked, and the mansions of Derby and Crowninshield shipmasters. But before him is the plant of the Naumkeag Steam Cotton Company which seems a curiosity in these historical sur-

roundings. Yet the Naumkeag Steam Cotton Company, founded in 1839, has been in business for one hundred and twelve years, more than one-third of the time that has elapsed since the settlement of Salem; and its history is as much a part of the local scene as that of the ships.



The history of Salem has been written in quite extraordinary detail down to the middle of the Nineteenth Century. Few cities in America have so complete and detailed information available as provided in the Historical Collections of Salem's Essex Institute. Accounts of the settling of the city, of gradual development of overseas trade, of spectacular accomplishments of the East India merchants in the years immediately after the Revolution are readily available, but next to nothing is in print on the business history of the past century. That is not surprising, for some men who are profitably occupied in the present and confidently looking forward to the future too often have little time for veneration of the past. The maritime history of Salem has been fully described because it is of the past; while the textile history, being very much of the present and future, has had little of the same treatment.



New Englanders in the Seventeenth Century went to Sea from *necessity* rather than from choice. It again was necessity in the depressed period following the Revolution, that caused New England shipmasters and merchants to push far afield and to trade in China and the Orient, which they never had done previously. Success in foreign trade led to amassing of capital which often was devoted to development of new industries in the United States of America; and, at a slightly later period, to the construction of railroads. The great period of Salem's overseas trade was between the end of the Revolution and Jefferson's embargo on shipping, of 1807. Although there was a considerable revival for some years after the War of 1812, yet by the 1830's Salem already was declining as a port. Considerable increase in the size of ships made Salem harbor inconvenient, and shipping business began to drift to the greater cities of Boston and New York. In consequence, those Salem merchants, shipmasters, and shipowners who were reluctant





to follow the trend of business to new centres, were looking about for some other type of investment for their funds. The first cotton mill in New England had been established in 1787 at Beverly, Massachusetts; while, in 1813, the first mill in the World where the whole process of cotton manufacturing, from spinning to weaving, was carried on by power, had been built at Waltham, Massachusetts. The success of the Waltham enterprise had led to the foundation of the new manufacturing centre of Lowell, on the Merrimack River. The prosperity of these new enterprises led Nathaniel Griffin (1796-1876), a retired shipmaster of Salem, to believe that a *cotton mill* might successfully be operated in his own city. There was no water power available at Salem, but Griffin reasoned that in a seaport to which vessels could readily bring supplies of cotton and coal, it would be perfectly possible to use *steam* power. This was an important and imaginative departure from the usual practice, for the other factories of New England were everywhere operated by water power harnessed from the rivers of the region. Humidity had always been necessary for successful cotton manufacture in order to keep down static electricity, to which the cotton fibre is particularly susceptible. Nathaniel Griffin thought, however, that if he built his mill *near* the waterfront the flooding and ebbing tides close at hand would humidify the atmosphere sufficiently. Consequently he selected as a site for the new mills Stage Point, directly opposite Derby Wharf. This gravelly cape at the entrance to the South River had been selected by the earliest settlers of Salem as an ideal place for building stages on which to dry fish. For generations it had been filled with long ranges of scaffolds on which were spread salt cod, drying. In the Eighteenth Century a marine railway, a shipyard, and wharves had been built on the point; and, in 1781, as the land had been owned by a Tory who had skipped to England, the town bought it as a location for building and repairing vessels.



On 6 April 1839, a charter of incorporation was granted to the Naumkeag Steam Cotton Company by the Commonwealth of Massachusetts. Naumkeag was the ancient Indian name of the locality. Steam was inserted in the title to differentiate this enterprise from

the water-power mills operating elsewhere in New England, and it has been retained ever since, although the power used is now entirely electric.

Nathaniel Griffin, almost single handed, undertook to raise the required capital of half a million dollars, and although he worked with a will the money came in slowly. The actual purchase of Stage Point from the city took place in 1841. Building was started in 1845; but it was 1847 before actual production was under way. The venture was a costly one, for, by 1849, capital stock of \$700,000 had been issued, but the plant and its machinery were outstanding. The report of Colonel Charles T. James, the engineer in charge of construction, which was submitted in 1847, contains the following comments on the enterprise:

“The work on the Naumkeag mill has continued to progress, and has finally reached its completion; and you will permit me to tender my congratulations to the Board on the pleasing fact that the mill is now in full and successful operation in all its departments. Notwithstanding much of the machinery is of a novel character, and of a heavy description, yet the operation of the entire mass is such as to give perfect satisfaction; and its performance is quite equal to the anticipations of all concerned. Your Engineer may be permitted to say, he is perfectly willing the Naumkeag mill, as to its appearance, arrangement and operation and the quality of its work, should be tested by the closest scrutiny and the most thorough examination, by men of the best practical operative skill in this country, or any other.

“The work having now been completed and the bills all gathered in, I am able to make a definite statement of the entire cost. After having collected and summed up the various items of expenditure involved in the prosecution of the work, as well as the purchase of real estate, et cetera, the full amount is found to be \$621,199.10; which makes the cost per spindle \$20.91, or about twelve percent higher than the former estimate. (Note Today’s cost is approximately \$160 per spindle.) The footing exhibits, it is true, a heavy aggregate, but it will be remembered too, that the Naumkeag mill is of much larger dimensions, and contains much more machinery, than any other Cotton Manu-



# THE SALEM NEWS.

MONDAY NOV. 18, 1889.

## BIRTH.

**WASHINGTON.**—In Salem, Nov. 10, a son to Mr. and Mrs. J. William Washington.

## MARRIED.

**ROOT-UPTON.**—In Salem, Nov. 13, by Rev. S. J. M. Connell of Boston, Arthur M. Root of Byfield and Miss Grace, daughter of George L. Upton of Salem.

**CONVERSE-MARTIN.**—In Salem, by Rev. Edmund B. Willson, Frederick C. Converse of Salem and Miss Emma W., daughter of Benjamin F. Martin of Marblehead.

**SANBORN-MONTCALM.**—In Salem, Nov. 14, by Rev. O. A. Towns, Horace E. Sanborn and Miss Velina E. Montcalm.

## DIED.

**FAWLEY.**—In Salem, Nov. 12, Vivian W., son of George and Annie T. Fawley, 11 yrs.

**KIATING.**—In Salem, Nov. 13, John C., son of the late Thomas and Catherine M. Keating, 18 yrs.

**PRIME.**—In Salem, Nov. 13, Mrs. Harriet M., widow of David Nelson Prime, 71 yrs.

**COLE.**—In Salem, Nov. 14, Mrs. Emma A., widow of George C. Cole, 35 yrs.

**FRABODY.**—In Salem, Nov. 15, Miss Mary Frabody, 82 yrs.

**GETCHELL.**—In Salem, Nov. 15, William H. Getchell, 60 yrs.

**BUTLER.**—In Salem, Nov. 15, Edward, son of Edward and Rhoda W. Butler, 1 yr.

**FULL.**—In Salem, Nov. 16, Mrs. Marens, widow of John Full, 84 yrs.

**KINSMAN.**—In Salem, Nov. 16, John Kinsman, 79 yrs.

**POTTER.**—At the Salem hospital, Nov. 16, of typhoid fever, Mrs. Margaret A., widow of William Potter, 43 yrs.

**HATCH.**—In Salem, Nov. 17, Mrs. Ann C., widow of Lemuel B. Hatch, 77 yrs.

**WESTON.**—In Salem, Nov. 17, Charles H. Weston, 59 yrs.

## DEATH OF JOHN KINSMAN.

One of Salem's Most Prominent Men Passes Away.

John Kinsman, one of the greatest promoters of the building industry in Salem, died Saturday evening in his 79th year. From the time he began building until the present he has been identified with the growth of the city, and many of the large blocks which adorn the principal streets, as well as new territory opened up in suburbs, are monuments he has left as a citizen of progress.

and ability. The loss of such men is felt keenly. He had been sick but three weeks, and his death was not apprehended even during Saturday. During the evening his illness took a serious turn, and in a short time he had passed away.

Mr. Kinsman was born in Ipswich and came to Salem when he was but 16 years of age, learning the carpenter's trade of David Lord. Afterwards he entered business for himself, and was successful. For several years he was superintendent of the old Eastern railroad, when it was virtually in its infancy. He left there to assume the superintendency of the Mad River railroad in Ohio. Subsequently he assumed charge of the gas works at Springfield, O. He returned to Salem in 1864 and became superintendent of the Eastern railroad car shops, until the lease expired, when he assumed direction of the Salem & Danvers aqueduct company, which position he held until 1870. He was president of the Salem Five Cents Savings bank for several years and at the time of his death a director of the Mercantile National bank. He was a member of the Massachusetts legislature in 1856 and 1857, and of the board of aldermen in 1876.

Mr. Kinsman opened up Boardman street as a residential part of the city, and since then every spare bit of land has been built upon, and the population, according to length, is as great as in any portion of the city. He built the first Lynde block, the Kinsman block on Washington street, the marble front block on Essex street, and several other handsome brick buildings, besides numerous dwelling houses. He accumulated a large amount of property as the result of his own work and endeavor. He leaves a widow and three sons.

# Boston Journal.

MONDAY EVENING, NOV. 18, 1889.

## OBITUARY.

MR. JOHN KINSMAN, an honored citizen of Salem, died after a very brief illness at his home in that city on Saturday evening. His death came as a surprise to the community and was not expected, although he had been a sufferer from rheumatic troubles. Mr. Kinsman was born in Ipswich and went to Salem as a boy to serve as an apprentice to David Lord, of whom he learned the carpenter's trade. It is related of him that at the time the Eastern Railroad was constructed the President of the road was very desirous that the work should be accomplished within a given time. To do it required the construction of a bridge which encompassed great difficulties. The master builder of the road said that it was impossible to build this bridge and accomplish the opening of the line within the brief time allotted him. Mr. Kinsman was called in and asked if he could do it. He said he would try, and went at his task with a push and vim that astonished his fellow carpenters. The bridge was built, and not long afterward Mr. Kinsman was made Superintendent of the Eastern Railroad. Later in life he went West and engaged in many successful enterprises in Ohio. He was Superintendent of the Mad River Railroad for a time, and upon the introduction of gas for street and house lighting became one of the founders of the gas company which introduced gas lighting into Springfield, O. He also had large interests in Cincinnati. He became quite wealthy, and retained his interest in the gas company until the introduction of electric lighting, when he disposed of his stock. On the establishment of the old Salem Car Shops, now owned by the Boston and Maine Railroad, but then a private enterprise, he was made Superintendent, holding the office from 1864 until the leasing of the shops by the Eastern Railroad Company. He was also Superintendent of the old Salem and Danvers Aqueduct Company at one time. He was President of the Salem Five Cents Savings Bank for a term of years, and at the time of his death was a Director of the Mercantile National Bank of Salem. He represented Salem in the Legislature in 1856 and 1857, and was a member of the Aldermanic Board in 1876. He did much for the improvement of Salem, and made large investments in real estate. He bought the Tucker estate on Washington square and opened Boardman street in Ward 2, developing a large amount of taxable property. He also erected the Kinsman block on Washington street, one of the best business structures in Salem. Mr.

Kinsman was in his 80th year. He was born in Ipswich and commanded the Old Franklin. Mr. Kinsman leaves three sons—Dr. John Kinsman, now in Paris; Charles, now in Florida; and Albert, who resides in Salem. He was an attendant at the Tabernacle Church.

MR. FRANCIS HENRY TUCKER, formerly Captain in the Thirteenth Massachusetts Regiment, and for the past twelve years assistant treasurer of the Produce Exchange in New York, died Sunday in Brooklyn. He was born in Boston Feb. 29, 1826, and went to St. Louis, where he was 21 years old in the employ of the banking firm of Clark & Brothers. After serving in the war he removed to New York. He was married thirty-five years ago to the daughter of ex-Gov. Haines of New Jersey. His wife survives him.

MR. GEORGE P. MAY, who died in Dorchester Saturday, was the nephew of the late Mr. Abbie W. May, the philanthropist. He was nearly 44 years of age and had long been associated with the iron industry in the city. From 1864 until 1882 he was in business with his father, and since 1882 he has been Director of the Walworth Manufacturing Company. He married the daughter of Mr. C. C. Walworth, the General Manager of the Walworth Manufacturing Company.

MR. THOMAS M. CLARK, who founded the Mountain County Herald, now the Winston Herald of Connecticut, died on the steamer Veendam Wednesday while returning from abroad. He was in the Legislature of 1877 and 1874. For several years past Mr. Clark has been Manager of the Winston Herald Company. He was born in Winston Jan. 4, 1830.

RECENT DEATHS. Mr. Dexter Bowen, the oldest resident in Framingham, died Sunday morning in his 90th year. He was formerly a contractor and builder, was Superintendent of the Churchill Cemetery for fifteen years, and was a Selectman in 1839.

Dr. Robert G. Cabell, a prominent physician of Richmond, Va., formerly Surgeon in the Confederate Army, died Sunday. He was the father of Dr. Arthur Cabell, now Surgeon in the United States Navy.

Mr. Charles Weston, a well-known farmer of Salem, died on Sunday morning at his home in that city after a brief illness. He was for many years connected by business with the late Leonard B. Harrington.

The death is announced of Rev. William Gray Elmslie, M. A., D. D., professor of Hebrew and Old Testament exegesis in the college of the Presbyterian Church of England, in London. He was 41 years of age, and was a graduate from the University of Aberdeen.

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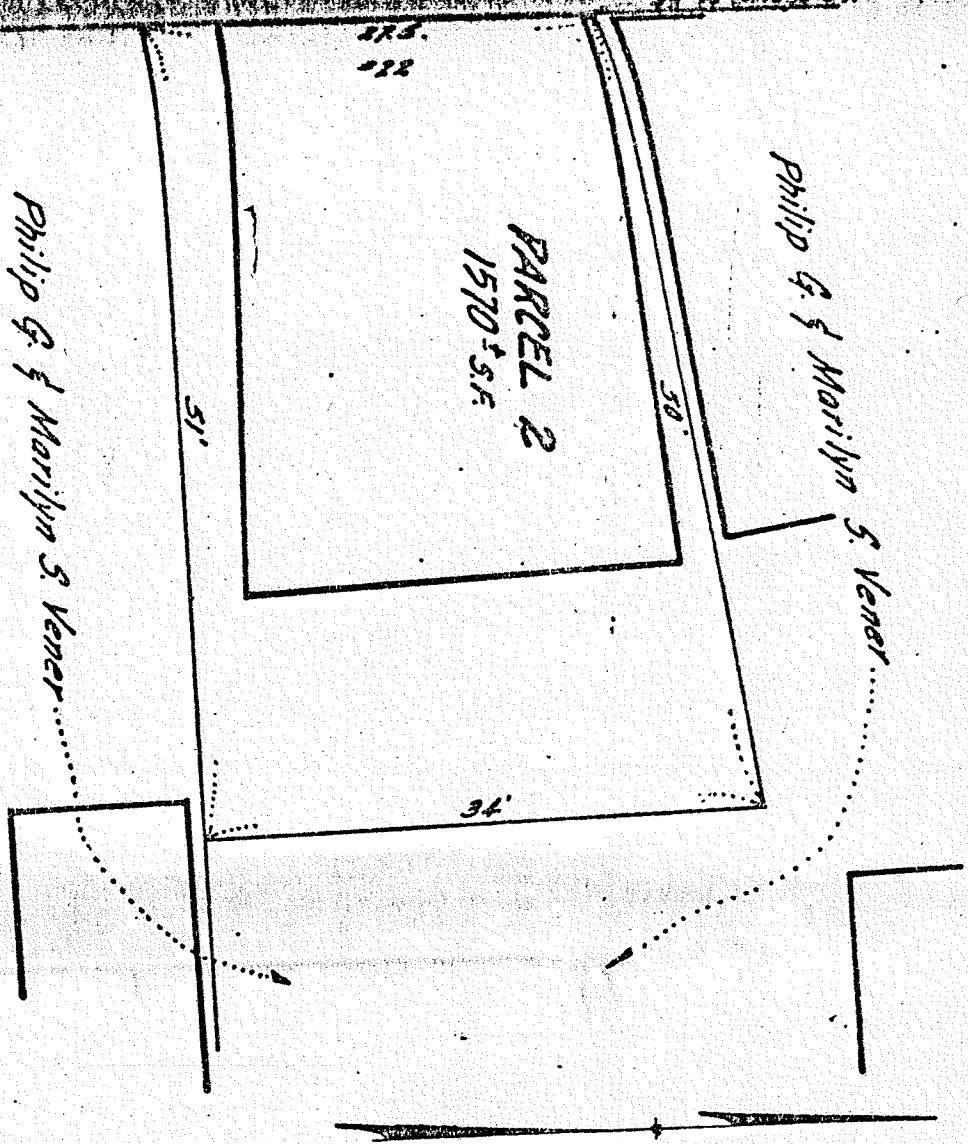
(This Schedule should be divided into at least four classes: 1st, household furniture; 2d, shares in corporations; 3d, promissory notes and other securities; 4th, property employed in business, etc.)

Schedule of Real Estate in Detail.

Schedule of Personal Estate.

	DOLLS.	CTS.
and on Boardman St - 13, 15	6.500	
Block 6 - 8 - 10 - 12 Ford St	11.000	
House	1.500	
Corner St	10.000	
Block Washington St & buildings in rear	80.000	

	DOLLS.
Household furniture - pictures, silverware, bedding, etc.	1.000
Horse carriages, robes, etc.	200
2 Gold Watches	100
Cash in bank	2.539
Notes receivable	5.000
10th Mercantile Natl Bank	1250
Lot in Harmony Grove Cemetery	200
Pew in Tabernacle Church	25



DEPT. REGISTRY OF DEEDS SA. DIST. SALEM MASS.  
 Parcel No. 1, 1972 with Book 1  
 Parcel No. 2, 1972  
 Registry R. D. Degross  
 File 5775 & 5776. Plan No. 2338 19 23  
 Leo H. Jones  
 Register of Deeds

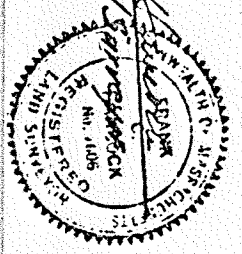
THIS PLAN HAS BEEN REDUCED. FOR  
 CORRECT SCALING SEE ORIGINAL ON FILE.

I certify that the property  
 is divided into lots and the lines  
 and ways shown are  
 public and private streets  
 already established,  
 or I further certify that no new  
 division of existing  
 land for new ways are shown.

Plan of Land  
 in  
**SALLEN**

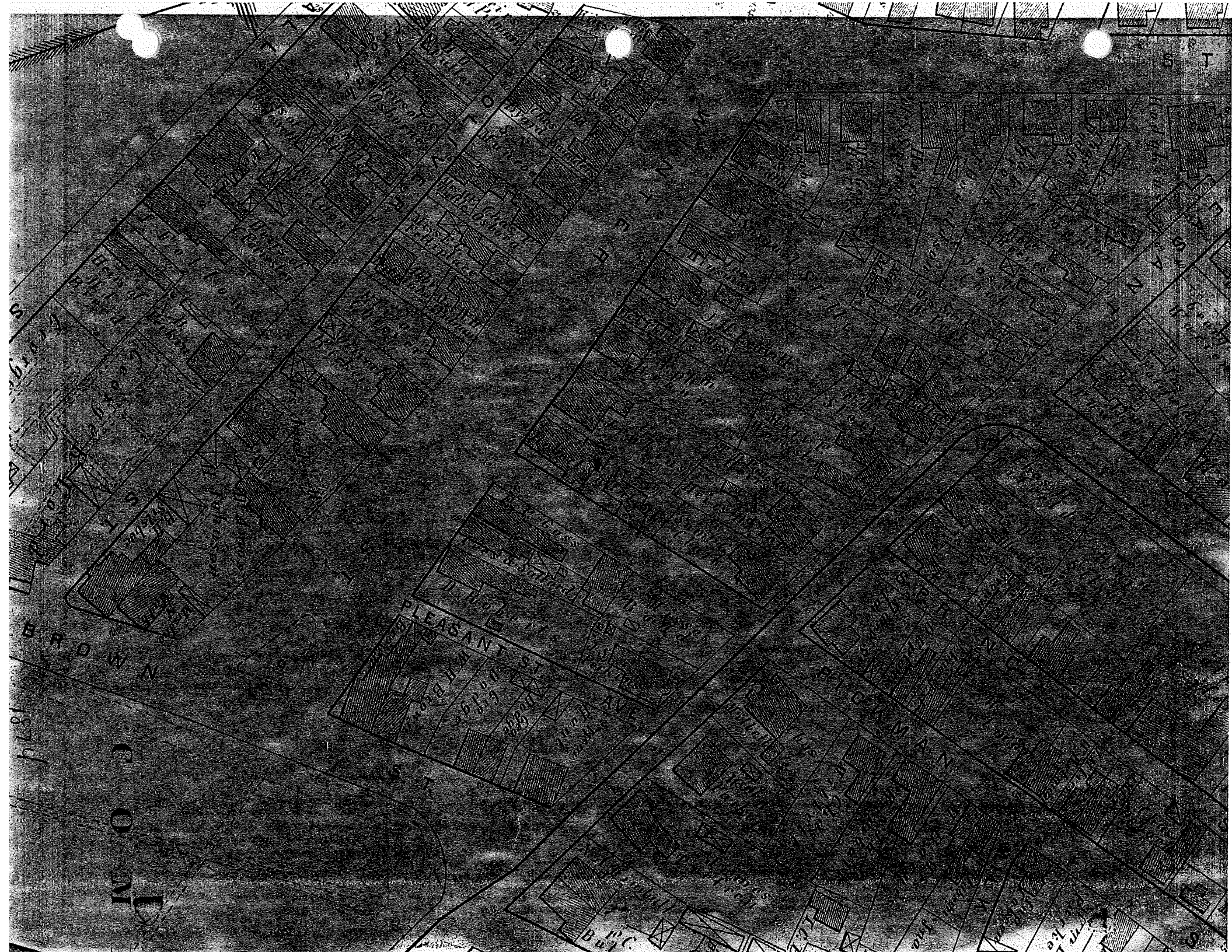
Property of  
 Philip G. & Marilyn Vener  
 Scale: 1"=10'      Aug 16, 1972

ESSEX SURVEY SERVICE INC.  
 47 Federal Street, Salem



5773

John Winsman



DOWNTOWN

PLEASANT ST

PICKMAN

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