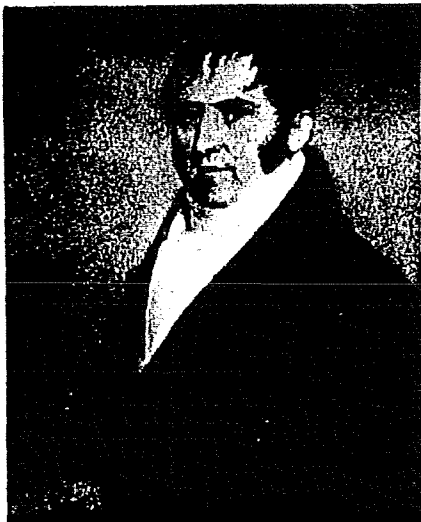


397 Essex Street
Salem, Mass.

Built By Jabez Smith, carpenter, 1803



Capt. James Silver, owner 1813-1837

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397 Essex Street, Salem

According to available evidence, this house was built by Jabez Smith, housewright, as his own residence, in 1803.

On 22 August 1802 for \$900 William Lang, Salem auctioneer, sold to Jabez Smith, of Salem, a building, "now improved by Mr. Cawley, printer" (sic), and the 70-pole lot on which it stood, bounded northerly on Essex Street, easterly on land of Austin, southerly on land of Orne, and westerly on land of Osborne (ED 171:51). This lot was evidently part of the larger tract purchased by Mr. Lang in April, 1795 (ED 160:5). Mr. Smith mortgaged the property back to Mr. Lang for \$900; in this mortgage the description refers to the building as improved by Mr. Coverly, printer (not the apocryphal Mr. "Cawley"), (ED 171:53).

While the printer's shop—if that's what it was--evidently did not survive much longer, it is worth noting that Nathaniel Coverly was an important figure in Salem's intellectual history (see Harriet S. Tapley's excellent book *Salem Imprints* for discussion of the Coverlys). In July, 1799, Nathaniel Coverly, Salem printer, and John Coverly mortgaged to Benjamin Wade, a Milford, NH, tailor, "the whole of my printing apparatus consisting of a press, types, and utensils, etc., being now in my office in said Salem" (ED 166:34).

Jabez Smith

Jabez Smith, who bought the lot and printer's building in August, 1802, was a housewright and contractor who was building some of the merchants' houses in the west end at the height of Salem's prosperity. He is perhaps the Jabez Smith born in Ipswich on 19 July 1764, the son of Moses Smith & Ruth Smith.

After the Revolution (1775-1783), Salem was among the most dynamic places in America; and the wealth generated by its new East India trade soon translated into handsome houses for the newly wealthy ship-owners, captains, and merchants. Federal Street and Essex Street were fashionable addresses in the 1780s and 1790s, and then Chestnut Street became the focus of new construction after 1800. Jabez Smith was a talented and reliable builder, and evidently had his fair share of the work on these buildings. Before his death in 1811, Samuel McIntire was the premier architect of Salem, and designed most of the notable houses; after his death, and perhaps somewhat before, master builders like Jabez Smith also served as architects.

In some places, the post-war loss of the former colonial connections and trade routes was devastating, for the British would not allow Americans to trade with their possessions; but in Salem, the merchants were ready to push their ships and cargoes into all parts of the known world. Hasket Derby, William Gray, Eben Beckford, and Joseph Peabody led the effort to open new markets. In 1784, Derby began trade with Saint Petersburg, Russia; and in 1784 and 1785 he dispatched trading vessels to Africa and China, respectively. Voyages to India soon followed, and to the Spice Islands and Pepper Islands (Sumatra, Java, Malaya, etc.). These new markets—and the coffee trade would be opened in 1798 with Mocha, Arabia--brought great riches to the

merchants, and began to raise the level of wealth throughout the town: new ships were bought and built, more crews were formed with more shipmasters, new shops and stores opened, new partnerships were formed, and new people moved to town. In 1792 Salem's first bank, the Essex Bank, was founded, although it "existed in experiment a long time before it was incorporated," per Bentley, and "it was touched with trembling hands." 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. The size and number of vessels was increased, and Salem was the greatest worldwide trading port in America.

In the late 1790s, there was agitation in Congress to go to war with France, which was at war with England. Pres. John Adams in 1797 sent negotiators to France, but they were insulted. In summer, 1798, a quasi-war with France began, much to the horror of Salem's Crowninshield family, which had an extensive trade with the French, and whose ships and cargoes in French ports were susceptible to seizure. The quasi-war brought about a political split within the Salem population. Those who favored England aligned themselves with the national Federalist party, led by Hamilton and Salem's Timothy Pickering (the U.S. Secretary of State). These included most of the merchants, who were eager to go to war with France, and opposed Adams' efforts to negotiate. They were led locally by the Derby family. Those who favored peace with France (and who admired France for overthrowing the monarchy, even while deploring the excesses of the revolutionaries) were the Anti-Federalists, who later became aligned with Pres. Jefferson and his Democratic-Republican party; they were led locally by the Crowninshield family. For the first few years of this rivalry, Derby and the Federalists prevailed; but after the death of Hasket "King" Derby in 1799 his family's power began to weaken; and some of that power was seized by his nephews, the five Crowninshield brothers, all shipmasters-turned-merchants in a firm with their father, George Crowninshield.

It would appear that Jabez Smith resided in Danvers before 1802. In 1798 he married Betsey Proctor there; and they would have at least two children recorded in Salem. In December, 1799, Jabez Smith, Danvers carpenter, for \$200 purchased a parcel of land in Danvers (ED 165:231). The Salem real estate valuations do not list Jabez Smith until 1803, when, in ward three, he was credited with a "house", which was not taxed, probably because it was new. In 1804 Jabez Smith, ward three, paid taxes on a house worth \$1200 as well as \$200 stock and \$200 income. By 1805, the house was worth the same amount, but the stock and income had both gone up by \$100.

The house was a large one for its day, ell-shaped, three storeys, fronting on pine Street but with a door on Essex Street as well. Behind it stood Mr. Smith's work shop, where he produced much of his finish carpentry. With its glyph friezes, rope moldings, floral elements, sunflower medallion, picture-molding over-mantels, handsome staircase, and spacious rooms, was an excellent representation of its owner's abilities as a housewright and architect.

There are no eye-witness accounts of the building of this house, nor have I found an account book for Jabez Smith; however, two men, young boys at the time, later published recollections about this house. Jonathan Tucker recalled the "house on corner of Pine Street," at Essex, as

having been built by "Jabez Smith, carpenter," and in 1875 it was owned by "T. Ropes, #397" (see *Salem Gazette* 17 Dec. 1875.) Oliver Thayer, in his recollections (EHC 21:223), wrote of this part of Essex Street that "the house next, on the corner of Pine Street, was built about 1806 or 1807 by Jabez Smith, and sold several years after to Capt. James Silver, who occupied it until his death, and it has since remained in the family."

Jabez Smith married, first (int. 19 May 1798), at Danvers, Elizabeth (Betty) Proctor. He married, second, 24 May 1818 Jane Baker. No birth records for Jabez Smith issue at Salem or Danvers, but death records at Salem for two sons of Jabez. Known issue:

1. *Daniel 1804, died on board ship Perseverance at Antwerp, May, 1822, aged 18 years.*
2. *Jabez, 1811, died of tetanus, 26 August 1822, aged 11 years.*

In 1800, Adams was successful in negotiating peace with France, and thereupon fired Timothy Pickering, of Salem, his oppositional Secretary of State. Salem's Federalist merchants erupted in anger, expressed through their newspaper, the *Salem Gazette*. At the same time, Britain began to harass American shipping. As with the French earlier, Salem's seafarers added guns to their trading vessels, and the Salem owners and masters aggressively expanded their trade to the farthest ports of the rich East, while also maintaining their trade with the Caribbean and Europe. Salem cargoes were exceedingly valuable, and wealth was piling up in Salem's counting houses. The Crowninshields, led by brother Jacob, were especially successful. The greatest of the Salem merchants at this time was William "Billy" Gray, who owned 36 large vessels--15 ships, 7 barks, 13 brigs, 1 schooner--by 1808.

In 1800, Salem was still a town, and a small one by our standards, with a total population of about 9,500. Its politics were fierce, as the Federalists squared off against the Democratic Republicans (led by the Crowninshields and comprised of the sailors and fishermen). The two factions attended separate churches, held separate parades, and supported separate schools, military companies, and newspapers (the Crowninshield-backed *Impartial Register* started in 1800). 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 Streets). 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, backlands for the Pickering on Broad Street and the old estates of Essex Street. The Common was not yet Washington Square, and was covered with hillocks, small ponds and swamps, and utility buildings and the town alms-house. In the later 19th century, Salem's commercial prosperity would sweep almost all of the great downtown houses away (the brick Joshua Ward house, built 1784, is a notable exception).

The town's merchants were among the wealthiest in the country, and, in Samuel McIntire, they had a local architect who could help them realize their desires for large and beautiful homes in the latest style. While a few of the many new houses built in the next ten years 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 years before in 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 upon his return from England 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, carver and housewright, was quick to pick up on the style and adapt it to Salem's larger lots. It may have been that Jabez Smith worked with McIntire in building houses that he had designed. McIntire's first local composition, the Jerathmeel Peirce house (on Federal Street), contrasts greatly with his later Adamesque compositions. The interiors of this Adam style differed from the "Georgian" and Post-Colonial: 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 1799 (demolished in 1815), on the site of today's Town House Square.

Salem's commerce created great wealth, which in turn attracted many newcomers (like Jabez Smith) from outlying towns and even other states. 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 (it stood on Essex Street, near Washington Square), and editor of the *Register* newspaper. Bentley's 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.

In 1806 the Derbys extended their wharf far out into the harbor, tripling its previous length. This they did to create more space for warehouses and ship-berths in the deeper water, at just about the time that the Crowninshields had built their great India Wharf at the foot of English Street. The other important wharves were Forrester's (now Central, just west of Derby Wharf), and Union Wharf (formerly Long Wharf), extending from the foot of Union Street, west of Forrester's Wharf. To the west of Union Wharf, 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. Among the most important of these were Ward's, Orne's, and Joseph Peabody's, which extended from the foot of what is now Hawthorne Boulevard. Each of the smaller wharves had a warehouse or two, 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, hawkers, sailors, artisans ("mechanics"), storekeepers, and teamsters; and just across the way, on Stage Point along the south bank of the South River, wooden barks and brigs and ships were being built in the shipyards.

By 1805, Chestnut Street had been laid out and large gouses were being built in this part of town. In the Family Manuscripts collection at the Phillips Library (Peabody-Essex Museum)

Jabez Smith, master builder, gave his client, Pickering Dodge (of Chestnut Street) a receipt for \$100 paid for "carpenter work," dated 21 June 1806, signed Jabez Smith. In that same year, on January 1st, Mr. Smith and three neighbors agreed on the boundaries of Pine Street, 28' wide, running through their lands to Warren Street from Essex Street (ED 178:98).

Salem's boom came to an end with a crash in January, 1808, when Jefferson and the Congress imposed an embargo on all American shipping in hopes of forestalling war with Britain. The Embargo, which was widely opposed in New England, proved futile and nearly ruinous in Salem, where commerce ceased. As a hotbed of Democratic-Republicanism, Salem's East Parish and its seafarers, led by the Crowninshields, loyally supported the Embargo until it was lifted in spring, 1809. Shunned by the other Salem merchants for his support of the Embargo, the eminent Billy Gray took his large fleet of ships—fully one-third of Salem's tonnage--and moved to Boston, whose commerce was thereby much augmented. Gray's removal permanently eliminated a huge amount of Salem wealth, shipping, import-export cargoes, and local employment. Gray soon switched from the Federalist party, and was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead. It may be that these two and their party did not go out of their way to support laws or policies that favored Salem or its merchants. 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 Salem had opposed the war as being potentially ruinous and primarily for the benefit of the southern and western war-hawk states, yet when war came, Salem swiftly fitted out 40 privateers manned by Marblehead and Salem crews, who also served on U.S. Navy vessels, including the *Constitution*. Many more could have been sent against the British, but some of the Federalist merchants held their vessels 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 the most successful. She captured 30-plus prizes worth more than \$1,100,000.

The War of 1812 brought with it a suspension of new construction in Salem, and men like Jabez Smith had little work. By the end of the year 1812, he was probably in financial trouble; and on 16 January 1813 Jabez Smith, Salem "gentleman", with the consent of his wife Betsey, for \$3000 sold his "dwelling house and other buildings" here, with house-lot, to James Silver, Salem merchant (ED 200:67). The other buildings included "an outbuilding heretofore occupied by me as a work shop" that stood on the southerly part of the lot. The land was bounded westerly on Pine Street 137', northerly 42' 9" on Essex Stret, easterly 145' 6" on three courses on land of Austin, and southerly 19' 4".

Thus ended the connection of Jabez Smith with the house that he had built. He continued to reside in Salem, perhaps nearby, for many years afterward. His wife Betsey would die before 1818, when he married Jane Baker, who seems to have survived him.

As the war continued, Salem erected forts and batteries on its Neck, to discourage the British warships that cruised these waters. In June, 1813, off Marblehead Neck, the British frigate *Shannon* defeated the U.S. Navy frigate *Chesapeake*. The Federalists would not allow their churches to be used for the funeral of the *Chesapeake*'s slain commander, James Lawrence ("Don't give up the ship!"). Almost a year later, in April, 1814, the people gathered along the shores of Salem Neck as three sails appeared on the horizon and came sailing on for Salem Bay. These vessels proved to be the mighty *Constitution* in the lead, pursued by the smaller British frigates *Tenedos* and *Endymion*. The breeze was light, and the British vessels gained, but Old Ironsides made it safely into Marblehead Harbor, to the cheers of thousands.

On land, the war went poorly for the United States, as the British captured Washington, DC, and burned the Capitol and the White House. Along the western frontier, U.S. forces were successful against the weak English forces; and, as predicted by many, the western expansionists had their day. At sea, as time wore on, Salem's vessels often were captured, and its men imprisoned or killed. After almost three years, the war was bleeding the town dry, and the menfolk were disappearing. Hundreds of Salem men and boys were in British prison-ships and at Dartmoor Prison in England. At the Hartford Convention in 1814, New England Federalist delegates met to consider what they could do to bring the war to a close and to restore the region's commerce. Sen. Timothy Pickering of Salem led the extreme Federalists in proposing a series of demands which, if not met by the federal government, could lead to New England's seceding from the United States; but the Pickering faction was countered by Harrison G. Otis of Boston and the moderate Federalists, who prevailed in sending a moderate message to Congress.

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

Post-war, Jabez Smith continued his distinguished career as a builder and architect in Salem. In his 1939 booklet, *Notes on the Building of Chestnut Street* (pp. 15-17), Henry W. Belknap wrote that Jabez Smith was a master builder who also served as an architect and designed some of the residences of Chestnut Street. For the brothers Henry and John Pickering he designed a double brick house, 21-23 Chestnut Street, and served as general contractor for its construction, 1815-1815. For Capt. George Nichols, merchant, he designed the house at 37 Chestnut Street and served as general contractor for its construction in 1816-1817. For the rich East Indies merchant Dudley L. Pickman, Mr. Smith in 1819 drew up the plans for the mansion at 27 Chestnut Street, and built it in 1819-1821. The Pickmans moved into the finished house in the spring of 1821.

From other sources, notably Uriah G. Spofford, who worked for him, it was noted that Jabez Smith built the Dudley L. Pickman House (before 1824) (UG Spofford, EIHC 82). In 1816, the foundation of 37 Chestnut St. was being laid (George Nichols house), and "prior to its erection I remember that **Jabez Smith**, the master carpenter, came to (the family's then-house on Essex Street, corner of Monroe) "and submitted plans, no architect having been employed. The mason work was done by the father of David Roberts, and the painting by a Mr. Cook, one of whose workmen was Mark Kimball, subsequently a partner of Robert Skerry." (EIHC 81).

Capt. James Silver (1771-1837)

The new owner as of 1813, Capt. James Silver, was a good representative of the class of Salem men who made their fortunes at sea. He was born in 1771 and probably grew up in the Fourth Ward, perhaps on Boston Street. Throughout his boyhood, the war was being fought. Afterward, he was apprenticed to become a mariner. As a teenager, he likely shipped before the mast on voyages to the Caribbean and the East Indies. He was a likely and intelligent fellow, and rose through the seafaring ranks to become a second mate, then a first mate, and finally a shipmaster, in the 1790s. In 1793, aged 21, he married Susannah Howard of Danvers (probably the part that is now Peabody).

In December, 1796, James Silver, mariner, for \$85 purchased a house and land on Boston Street, across from the graveyard on the Salem-Danvers (now Peabody) line; and in March, 1797, for \$70 he bought an adjoining parcel (ED 161:104,170). At this homestead were born the Silvers' first children.

James Silver (1771-1837), died Capt. James, buried 21 April 1837, aged 66 years. He m. (SVR) 10 Feb. 1793 Susannah Howard of Danvers (1771-1829), buried at Danvers died 24 April 1829, aged 58 years. Known issue (all baptized 1806 at Danvers, later Peabody, South Cong. Chh.):

1. *James, 1796, bp 1806, died of dysentery 23 May 1819, aged 23 years.*
2. *Susannah, bp 1806, m. 1819 Jacob Putnam.*
3. *Mary, 1803, bp 1806, m. 10 June 1829 Timothy Ropes Jr.*
4. *Sarah A., bp 1806 m. 1832 Henry R. Daland of Boston*
5. *Elizabeth Howard, bp 18 May 1806, m. 1823 Tucker Daland.*
6. *Peter, 1811-1883 (photo GGP I:115), m. 1841 Sarah Ann Alley of Lynn*
7. *Sophia W., m. Charles F. Williams.*
8. *William, master of Unicorn etc. (GGP, I:137); m. 1835 Frances Putnam; had sons Wm. & Augustus Silver.*

In August, 1801, for \$600 James Silver, Salem mariner, purchased a house and one acre lot on Aborn Street (in what is now Peabody evidently), subject to a life estate therein reserved to Benjamin Peters and wife (ED 170:23). Evidently that homestead would remain the home of the Silver family through 1812.

Capt. Silver's first known command in the foreign trade was the schooner *Good Intent*, 89 tons burden, built by Christopher Turner in 1800 and owned by Samuel Cook in 1801. By the end of 1801, Capt. Silver was her master, and a part-owner, along with Capt. Cook, and Curtis Searl of Danvers. In 1804 Silver was still a part-owner, and Capt. Searl was master (p. 218, Ship Registers of the District of Salem & Beverly; also p. 57 GG Putnam's series, II).

Like the other mariners of Salem, Capt. Silver was hit hard by the Embargo of 1808 and probably had no work to do. In January, 1809, Capt. Silver and his neighbors purchased land and building for a school on Aborn Street (ED 187:44). A few months later the Embargo was

lifted; and James Silver and his partners John Forrester and Richard Wheatland commissioned Enos Briggs to build them a new ship, 241 tons burden, at his South Salem yard. She was 91' in length, and 25' in beam, and she cost \$5,029 to build. She was christened *Perseverance II*, and was launched 9 Nov. 1809. James Silver was her master. (p. 48-9, book *Capt. Forrester*). He remained commander of the *Perseverance* on voyages in 1811 and 1812. By 1811 he owned real estate valued at \$1000 (including house and 1.5 rights in the Great Pasture), owned shipping and stock worth \$6000, and had an income of \$1000 annually (Salem ward four valuation, 1811). In this year, after having sired a boy and then four daughters in a row, James Silver became the father of a second son, Peter; and in the next few years, at this house, were born Sophia and William.

In 1812 came the war, in which Capt. Silver probably served as commander of privateers. In 1813, he purchased this Essex Street homestead; he was then styled a merchant rather than a mariner. One of his nearest neighbors was Benjamin Goodhue, a distinguished merchant and statesman who had been a leader of Salem during the Revolution and later had served as a Congressman and United States Senator. He died in 1814. In that year, Capt. James Silver served in Capt. Stephen White's company of the regiment commanded by Lt. Col. Joseph White Jr. The regiment was only engaged for the period Sept. 17 to Oct. 10, and was not actually in military service (Mass. Volunteer Militia In War of 1812, p. 138).

Post-war, the Salem merchants rebuilt their fleets and resumed their worldwide trade, slowly at first, and then to great effect. A new U.S. Custom House was built in 1819, on the site of the George Crowninshield mansion, at the head of Derby Wharf. Into the 1820s the foreign trade continued prosperous; and new markets were opened with Madagascar (1820), which supplied tallow and ivory, and Zanzibar (1825), whence came gum copal, used to make varnish. This opened a huge and lucrative trade in which Salem dominated, and its vessels thus gained access to all of the east African ports, carrying away ivory, gum copal, and coffee.

In June, 1818, Capt. Silver for \$2500 purchased two parcels from his neighbor Josiah Austin; one was Austin's homestead on Essex Street; the other was Austin's land at the corner of Warren and Pine Streets (ED 217:174, 224). Evidently Silver continued to reside here at what is now #397. Sadly, his eldest son, James, probably a mariner, died of dysentery (perhaps contracted in the tropics) on 23 May 1819, aged 23 years.

Capt. Silver resumed command of the *Perseverance* in 1815; and he remained a part-owner through 1826 (Capt. Joseph W. Cheever commanded in 1822-3, Capt. John Day in 1824-6; see Ship Registers...). In 1819 he was a part-owner of the ship *Aurora*, 367 tons burden, commanded by Capt. Robert W. Gould and later (1823) by Capt. Stetson (see Ship Registers and James Silver papers at PEM). With the same group (Willard Peele, Richard Wheatland, Benjamin Dodge), he was a part-owner of the brig *Jane* (perhaps named for his wife), 238 tons burden, in 1820 (Capt. Thomas Saul) and 1823-4 (Capt. R.G. Wheatland) and perhaps after (see *ibid*). Capt. Silver commanded Salem vessels into the 1820s, most notably the brig *Leander*, 223 tons burden, owned by the great merchant Joseph Peabody and famous for her rich cargoes (see Ship Registers for picture and information). When Capt. James Silver commanded the *Leander* on an 1829-30 voyage to Turkey (Malta and Smyrna), the boys on board were his son, Peter Silver, and Charles H. Allen (who kept the log). Anti-Masonic

feeling was running high in America, for it had been charged that the Masons had killed one Morgan or forced him to flee. Capt. Silver and the men of the *Leander* encountered someone whom they thought was Mason in Smyrna (GGP, I:112-3). Note: some of the above information comes from the James Silver files at the Phillips Library of the Peabody Essex Museum (PEM), which include the James Silver papers, MH 207).

The pre-war partisan politics of the town were not resumed post-war, as the middle-class "mechanics" (artisans) became more powerful and brought about civic harmony, largely through the Salem Charitable Mechanic Association (founded 1817). Salem's general maritime foreign commerce fell off sharply in the late 1820s. Imports, which were the cargoes in Salem ships, were supplanted by American-made goods, now being produced in great quantities. The interior of the country was being opened for settlement, and many Salemites moved away to these new lands of opportunity. To the north, the falls of the Merrimack River powered large new textile mills (Lowell was founded in 1823), which created great wealth for their investors; and in general it seemed that the tide of opportunity was ebbing away from Salem. In an ingenious attempt to stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem's merchants and capitalists banded together in 1826 to raise the money to dam the North River for industrial power. The project, which began with much promise, was suspended (before construction began) in 1827, which demoralized the town even more, and caused several leading citizens to move to Boston, the hub of investment in the new economy.

By 1826, Capt. Silver evidently had sustained large losses in his merchant business. Salem merchants in general were struggling as domestic manufactures replaced imported goods in the marketplace, and it became a hard thing to make money in shipping. The loss of one vessel or even a bad voyage could be very damaging; and it is clear from later records that Capt. Silver lost at least one vessel (and cargo?) to the French, and had to apply for restitution. In August, 1826, Capt. Silver conveyed for \$7500 his old homestead on Boston Street and his present homestead on Essex Street to a group of merchants (Willard Peele held the largest interest), who may have been his partners/creditors or a group of friends who assisted him (ED 243:55). In November, 1828, those merchants for \$4400 sold to Capt. Silver's son-in-law, Tucker Daland, Salem merchant, the same two homesteads (ED 250:93).

His wife Susannah died in 1829; and Capt. Silver eventually removed to the house at 377 Essex Street, which was listed as his residence in 1836 (per 1837 Salem Directory).

In 1830 occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a wealthy merchant, owned and resided in the house now called the Gardner-Pingree house, on Essex Street. One night, intruders broke into his mansion and stabbed him to death. All of Salem buzzed with the news of murderous thugs; but the killer was a Crowninshield (a local crime-boss who killed himself at the Salem Jail), hired by his friends, Capt. White's own relatives, Capt. Joseph Knapp and his brother Frank (they were executed by hanging). The results of the investigation and trial uncovered much that was lurid about Salem, and more of the respectable families quit the notorious town.

Salem's remaining merchants had to move quickly to take their equity out of wharves and warehouses and ships and put it into manufacturing and transportation, as the advent of railroads

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

In the 1833 valuations, ward three, James Silver was taxed on personalty worth \$500, and in 1834 it was worth \$800 (no real estate). During the 1830s his two surviving sons, the mariners Peter and William Silver, both carried on their father's reputation as courageous and intelligent men, and both became shipmasters. This house (397 Essex) was then the residence of his son Capt. Peter Silver. Capt. James Silver died in April, 1837, aged 66 years. An inventory of his property was then taken (appended to this report). It gives an room-by-room listing of the furnishings here: front parlor, entry, keeping room, front chamber (upstairs room), middle chamber, back chamber; 3rd story north and middle chambers; kitchen, kitchen chamber. The total value of his personal property was \$1756.70, the majority of which was \$944.33 owed him on a Naples claim, indicating that the French government had seized one of his vessels and cargos, and was now obliged to reimburse him for their value.

Capt. Silver was survived by five daughters and two sons. The women were Susannah (Mrs. Jacob Putnam), Mary (Mrs. Timothy Ropes), Sarah A. (Mrs. Henry Daland), Elizabeth (Mrs. Tucker Daland), and Sophia (Mrs. Charles F. Williams). The men, both shipmasters, were Peter Silver and William Silver.

On 20 February 1838 Tucker Daland, the owner of the homestead, sold the property to the Silver siblings, brothers and sisters, and to John Daland; and the next day these grantees sold the same for \$2700 to Timothy Ropes Jr., Salem trader (ED 306:217, 218). Timothy was married to Mary Silver. The Ropeses (discussed below) occupied the part of the house that fronted on pine Street, while the Essex Street rooms were occupied at first by Capt. Peter Silver & family and later by Capt. William Silver & family.

Capt. Peter Silver (1811-1883), who had resided here in 1836 and perhaps before, married Sarah Ann Alley of Lynn in 1841. He was a shipmaster by 1835, when he sailed in command of the ship *Sumatra*, 287 tons burden. Obviously, she was engaged in the pepper trade with Sumatra, in the Indian Ocean. He commanded her on later voyages (1837-8 and 1841-2; see files at Phillips Library, PEM, which also has Capt. Silver's letter copy-book, 1841-1853). In December, 1841, she was registered for foreign trade under Capt. Peter Silver, with owners Joseph & George Peabody and John L. Gardner of Boston (see Ship Registers). In 1838 he had commanded the brig *Lucilla*, 279 tons burden, owned by his brothers-in-law, Jacob Putnam and Tucker Daland, among others. In September, 1838, Capt. Silver wrote from Sumatra that the Salem ship *Eclipse* had been taken by Malay pirates, and her master, Capt. Charles Wilkins, and crewman William F. Babbidge had been killed. The outrage was soon avenged by the U.S. Navy (see vol. I p. 123, G.G. Putnam's *Salem Vessels & Their Voyages*, hereafter *Salem Vessels*).

In the 1850s Peter Silver commanded the ships *Frances Whitney* and *Westward Ho* (see op cit). By 1841 Capt. Silver had moved to 81 Essex Street. In 1842, returning from Sumatra (Batavia), Capt. Silver and his men came upon a derelict, the bark *Kilmars* of Glasgow.

Coming up with her, he discovered one person on board, the distraught 18-year-old wife of the captain; and she told a tale of woe. Her husband, having discovered a mutiny plot, had shot the leader, driven the crew below decks and locked them up, and, with two boys, had navigated back toward port. At one point, he and the boys took the boat to go ashore, leaving his wife on board with the bark under way; and he had not returned. Capt. Silver took the young woman off the *Kilmars*, and a few minutes later the mutineers swarmed up on deck and sailed off in her. Capt. Silver landed the wife at Batavia, where it was discovered that her husband had lost his mind from the stress of suppressing the mutiny and sailing the vessel virtually alone; he was later nursed back to health, and the mutineers were captured and the *Kilmars* returned to her owners (see RD Paine's *Ships & Sailors of Old Salem*, pp. 439-440). Such were the strange incidents encountered by the mariners of old Salem. Capt. Peter Silver later resided at 18 Brown Street; and in 1881 he moved to 5 Brown Street, where he died 1883. His wife Sarah survived him and died in 1898.

By 1841, the house was a two-family, occupied by Capt. William Silver & family and by the Timothy Ropes Jr. family (per 1842 Salem Directory). William, who had been bred to the sea, had worked as deckhand in his teenage years, capped by a long whaling voyage on the Salem ship *Bengal*, 304 tons burden, under Capt. George Russell, from March, 1833, until sometime in spring 1835 (William Silver kept the log; see Ship Registers and PEM files at Phillips Library). Soon after returning to town, he married Frances Putnam and himself became a sea captain in the merchant service.

Capt. William Silver was among Salem's most respected shipmasters, "the ideal of young American sailors" (p. 137 Salem Vessels, vol. I). About 1839 he made a voyage to Manila in command of the ship *Unicorn*, 397 tons burden, built at Medford in 1833 and owned by Tucker Daland and Jacob Putnam (Ship Registers). Capt. Silver had Elijah Haskell as his mate, William Dwyer as second mate, and a crew of twelve, including young Charles Endicott, along with a cook and steward. He anticipated trouble, and kept his men drilled in the use of cannons and guns. Arrived in Manila, they were joined briefly by William's brother Capt. Peter Silver and his crew in the *Sumatra*, arrived from China, and then by the Salem ship *Brookline*, Capt. Charles H. Allen. Riding deep in the water, over-loaded with 1100 tons of hemp and sugar, the *Unicorn* made her way slowly back to Salem, where she turned a very fine profit on the voyage. (Salem Vessels, I:137). Early in the 1840s, he was master of the ship *Propontis*, 425 tons burden, built Medford 1833, registered for foreign trade Dec. 1841 under Capt. Silver, who was an owner with his brothers-in-law Jacob Silver and Tucker Daland (Ship Registers).

Capt William Silver's wife, Frances Putnam, evidently died young, leaving sons William Jr. and Augustus. Capt. William continued to reside here when ashore, well into the 1840s; but by 1849 he had moved to Andrew Street, off Washington Square.

Timothy Ropes Jr. (1797-1873)

When he bought the Silver homestead in 1838, Timothy Ropes Jr. was 41, and had been married to Mary Silver for nine years. They had lived at 364 Essex Street. In 1838, they had

their fourth child and only son, Edward. Mr. Ropes was “for many years a prominent crockery and hardware dealer upon the premises now (1866) occupied by the brick block building bearing his name on Essex Street nearly opposite Market Square.” (EIHC 8:49). He had started his business there in November, 1826. He had grown up in a large house farther down Essex Street, and had several siblings, of which he was eldest. One of his brothers became an artist in Rome; another went to New Jersey and became mayor of the city of Orange; a sister, Mary Ann, who ran her own business, eventually married John Bertram, Salem’s leading merchant in the African and Zanzibar trade and the main commercial entrepreneur from the 1840s on; the Bertrams built and resided in the house now the home of the Salem Public Library.

Timothy Ropes Jr. (1797-1873), son of Timothy Ropes & Sarah Holmes; died 25 April 1873. He m. 10 June 1829 Mary Silver (1803-1895), d/o James Silver & Susannah Howard; she died 20 June 1895. Known issue (per EIHC 8:49):

1. *Mary Silver, 1 April 1830, died 24 June 1866.*
2. *Sarah Holmes, 4 May 1833, died 27 May 1907.*
3. *Susan Howard, 10 April 1835, died 19 Oct. 1870.*
4. *Edward Delhonde, m. Mary Goodhue; had issue.*

Salem was chartered as a city in 1836. City Hall was built 1837-8 and the city seal was adopted with an already-anachronistic Latin motto of “to the farthest port of the rich East”—a far cry from “Go West, young man!” The Panic of 1837, a brief, sharp, nationwide economic depression, caused even more Salem families to head west in search of fortune and a better future. Salem had not prepared for the industrial age, and had few natural advantages. The North River served not to power factories but mainly to flush the waste from the many tanneries (23 by 1832) that had set up along its banks. Throughout the 1830s, the leaders of Salem scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day.

One inspiration was the Salem Laboratory, Salem’s first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 in North Salem on the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business. Salem’s whale-fishery, active for many years in the early 1800s, led, in the 1830s, to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and grew large after 1830, when Wyman’s gristmills on the Forest River were retooled for making high-quality white lead and sheet lead (the approach to Marblehead is still called Lead Mills Hill, although the empty mill buildings burned down in 1960s).

These enterprises were a start toward taking Salem in a new direction. In 1836 the Eastern Rail Road began operating between Boston and Salem, which gave the people of Salem and environs a direct route to the region’s largest market. The new railroad tracks ran right over the middle of the Mill Pond; the tunnel under Washington Street was built in 1839; and the line was extended to Newburyport in 1840.

In the 1840s, new companies in new lines of business arose in Salem. The tanning and curing of leather was a very important industry by the mid-1800s. It was conducted on and near Boston Street, along the upper North River. There were 41 tanneries in 1844, and 85 in 1850, employing 550 hands. The leather business would continue to grow in importance throughout the 1800s. In 1846 the Naumkeag Steam Cotton Company completed the construction at Stage Point of the largest factory building in the United States, 60' wide by 400' long. It was an immediate success, and hundreds of people found employment there, many of them living in industrial tenements built nearby. Also in the 1840s, a new method was introduced to make possible high-volume industrial shoe production. In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe factories too, and attracted shoe workers from outlying towns and country areas. Even the population changed, as hundreds of Irish families, fleeing the Famine, settled in Salem; and the men went to work in the factories and as laborers.

Timothy Ropes Jr. successfully operated his crockery and house-furnishings business at 214 Essex Street for forty years. His daughters never married; and his son Edward married and became a very successful businessman.

The symbol of Salem's new industrial economy was the large twin-towered granite train station, built in 1848-9 on filled-in land at the foot of Washington Street, where before had been the merchants' wharves. The 1850s brought continued growth: new churches, schools, streets, stores, etc. Catholic churches were built, and new housing was constructed in North Salem and the Gallows Hill areas to accommodate the workers.

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.

Soon after the end of the war, the Ropeses' daughter Mary Silver Ropes, died at 36 on 24 June 1866.

After forty years in business at one store, Mr. Ropes, 72, sold out his business to William A. Ireland in April, 1869. For four years he lived here in comfortable retirement; these years were darkened by the death of his daughter Susan Ropes in October, 1870, aged 35 years. On 25 April 1873 Mr. Timothy Ropes died, aged 76 years. By his will of 1864 and codicil of 1870, he devised his property in trust, to be administered by his son Edward. The income of the estate was to support Mr. Ropes' widow, Mary, for her lifetime; and the Sarah H. Ropes, daughter, was also to be maintained in the family as long as she remained unmarried. Upon the death of Mrs. Ropes, the property was to be divided equally among Edward and his sister. If Mr. Ropes' widow and daughter could not live off the income of his estate, he advised them "to occupy the eastern part of my house and rent the western part." Mrs. Mary Silver Ropes survived her husband by 22 years, during which she resided here with her unmarried daughter Sarah.

Edward Delhonde Ropes (1838-1902) was educated at Salem's English High School. In December, 1853, he entered a Boston commission merchant's house, and in 1854 became a clerk to his uncle, John Bertram, and sailed to Zanzibar in one of his vessels. "He remained there, with an occasional return to the United States, until the beginning of the Civil War, a part of the time acting as U.S. consul. For a time he was paymaster's clerk in the U.S. Navy. On the death of Capt. Bertram, Mr. Ropes became head of the firm of Ropes, Emmerton & Co. He was president of the Salem Savings Bank." (see Salem Vessels, II:125).

Upon his return from the years spent in Zanzibar, Edward D. Ropes married, c. 1862, Mary Goodhue, the daughter of Capt. Abner Goodhue. The couple resided at 8 St. Peter Street in the 1860s, and he had his business office at 22 Asiatic Building. They would have six children between 1863 and 1876: Arthur, Edward, Lucy, John Bertram (married Lucia P.), Mary, and Gertrude (married Dr. James E. Stimpson).

Through the 1860s and 1870s, Salem continued to pursue a manufacturing course. The managers and capitalists tended to build their new, grand houses along Lafayette Street (these houses may still be seen, south of Roslyn Street). In the 1870s, French-Canadian families began coming to work in Salem's mills and factories, and more houses and tenements were built in what had been open areas of the city. For the workers, more and more tenements were built near the mills of Stage Point (The Point). A second, larger, factory building for the Naumkeag Steam Cotton Company would be added in 1859, and a third in 1865; and by 1879 the mills would employ 1200 people and produce annually 14,700,000 yards of cloth. Shoe-manufacturing also continued to expand, and by 1880 Salem would have 40 shoe factories employing 600-plus operatives. More factories and more people required more space for buildings, more roads, and more storage areas.

After withstanding the pressures of the new industrial city for about 50 years, Salem's rivers began to disappear. The once-broad North River was filled from both shores, and became a canal along Bridge Street above the North Bridge. The large and beautiful Mill Pond, which occupied the whole area between the present Jefferson Avenue, Canal Street, and Loring Avenue, finally vanished beneath streets, storage areas, junk-yards, rail-yards, and parking lots. The South River, too, with its epicenter at Central Street (that's why there was a Custom House built there in 1805) disappeared under the pavement of Riley Plaza and New Derby Street, and its old wharves (even the mighty Union Wharf, formerly Long Wharf, at the foot of Union Street) 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.

At 397 Essex, Mrs. Mary Silver Ropes lived out her very long life, which ended on 20 June 1895, in her 92d year. At that point, per the will of Timothy Ropes, the ownership of the homestead went to Sarah H. Ropes, who died in 1907, and to her brother Edward D. Ropes. Mr. Ropes, the sole owner, died on the 8th of August, 1902, leaving his widow Mary and his son J. Bertram Ropes and his daughter Mrs. Gertrude Stimpson. On 1 May 1912 they sold the house and land to William E. Northey of Salem, who already owned the property to the northeast (ED 2140:541).

Thus in the spring of 1912 passed out of the distinguished Silver-Ropes family the homestead that had been in their possession for 99 years, since Jabez Smith sold it in 1813. Mr. Northey, who resided at 395 Essex Street, was an insurance man. Beginning in 1912 he rented this house as a two family: the 1 South Pine St. unit to Mrs. Eliza C. Tower & family (son Benjamin, a real estate man in Boston, and daughter Adeline) and the #397 unit to Louis A. Blood, who ran the grocery store at 391 Essex Street. These same people would remain here through 1916 at least.

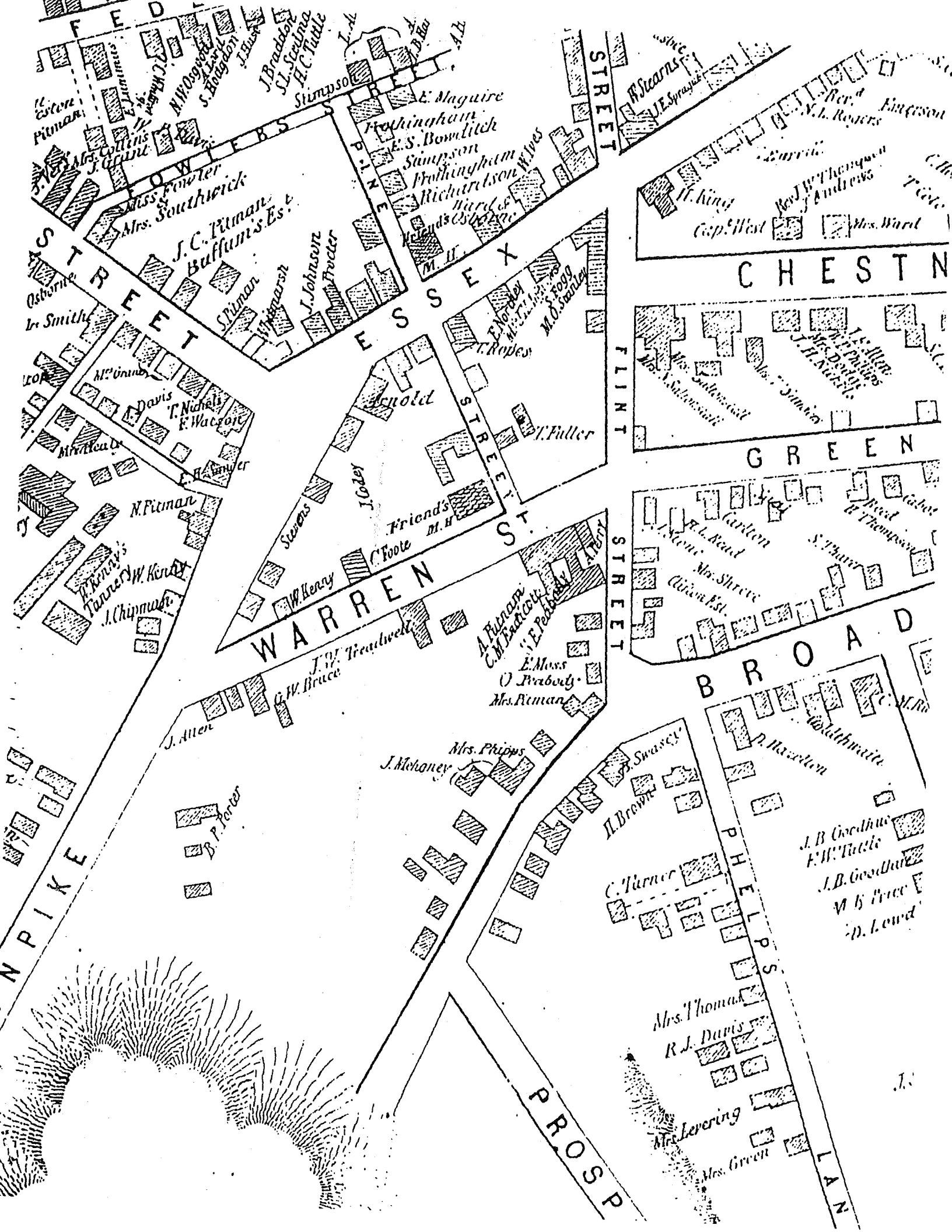
Salem kept building infrastructure; and new businesses arose, and established businesses expanded. Retail stores prospered, and machinists, carpenters, millwrights, and other specialists all thrived. The Canadians were followed in the early 20th century by large numbers of Polish and Ukrainian families, who settled primarily in the Derby Street neighborhood. By the eve of World War One, Salem was a bustling, polyglot city that supported large department stores and large factories of every description. Its politics were lively, and its economy was strong.

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

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 would be a time of great celebration. Before 1921, Mrs. Eliza Tower evidently founded the Tower School, a private school for children (still operated in Marblehead), and it was operated in 1921 by Helen V. Runnette at 1 South Pine, while Francis S. Benjamin (district traffic chief) & family resided in 1921 in the #397 unit (per 1921 Naumkeag Directory). In 1924, William E. Northey sold the premises to Helen V. Runnette, who ran the Tower School (ED 2610:368). In 1941, the Salem Five Cent Savings Bank having become the owner, the homestead was sold to Robert W. & wife Lillienne I. Field (ED 3297:571). The Fields owned it into the 1970s.

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

--Robert Booth for Historic Salem Inc., 24 Nov. 2002



ESTON
PITMAN
Mrs. Collins
S. G. Hunt
Miss Fowler
Mrs. Southwick
S. C. Pitman
Buffum's Es.
S. Johnson
Procter
W. Marsh
I. Johnson
Procter
J. Bradburn
S. L. Stebbins
H. C. Tuttle
Simpson
I. A.
A. B.
A. H.

WARREN STREET
OSBORNE
In Smith
Leop
McGrindy
Davis
T. Nichols
E. Wagoner
N. Pitman
A. Henry's
Tanner
W. Kent
J. Chipmud
J. Allen
G. W. Bruce
J. W. Treatwell
Mrs. P. Porter
B. P. Porter

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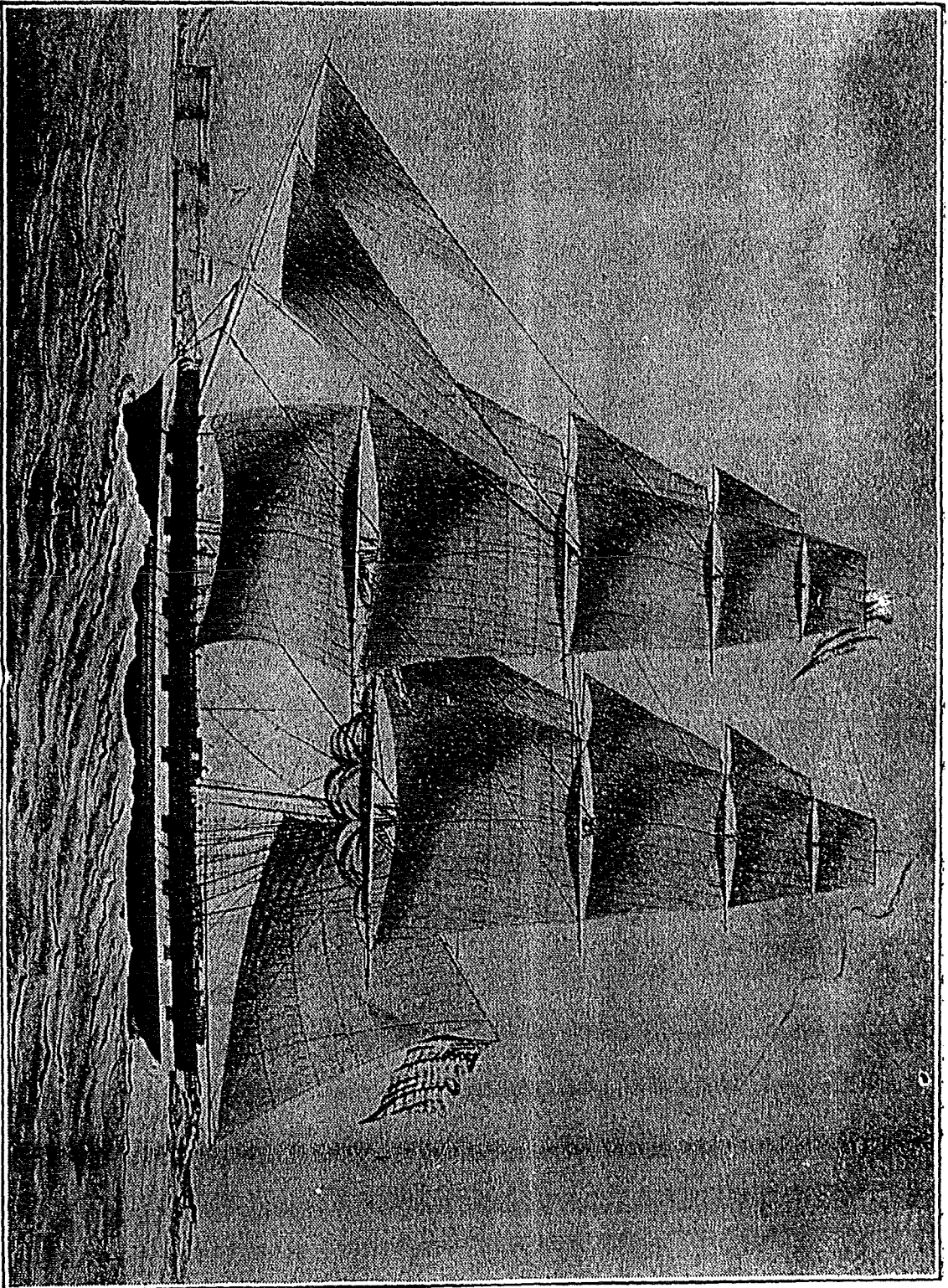
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BRIG LEANDER, JAMES SILVER, MASTER, JOSEPH PEABODY, OWNER

W^m Lang
to
Jabez Smith

Know all men by these presents that I William Lang of Salem in the County of Essex Auctioneer in consideration of nine hundred dollars paid by Jabez Smith of said Salem the receipt whereof I do hereby acknowledge, do hereby give, grant, sell and convey unto the said J Smith his heirs & assigns forever. A certain lott of land in said Salem, containing about seventy poles be the same more or less, it being lott of land I bought of W^m Kopper & others, is bounded on Essex street northerly, easterly on land of Josiah Austin, southerly on land of Captⁿ William Orne and westerly on land of Henry Osborne, or be the same otherways bounded. together with with the building on the said land, now improved by M^r Lawley printer. Also I Bridget wife of said Lang in consideration of one dollar paid me I do quit & release all my right of dower to the above granted premises, said premises containing all the land within the fence & stone wall as they now stand. To have and to hold the afore granted premises to the said Jabez Smith, his heirs and assigns, to his & their use and behoof, forever. And I do covenant with the said Smith his heirs and assigns, that I am lawfully seized in fee of the afore granted premises, that they are free of all incumbrances, that I have good right to sell and convey the same to the said Smith, and that I will warrant, and defend the same premises to the said Smith, his heirs and assigns forever, against the lawful claims and demands of all persons. In witness whereof we the said William & Bridget have herewith set our hand, and seals this twenty second day of August in the year of our Lord one thousand eight hundred and two.

Signed sealed and delivered
in presence of us
Samuel Lang
Esther Lang

William Lang & a seal
Bridget Lang & a seal

Essex ss August 24-1802 Then the above named William Lang
acknowledged the above instrument to be his free act and deed
before me. Sam. Putnam Just. of Peace

Essex ss Rec^d August 24-1802 & recorded & exam^d by - John Sickingher Regr -

Know all men by these presents that I Jabez Smith of Salem in the county of Essex with the consent of my wife who gives up all title to dower in the estate conveyed by this deed in consideration of nine hundred dollars to me in hand paid by William Lang of the aforesaid Salem Auctioneer (the receipt whereof I do hereby acknowledge) do hereby give grant sell and convey unto the said William Lang his heirs and assigns forever a certain lot of land in said Salem containing about seventy poles be the same more or less, it being the lot of land I bought of the said William Lang and is bounded northerly on Essex street, easterly on land of Josiah Austin, southerly on land of Capt William Orne and westerly on land of Henry Osborn or be the same otherways bounded; together with the building on the said land now improved by Mr. Coverly printer - To have and to hold the same to the said William Lang his heirs and assigns to his and their use and benefit forever - And I the said Jabez Smith for myself my heirs executors and administrators do covenant with the said William Lang 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 William Lang in manner aforesaid, and that I and my heirs executors and administrators will warrant and defend the same to the said William Lang his heirs forever, against the lawful claims and demands of any person - Provided nevertheless if said Jabez Smith, his heirs executors or administrators, shall pay said William Lang his heirs executors administrators or assigns said sum of nine hundred dollars - four hundred dollars thereof on or before the last day of December next - and the other five hundred dollars, with lawful interest on or before the twenty fourth day of August which will be in the year of our Lord one thousand eight hundred and seven, then this deed as also a certain note of hand, bearing even date with these presents, given by said Jabez Smith to said William Lang conditioned to pay the first mentioned sum and interest at the time aforesaid shall both be void, otherwise shall remain absolute, In witness whereof, we the said Jabez Smith have hereunto set our hands and seals, this twenty fourth day of August in the year of our Lord one thousand eight hundred & two.

signed sealed & delivered in presence of us
 Samuel Nourse Priscilla Lang

Essex August 24 - 1802 Then the abovesaid Jabez Smith acknowledged this to be his deed before me Sam Putnam Just. Pacis

11/24/11 Recd. August. 28 - 1802 & recorded & exam'd by John Pickering Regr

Jabez Smith
 Wm^{to} Lang
 William Lang
 11/24/11. Nov. 2. 1804 J. William Lang the mortgagee in the instrument here recorded do hereby discharge the mortgage -
 Witness John Pickering Regr

Jabez Smith
to
James Silver

KNOW all men by these Presents, That I Jabez Smith of Salem
in the County of Essex, Gentleman, in consideration of three thousand dollars
to me paid by James Silver of said Salem merchant, the receipt whereof
I do hereby acknowledge do hereby give grant sell and convey unto the said Silver
^{with a dwelling house and other buildings thereon standing}
a certain lot of land, situate in said Salem bounded as follows, to wit, begin-
ning at an imaginary bound eight inches South of an out building here
before occupied by me as a work shop, from thence northerly bounding
westerly on pine street about one hundred and thirty seven feet to the north
west corner of the dwelling house to Essex street, thence bounding northerly
on Essex street about forty two feet and nine inches to land of Josiah Austin
thence Southerly as the fence now stands about twenty one feet to a
certain post standing in the fence, thence as the fence now stands still
bounding Easterly on said Austins land to a post in the fence about
one hundred feet, thence as the fence now stands about twenty five feet
and six inches to an imaginary bound eight inches Southerly of said
work shop or building, thence westerly to the first mentioned bound
about nineteen feet four inches. TO HAVE and to hold the granted
premises, with the appurtenances to the said James Silver his heirs assigns
to his other use and benefit forever and I the said Jabez Smith for my
self my heirs executors and administrators do hereby covenant with the
said Silver 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 Silver, and that I will and
my heirs executors and administrators shall warrant and defend
the same to the said Silver his heirs and assigns forever, against the law-
ful claims and demands of any persons. And I Betsy Smith the wife
of the said Jabez as well for the consideration aforesaid as for the sum
of one dollar to me paid by the said James Silver the receipt whereof I do
hereby acknowledge do hereby grant, remise and release unto the said
Silver all the right title and claim of dower which I have or may or
can have in or to the above granted premises. IN WITNESS whereof
we the said Jabez Smith and Betsy Smith have hereunto set our hands and
seals this sixteenth day of January in the year of our Lord one thousand eight
hundred and thirten.

signed sealed & delivered
in presence of us
Jno. Pickering
Benj. N. Nichols

Essex ss, January 16. 1813. Then the abovesaid
Jabez Smith acknowledged the above instrument
to be his free act and deed before me
Jno. Pickering Just. of Peace.

Essex ss. Rec. January 20. 1813. recorded and exam. by Amos Choate

IDENTIFICATION

Reference notes

- 1. [illegible] 11/18/77
- 2. [illegible] 11/18/77
- 3. [illegible] 11/18/77
- 4. [illegible] 11/18/77
- 5. [illegible] 11/18/77
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- 48. [illegible] 11/18/77
- 49. [illegible] 11/18/77
- 50. [illegible] 11/18/77

11

Parted to pt. m. 1/2

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1/25 boxes and 1/25 boxes

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Brought forward: Amount of real estate, \$ 1756.70
 Amount of personal estate, \$ 1756.70
 Dated at Salem, Va. 11th day of September 1857
 Benjamin Moore, Clerk of Court
 William Moore, Esq. }
 John Moore, Esq. }
 James Moore, Esq. }
 COMMITTEES

Lot coffee in barrel \$100
 Alleg. bag pepper \$10
 Sugar in barrel \$10
 Alleg. barrel flour \$10
 Cassiter and oil \$10
 Bacon, cash and pork \$10
 Butter and lard, farkin and jam \$10
 Lot small articles in cellar way \$10
 The 6 last instalments due on Naples claims, per certificate n^o 156 \$10
 William Moore's acct, dated October 11, 1854, principal \$10
 2 years \$10

Drought forward: Amount of real estate, \$ 1756.70
 Amount of personal estate, \$ 1756.70
 Dated at Salem, Va. 11th day of September 1857
 Benjamin Moore, Clerk of Court
 William Moore, Esq. }
 John Moore, Esq. }
 James Moore, Esq. }
 COMMITTEES

Essex, ss. At a Court of Probate holden at Salem, Va. this 11th day of September 1857, A. D. 1857
 Benjamin Moore, Clerk of Court
 presents the foregoing, and swears that he has a true and correct copy of the same, and that it contains a true and correct copy of the original, and that he has no knowledge of any other copy of the same, and that he will cause the same to be recorded in the probate office. If with any and all that the same be recorded in the probate office.

Recorded from the original, and compared by
 [Signature]
 [Signature]
 [Signature]



Peter Silver

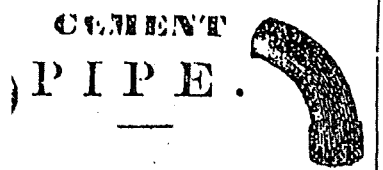


SILENT FEED,

SEWING MACHINES, Simple, Practical and Economical... MUSEUM at the Paris Exposition, 1867... GOLD MEDAL.

SELER & WILSON, Agents... They are the most and Durable Machine... Suitable to get out of Order...

AND OFFICE, 228 Washington Street, Boston. H. G. HAYDEN, Agent, Essex St., Salem, (Up Stairs) apt 1



Best Hydraulic Cement PIPE, SEWERS, & CULVERTS.

Especially adapted for Distribution in Cities, Towns, and Villages... It is now used by eminent Hydraulic Engineers...

PIPE are in use in New York, Hartford, Lowell, Boston, and elsewhere. Also used under heavy Railroads.

0, 12, 15, 18, and 24-inch... S. TLENT, 1 DERRY STREET, Salem, Mass.

NETS, BRICKS, AND SAND, kinds of Mason's Building Material for sale as above.

For the Teeth... Dr. Farrington... No. 100... Boston...

COTTAGE HOUSE AND LAND FOR SALE... WILL be sold at private sale... The Cottage House and Land, with the land under and adjoining... The House is One and a half story, 17 by 21, with an ell 14 by 11 feet...

Salem Lead Company. THIS Company, with its New Machinery, are turning out on the Trade a beautiful PURE WHITE LEAD, which for Purity, Brilliance, and Body, cannot be surpassed in this country.

Office 26, P. O. Building, SALEM, MASS. Works on line of Eastern Railroad on North River. FRANCIS BROWN, Treas'r.

HAND FIRE-ENGINES--for sale THE CITY OF SALEM has FIVE HAND FIRE ENGINES for sale--all of them built by HUNNIMAN & Co., and all good machines, in perfect working order.

TIMOTHY ROPES, having sold his Stock of House Furnishing Goods to Mr W. A. IRELAND, solicits from his friends and the public the patronage for the new Proprietor, which has so long and so liberally been given to the OLD.

SPECIAL NOTICE, TIMOTHY ROPES, has transferred his business to Mr. W. A. IRELAND... W. A. IRELAND, successor to TIMOTHY ROPES Esq., 214 Essex street.

A Card. THE subscriber having purchased TIMOTHY ROPES' stock of Crockery, China, Glass Ware, and House Furnishing Goods, would be pleased to see all his friends at the old stand.

SPECIAL NOTICE. Wenham Water Works. THE BOARD OF WATER COMMISSIONERS... Notice is hereby given that the annual meeting of the Board of Water Commissioners will be held on the 20th day of May, 1869.

GALVANIZED PIPE FITTINGS and WATER FAUCETS. Sole Agent for the BEST WATER COCK in the United States. Cannot be injured by freezing. E. H. STATES, 151 Essex Street, Lynde Block, Salem, Mass.

Delays are Dangerous! Now is the time to secure Bargains in all kinds of Small Wares. New Goods--Lowest Prices. Call and see them at DRESSERS Bazaar, 152 Essex at Bowker Block.

Wanted, A GOOD GIRL, to learn the trade. Apply to KEITH & CO., Milliners

X. H. SHAW & SON, MECHANIC HALL BUILDING, ESSEX ST., SALEM. Keep a fine assortment of Engravings, Photographs, Chromos, Lithographs, Picture and Looking Glass Frames, Picture Glass, Looking Glass Plates, Picture Knobs, Rings, Nails, Cords, Gold Leaf, &c.

THOMAS PINNOCK, SLATER. ROOFING SLATE OF ALL KINDS. Orders may be left at his house, No 5 Hancock st or at his yard, No 16 Lafayette st, South Salem. All work warranted.

SALEM Five Cents Savings Bank. 175 Essex Street. Bank hours from 9 to 1 o'clock. MONEY received and paid every day. Deposits commence to draw interest on the second Wednesday of January, April, July and October.

HENRY L. WILLIAMS, President. CHAS. H. HENDERSON, Treasurer. Jan. 25, 1869--My

Dr. Stevens' Cough Syrup. The new discovery,--sure and safe. In this beautiful mixture the choicest agents known to medical men, for the immediate cure of a Cold or Cough, are employed.

"OUT OF SORTS." Take DR. S. O. RICHARDSON'S SHERRY WINE BITTERS,--the most medicinal in the market. Established in 1808.

Notice. The undersigned in connection with his partner... and make collections on the same... and would here make the opportunity to state to his friends and the public that he will endeavor to give satisfaction in every respect.

Just K were, a few the p interm May, ator t and of certin Bohem manm His lit which by wa stanza some t could e pathos full of ful spi thor, a it ende With H l Spotted And in That so: With th To the t Like the di This you With the Soiled hu We were There wa The gift Or lover, With the fou Summon Mutely as A form, y And her s But these Of some d Hiding fr Some one May recog sees Little o beautiful Instantly near Book near Hittler and reading following printing

Glossary & Sources

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

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

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

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

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

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

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

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

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

--Robert Booth