

82 Washington Square East
Salem

According to available evidence, this house was built for Capt. Francis Boardman, privateer and shipmaster, in 1783.

In September, 1782, Francis Boardman, 36, purchased the land on which his house would be built in the following year. The house was not completely finished right away, but remained a work in progress for the next several years; nevertheless, it would appear that Capt. Boardman and family occupied it by 1783 (note: in the 1785 list of households belonging to the East Church, Rev. William Bentley recorded that the Francis Boardmans resided "on the common" (Bentley, I:8).

Francis Boardman (1746-1792) was baptized 8 March 1746, the son of John Boardman 3rd and Mary Baker of Ipswich. His father may have been the Lt. John Boardman who, on a winter voyage, was, on 10 March 1755, "cast on shore at Castle Hill and perished with snow and cold." Francis had siblings Mary, Lucy, John, and Ebenezer; and his mother may have married, second, John Potter, an Ipswich yeoman.

As a lad, Francis was, evidently, bound out to learn the trade of a mariner. He may have sailed as a cabin-boy and later as a teenaged deck-hand; and he worked his way up to able-bodied seaman, perhaps sailing as a mate by the time he was twenty. The outline of his subsequent career may be traced in the logbooks he kept, on file at the Peabody Essex Museum.

In 1767, Francis Boardman, 21, made a voyage from Jamaica to London on the ship *Vaughan*, Capt. Benjamin Davis, on which Francis kept the log (as he would on most or all of his subsequent voyages). Ralph D. Paine, in his *The Ships and Sailors of Old Salem* (1909, pp. 35-38), writes that Francis Boardman was "a seaman, who rose to a considerable position as a Salem merchant," and mentions that Boardman, in 1767, was mate of the *Vaughan* and in its log-book left the beginning of a letter: "Dear Polly, These lines comes with my love to you, hoping this will find you in as good health as they leave me at this time, blessed be God for so great a mercy." Francis was a great one for practicing his letter writing. The *Vaughan* voyaged to London, where young Francis had a chance to see the capital of the British empire; and then she proceeded to Cadiz, Spain. He recorded some popular poems and ballads in the log.

In 1768 and 1769, Francis made two voyages from Ipswich on board the schooner *Nabby*, Capt. Abraham Dodge, to the West Indies (Caribbean). Abraham Dodge, an Ipswich mariner, would later fight as an officer in the Revolution, and work as a merchant; and his daughter Abigail Dodge (perhaps the “Nabby”—nickname for Abigail—for whom the vessel was named) would play an important part in the later life of the Boardman family and this house. From July to October, 1769, Francis was on a voyage from Ipswich to the West Indies and back on board the sloop *Elizabeth*, Capt. Thomas Dodge. From June to December, 1770, he made another such voyage, on board the schooner *Hopewell*, Capt. James Staniford. After that, it would appear that Francis Boardman moved to Salem.

In 1772 he made a voyage on the schooner *Lively*, Capt. Holten Johnson, from Lynn to the Caribbean and back. This was followed by his first known voyage out of Salem: in April, 1772, he sailed on the schooner *Dolphin*, Capt. Thomas Bowditch, on a round trip to Charleston, South Carolina. In October, 1772, he sailed in the schooner *Salem*, Capt. Henry Williams, to the West Indies, and continued voyages thereon through September, 1773.

Salem’s only reliable export was salt cod, which was caught far offshore, mainly by Marbleheaders, and then “cured” until it was hard and dry and could be shipped long distances. This was a staple food in Catholic Europe (Spain and Portugal especially) and also in the Caribbean, where it was fed to slaves. To Europe went the “merchantable” cod (high-grade), and to the Caribbean went the “refuse” cod (low quality). Either sort, put into a pot of boiling water, would turn into nutritious food. Lumber, horses, and foodstuffs were also sent to the Caribbean, whence came sugar, molasses, cotton, and mahogany. From Europe came back finished goods, wine, fruit, feathers, and leather. There was also some trade between Salem and the Chesapeake Bay area, which provided corn, wheat, and tobacco, while South Carolina provided rice.

Most merchant vessels were small, under 60 tons. Timothy Orne had been the leading merchant of the 1730s and 1740s, followed by his protégé, Richard Derby (1712-1783). Up until the time of the Revolution (1775), Salem’s trade was prosperous but modest. The salt water came in along Derby and New Derby Streets all the way to the present Post Office building; and in this secure inner harbor were most of the wharves and warehouses.

In the 1760s, after Canada was taken from the French by the British, relations between the colonials and the British authorities cooled. The English had spent down their reserves in support of the war, and decided to squeeze tax revenues out of

the colonists' trade, which met with resentment. Although they had been under royal governors for two generations, the Americans had been allowed to govern themselves completely at the local level by town meetings, and, at the provincial level, through a legislature and Governor's council. Over time, they had come to regard themselves as a free people, and not as dependents of a far-away mother country. The British authorities were surprised at the Americans' resistance to their policies, and feared an insurrection. In 1768, they sent over a small army of occupation and installed it in Boston. This was a big mistake, for now the Americans were forced to see themselves as misbehaving colonials, and to realize that they were not free. They did not like this picture, and the result was greater tension and frequent street violence in Boston. The Boston Massacre took place in March, 1770; in short order, all of Massachusetts turned openly against the British, and the clouds of war gathered on the horizon.

In fall, 1773, Francis Boardman, 27, was given command of the sloop *Adventure*, and sailed, November, 1773, to April, 1774, round trip to the West Indies from Boston. On this first voyage as master, Capt. Boardman found that his mate, William Robson, was a drunkard and an annoyance (per R.D. Paine, *Ships & Sailors...*). He put in at Martinique and at Guadalupe, and returned safely. From May, 1774, until January, 1776, Capt. Boardman made four voyages in the *Adventure* from Boston to the West Indies, including at least two voyages in which he ran the British blockade, set up in 1775 when the revolution began. During one of these voyages, evidently, he encountered a young English boy, Thomas Williams (1769-1807), and brought him back to Salem, where Thomas eventually grew to become a shipmaster himself (see Bentley's Death Registry, p.100).

Pre-revolutionary Salem had more than its share of Tories; but the Sons of Liberty were in the majority. Wealthy scions of old Salem families like the Curwens, Pickmans, and Brownes, chose to remain loyal to the King, as did many others who had married into the merchant families. In 1774 one of the most outspoken Salem Tories was Peter Frye, a prominent merchant and magistrate whose wife was a Pickman. One night in October, Judge Frye learned just how much he was detested by the rebel faction: his fine house on Essex Street was burned down (the fire spread, and other houses burned as well).

By January, 1775, the Loyalist-leaning officers had been purged from the Salem militia regiment, which was being led by the rebel Col. Timothy Pickering, 29, who had published a book on military drill. One Sunday in February, 1775, the Revolutionary War almost began in Salem. When everyone was in church, Col. Leslie's redcoats marched overland from Marblehead and arrived in downtown

Salem, hoping to seize munitions in North Salem. They came to a sudden halt at the North Bridge, whose draw was up; and soon they were surrounded by the Salem regiment. Negotiations followed, and agreement was reached: the draw went down, Leslie's men advanced a short distance into North Salem, faced about, and marched back through Salem's South Fields and Marblehead, whose own regiment, led by Col. Jeremiah Lee, could have slaughtered them. Instead, the Marbleheaders fell in behind them, marching in mockery of Leslie's Retreat as the British made their way back to Fort Beach and boarded their whaleboats to return to the transport vessel.

With the battle at Lexington & Concord, April 19th, 1775, the die was cast. Of course no one knew how the war would end, and there was little to indicate that the colonials could actually defeat the King's army and navy, but virtually every able-bodied Salem man and boy gave himself over to the cause. Salem's regiment participated in the siege of Boston, as George Washington took command of the army in Cambridge. The British left Boston in March, 1776, never to return. Washington's army was pushed southward from Long Island in a series of defeats, during which Salem's Col. Timothy Pickering became one of the General's most trusted officers, and Quartermaster General of the army. Washington's first victory was the Battle of Trenton, on Christmas Day, 1776. Eventually most of the Salem men came home and sailed in privateers for the duration of the war, which continued at sea until 1783.

Seagoing trade was all but suspended after the commencement of the war (which would run from 1775 to 1783), but Capt. Boardman's prospects were good, and in 1775 or 1776 he married Mary Hodges, 23, the eldest daughter of Capt. John Hodges (1724-1799), a prominent Salem merchant and former shipmaster. Mary's older brother, Capt. John Hodges Jr., 21, had drowned at sea in 1771, and her mother, Mary (Manning) Hodges, 48, the daughter of Capt. Benjamin Manning, had died in September, 1773. Mary's sisters Sarah and Hannah had died as little girls in the 1750s, and her brothers George and Jacob had died in infancy in the 1760s. Her remaining siblings in 1775 were Benjamin (b. 1754), Joseph (1759-1778, 7 Aug.), Richard (b. 1762-1787 died on voyage), George 2d (b.1765), and Gamaliel (1766). All of them were unusually tall; and all became shipmasters, and, if they survived, merchants. It would seem that Richard and George Hodges later resided in this house, with their wives, who died young.

Francis had been able to make successful trading voyages in the *Adventure*, and he decided to try again in the 64-ton schooner *Benjamin*. In the summer of 1776 he and five crewmen made a voyage to Hispaniola with a cargo of boards, staves, hoops, and shingles, along with private cargo of the Captain and others. Also on

board was Capt. Duthie, a Scotsman whose English vessel had been captured by a Salem privateer and whom Capt. Boardman had befriended and agreed to take to the West Indies so that Duthie could book passage thence back to England. Instead, on Sept. 15th, off the Island of Tortuga, Duthie, a boy, and an old man took Capt. Boardman and three men prisoner, and at sunrise put them in an open boat to fend for themselves. After a harrowing day and night, Capt. Boardman's boat was picked up by an American schooner, which was captured next day by a British warship (see pp.175-176, *Captains of Privateers* by J. Macminamin, 1985)

Eventually Capt. Boardman made his way home to Salem, where he sought command of privateers, but had to settle for junior positions at first. In 1777 he was 2d Lieutenant on board the privateer *Sturdy Beggar*, which was captured. He was sent as a prisoner to Halifax, and was exchanged for an Englishman at the end of the year (MSSRW II:223). In 1778 he accepted a job as First Lieutenant on board William Pickman's privateer ship *Black Prince*, Capt. Elias Smith (MSSRW II:223).

On 28 June 1779, Francis Boardman was commissioned master of the privateer brigantine *Fortune*, of 8 guns and 18 men. She was owned by Capt. Boardman, Miles Greenwood of Salem, and John Dyson of Beverly (p. 133, *Mass. Privateers of the Revolution*, Mass. Historical Society Colls. Vol. 77)

In 1780, Capt. Boardman joined the Salem Marine Society; and in April, 1780, he was an owner, with Mr. Brooks, of the privateer brigantine *Fortune*, Capt. Jesse Fearson (p. 128, *Captains of Privateers* by J. Macminamin, 1985).

On 15 Dec. 1780 Capt. Boardman was commissioned master of Bartholomew Putnam's Salem privateer ship *Thomas*, 10 guns, 20 men (p. 298, MPR). At that time, he was described as being 33, 5' 7" tall, with a dark complexion. In November, 1781, he was again commissioned master of the privateer *Thomas*, then owned by Benjamin Hammett (MSSRW *ibid*).

Presumably Capt. Boardman was successful in these years, and made prizes of several British merchant ships, both while in command and through the vessels he co-owned. For each ship captured, he received a percentage of the value of the vessel and its cargo. Some men in Salem made new fortunes through privateering; others lost everything, including their lives.

On 12 September 1782 Francis Boardman, Salem mariner, for 230 li purchased from his father-in-law, John Hodges, Salem merchant, a piece of land fronting westerly

107' 8" on the Training Field (ED 137:99). The lot also bounded northerly on land of Joseph Hodges 151' 10", easterly 98' 8" on the grantor, southerly 186' 8" partly on land of Samuel Webb deceased and partly on land of Nathaniel Richardson; and John Hodges reserved a strip of land, 14' wide, on the north side of the lot, "liable to be opened as a highway." On this lot, Capt. Boardman commenced to build a fine house as his family residence. He and his wife Mary then had two children; and they would have three more.

Francis Boardman (1746-1792), bp 8 March 1746, son of John Boardman & Mary Baker of Ipswich, died at Port au Prince, Haiti, 10 Feb. 1792. He m. **Mary Hodges** (1752-1828), d/o John Hodges & Mary Manning of Salem, died 16 June 1828.

Known issue:

1. Mary, 13 May 1778, m. 1 Jan. 1804 Benjamin W. Crowninshield (1773-1851); d. 5 Oct. 1840.
2. Elizabeth, March, 1779, m. 25 March 1798 Nathaniel Bowditch; d. 18 Oct. 1798 of scrofula.
3. Francis, 13 March 1785, died 18 .
4. John, 1786, died 1791, of consumption.
5. Sarah, 7 Oct. 1787, m. 27 Nov. 1810 Zachariah Fowle Silsbee.

Regarding the construction of the house, Capt. Boardman kept an account of "bills paid for building a house." While most of the account is undated, it would seem, from the sequence of entries, that the cellar was dug (by Lindsey) and the frame raised by November, 1782. The rooms were wall-papered. Benjamin Ward made the window frames and sashes. Various blacksmiths supplied the hinges and other hardware. Samuel Blythe was a painter, as was William Luscomb. Mr. Hovey did the lathing and plastering, and Ebenezer Burrill, Ezra Johnson, and John Ward were carpenters. Mr. Chipman boxed the pillars for the portico. Joseph McIntire and brother (perhaps Samuel) did a lot of the finish carpentry. William King turned the columns and "banisters."

Captain Boardman's last known privateer command was the brigantine *Hind*, of 8 guns and 16 men, commissioned 18 November 1782 (MPR p.178).

The war ended early in 1783. Capt. Boardman could resume his trading, and in April-July 1783 he completed a voyage from Salem to the West Indies and back to Philadelphia in the schooner *Salem*. At the end of 1783 he assumed command of the brigantine *Hind* (perhaps the same that he had commanded as a privateer), and made

eight voyages from Salem to the West Indies during the period January, 1784, to December, 1786. On the first of those voyages he went aground at Cape Cod, with little damage (see Bentley, 19 May 1784). These voyages were followed by similar trips, made between March, 1787, and April, 1788 (when he returned from St. Croix), in command of the brigantine *Eliza* (perhaps named for his daughter).

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 (sent by Beckford, of 14 Lynde Street) 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 May, 1788, Capt. Boardman, mariner, bought for 72.10.0 from his father-in-law, merchant John Hodges, a second piece of land, containing two acres, adjoining the first and running easterly to Collins Cove (ED 148:194). This lot was bounded westerly on Capt. Boardman's land and on the 14' strip that had been reserved as a highway, southerly on land of the heirs of John Ives, easterly on a creek and extending to the banks and flats on salt water, and northerly on land of Gamaliel Hodges. Capt. Boardman built a new barn in 1788 and sold his old barn to Benjamin Ward, who moved it to a spot on the Common (see WB 2 Oct. 1789).

Obviously, the Boardman house was built on a grand scale, and was designed for entertaining. Both Captain and Mrs. Boardman were ambitious and high-spirited. On 19 February 1789 the Boardmans hosted a dance party at their home, which was very well attended and was the social event of the season. It seems that no one had ever held such a dance at home before (see Bentley). Next month, another dance was held "in the chamber of Capt. Boardman's elegant house," with fewer dancers attending (Bentley, 17 March 1789).

In July, 1789, Capt. Boardman filled in a small pond on the common in front of his house. This prefigured the later (1802) effort to transform the common into an urban park from a hilly, swampy place, with five ponds and various town buildings

thereon. The common was used as the military training field of the town, and as the site of fairs and celebrations. As Benjamin F. Browne remembered it, "Previous to 1802, the Common was unenclosed, and horses, cattle, ducks, geese, hens, and stray pigs, had free range. There were five small ponds, very shallow and muddy, two others having been previously filled up. There were several hillocks, and the southeast corner was always inundated after heavy rain, and, after the subsidence of much of the water, a considerable pond remained, which was called Flag Pond" (BF Browne, 1869, EIHC 51:299)

"The Common on a general training day or other public gala day presented a very animated scene. Refreshment tents were planted on each side of Newbury Street (Washington Square West), both sides of Bath Street (Wash. Sq. South), and on the south side of Brown Street (Wash. Sq. North), in which were for sale various kinds of spirituous liquors and various kinds of food and confectionary. In some, fiddles and other musical instruments were being played to attract customers, to the music of which men and boys would be dancing without. Of more humble character would be the tables and stands of oysters and other commodities, to which customers were called by loud outcries. Gambling tables, dice boards, and roulette and wheel-of-fortune tables, not sparsely varied the scene. Here might be seen boys and men throwing props, pitching coppers, and gambling in various ways. Fights were not infrequent, and attracted large crowds, to whom a cracked pate or a bloody nose seemed to give great satisfaction. Spirituous liquors were served freely to the man or boy who could pay for them..." (BF Browne, EIHC 51:301).

At the end of October, 1789, George Washington made a visit to Salem, and the whole town buzzed with preparations. The Salem people wished for Washington to stay the night at the house of Capt. Boardman overlooking the Common, but he had already decided to stay at Joshua Ward's house on what is now Washington Street. Understanding that he had disappointed those who had offered Capt. Boardman's house, Washington made a point of taking a route, as he departed the next day, that took him right past the Boardman house on his way to Bridge Street and the Essex Bridge to Beverly (see Bentley's Diary, 1 Nov. 1789).

After Washington's visit, on 3 Nov. 1789 Capt. Boardman sailed for Virginia in the new ship, *Maria & Eliza*, belonging to himself and Capt. Nathaniel West (per Bentley). By 10 June 1790 Messrs. Boardman and West had sold this vessel to a Folger of Nantucket (Bentley, 10 June 1790).

Capt. Boardman put back out to sea, and on the last day of 1790 arrived in Boston just ahead of a violent blizzard (Bentley, 1 Jan. 1791). After some time ashore, he

made a new voyage, during which, in May, 1791, his son John, “a fine child,” died in Salem of consumption, aged five years (Bentley, 22 May 1791; see also his Death Registry, p.14).

In August, 1791, Rev. William Bentley noted activity around the Boardman property, as Capt. Boardman improved the road there, and then had his house painted (16 Aug. 1791 “Boardman’s pavement laid from his bounds towards Ives Lane and the ditch dug below the cross bridge in that road;” 22 Aug. 1791 “Boardman painting his elegant house”).

In 1792 Salem’s first bank, the Essex Bank, was founded. 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.

Francis Boardman must have been making plans to retire from the sea and take up life ashore as a merchant. He had the capital to do it, and the connections to form good business partnerships, with his brother-in-law or with Capt. West, who was a son-in-law of the greatest of Salem merchants, Hasket Derby. Few shipmasters remained on the quarterdeck into their 40s, as Capt. Boardman had. Clearly, he loved the life of a sea-rover; but it was time to think about putting behind him the perils of the mariner’s life, and starting a new phase as a merchant trader.

By the beginning of 1792 Capt. Boardman was ready for a new voyage to the West Indies, in command of his own fine schooner, the 96-ton *Rambler*. Arriving at Port au Prince, “Hispaniola” (Haiti), he looked for a return cargo. Instead he found the city in the grip of disease, perhaps malaria. He fell ill, as did George Dean, perhaps his mate. On February 10th, Francis Boardman died at the age of 45; and on Feb. 14th George Dean, 22, followed him into the grave (see Bentley Death Registry).

Capt. Francis Boardman left four children and his wife, Mary Hodges Boardman. His had been a long and varied career at sea, from his days as a letter-writing mate on board the Vaughan, through his years in British prisons and in privateering, to his most recent voyage as an owner. He never had become a merchant, but made his impressive fortune as a seafaring man and privateer who held onto his money.

Of him, his minister, Rev. William Bentley, wrote, he was “a man of great ambition, fond of show, and of great public spirit. He built an elegant house, which for situation is the best in town. He had just completed a good road to it, finished the outbuildings, filled a pond before it, when he was snatched out of life, universally lamented.” The effect of his sudden loss on his wife and children can only be imagined. Mary Hodges Boardman, 39, now had four small children to look after. Fortunately, she had a large family of brothers to look after her, and two of them, Richard and George, evidently resided here with her.

In July, 1792, an inventory of Capt. Boardman’s estate was taken by a committee comprised of Benjamin Ward, Joseph White, and Joseph Vincent. In it, the homestead of Francis Boardman, Salem mariner (“mansion house, warehouse, and out houses with the land under & adjoining”) was valued in pounds sterling at 1066.13.4. He also held a 130 li promissory note against John Baker (probably of Ipswich, a relative). He also owned two pews in the East Meeting House, and five shares in the Essex Bridge (250 li), in addition to the 96-ton schooner *Rambler* (with boat & appurtenances), valued at 635 li. At the time of death, he owned a cargo of molasses worth 2089.10.1 and a cargo of sugar worth 402.18.9, as well as three old sails and a barrel of coffee. The rest of his property consisted of house furnishings and implements (see inventory appended to this report).

In the summer of 1792, Mrs. Boardman and her children went to Brookline to be inoculated against smallpox by Dr. Aspinwall (Bentley, I:407).

In April, 1793, the Captain’s widow, Mary Hodges Boardman, filed an account of administration with the Probate Court. It would appear that some of the estate’s debts were incurred after Capt. Boardman’s death, but that he owed on two notes to John Hodges (190 li) and one note to Sarah Hodges (96.16.6), among other accounts. He also owed schoolmaster Nathaniel Rogers 53.13.2, probably for instruction of his children. The estate was very valuable and quite solvent: he left his heirs more than 2700 li clear of debts, in addition to the real estate.

Mrs. Mary Hodges Boardman had the means to raise her children in comfort. In the 1790s, she rented out part of the house to her neighbor, Joseph Vincent Jr., a notable rope-maker. She had many friends, and was close to her minister, Rev. William Bentley. In 1797 her daughter Elizabeth, 18, was courted by Nathaniel Bowditch, a young man who had been working in a ship chandlery and who now was sailing as a supercargo on merchant voyages. Bowditch, a brilliant mathematician, was something of a protégé of Mr. Bentley, who probably encouraged the match. In March, 1798, Elizabeth Boardman married Nathaniel Bowditch; and the couple

evidently resided here in a newlyweds' suite. In August, 1798, Nathaniel bade his bride adieu and set out on a voyage round the world.

The Federal Direct Tax record indicates that at a certain point in 1798 the heads of household here were Mary Boardman and Joseph Vincent. Living with Mrs. Boardman, no doubt, were her three unmarried children, and perhaps her married daughter Elizabeth Bowditch.

After beginning a voyage in August, Nathaniel Bowditch never again saw his young wife Elizabeth, who died of "scrofula" on the 18th of October, 1798, aged 19 years, 7 months (see p. 45, Bentley's Death Register). "Elizabeth Bowditch, daughter of of the late Capt. F. Boardman, was buried this evening—the third young wife from the house of Capt. B. whose funeral I have attended. The others were the wives of Richard & George Hodges." (W. Bentley, 21 Oct. 1798).

Nathaniel Bowditch returned to Salem in April, 1799, having already learned of the death of his wife. After his return, he evidently boarded in a house with Capt. Prince, under whom he had sailed (see EIHC, Harold Bowditch, *The Buildings Associated with Nathaniel Bowditch*). In 1800, at the time of the taking of the federal census, this house was occupied, evidently, by three heads of household: Joseph Vincent (Jr.) and family, Mrs. Mary Boardman and family (including only one male, her son Francis), and Mrs. Abigail Dodge Rogers and her family, including several young ladies who boarded with her (see 1800 census of Salem, in which Mrs. Boardman is called "Bowman" instead of Boardman, and Mrs. Rogers is called "Mary" instead of Abigail). At the same time, Nathaniel Bowditch was residing as a boarder on Central Street (then called Market Street). B.F. Browne thought that he remembered Bowditch having resided here after his second marriage, to his Mary Ingersoll, on 28 October 1800; but seems more likely that the Bowditches lived elsewhere, since the house was already a three-family residence and school with several additional boarders residing there, and since it would certainly have been odd for Bowditch to have taken up residence with a second wife (however closely allied by friendship or kinship) in the home where he had lived with his first wife, whose family home it had been.

Joseph Vincent Jr., who resided here with his wife and children, was the son of Joseph Vincent, a prominent ropemaker and social-political leader who had come from Kittery, Maine, before the Revolution. Per B. F. Browne, the elder Joseph Vincent (EIHC 49:291) "was a marked man in my day, for his generous hospitality, his perfect uprightness of character, his unostentatious charities, his real intelligence, and for the frank expression of his opinions. His son, Joseph, succeeded him in

business in the same walk, and he possessed many of the characteristics of his father. He likewise attained to a long life, dying over 90 years of age.” A ropewalk was a long, low building in which workers spun strands into rope. Several ropewalks ran from the common toward Collins Cove, extending over the low swampy land on pilings.

The third family residing here was that of Mrs. Abigail Dodge Rogers, who was the daughter of Capt. Abraham Dodge, with whom the young Francis Boardman had once sailed on voyages to the West Indies. It is likely that Capt. Boardman had remained close to the Dodge family; and he may have been responsible for Mrs. Rogers' coming to Salem in the first place.

Nathaniel & Abigail Rogers had come to Salem in the 1780s from Ipswich, Mass. Nathaniel Rogers, born in 1762, the last of 11 children, of whom just five survived to adulthood, was the son of Rev. Nathaniel Rogers and grandson of Pres. Leverett of Harvard College, and was very well-educated: he had been trained up in the classics, and had an excellent knowledge of Hebrew as well as the standard Latin and Greek. He had gone on to Harvard during the Revolutionary war, and, after graduation in 1782, had returned to Ipswich to engage in trade as a merchant.

Living in Ipswich was Abigail Dodge, a girl who was able to converse with Harvard graduates in the dead languages, for she too had received a classical education--a thing extraordinary for the time and place, but not extraordinary in the mind of her sponsor and father, Col. Abraham Dodge. Abigail had learned well; and, prevented by the mores of the time from going to a college that had never yet accepted a female, she had contented herself with teaching in Ipswich. When she was courted by Nathaniel Rogers, her friends did not think him suitable—there was something about him that they did not like. When Abigail persisted in seeing him, her friends shunned her; and defiantly she married him, just as her father was losing the last of his once-large fortune, and then his life, in 1786, aged just 46 years.

Young Nathaniel and Abigail Rogers, with little to hold them in Ipswich, joined the group of local people who had placed themselves under the care of Rev. Manasseh Cutler, LL.D., and in 1788 journeyed westward to found the town of Marietta, Ohio. Then the Rogerses turned around, and came back to Essex County. This time, after some experimenting, the couple settled in Salem, where Mr. Rogers opened a private school. He and Mrs. Rogers had five children, all boys.

In 1793, Mr. Rogers ~~was~~ accepted the preceptorship of the Salem Grammar School. For four years he served as the town's public schoolmaster, although he proved to be

less than ideal, and was highly eccentric. His wife, Abigail, opened a private school for girls, with good success. That school may have been conducted at the Boardman house until the spring of 1795, when Mrs. Rogers was persuaded by her husband to open a shop. The shop did not prosper, and in the spring of 1796 Mrs. Rogers reopened her academy. Bentley noted, "Mrs. Rogers opened again her school for young misses. Her success in the public opinion was so great that with difficulty she could close the school last spring, pleading her health, but rather inclining to follow her husband's inclination in a shop. The experiment for various causes has not succeeded and this day we saw the little flocks going up. Mrs. Rogers has advanced her price upon the kind opinion." (Bentley, 1 March 1796)

Nathaniel Rogers did not mend his ways, and finally the school committee demanded his resignation. In 1797, replaced by a Mr. Kendall, he opened a new private academy, which met with mixed success. Fortunately, his wife's school continued highly popular, especially among the families of the East Parish.

To compound the frustrations of his professional life, Nathaniel Rogers fell very ill. He did not get better, despite his being a man of just 37 years; and in the summer of 1799 he died at Biddeford, Maine, leaving his widow Abigail and his four young sons, Nathaniel L., John W., Richard S., and William A. He had accumulated little property in his life: his estate was valued at \$87.70.

Mrs. Abigail Dodge Rogers may well have been inclined to return to Ipswich with her children, and throw herself upon the support of her family and home town. Instead, she found that she had friends and admirers in Salem. She was invited to come live with Mrs. Mary Hodges Boardman. Into her mansion, Abigail Rogers moved her children and her few possessions, and continued to run her school, offering the wealthier families of the town a chance for their daughters to get the same sort of rigorous education that she herself had received. She was confirmed in that belief, and she more than justified her patrons' confidence.

Over the years, Mrs. Rogers created an exclusive institution that was deeply admired in her adopted town, and she herself became a forceful presence among its leading families, whose daughters soon came to see her as a role model and mother figure as well as a teacher. Eventually, she seems to have become an arbiter of behavior, taste, and culture in Salem; and she raised her sons to be young gentlemen worthy of such a mother, and, eventually, worthy of the young ladies over whom she had such influence. To her and her boys, the doors of the elite were opened, and she walked through each of them, regally. Nathaniel, John, Richard, and William (a Harvard man) were, in their turns, placed in the counting houses and merchant vessels of the

town's greatest merchants, and mastered the intricacies of international trade and navigation to a degree that guaranteed them each a place in the town's upper stratum of commerce. One by one, the young Rogers men married into the wealthiest families, and formed business alliances with their brothers-in-law and others, and made large amounts of money, and finally founded their own merchant house of Rogers Brothers.

B.F. Browne recalled her as follows. "In this house Mrs. Abigail Rogers kept, in my boyhood, a school for young misses, and a famous one it was. Many misses of the wealthiest families of Salem were day scholars and many came from the neighboring towns and some from a distance as boarders. She was the widow of Nathaniel Rogers, who had been the master of the Latin Grammar School, and who was a native of Ipswich. I judge from what I heard of her, that she was a very cultivated lady, of good acquirements, a superior instructor, of great skill and tact in managing her school, and of indomitable energy and perseverance, who gained the love and respect of her pupils, and who reared a family of four boys to great respectability and usefulness." (BF Browne, EIHC 49:206).

Their mother lived on with Mrs. Mary Boardman, carrying forward her school through the years. She died in 1817, by which time her four sons, though still young, were among the wealthiest men in town. At the time of her death, Mr. Bentley confided to his diary, "Abigail Rogers, the mother, was a Dodge of Ipswich & married the eldest son of Rev. N. Rogers. Not succeeding as they wished, they came to Salem soon after I was established in the place, and offered themselves for a School. For a while he succeeded, but his habits did not admit (of) the success he wished & he finally died abroad. The wife had an active mind & the most insinuating manners. While she had the hearts of the children, she had as full sway over the parents, and (she) connected her success with the welfare of her Sons. In her School she did more than any person had done in Salem & her pupils have been the best informed & the most approved & the most happy females in Salem. Her four sons she introduced into life with great advantage. Nathaniel married one of her pupils, a Waite & with a fortune, one of two daughters. John married another pupil, a Pickman, granddaughter of Col. Pickman. Her son Richard is engaged to a West, and William, educated at Cambridge & at law, has lately gone to India with Richard to prepare him(self) for mercantile employments. Mrs. Rogers left her school some time before she died, but her health was declining & has been rapidly so since her school was closed. The St. Anthony's fire proved at last fatal to her. The general opinion is favourable to her talents. Her success in her family produced some envy & her school left her the effections of the families interested in it & the necessary questions from those who love no happiness but their own."

From about 1800 on, Salem was one of the most active and wealthy seaports in America. In the late 1790s, there had been 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, while it signaled the rise of his nephews, the five Crowninshield brothers, all shipmasters-turned-merchants in a firm with their father, George Crowninshield. One of the five Crowninshields, Benjamin, would marry Mary Boardman, of this house, in 1804. He later became a Congressman and Secretary of the Navy.

In 1800, Adams was successful in negotiating peace with France, and thereupon fired Pickering, his oppositional Secretary of State. Salem's Federalists' merchants erupted in anger, expressed through their newspaper, the *Salem Gazette*. At the same time, 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, as their holding rose from three vessels in 1800 to twelve in 1803. Nathaniel L. Rogers, of this house, was then working as a business manager for the Crowninshields; and he would soon become a shipmaster for them. The greatest of the Salem merchants at this time was William "Billy" Gray, who owned many vessels.

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 Democrats (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 Pickerings 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. 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 from outlying towns and even other states. A new bank, the Salem Bank, was formed in 1803, and the fierce politics and commercial rivalries continued. The ferment of the times is captured in the diary of Rev. William Bentley, minister of Salem's East Church (it stood on Essex Street, near Washington Square), and editor of the *Register* newspaper. Mr. 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. On Union Street, not far from Mr. Bentley's church, on the fourth of July, 1804, was born a boy who would grow up to eclipse all sons of Salem in the eyes of the world: Nathaniel Hawthorne, whose father would die of fever while on a voyage to the Caribbean in 1808. This kind of untimely death was all too typical of Salem's young seafarers, who fell prey to malaria and other diseases of the Caribbean and Pacific tropics. Another such loss was Capt. Thomas Williams, who died in August, 1807—he was the man whom Capt. Boardman had brought to Salem as a little boy, and who died at the age of 38 years at his home in Hardy Street, having survived two of three wives, leaving two children. He had just returned from the West Indies with a fever (see Bentley's Death Registry).

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 most of the other Salem merchants for his support of the Embargo, the eminent Billy Gray took his large fleet of ships—fully one-fourth of Salem's tonnage--and moved to Boston, whose commerce was thereby much augmented. Gray soon switched from the Federalist party, and was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead. Diminished by many vessels and much wealth by Gray's removal, 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.

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.

At that time, this house was the residence of Mrs. Mary Hodges Boardman, who would not die until 1828, and of her son Francis Boardman, a shipmaster, and of her

daughter Sarah and her husband Zachariah F. Silsbee, whom she had married in 1810, and by whom she had several children. The other surviving daughter, Mary, had married Benjamin W. Crowninshield in 1804; and they lived elsewhere in Salem. On 15 Sept. 1817, per Bentley's Book of Deaths, the Silsbees' daughter Elizabeth died of atrophy, aged nine months, at their house in "Pleasant Street, (opposite the) east gate of Washington Square" (p.156).

In 1818 large brick houses were being built around Washington Square: The Andrew and Forrester houses were going up, and (William) Silsbee was planning one, and, according to Bentley, "The Secretary of the Navy (B.W. Crowninshield) talks of taking away his father-in-law Boardman's wooden house" (Bentley's Diary, 24 July 1818). Evidently he was thinking of replacing it with a brick house; obviously, he did not.

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. From 1827 to 1870, there were 189 arrivals in Salem from Zanzibar, carrying ivory, gum copal, and coffee.

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 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.

Mrs. Mary Hodges Boardman died in 1828, aged 76 years. On 1 October 1828, an inventory was made of her estate (appended to this report). The inventory listed a modest number of furnishings (she probably occupied two or three rooms), and her investments, which were very valuable and included her husband's five shares in the Essex Bridge (worth \$1800). The other investments were in two insurance companies, three banks, a mortgage, and U.S. Treasury notes. The total value of her estate was \$16,419.85.

In 1830 occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a wealthy merchant, resided in the house now called the Gardner-Pingree house, on Essex Street. One night, intruders broke into his mansion and stabbed him to death. All of Salem buzzed with the news of murderous thugs; but the killers, as it happened, were members of Salem's elite class and relatives of the victim. A Crowninshield committed suicide, and two Knapps were hanged. The results of the investigation and trial were very damaging, and more of the respectable families quit the infamous town of Salem.

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. Through the late 1820s and well into the 1830s, Salem slumped badly.

On 10 March 1832 for \$3700 Zachariah F. Silsbee, Salem merchant, purchased from his in-laws, Mrs. Benjamin W. (Mary) Crowninshield and Francis Boardman, their interest in the Boardman homestead.

Zachariah Fowle Silsbee (1783-1873) was a member of a prominent East Parish family (see appended material). His older brother, Nathaniel, eventually became a U.S. Senator. Zachariah was born on Daniels Street, and was bred to the sea, rising to the position of shipmaster at a young age. He sailed around the world several times. On one of those voyages, he nearly lost his life, as recounted by Capt. George Nichols many years later in his autobiography: "During my stay at Manila, I had occasion one day to go to my ship for money, and Mr. Zach Silsbee, who was there at that time, wishing to visit his vessel, we took a boat with two men to row us. Our

passage to Cavete was a pleasant one, but while there it commenced raining, and the weather looked very threatening. Notwithstanding this, we ventured out again in our little boat to return to Manila. It soon began to blow very hard, and there was every appearance of a gale, but go on we must now, for the wind would not allow us to return. The wind increased rapidly, and our situation soon became very alarming. Moreover, we had got to cross a bar, which in pleasant weather was considered dangerous to pass in such a boat as ours was. Our only hope now was in keeping as calm and collected as possible. Observing that Mr. Silsbee looked pale and anxious, I said to him in as cheerful a tone as I could command, "We have shipped for this voyage, and we must go through with it." We drew near the bar, the sea ran so very high that it seemed impossible for us to cross it. By-and-by the sea dashed over us, filling our boat more than half full of water. Fortunately for us, when in our vessel, we had exchanged our common hats for leather ones; but for that we must have inevitably been drowned, for with these we bailed out the water, and soon cleared the boat. We had rowed but a short distance when we again shipped a tremendous sea. "Off hats and bail away," I cried out. Again and again while crossing the bar was our boat filled nearly to sinking, and when finally we succeeded in getting into comparatively smooth water our boat was nearly balanced and our men, mulattoes, were white with fear. Our escape was indeed almost miraculous, for I afterwards saw a boat ten times the size of ours, swamped in crossing this bar, and many lives were lost."

By the 1830s Z.F. Silsbee was long retired from the sea, and was working as a merchant in the firm of Stone, Silsbees, and Pickman, and as president of the Salem Savings Bank and as director of another bank and of a New Hampshire manufacturing company. Between 1811 and 1826 he and his wife Sarah Boardman had 11 children, of whom four died young.

Despite setbacks and uncertainties, 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 1838 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.

In the face of all this change, some members of Salem's waning merchant class continued to pursue their sea-borne businesses; but even the conditions of shipping changed, and Salem was left on the ebb tide. In the late 1840s, giant clipper ships replaced the smaller vessels that Salem men had sailed around the world; and the clippers, with their deep drafts and large holds, were usually too large for Salem and its harbor. The town's shipping soon consisted of little more than Zanzibar-trade

vessels and visits from Down East coasters with cargoes of fuel wood and building timber. By 1850 Salem was about finished as a working port. A picture of Salem's sleepy waterfront is given by Hawthorne in his "introductory section" (really a sketch of Salem) to **The Scarlet Letter**, which he began while working in the Custom House.

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. In March, 1853, several streets were re-named and re-numbered, including the consolidation of County, Marlboro, and Federal Streets as Federal Street.

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

Through the 1860s 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). For the workers, they built more and more tenements near the mills of Stage 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.

In 1873, at the age of 90 years, Zachariah F. Silsbee died. He had owned the premises here for more than 40 years, and resided here for perhaps 60 years.

In April and October, 1874, for more than \$13,100, the Silsbee heirs sold the homestead to Jonathan Tucker of Salem (ED 914:222-223), who at that time held a position at the Custom House and resided at 29 Andrew Street. This house was then numbered 11 Pleasant Street, and its lot was bounded westerly by Pleasant Street, northerly by land now/late of Brown, easterly by the waters of Collins Cove, and southerly by a creek and by Forrester Street, again westerly by land of Gillis, and again southerly land formerly of Townsend. At that time there was no Boardman Street and no Webb Street, both of which were laid out by 1877, when the new owner, Mr. Tucker, sold off some of the land he had bought from the Silsbees in 1874 (see ED 971:205 for example).

Jonathan Tucker (1799-1877), born January, 1799, Salem, son of Andrew Tucker & Martha Mansfield, died 31 July 1877, Salem (Harmony Grove cemetery). He m. **Mary Packard**, born in Maine 27 Oct. 1810. Known issue:

1. William P., 1834 (Me.)
2. Joseph F., 1835 (Me.)
3. James Thornton, bp 1840 (Salem VR)
4. Horace, bp 1842 (SVR)
5. Mary Frances, 1844, bp 1846 (SVR)
6. Sarah Packard, 1846, bp 1846 d/o Jonathan T., trader (SVR)

By 1860 Jonathan was working as a Measurer at the Custom House. In the 1860s he became an owner of the Central Building on Central Street, and then sold half of it to his son James T. Tucker, who had moved to New Orleans. In 1872 he was still at the Custom House, residing at 29 Andrew Street. He purchased this house in 1874, and moved in. To the Salem Gazette in 1875-6 he contributed an interesting series called "Our Old Houses," in which he jotted down his memories of who had inhabited the buildings of Essex Street 1807-1810. By 1876 he was working as an

assessor at City Hall, house 11 Pleasant Street. On the last day of July, 1877, Mr. Tucker took his own life.

The obituary of Mr. Tucker ran in the Gazette on 3 August 1877. "The death of Jonathan Tucker, which took place very suddenly on Tuesday morning last, takes from amongst us one of our most respected citizens, who, although having reached the great age of almost fourscore, still presented the appearance of vigor and promise of usefulness for years to come. Descended from a line of long-lived ancestors, his frame and structure were such as to the scientific eye promised great length of days, rivalling those of the nonagenarians of his family predecessors. His character was as sturdy as his frame. Upright, conscientious, clear-headed, and intelligent, his services on the board of our City Assessors were never surpassed in value by any who have been called to the office. His independence and plainness of speech undoubtedly made him enemies; but, as an honest man, a good citizen, exemplary in purity of morals and in every relation of life, he will be held in respectful remembrance by all who knew him. Mr. Tucker retired from active mercantile business in 1849, when he was elected one of the Assessors of the City. This office he continued to hold until March 28, 1853. He was again elected Assessor in 1869, and held the office until January 11, 1875, when he retired to private life. During most of his term of service, he was chairman of the board; and there never was a man who paid more strict, scrupulous, and faithful attention to the duties of his office. A native of Salem, and blessed with powers of keen observation and a retentive memory, his knowledge of our local history of the present century—of persons, events, metes and bounds—was unequalled, and nothing gave him greater pleasure than to impart from his inexhaustible stores. He leaves a widow (a sister of Prof. Alpheus Packard of Bowdoin College), three sons—Joseph F. and Horace, both holding responsible positions in the Illinois Central Railroad Company, and Rev. William P., who has recently accepted a call to a rectorship in Pawtucket, R.I.; and two daughters, Mrs. J. M. Hagar of Salem, and Mrs. Hanson of Chicago. Two sons, Alpheus Packard and Col. James T., died before their father."

The homestead was sold to John Kinsman; and on 27 Feb. 1880 John Kinsman (wife Martha), of Salem, for \$10,000 sold the premises to Lucy H. Bowdoin, Salem widow (ED 1032:214).

Mrs. Bowdoin evidently added the second-story bay over the frontispiece, removed the side entry porch, and made other alterations to the house built for Capt. Boardman.

Mrs. Bowdoin had married, first, Abel J. Proctor of Peabody, by whom she had a son, Abel H. Proctor, born in 1858. They had resided in Salem, and young Abel attended Salem schools. Evidently Mr. A.J. Proctor died in the 1860s; and Mrs. Proctor married, second, a dentist, Dr. Willard L. Bowdoin, who resided at 57 Washington Street in 1855 with offices at 208 Essex Street. He too died, by 1872; and his widow and step-son Abel Proctor resided on Federal Street afterwards.

After high school, Abel Proctor entered the leather business run by his uncle Thomas E. Proctor, and worked with him for many years. After the uncle's death, Abel became a full-time trustee of his family's estates. Abel H. Proctor did not marry. He was a member of the Algonquin Club and the Salem Club, and of the Boston Athletic Assoc., and had a large summer place at Rangeley, Maine. He was a director of the Boston Safe Deposit & Trust Co. and was prominent in the Boston real estate exchange. He died here at home in March, 1913, after an attack of pneumonia that began on Feb. 22. He was survived by his mother, Mrs. Lucy Bowdoin. (see Salem News, issue of 13 March 1913)

Salem had kept building infrastructure; and new businesses arose, and established businesses expanded. Retail stores prospered, and machinists, carpenters, millwrights, and other specialists all thrived. In the 1870s, French-Canadian families began coming to work in Salem's mills and factories, and more houses and tenements filled were built in what had been open areas of the city. 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, wiping out the houses of Boston Street, Essex Street, and upper Broad Street, and then sweeping through Hathorne, Winthrop, Endicott, and other residential streets. Men and machines could not stop it: the enormous fire crossed over into South Salem and destroyed the neighborhoods west of Lafayette Street, then devoured the mansions of Lafayette Street itself, and raged onward into the tenement district. Despite the combined efforts of heroic fire crews from many towns and cities, the fire overwhelmed everything in its path: it smashed into the large factory buildings of

the Naumkeag Steam Cotton Company (Congress Street), which exploded in an inferno; and it rolled down Lafayette Street and across the water to Derby Street. There, just beyond Union Street, after a 13-hour rampage, the monster died, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless. Some people had insurance, some did not; all received much support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States, and the people of Salem would take years to recover from it. Eventually, they did, and many of the former houses and businesses were rebuilt; and several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets) were put into effect.

Mrs. Bowdoin died, and on 1 August 1921 the administrator of her estate for \$16,000 sold the homestead to Grace E. Finnegan of Salem (ED 2490:87).

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration. From that time forward, Salem 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 merchants, mariners, and mill-operatives are all honored as a large part of what makes Salem different from any other place.

--30 Oct. 2001, Robert Booth for Historic Salem Inc.

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.

Census records (censuses were taken every 10 years from 1790 on, and in 1855 and 1865) are available on microfilm; they list the heads of households 1790-1840, and then list family members from 1850 on.

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.

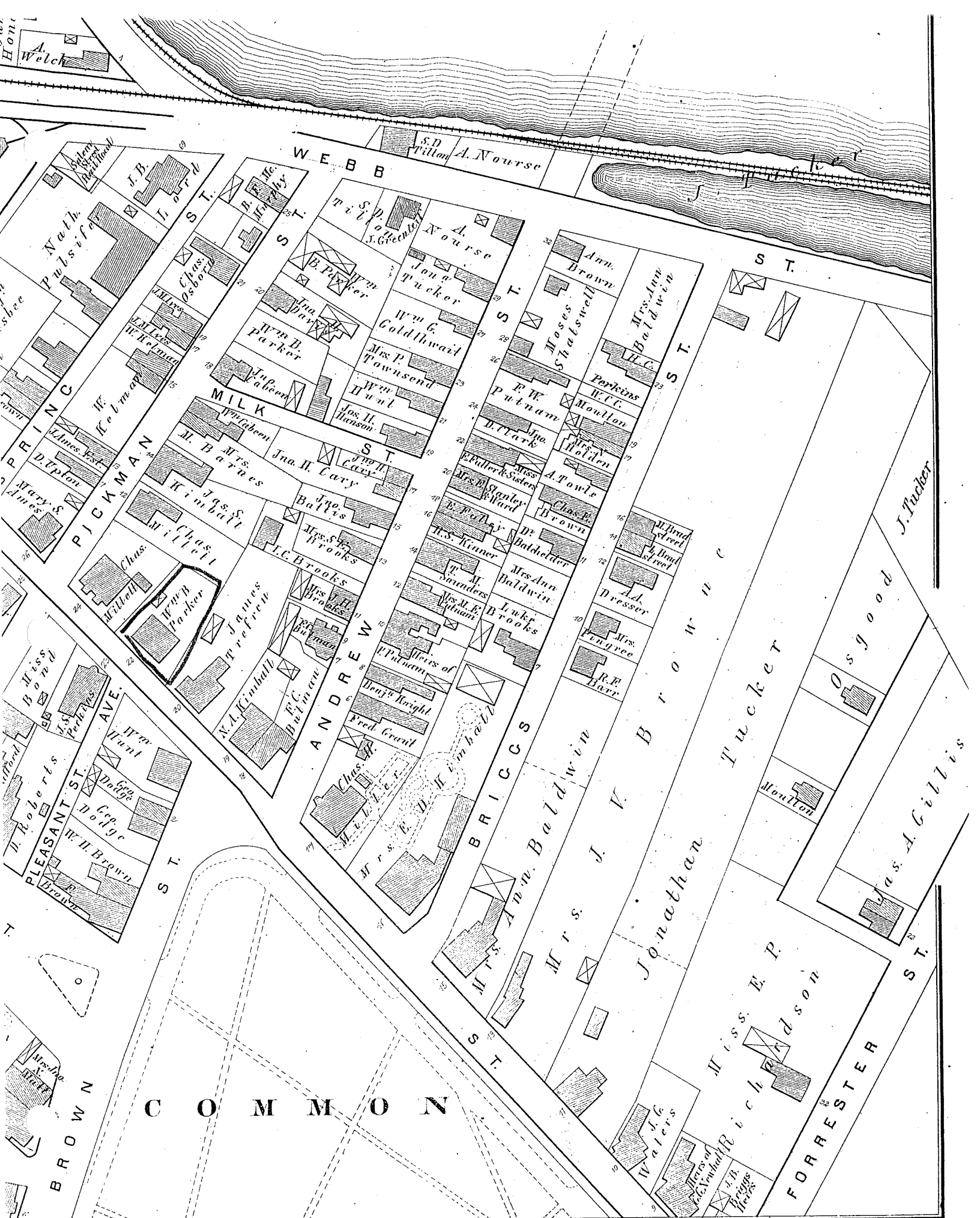
The six-volume published Salem Vital records (marriages, births, and deaths through 1849) have been consulted, as have the Salem Directory and later Naumkeag Directory, which have information about residents and their addresses, etc.

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



C O M M O N

To all People to whom these Presents shall come, Greeting.
Know Ye, That I John Hodges of Salem in the County of Essex
merchant

John Hodges
to
Franc Boardman

For and in Consideration of the Sum of two hundred & thirty pounds -
to me in Hand before the Ensealing hereof, well and truly paid by Francis Boardman
of Salem aforesaid merchant

the Receipt whereof I do hereby acknowledge, and my self - therewith fully satisfied and
contented; and thereof, and of every Part and Parcel thereof, do exonerate, acquit and discharge
him the said Francis Boardman his

Heirs, Executors and Administrators, forever by these Presents: HAVE given, granted, bargained, sold,
aliened, conveyed and confirmed; and by these Presents, Do freely, fully and absolutely give, grant,
bargain, sell, aliene, convey and confirm, unto him the said Francis Boardman
his Heirs and Assigns forever, a certain piece of land lying in Salem a-
foresaid butting & bounding as followeth, viz, westerly on the
training field, so called, there measuring one hundred & seven
feet & eight inches, northerly on land of Joseph Hodges one
hundred & fifty one feet ten inches, easterly on my own land
ninety eight feet eight inches, southerly partly on land of the
heirs of Samuel Webb dec'd & partly on Nathaniel Richardsons
land one hundred eighty six feet eight inches, reserving al-
ways a strip of said land conveyed of fourteen feet wide on the
north side thereof for me my heirs & assigns to pass freely to
my land east of the premises, said strip to be liable to be laid
open as a highway whenever I or my heirs or assigns shall
demand the same

To Have and to Hold the said granted and bargained Premises, with all the Appur-
tenances, Privileges and Commodities to the same belonging, or in any wise appertaining to him
the said Francis Boardman his
Heirs and Assigns forever. To him and their only proper Use, Benefit and Behoof forever.
And I the said John Hodges
for myself my Heirs, Executors and Administrators, do Covenant, Promise and Grant to and with
him the said Francis Boardman

his Heirs and Assigns, that before the Ensealing hereof, I am the true, sole and lawful Owner of the
above-bargained Premises, and am lawfully seized and possessed of the same in my own proper
Right, as a good, perfect and absolute Estate of Inheritance in Fee Simple: And have in me
good Right, full Power and lawful Authority, to grant, bargain, sell, convey and confirm said bargained
Premises in Manner as aforesaid: And that the said Francis Boardman
his Heirs and Assigns, shall and may from Time to Time, and at all Times forever hereafter, by Force and
Virtue of these Presents, lawfully, peaceably and quietly Have, Hold, Use, Occupy, Possess and Enjoy
the said demised and bargained Premises, with the Appurtenances, free and clear, and freely and clearly
acquitted, exonerated and discharged of, from all and all Manner of former or other Gifts, Grants,
Bargains, Sales, Leases, Mortgages, Wills, Entails, Jointures, Dowries, Judgments, Executions, or Incum-
brances of what Name or Nature soever, that might in any Measure or Degree obstruct or make Void
this present Deed.

Furthermore, I the said John Hodges for my self my Heirs,
Executors and Administrators, do Covenant and Engage the above-demised Premises to him the said
Francis Boardman his
Heirs and Assigns, against the lawful Claims or Demands of any Person or Persons whatsoever, forever hereafter to
Warrant, Secure and Defend by these Presents. In testimony whereof I hereto set
my hand & seal this twelfth Day of September A.D. one
thousand seven hundred & eighty two.

Signed sealed & delivered in presence of } John Hodges & a seal
of Jon^a. Archer jun^r W^m Young }

Essex 12 Sept. 1782 Then John Hodges personally acknowledged
this Instrument to be his free Act & Deed

before John Pickering Just Peace

Essex Rec Sept. 14 1782 & recorded & exam^d by John Pickering Reg^r

May 1788 John Hodges to Francis Boardman, 148:194.

John Hodges } TO ALL PEOPLE TO WHOM THESE PRESENTS SHALL COME, Greeting,
to } KNOW YE, That I John Hodges of Salem in the County of Essex
Fra Boardman } Merchant — — —

For and in Consideration of the Sum of Seventy two pounds ten shillings —
to me in Hand before the Ensealing hereof, well and truly paid by Francis Boardman
of Salem aforesaid Mariner — — —

the Receipt whereof I do hereby acknowledge, and my self therewith fully satisfied and
contented; and thereof, and of every Part and Parcel thereof, do exonerate, acquit and discharge
him the said Francis his — — —

Heirs, Executors and Administrators, forever, by these Presents: HAVE given, granted, bargained, sold,
aliened, conveyed and confirmed; and, by these Presents, Do, freely, fully and absolutely, give, grant,
bargain, sell, aliene, convey and confirm unto him the said Francis his Heirs and Assigns forever, A piece of Land in Salem aforesaid
containing two Acres more or less bounding southerly on
Land of the heirs of John Dues deceased westerly partly on land of
the said Francis which I heretofore sold to him & partly on a way
viz, the east end of said way which way I heretofore reserved to go
to the land now sold, northerly on land belonging to my son Sama-
liel Hodges & easterly on various courses on a river or creek to ex-
tend as far as the banks & flats belonging to this piece of land
may by right extend. I do also hereby sell & convey & relin-
quish to said Francis all my right & title in & to the land
composing said way or to any use thereof to me or my
heirs for any purpose whatsoever. — — —

To HAVE and to HOLD the said granted and bargained Premises, with all the Appurtenances,
Privileges and Commodities to the same belonging, or in any wise appertaining to him the
said Francis Boardman — — —

his Heirs and Assigns forever. To his and their only proper Use, Benefit and Behoof, forever.

And I the said John Hodges for me my Heirs, Executors and Administrators, do covenant, promise and grant, to and with
him the said Francis — — —

his Heirs and Assigns, that before the Ensealing hereof, I am the true, sole and lawful Owner of the
above-bargained Premises, and am lawfully seized and possessed of the same in my own proper
Right, as a good, perfect and absolute Estate of Inheritance in Fee Simple: And have in me
good Right, full Power, and lawful Authority, to grant, bargain, sell, convey and confirm said bargained
Premises in Manner as aforesaid: And that the said Francis his — — —

his Heirs and Assigns, shall and may, from Time to Time, and at all Times forever hereafter, by Force
and Virtue of these Presents, lawfully, peaceably and quietly Have, Hold, Use, Occupy, Possess and Enjoy
the said demised and bargained Premises, with the Appurtenances, free and clear, and freely and clearly
acquitted, exonerated and discharged of; from all and all Manner of former or other Gifts, Grants,
Bargains, Sales, Leases, Mortgages, Wills, Entails, Jointures, Dowries, Judgments, Executions, or In-
cumbrances, of what Name or Nature soever, that might in any Measure or Degree obstruct or make void
this present Deed.

FURTHERMORE,

I the said John for my self, my Heirs,
Executors and Administrators; do Covenant and Engage the above-demised Premises to him the said
Francis his Heirs and Assigns, against

the lawful Claims or Demands of any Person or Persons whatsoever, forever hereafter to Warrant, Secure
and Defend, by these Presents. In witness whereof I hereto set my hand

& seal this Day of May AD one thousand seven hundred
& eighty eight. John Hodges & a seal

Signed sealed & delivered } Essex May 16. 1788 then John Hodges named
in presence of } in this Instrument acknowledged the same
Jacob Manning } to be his Deed before
James Archer junr } John Pickering Just pacis

Essex Rec May 16. 1788 & recorded & exam by John Pickering Reg

1792 inventory of estate of Francis Boardman

Boardman	
Inventory of Appraisement of the Estate of Francis Boardman late of Salem in the County of Essex, Massachusetts, as taken by us the Subscribers this 20 th day of April 1792	
Mansion House, Warehouse, South Chamber with the Land under & adjoining	£1000.13.4
2 New Mills East meeting house in Salem viz. N ^o 65 & N ^o 69	24.10
5 Shares in Essex Bridge w th £50	250
a Schooner about 96 Tons called the Rambler with her Provisions & appurtenances	£1341.3.4
151 Casks of molasses containing 16,442 Gall. w th 1/6 th	675
6 White & 5 Trunks of Sugar containing 95.3.21 w th 4.4.0 per C ^t	2089.10.1
3 Old Sails viz. main-sail fore-sail and Jib	402.18.9
1 Barrel Coffee containing 100 w th 1/2	15
1 Desk 48 ^l . 1 four feet mahogany Table 36 ^l	5
1 3 feet Table 24 ^l . 6 Leather-bottom Chairs w th 6 ^l	4.4
2 Large Glasses w th 26.10 ^l . 1 pair Brass Handirons 30 ^l	3
1 doz. Blue & White China cups with Saucers 1/2 bowl, cream pot, sugar pot & Tea	14.10
1 Stand Table mahogany 30 ^l . 1 Pible & Wundry Protes 24 ^l	.6
2 Silver Cans 27.9 ^l w th 5/4 Tea pot 22.18 w th 6/8. Sugar bowl 18.18 w th 6/8	2.14
1 Cream pot 27.9 ^l w th 6/8 2 Moringers 17.19 w th 5/4 6 Tea spoons 2.19 w th 5/4	21.4.1
6 Tables spoons 70.14 w th 5/4. Shoe, Knee & Stock Buckles 15 ^l	6.18.2
gold Buttons & Brooch 5.18 w th 1/6. per doz. 2 Decanters 3 ^l	3.12
4 wine & 16 Beer glasses 8 ^l . stand with 2 vinegar Cruets 8 ^l	1.7.11
1 set Castors with Silver tops 15 ^l . 1 Set China and Tea Tray 24 ^l	10
5 China Plates 2/6. 9 white Plates with blue Edges 2 ^l	1.19
1 pair Sals 1 ^l . Tumblers & glass ware 1/6.	4.6
1 Small China Bowl 9 ^l . 1 Card mahogany Table 30 ^l	2.6
1 large mahogany Table 15 ^l . 2 oil Cloths 3 ^l	1.10.9
6 mahogany Chair with hair Bottoms w th 18 ^l	2.8
6 ditto ditto with copper Plate Bottoms w th 12 ^l	5.8
1 full Bed copper Plate 14 ^l	3.12
1 high post mahogany Bedstead sack bottom 28 ^l	2
1 Bed, Bolster & Pillows weight 68 ^{lb} w th 1/4.	1.8
1 Sea Bed & Pillow w th 30 ^{lb} w th 1/2. 1 Sea Cotred 7/6	4.10.8
1 Quilt & Blanket 6 ^l . Madley's Quadrant & Charts 48 ^l	1.07.6
1 Trunk 1/6. 1 Case with Bottles 7 ^l . 2 Bedsteads w th 6 ^l	2.14
2 Beds & Pillows w th 109 ^{lb} w th 10 ^l . 3 quilts 12 ^l . 4 Blankets 16 ^l	1.0.6
4 Chair 10 ^l . 1 Case of drawers 15 ^l . 6 Chairs 27 ^l . wearing Apparel 59	5.18.10
2 Chamber Glasses w th 30 ^l . 1 easy Chair 5 ^l . Stand Tables 6 ^l	12.17
per mixed metal Handirons 12 ^l . 1 Shovel and Tong 6 ^l	3.11
1 Bed Bolster and Pillows 68 ^{lb} w th 1/2. 1 mahogany high post Bedstead sack bottom	18
1 quilt 15 ^l . 1 Blanket 7/6. 1 Trunk 5 ^l . 1 furniture full Bed 18 ^l	£4599.4.7
1 mahogany Dressing Table 48 ^l . 16 pair Sheets w th 5 ^l	4.14.4
18 cotton pillow Cases 15 ^l . 12 Linen Pillow Cases 10 ^l	2.5.6
1 Damask Tablecloth 15 ^l . 6 damask Napkins 12 ^l	6.8
4 diaper & Tow Table Cloths 10 ^l . 10 diaper & Tow Towels 5 ^l	1.5
1 large maple Table 5 ^l . 2 small maple Tables 2 ^l	1.4
7 garden Chair 18 ^l . 2 pair Candles ticks 3 ^l . 1 pair Handirons 4/6	15
1 Shovel & Tong 2/6. 2 Short Hammels 2 ^l . 1 Jack 22 ^l	7.1
1 spit 1/6. 1 Iron pot 2 ^l . 1 Iron Skillet 1/4. 1 Iron Skillet 1/1	1.5.6
1 Copper Chafing dish & Noat Iron 6 ^l . 1 Tea kettle 2 ^l	1.8.6
2 Brass Skillets 17 ^l . 8 Earthen dishes 9 ^l . 18 Plates 11 ^l	5.10
Earthen Tea & Coffee pots, Bowls &c 3 ^l . 1 Looking Glass 7/6	8
3 pair flat Iron 1 ^l . 1 warming Pan 1 ^l . 1 fender 4 ^l	1.5
1 Melon 6 ^l . 1 Tin Ware 6 ^l . 2 Fire buckets & Bagg 7/6	10.9
knives and forks 2 ^l . 1 Cow 9 ^l . 2 Stropes 2 ^l	8.6
9 old Bait 9 ^l . 3 old Tubs 1/6. 1 Peck 6 ^l	14
1 frying Pan & Coffee mill 3 ^l . 1 mallet 1/6. Hammer 1 ^l	2.6
1 pair of Nails & Wedges 6 ^l . 194 Pealer w th 9 ^l	11
Salem July 1792	5.6
1 pair of Nails & Wedges 6 ^l . 194 Pealer w th 9 ^l	1.0.3
1 pair of Nails & Wedges 6 ^l . 194 Pealer w th 9 ^l	130
1 pair of Nails & Wedges 6 ^l . 194 Pealer w th 9 ^l	£4586.12.0

179 lect. of admin. of est. of Fr. Boardman.

Spex. Sr. Mary Boardman Adm^r of the Estate of Francis Boardman late of Salem in said County Mariner deceased Understate her Account of Adm^r of the Estate exhibited to Hon^{ble} J^o Groomcraft Esq^r Judge of Probate for said County this twelfth day of April Anno Domini 1793.

The said Estate is C^r viz.

By real Estate as per Inventory	Log 1. 3. 4	
By personal Estate as per ditto		£3665. 15. 8
By cash rec ^d of Thomas Williams by Richard Manning.		94. 1. 6
By cash rec ^d for draw back on salt fish W ^h by Rich ^d Manning		8. 12. 6
		<u>£3768. 2. 8</u>
said Estate is Debit to the Adm ^r for which she prays Allowance viz		
"to Cash pd at the Probate Office for S ^t llen of Adm ^r W ^h was sent for down		10. 18
"pd Benjamin Pickman as per Receipt		19. 7. 2
"John Norris Esq ^r 7. 7 William Orne Esq ^r 5. 9		31. 4. 11
"George Dodge K. S. G. John Appledon Esq ^r		10. 5. 9
"John Norris S ^t George Dodge S ^t		5
"William Gray J ^r Esq ^r 10. 10. 10. 10. 10.		13. 10. 10
"John Fish Esq ^r George Pickman S ^t		47. 3. 10
"Oron Orne Acc ^t 377 Charles Hinchley for wages 1788		75. 15. 5
"Thos ^o Massey for ditto 1783. 3. 6 Daniel Chubb D ^r 172. 10. 4		25. 13. 10
"Daniel Rusk Acc ^t 177. 7. 1 S ^r R. Gerry Coll ^r Imp ^o d duties 179. 8. 6		16. 9
"pd Geo ^o Williams for Imp ^o d duties on goods at Boston		175. 8. 0
"pd Imp ^o d duties on Sugar at Salem in Schooner hopo by A. J. Manning		45. 1. 1, 303. 5. 1
		<u>496. 8. 71</u>
"pd Joshua Frome's Acc ^t 177. Daniel Mathorne acc ^t 377		2. 5. 6
"Jonath ⁿ Hara den's 178. Meom ^o Williams Balance 1781/2		3. 2. 1/2
"Giles Alexander's acc ^t George Schooner Rambler		2. 4. 1/2
"for S ^r Shepard's son's wages 1767 Sam ^l Grant J ^r D ^r 179. 18. 5		13. 13. 5
"for S ^r Pickford J ^r d ^r 170. 5. 1. for W ^o dges his Note & Interest 110. 6. 1		120. 11. 0
"John Dodge's brother Note & Int ^r 170. 7. 1. Thos ^o Cushing Acc ^t 1778. 81. 7. 8		123. 8. 4
"Joseph Lambert's Acc ^t freight Sugar		13. 10. 11
"Samuel Ropes Acc ^t 176. Gilbert Chadwicks Acc ^t 178. 18. 2		16. 3. 8
"Robert Dodge Rec ^t 1778. Nath ^l Rogers D ^r 173. 13. 2		57. 15. 10
"Thomas Horsey's Acc ^t 175. John Southwick Acc ^t 177		1. 7
"John Feniks Acc ^t 307 2/3 for Hon ^{ble} J ^o Ward J ^r for Paul Tax N ^o 65 67/6		4. 17. 8 1/2 193. 15. 1 1/2
"Wen ^o Ward J ^r for State Town & County Tax		12. 6. 2
"Jonathan Archer J ^r for Town and County Tax		9. 8
"Joseph Vinecom's Acc ^t 1786. Sarah Hodges as per Receipt		7. 5. 0
"Priscilla Abbot acc ^t 391. Rich ^d Manning J ^r Rec ^t 1781		12. 19. 0
"Philip Chase Acc ^t 176. 9. 1. Sarah Hodges Note & Interest 176. 16. 6		133. 5. 6 175. 3. 8
"pd at the Probate for receiving and recording Inventory		6
"pd W ^m Lang Auctioneer for selling the Schooner Rambler for 1735 pd		6. 7. 0
"pd the Committee for appraising the Estate & swearing them		1. 3. 6
Allowance to the widow for relief of any furniture		30
allowance to the Adm ^r for her Term & Trouble in settling the Estate		2. 60

[not continued]

By Cash rec ^d of Hon ^{ble} J ^o Ward J ^r for Paul Tax N ^o 65 67/6	£16. 0. 6
"Hon ^{ble} J ^o Ward J ^r Account as per Receipt	6. 16. 7
"Jonathan Mason Parish Coll ^r for Taxes	5. 16. 10
"Jonathan Mason's Account Wharfage	4. 12. 0
"Wannat Webb's Account as per Receipt	3. 5. 8 114. 8. 10
	<u>1033. 4. 10 1/2</u>
"pd Nathaniel Richardson's Acc ^t as per Receipt	3. 12. 0
"pd Benjamin Ward Jun ^r Coll ^r the Paul Tax N ^o 69	2. 17. 6
"Benjamin Ward J ^r his Account	1. 3. 2
"pd for examining & allowing & recording this Account	17. 6. 8. 0. 2
	<u>8 10 11. 5. 8 1/2</u>

Spex. Sr. April 12th 1793. This Account being examined & found to be accepted and allowed.

Exam^d by Daniel Noyes Esq^r Judge of Prob^t

1828 inventory of estate of Mrs. Mary Boardman

To the Honorable ^{No 294} ~~294~~ *D. A. White* Esquire, Judge of Probate for the County of Essex.
Pursuant to a warrant from your honor, we, the subscribers, the committee therein named, having been first sworn, have made the following

INVENTORY AND APPRAISEMENT OF THE ESTATE OF

Mary Boardman,

late of *Salem* in said county, *widow,* deceased, intestate, as shewn to us by the administrat^r *or.*

Real Estate. *c. l. o. w.*

Personal estate, viz.

1 card table \$2. 1 sofa \$15. 6 mahogany chairs \$6. } \$ 23.00
 2 arm chairs \$2. 1 rolling chair \$5. 1 light stand \$1. } 8.00
 1 work table \$3. 1 clock \$7.50. 1 fire set } \$ 10.00
 1 looking glass \$8. straw carpet \$5. } 28.00
 crockery &c. \$15. }
 142 ounces silver 142.00
 1 mahogany table \$3. 1 dining do. \$5. } 9.00
 small do. \$1. }
 3 chairs \$1. looking glass \$1. crockery ware } 8.00
 \$5. 3 tables \$1. }
 Kitchen and cooking utensils 15.00
 1 looking glass \$1.50 - desk \$3.50 - drawers } 4.50
 \$2.50 }
 6 stuff chairs \$3. easy chair \$4. bedstead } 20.00
 bed and bedding \$10. }
 6 chairs \$1. 1 carpet \$12.50 13.50
 1 looking glass \$6. 1 bureau \$4. wash } 15.00
 stand &c. \$5. }
 6 chairs \$3. bedstead, bed &c. \$35. } 48.00
 carpet \$10. }
 Trunk \$1.75 - trunk \$2. 3.75
 1 desk 20c. 1 glass \$1.25. 4 chairs 40c. 1.85
 Bedstead, bed and bedding 14.00
 1 trunk bed quilts &c. \$20. 1 do. sheets &c. } 40.00
 \$20. }
 1 blanket \$8.75 - wearing apparel } 58.75
 \$7.50 }

[Continued.]

[Continued.]

27 shares Merchants bank at \$102. 7302.40
 19 do. Commercial bank 100. 1900.00
 50 do. Asiatic bank 48. 2400.00
 4 do. N. M. ins. }
 stock } 80. 320.00
 2 do. Salem M. ins. }
 do. } 200. 400.00
 5 do. Essex Bridge 360. 1800.00
 5800. U. S. 6 per cent. }
 stock } 5800. 15644.00
 \$16,119.85

Bond with mortgage vs. J. Baker }
 (valued at) } 300.00
 \$16,419.85

Brought forward. Amount of real estate, = - - \$ none.
 Amount of personal estate, = - - 16,419.85

TOTAL, \$16,419.85

Dated at *Salem* this *third* day of *July*, A. D. 1828.

Fran^s. Boardman } *Joseph Boardman*,
adm^r. } *Sam^l. Webb jun^r.* }
 } *North. Chapin* } *Committee.*

Essex, ss. At a Court of Probate holden at *Salem* in and for said county, on the *first* Tuesday in *October*, A. D. 1828. *Francis Boardman, administrator,*

presents the foregoing, and makes oath, that it contains a true and perfect inventory of the estate of *Mary Boardman*, late of *Salem* in said county, *widow,* deceased, *intestate*, so far as has come to his hands or knowledge, and that, if any thing further shall hereafter appear, he will cause it to be of record herewith in the probate office: - It is thereupon decreed, that the same be accepted, allowed and recorded.

D. A. White, Judge of Probate.

Recorded from the original, and examined by

North. Chapin, Register.

Rogers

1800 inventory of estate of Nathl. Rogers

An inventory taken of the household goods and effects of Nathaniel Rogers late of said County of Hampshire in the State of New Hampshire on the 1st day of April 1800.

one old Chair	2.50
one Sofa	2.00
one old Cushion	0.25
one new Cushion	0.30
one bedstead	3.00
one table	1.00
one chest	1.00
one safe	10.00
one cabinet	3.00
one desk	2.00
one washstand	1.00
one bedstead	3.00
one table	1.00
one chest	1.00
one safe	10.00
one cabinet	3.00
one desk	2.00
one washstand	1.00

Witness my hand and seal the 1st day of April 1800.
 Abigail Rogers Adm.
 George Smith - (Committee)
 Daniel Noyes - (Judge)

Rogers

Abigail Rogers Adm. of the Estate of Nathaniel Rogers late of said County of Hampshire in the State of New Hampshire deceased. On the 1st day of April 1800.

The said Estate is as follows:

By personal Estate as per inventory	\$87.71
By Cash for funeral charges	65.00
By Cash for mourning exp.	50.00
By Cash for services	2.75
By Cash for fees in the probate office	2.00
By Cash for recording inventory	65.00

Witness my hand and seal the 1st day of April 1800.
 Daniel Noyes - (Judge)

Scarlet

In the name of God Amen. I John Scarlet of said County of Hampshire in the State of New Hampshire do hereby certify that the within and foregoing is a true and correct copy of the original and true copy of the will and testament of Nathaniel Rogers late of said County of Hampshire in the State of New Hampshire deceased and as the same is recorded in my office in the County of Hampshire in the State of New Hampshire on the 1st day of April 1800.

10 March 1832 Boardman heirs to Z. F. Silsbee

Benj^W. Brownshield
et al
vs

Zac^t J Silsbee

Know all Men by these Presents that we Benjamin W. Brownshield Esquire and Mary his wife in her right and Francis Boardman Merchant all of Salem in the County of Essex in consideration of thirty seven hundred dollars to us paid by Leche and J Silsbee of the same Salem Merchant the receipt whereof we do hereby acknowledge do hereby give grant sell and convey unto him the said Silsbee two undivided third parts of the Messuage consisting of the dwelling house and land uninclosed and adjoining the same bounded westerly on Pleasant street then measuring one hundred and seven feet and eight inches Northwesterly on land of Gamaliel Hodges ~~eastly~~ on various courses on a river or creek extending as far as the banks and flats thereof may to right extend and South on land late of Ephraim Querton deceased Nathaniel Richardson dec^d and of New Townsend or however otherwise the same may be bounded with all the buildings thereon being the same land described in two deeds made by John Hodges to Francis Boardman dec^d one dated Sept^r 12th 1782 recorded Book 127, leaf 99; ^{the other dated 1783 rec^d Book 148 1/2 1794} except ~~as~~ ⁱⁿ ~~and~~ ^{if} ~~any~~ which the Salem Mill Dam Corporation may have to any part of the premises. TO HAVE and to hold the granted premises with the appurtenances to the said Silsbee his heirs and assigns to his and their use and benefit forever. And we the said Benjamin W. Mary & Francis for ourselves our heirs executors and administrators do hereby covenant with the said Silsbee his heirs and assigns that we are lawfully seized in fee of the premises that they are free of all encumbrances that we have good good right to sell and convey the same to the said Silsbee and that we will and our heirs executors and administrators shall warrant and defend the same to the said Silsbee his heirs and assigns forever against the lawful claims and demands of any persons except as above.

IN WITNESS WHEREOF we the said Benj^W. W. Mary and Francis do hereunto set our hands and seals this tenth day of March A.D. 1832.

B. W. Brownshield	seal
Mary B. Brownshield	seal
Jane ^s Boardman	seal

Signed sealed & delivered in presence of Anna B. Brownshield (Nathaniel Adams) Essex, Salem March 15th 1832. Then the above named B. W. Brownshield & Francis Boardman acknowledged the above instrument to be their free acts & deed before me

A. Townsend Govt of Essex.

Essex Received March 14th 1832 Recorded & examined by R. H. French Dep.

15—Between 2 and 3 this morning we saw two sail which chased us, the ship fired 3 shots at us which we returned. They came up with us by reason of a breeze which she took before we did. She proved to be the ship *Cornwall* from Bristol.

21—Bishop Beveridge employed my time.

23—We now begin to approach to land. May we have a good sight of it. At eight o'clock two Teriffa (Barbary) boats came out after us, they fired at us which we returned as merrily. They were glad to get away as well as they could. We stood after one, but it is almost impossible to come up with the piratical dogs.

28—Gibraltar—Went on shore. Saw the soldiers in the Garrison exercise. They had a cruel fellow for an officer for he whipt them barbarously. . . . After dinner we went out and saw the poor soldiers lickt again.

. . . Dec. 10—Benj. Moses, a Jew, was on board. I had some discourse with him about his religion . . . Poor creature, he errs greatly. I endeavored to set him right, but he said for a conclusion that his Father and Grandfather were Jews and if they were gone to Hell he would go there, too, by choice, which I exposed as a great piece of Folly and Stupidity. In the morning we heard a firing and looked out in the Gut and there was a snow attacked by 3 of the piratical Tereffa boats. Two cutters in the Government service soon got under sail, 3 men-of-war that lay in the Roads manned their barges and sent them out as did a Privateer. We could now perceive her (the snow) to have struck, but they soon retook her. She had only four swivels and 6 or 8 men . . . They got some prisoners (of the pirates) but how many I cannot learn, which it is to be hoped will meet with their just reward which I think would be nothing short of hanging. . . . Just at dusk came on board of us two Gentlemen, one of which is an Officer on board a man-of-war, the other belongs to the *Granada* in

the King's Service. The former (our people say) was in the skirmish in some of the barges. He could have given us a relation of it, but we, not knowing of it, prevented what would have been very agreeable to me. . . . It is now between 9 and 10 o'clock at night which is the latest I have set up since I left Salem."

This Samuel Gardner was a typical Salem boy of his time, well brought up, sent to college, and eager to go to sea and experience adventures such as his elders had described. Of a kindred spirit in the very human quality of the documents he left for us was Francis Boardman, a seaman, who rose to a considerable position as a Salem merchant. His ancient log books contain between their battered and discolored canvas covers the records of his voyages between 1767 and 1774. Among the earliest are the logs of the ship *Vaughan* in which Francis Boardman sailed as mate. He kept the log and having a bent for scribbling on whatever blank paper his quill could find, he filled the fly-leaves of these sea journals with more interesting material than the routine entries of wind, weather and ship's daily business. Scrawled on one ragged leaf in what appears to be the preliminary draft of a letter:

"Dear Polly—thes lines comes with My Love to you. Hoping thes will find you in as good Health as they Leave me at this Time, Blessed be God for so Great a Massey (mercy)."

Young Francis Boardman was equipped with epistolary ammunition for all weathers and conditions, it would seem, for in another log of a hundred and fifty years ago, he carefully wrote on a leaf opposite his personal expense account:

"Madam:

"Your Late Behaviour towards me, you are sensible cannot have escaped my Ear. I must own you was once the person of whom I could Not have formed such an Opinion. For my part, at present I freely forgive you and only blame myself for

F. Boardman

putting so much confidence in a person so undeserving. I have now conquered my pashun so much (though I must confess at first it was with great difficulty), that I never think of you, nor I believe never shall without despising the Name of a person who dared to use me in so ungrateful a manner. I shall now conclude myself, though badley used, not your Enemy."

It may be fairly suspected that Francis Boardman owned a copy of some early "Complete Letter Writer," for on another page he begins but does not finish. "A Letter from One Sister to Another to Enquire of Health." Also he takes pains several times to draft these dutiful but far from newsy lines:

"Honored Father and Mother—Thes lines comes with my Deuty to you. Hoping They will find you in as good Health as they Leave me at this Time. Blessed be God for so Great a Massey—Honored Father and Mother."

In a log labeled "From London Toward Cadiz, Spain, in the good ship *Vaughan*, Benj. Davis, Master, 1767," Francis Boardman became mightily busy with his quill and the season being spring, he began to scrawl poetry between the leaves which were covered with such dry entries as "Modt. Gales and fair weather. Set the jibb. Bent topmast stay sail." One of these pages of verse begins in this fashion:

"One Morning, one Morning in May,
The fields were adorning with Costlay Array.
I Chanced for To hear as I walked By a Grove
A Shepyard Laymenting for the Loss of his Love."

But the most moving and ambitious relic of the poetic taste of this long vanished Yankee seaman is a ballad preserved in the same log of the *Vaughan*. Its spelling is as filled with fresh surprises as its sentiment is profoundly tragic. It runs as follows:

1 "In Gosport* of Late there a Damsil Did Dwell,
for Wit and for Beuty Did she maney Exsel.

* Gosport Navy Yard, England.

2 A Young man he Corted hir to be his Dear
And By his Trade was a Ship Carpentir.
3 he ses "My Dear Molly if you will agreea
And Will then Conscent for to Marey me
4 Your Love it will Eas me of Sorro and Care
If you will But Marey a ship Carpentir."
5 With blushes mor Charming then Roses in June,
She' ans'red (") Sweet William for to Wed I am to young.
6 Young Men thay are fickle and so Very Vain,
If a Maid she is Kind thay will quickly Disdane.
7 the Most Beutyfullst Woman that ever was Born,
When a man has insnared hir, hir Beuty he scorns. (")
8 (He) (") O, My Dear Molly, what Makes you Say so?
Thi Beuty is the Haven to wich I will go.
9 If you Will consent for the Church for to Stear
there I will Cast anchor and stay with my Dear.
10 I ne're Shall be Cloyedd with the Charms of thy Love,
this Love is as True as the tru Turtle Dove.
11 All that I do Crave is to marey my Dear
And arter we are maried no Dangers we will fear. (")
12 (She) "The Life of a Virgen, Sweet William, I Prize
for marrying Brings Trouble and sorro Like-wise. (")
13 But all was in Vane tho His Sute she did Denie,
yet he did Purswade hir for Love to Comeply.
14 And by his Cunneng hir Hart Did Betray
and with Too lude Desire he led hir Astray.
15 This Past on a while and at Length you will hear,
the King wanted Sailors and to Sea he must Stear.
16 This Greved the fare Damsil allmost to the Hart
To think of Hir True Love so soon she must Part.
17 She ses (") my Dear Will as you go to sea
Remember the Vows that you made unto me. (")
18 With the Kindest Expresens he to hir Did Say
(") I will marey my Molly air I go away.
19 That means tomorrow to me you will Come.
then we will be maried and our Love Carried on. (")
20 With the Kindest Embraces they Parted that Nite
She went for to meet him next Morning by Lite.
21 he ses (") my Dear Charmer, you must go with me
Before we are married a friend for to see. (")
22 he Led hir thru Groves and Valleys so deep
That this fare Damsil Began for to Weep.

The Ships and Sailors of Old Salem

- 23 She ses (" My Dear William, you Lead me Astray
 on Purpos my innocent Life to be BeTray. (")
 24 (He) (" Those are true Words and none can you save, (")
 for all this hole Nite I have Been digging your grave."
 25 A Spade Standing By and a Grave thare she See,
 (She) (" O, Must this Grave Be a Bride Bed to Me? (")

In 1774 we find Francis Boardman as captain of the sloop *Adventure*, evidently making his first voyage as master. He was bound for the West Indies, and while off the port of St. Pierre in Martinique he penned these gloomy remarks in his log:
 "This Morning I Drempt that 2 of my upper teeth and one Lower Dropt out and another Next the Lower one wore away as thin as a wafer and Sundry other fritful Dreams. What will be the Event of it I can't tell."

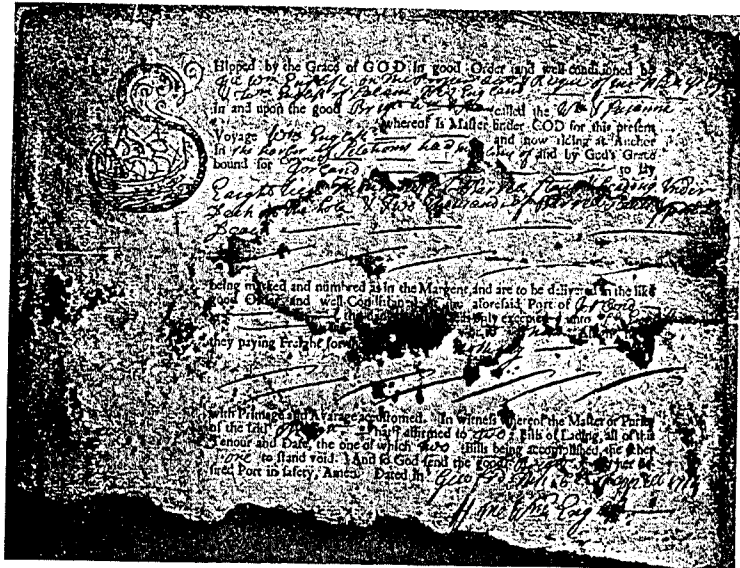
Other superstitions seem to have vexed his mind, for in the same log he wrote as follows:

"this Blot I found the 17th. I can't tell but Something Very bad is going to Hapen to me this Voyage. I am afeard but God onley Noes What may hapen on board the Sloop *Adventure*—the first Voyage of being Master."

Sailing "From Guardalopa Toward Boston," Captain Francis Boardman made this final entry in his log:

"The End of this Voyage for wich I am Very thankfull on Acct. of a Grate Deal of Truble by a bad mate. his name is William Robson of Salem. he was Drunk most Part of the Voyage."

While Francis Boardman and his fellow seamen were making these perilous voyages to the West Indies and across the Atlantic, the resentment of the Colonies toward their mother country was fast drawing near to open hostility. The American seamen hated England with far more reason than the landmen, whose grievance of "taxation without representation," was less disastrous in its results than the merciless jealousy which sought to confiscate every Yankee merchant vessel



A bill of lading of the time of Philip English, dated 1716

May, 18. *long swift, indicating approach of storm. h. s. s. w.*
night clear, and very much sun seen plainly about noon, wind of the same
at about 4 p.m. fresh, big, great heads, big, & have the whole of the
sea & great sail, blowing in, & soon at 6 o'clock return sailing with
the whale, one other having been kill'd by stroke after being seen's head
out.

been cutting & at 10 o'clock sailing directly caling smooth, had no wind
& three cut, two.

cut equally much, to be 3 p.m. & 10 o'clock the boat
& my light, h. s. s. w. & been sailing, and

Ch. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

The log of a Salem whaler, showing how he recorded the number of whales he took

by Ralph Rouse 1909

49 NATH'L, Salem (41 W^m, 13 Nath^l, 3 Nath^l, 1 Henry).

	BORN.	DIED.	MARRIED.	
49 Nathaniel,	9 Nov., 1748,	25 June, 1791,	1 Nov., 1770,	Sarah Becket.

They had

	BORN.	DIED.	MARRIED.	
78 Nathaniel,	14 Jan., 1773,	14 J ^y ly, 1850,	12 Dec. 1802,	Mary Crowninshield.
79 Sarah,	4 May, 1775.	4 Aug., 1776,		
80 Sarah,	28 Aug., 1777,	12 J ^y ly, 1840,	12 Feb., 1804,	Tim' Wellman, 4th.
81 William,	21 M ^{ch} , 1779,	15 Jan., 1833,	14 Nov., 1808,	Mary Hodges.
82 Joanna,	21 Sept., 1780,	16 Aug., 1782,		
83 Polly,	23 Aug., 1781,	16 Sept., 1782,		
84 Zac'h Fowle,	9 Aug., 1783,	3 J ^y ly 1873,	27 Nov., 1810,	Sarah Boardman.
85 Joanna,	22 Sept., 1789,	4 Oct., 1789.		

"At a very early age Mr. Silsbee was entrusted with the charge of a vessel and cargo to the West Indies and subsequently he was the owner of several vessels employed in that trade. * * * He commanded the Grand Turk, on a voyage to the West Indies and afterwards to Spain. * * * He soon acquired what was then considered an independent fortune * * * but, kept on until reverses reduced his estate to a single vessel, in the command of which he once more braved the winds and waves where he had early sought and acquired fortune and fame. * * * At the end of a disastrous voyage, which terminated at New York, his valuable life was closed at the age of forty-three.

His remains were interred in the cemetery of the New Brick Presbyterian Church, fronting the Park." (Geo. A. Ward in "Curwen's Journal," etc., 4th ed., p. 655.)

For Sarah Becket born 15 Feb., 1749-50, died 30 Apr., 1832, see VIII, 142.

50 MARTHA (41 William, 13 Nath^l, 3 Nath^l, 1 Henry).

	BORN.	DIED.	MARRIED.	BORN.	DIED.
50 Martha,			1761,	Wm Emmerton,	2 Sept., 1739,
			secondly,	Chris' Babbage.	ab' 1762.

They had CHRISTOPHER, WILLIAM, MARTHA, SUSAN.

W^m Emmerton was a son of John and Mary (Foster). He started on a voyage to the West Indies soon after his marriage and was never heard from, XIV, 279.

51 JOANNA (41 W^m, 13 Nath^l, 3 Nath^l, 1 Henry).

	BORN.	DIED.	MARRIED.	
51 Joanna,			1763,	Mansfield Burrill.

They had

	BORN.	DIED.	MARRIED.	
Joanna Burrill,	ab' 1772,	26 Jan., 1853,	13 Nov., 1796,	Henry Webb.
William "	ab' 1767,	20 Aug., 1831,	7 M ^{ch} , 1790,	Eunice Coffrin.
Mansfield "		1837,	18 May, 1794,	Sally Randall.
Martha "			4 Dec., 1785,	Marshall Stocker.
Mary "		1803,		
Sarah F. "		April, 1811.		

Mansfield Burrill born 1 Oct., 1739, died 2 Jan., 1826, son of Ebenezer and Mary (Mansfield) Burrill of Lynn, was a carpenter and built, about 1776, the house on Essex street, next west of the Phillips school house.

54 DANIEL, Boston (42 Daniel; 36 Henry, 8 Eph^m, 1 Henry).

11 July 1770, he calls himself "Merchant of Boston."

In 1773 the Silsbee family was interested in a claim to a family estate in England. It appears, from a letter from "Dan Silsbee" to Samuel of Salem, dated 22 June of that year, that Samuel had been talking it over with "my brother" (Sampson I suppose) and Dan urges further inquiry to discover the antecedents of our "ancestor Henry Silsbee."

The inquiry was set on foot by "the following extract taken verbatim from the Publick Advertiser 1773." "To Heirs At Law. If any person can prove him or herself to be the real Heirs-at-Law of James Thomas Silsbee—late of Warrendon in the County of Bucks, Esq. deceased—such person by the will of the said James Thomas

to the United States Bank, and was a director, either in the Bank at Philadelphia or the Branch at Boston, until he sold his stock before voting, as a Senator, for its re-charter.

In politics, a conservative and whig through his long term of service in both houses of Congress, he was looked up to by all parties for information on business subjects and treated with universal respect, and regret for his resignation.

He twice received from his constituents the compliment of a public dinner.

During the recesses of Congress his house at Salem was visited by Members from all parts of the Union, and the representatives of foreign governments who came to New England.

In his later days he took little active part in politics and they were passed, for the most part, quietly at home."

He lived in his father's house on Daniels street and afterwards in the mansion, which he built on the northerly corner of Pleasant and Briggs streets (No. 16 on chart of 1874 and owned by Mrs. E. D. Kimball), where he died.

Mary Crowninshield, born 24 Sept., 1778, died 20 Sept., 1835, was dau. of George and Mary (Derby), III, 162.

81 WILLIAM, Salem (49 Nath^l, 41 W^m, 13 Nath^l, 3 Nath^l, 1 Henry).

	BORN.	DIED.	MARRIED.
81 William,	21 M ^{ch} , 1779,	15 Jan'y, 1833,	14 Nov., 1808, Mary Hodges.
They had			
	BORN.	DIED.	MARRIED.
115 Margaret H.,	24 July, 1810,	8 July, 1829.	
116 Benjamin H.,		22 Feb., 1880,	22 Oct., 1840, Eliz'h J. White.
117 William,	17 May, 1813,		21 M ^{ch} , 1838, Charlotte Lyman.
			30 M ^{ch} , 1858, Maria Woodward.
118 John Henry,	17 June, 1814,		15 May, 1838, Rebecca A. Dodge.
119 Mary,	8 Sept., 1816,		M. Fenollosa.
120 Hannah H.,			
121 Harriet Eliz.,	29 June, 1819,		John N. Mott.

81 William "was an active, intelligent and enterprising merchant, an upright and respected citizen and in all the relations of life esteemed, and his loss will be deeply felt and lamented." (Salem Register, 17 Jan., 1833.)

He lived in the Hodges' house on the eastern corner of Orange and Essex streets.

Mary. (Hodges) born 24 May, 1789, died 31 Aug., 1851, dau. of Benjamin, born ab' 1754, died 13 Apr., 1806, and Hannah (King).

84 ZACHARIAH F., Salem (49 Nath^l, 41 W^m, 13 Nath^l, 3 Nath^l, 1 Henry).

	BORN.	DIED.	MARRIED.
84 Zachariah Fowle,	9 Aug., 1783,	3 July, 1873,	27 Nov., 1810, Sarah Boardman.
They had			
	BORN.	DIED.	MARRIED.
122 Francis Henry,	6 Sept., 1811,	19 Nov., 1848,	
123 John Boardman,	10 Apr., 1813,	1 Apr., 1867,	12 May, 1849, Martha Shepard.
124 Sarah Ann,	18 June, 1814,		19 M ^{ch} , 1846, J. W. Peele.
125 Zachariah,	4 Sept., 1815,	27 Sept., 1815,	
126 Elizabeth,	29 Nov., 1816,	15 Sept., 1817,	
127 Elizabeth,	5 Dec., 1817,	3 Jan'y, 1821,	
128 Caroline,	24 Aug., 1819,		13 June, 1849, Wm. D. Pickman.
129 Mary B.,	3 Jan'y, 1821,		17 June, 1861, Rev. D. Clapp.
130 George Z.,	23 Jan'y, 1822,		16 Dec., 1852, E. S. Saltonstall.
131 Edward A.,	18 Dec., 1823,	soon.	
132 Edward A.,	19 Feb., 1825,		

84 Zachariah Fowle was, after retiring from the sea, always a resident of Salem. Was for many years engaged in foreign commerce with the firm of Stone, Silsbees and Pickman. "He had an uncommonly modest and retiring disposition, which, without doubt, deterred him from wishing to assume any prominent public position; but he filled several offices of trust—such as Trustee and President of the Salem Savings Bank, Director of the Merchants Bank and of the Newmarket

Manufacturing Company. He was a man of the strictest integrity, most amiable, kind and tender-hearted, always charitable to the poor and liberal in all his dealings." ("S" in Salem Gazette.)

86 ENOCH, Boston (55 Sampson, 42 Daniel, 36 Henry, 8 Ephraim, 1 Henry).

86 Enoch married 30 May, 1799, Alice Needham of Salem; they had 133 Alice married Stephen Emmons; 134 Caroline married Benjamin G. Ropes and was lost in the Arctic, off Cape Race, September, 1854, VIII, 54; 135 George Enoch, married Hannah Wells; 136 Sarah Needham; 137 Emma married Thorndike Procter and died 15 Aug. 1877, and 138 Emeline.

86 Enoch for some time after his marriage kept a shop in Salem. In 1809 he was in business in Savannah, Georgia. He afterwards resided in Boston and Roxbury, Mass.

88 NATHAN, Lynn (65 Ephraim, 1 Henry).

BORN.
88 Nathan, 21 Dec., 1795,

They had

BORN.
139 Catherine, 28 May, 1824,
140 Mary P., 16 May, 1826,
141 Sarah Elizabeth, 22 Sept., 1828,
142 Frances Ellen, 18 Sept., 1830,
143 Chas. Frederic, 15 May, 1837,
144 Nathan Everett, 24 Aug. 1843,

1 Jan '61
Mr. Nathan Silsbee of Lynn died Saturday, of old age. Mr. Silsbee was born in the old homestead, which is located on Broad street, Lynn, near the foot of Union, Dec. 21, 1796, and was educated in the old Friends' school, taught by Micajah Collins. He learned the shoemaking trade, and carried his product to Boston, going over the old stage-coach road through Malden. In 1822 he purchased the Phillips estate on Bass Neck, Nahant, and established himself in the hotel business, where he remained for several years.

1 Jan., 1857, James H. Nourse.
17 June, 1860, Anna R. Austin.
19 June, 1867, Sarah E. Alley.

Nathan has passed most of his long life in Lynn. He spent two years at the west about 1830. He was a shoemaker but might well have been a real-estate agent, since his keen memory of such matters has often been of great

value in settling contested points, and was very useful to myself in confirming the family lines as I had constructed them from deeds, etc.

Anna R. Austin was born in Salem, dau. of Henry and Elizabeth (Palfrey).

90 SAMUEL, Lynn (65 Nehemiah, 43 Sam'l, 36 Henry, 8 Ephraim, 1 Henry).

	BORN.	DIED.	MARRIED.
90 Samuel,	19 Sept., 1798,		Huldah M. Ingalls.
They had			
145 Otis Ingalls,	2 Aug., 1847,	1872,	Jane Mitchell.
148 James Breed,	2 June, 1819,	7 Sept., 1872,	Clara E. Phillips.
147 George Alfred,	22 Feb., 1855,	10 Oct., 1877.	Mary E. Madison.

Samuel, mariner and fisherman in early life, when, for a time, he lived at Nahant, has since been a shoemaker and now, 1878, resides, in hale old age, on Burchsted Court in Lynn.

Huldah M. was daughter of Alfred and Huldah Ingalls of Bridgton, Cumberland County, Me.

93 ELIZ'N, Lynn (65 Nehemiah, 43 Samuel, 36 Henry, 8 Ephraim, 1 Henry).

	BORN.	DIED.	MARRIED.
93 Elizabeth,	27 Feb., 1811,	14 Oct., 1877,	31 May, 1810, George Phillips.

They had

	BORN.	DIED.	MARRIED.
George H. Phillips,	13 Mc'h, 1841,		31 Aug., 1870.
Edward N. "	17 Feb., 1844,	25 Dec., 1846.	
Edward "	5 Feb., 1848,	5 Sept., 1848.	
Arthur J. "	18 Jan., 1852.		

Mr. George H. Phillips, of Lynn, furnishes the following sketch of his paternal line. George, born 27 Feb., 1805, died 3 Apr. 1857, was son of John, born 30 Dec.,

loss of her Voige, Whe do Protest Against the Above Voige,
 Whe do Protest against sd Seth Harding Esq. Commander of the
 ship Confederacy as well in our Owne Names as in the Names
 of all Concerned in sd. Brigtins cargo, & Appertinences As
 Aforesaid as Witness our Hands

Clifford Byrne Master
 Robert Johnson Mate

Salem, February the 22, 1781.

(The above was sworn to before Edward Norris Notary Pub.
 on Feb. 23, 1781, at Salem.)

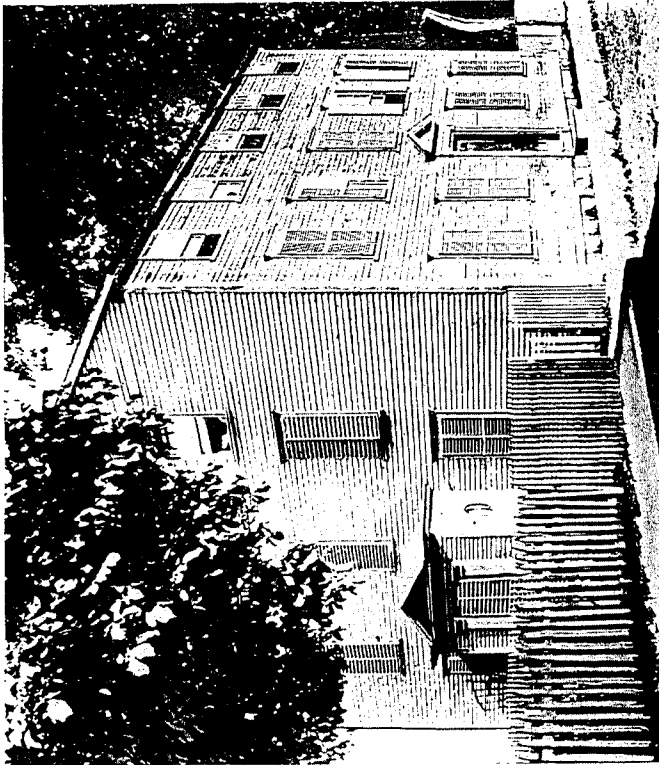
Captain Silsbee acquired an independent fortune when
 in business for himself, but had reverses, and his life
 closed on June 25, 1791, at the end of a disastrous voyage,
 which terminated at New York.* His remains were in-
 terred in the cemetery of the New Brick Presbyterian
 Church, fronting the Park. Thus ended a life of useful-
 ness and adventure at the age of forty-three. The Essex
 County Probate Records contain the following bond:

"Bond of Sarah Silsbee, dated April 17, 1795, widow
 of Nathaniel Silsbee, together with Mansfield Burrill,
 housewright, Benjamin Webb, inn-holder, all of Salem,
 in £500, for guardianship of Sarah Silsbee, aged more
 than 17 years, William Silsbee, aged more than 16 years,
 and Zachariah Fowle Silsbee, aged more than 12 years,
 all minor children of Nathaniel Silsbee of Salem, mar-
 iner."

ZACHARIAH FOWLE SILSBEE.

Among the eight children comprising the family of
 Captain Nathaniel Silsbee, Sen., and his wife Sarah
 (Becket), we find the youngest son, Zachariah Fowle
 Silsbee, born Aug. 9th, 1783. His early years, like those
 of his father, were devoted to the study of seamanship.
 Salem was then approaching the period of her greatest
 success in the merchant trade, and ships were beginning
 to ply between her shores and foreign ports. Mr. Sils-
 bee's naturally keen mind and boundless ambition were
 spurred to action by the spirit of the times, and as early
 as 1812, Dr. Bentley records the following items in his
 journal concerning him:

* Curwen's Journal and Letters.



HOUSE OF NATHANIEL SILSBEE

Father of Zachariah F. Silsbee, Daniels Street, Salem, where the latter was born in 1783

Feb. 3, 1812. We had news of Capt. Z. Silsbee two months out of time from the North. The ship dismantled, put into Lisbon, so said, and he, being a passenger, came in a vessel bound to New York, and has arrived at that port. We had begun to give him up as lost. Vessels which sailed at the same time had been in American ports two months.

Oct. 18, 1816. Yesterday morning it was discovered that in the preceding night the lower store on the India wharf was broken open and several bags of sugar and a packet of bandanna silk handkerchiefs taken. The thieves entered by forcing the door and conveyed the goods through the back door to a boat as afterwards appeared. After circumnavigating Marblehead and Lynn shore they were too fatigued to pass Nahant and went on shore and offered their goods for sale. Suspicion led to detection and the thieves are in the hands of the magistrate. They had been employed in unloading the goods and had noticed the place of the best. They violated three inclosures and stole the boat from the landing of Hawkes' boat builders' shop below Derby Street and Derby Wharf. The goods belonged to the Silsbees and had arrived lately from India, in Ship Herald, Greaves, into this Port.

June 29, 1818. The return of the subscription paper made to me is for such deficiencies of salary as have occurred during the course of my ministry. The settlement had not been paid and the whole amount of deficiency was two thousand dollars. [Among other subscribers appears the name of Z. F. Silsbee, 30 dollars.]

Z. F. Silsbee left home for his first voyage in 1800, at the age of sixteen, in the capacity of clerk to his brother Nathaniel, on the ship "Herald." This voyage took them to Madeira, Madras and Calcutta, making the return in company with four other American ships as far as Ceylon, hoping that, as each ship was armed, defence might be made against any privateering attack, should they encounter such disturbance on reaching the Bay of Bengal, where there were known to be several French privateers cruising about. Their fears were confirmed, for an East India packet ship of eighteen guns was sighted on November third, and this vessel had already begun a running fight with a French ship. The five American ships then came into line and prepared themselves for defense. The French vessel at once steered directly for the "Herald"

and the latter ship opened fire upon her, followed by others of the fleet. The French vessel, after receiving many volleys from the American ships turned and retreated, although it again advanced during the night, but finally sailed away to return no more.*

The terrors and excitement of young Zachariah's maiden voyage did not discourage him, for he sailed again as clerk with the "Herald" to Rotterdam, St. Petersburg, Cronstadt, and later on, made another voyage to India.

In 1803, on the return of the "Herald" from India, Zachariah, then only nineteen and a half years of age, was placed in charge of the ship and made a successful voyage to Batavia, returning in May, 1804, with a cargo of coffee. During this voyage his log book was most interestingly kept, and is now in the possession of the Essex Institute. It is remarkable that the owners of the "Herald" should have reposed such confidence in a lad of his tender years as to send him to Batavia with a crew of twenty men and a most valuable cargo. That this confidence was not misplaced is well proved by the masterly way in which he handled his men in the face of mutiny and sickness, and returned safe home, to sail again almost immediately on the same vessel. Some extracts from Captain Silsbee's log are of interest in revealing the character of the man, when he, for the first time, was in sole charge of such an important commission:

LOG BOOK OF SHIP HERALD, PASSAGE FROM BOSTON TO BATAVIA. Z. F. SILSBEE, MASTER. 21 MEN.

Sea Journal of an intended passage and voyage in the Ship Herald, myself, Master, from Boston in America, to Batavia in the Island of Java, and from thence back to Boston to which places God grant us safe and speedy passages, with a prosperous voyage at the close.

Thursday, Sept. 1, 1803. . . . 4 P. M. The ship in sight yesterday has continued to gain very fast upon us; she having a great advantage over us, being on our quarter, . . . and has already fired the guns at us. Thinking it probable she may overtake us some time in the night, and perhaps give us more trouble or detain us longer than at present, I concluded to heave to for her to come up, knowing that she can only detain us a

* Memoirs of Capt. N. Silsbee.

sufficient time to overhaul our papers; at one half past four she sent her boat for me to come on board with my papers, which request I complied with: the Capt., after looking at my papers gave me permission to go on b'd my own ship again, but his boat being gone for the Capt. of the Sloop which hove too a short time before I did, I waited till she returned. When I came on b'd my own ship again after requesting the Capt. of the Sloop who was bound to Nantucket to report me on his arrival.

Friday, Sept. 30, 1803. At one half past four A. M. was awake by a noise on deck, no knowing what was the cause of it, I got up, put on my Great Coat only, and ran immediately on deck; at the Companion Way was met by Mr. Webber, who was coming to inform us of a mutiny among the People on the Forecastle. Thither I immediately repaired, found all hands had been on deck abusing Mr. Parsons, the first mate, and had struck him; but the Star Board Watch hearing Mr. Webber go aft to call me, had fled below before I got forward, and every man silent except Daniel M'Coy who had considerable to say. I ordered him to his duty till daylight when I inquired the cause of the mutiny of Mr. Parsons and Webber, and they related to me as follows: Daniel M'Coy being sent up into the Fore Top to take in the F. T. Gallt. Steering Sail, being a long while up without doing any thing, Mr. P. requested him to make more haste and rec'd from him for answer that he should take his own time for it, in abusive language; when he came down on deck Mr. P. was reprimanding him for his abuse when the Larboard Watch came on Deck and Francis Brown and William Livingstone began to advocate said M'Coy's conduct and abuse Mr. P. whereby he was ordered below again but said he would not go, and the said William Livingstone jumping upon the Booby Hatch struck Mr. P. on the mouth and drove one of his teeth through his under lip and cut it very much, then retreated below and all the remainder of the Watch followed. . . . At daylight had all hands called aft to know the instigation of their mutinous conduct but they could say nothing in their own defence nor no apology for the crime they had been guilty of, but I believe it a concerted plan among themselves and has been in agitation for some time past.

Ordered them to their duty again except D. M'Coy and W. Livingstone, who I ordered below: but upon further reflection thought I was not doing justice to my self or employees to let the said Livingstone go to his duty with impunity after having been guilty of so high a crime, therefore at 8 A. M. had his

hands tied behind him and secured his feet to the stanchions at the break of the Quarter deck, and gave him 3 pints of water for the day; said McCoy I ordered to duty again. . . . At ½ past 8 after Breakfast gave orders to Mr. Parsons to call all hands and set them to work repair sails of which we have a number that stand in want—which he did, but they one and all refused to do their duty while said Livingstone was confined. I then ordered them aft to know why they did (not) comply with my orders, and then told them, that as to liberating said Livingstone I should not till he had received in my opinion sufficient punishment; those that would not go to their duty I should consider as Mutineers and confine them also. After having considerable to say against the unlawful means as they term'd it of punishing said Livingstone, went to their duty but very reluctantly and have not heard any more noise since from them, have stopped their allowance of grog and taken a sufficient quantity of Arms from the Chests into the Cabin to defend myself and Officers should they again renew their mutiny; which I think very probable they will do before the passage is up.

Saturday, Oct. 1, 1803. At 6 P. M. gave W. Livingstone his liberty again after promising to do his duty and obey the commands of his officers as a good and faithful Seaman.

Friday, Oct. 14, 1803. Overhauling Our Bread and stopping the holes up in the barrels where the Cock roaches have got in and in some barrels have eaten the bread considerable.

Monday, Oct. 24, 1803. Ends as it began with continuation of hard luck and no prospect of better. I am heartsick of such a spell of hard Fortune. It being now over 40 days since we have had one day's fair Wind. Expect to grow grey before this passage is out, should I live so long.

Sunday, Nov. 20, 1803. Killed the last pig which we have on board. Our live stock is now reduced to the small quantity of one doz. fowls only and they are dying daily with the cold weather—may God speed the latter part of our passage more than the former.

(On Dec. 3, 1803, Z. F. Silsbee inserts in his log a pencilled sketch with the following title, "Appearance of the Island of St. Pauls in the Indian Ocean taken on b'd the Herald; it bore S.S.W. 6 leagues distant.")

Wed. Dec. 7, 1803. 6 A. M. Simon Johnson was ordered aloft by Mr. Parsons but he refused to obey his orders and further said he would not go for any person on board unless he chose it; when I came on deck Mr. Parsons inform'd me of his be-

haviour, had him called aft, but he then denied having said anything of the kind; after threatening him with punishment if I heard anything more of his disobedience, sent him to his duty.

Tues. Dec. 20, 1803. Ends calm, which God grant may be of short duration—as I feel very impatient to end this tedious passage and likewise a very anxious one to me at this moment. This flattering weather gives me very unpleasant feelings.

Jan. 21, 1804. We are now again to take a departure for America to which place may God grant us a safe and speedy passage with a happy sight of our friends at the end of the close of the passage, is the ardent wish of Z. F. Silsbee.

Feb. 13, 1804. ½ past 12 P. M. Jonathan Bowers Barker departed this life, being confined for about 13 days with the dysentery and fever.—4 P. M. After the ceremony usual at sea of reading prayers had his body committed to the deep. (Later two more men died.)

March 3, 1804. Therefore must grin and bear it though it is a very painful task, and it is not this affliction only which I have to combat with but a crew of weak sick men, to navigate the ship which causes me more anxiety and much impatience—which God grant may be bro't to as speedy a close as possible.

Thurs., Mar. 29, 1804. At 5 P. M. the first officer of the Herald, Christopher Parsons, died with putrid fever. . . . Therefore, at 8 P. M. had his body, with usual ceremonies, committed to the sea.

Sat., March 31, 1804. Increased the people's allowance of water from 2½ to 3 quarts per day.

Sat. Apr. 28, 1804. The man I sent up to loose the sail in coming down fell from the Top mast Cross trees athwart the rail at the break of the quarter deck and expired in a few minutes after without speaking, his body was much bruised and the stanchion was broken by his fall. This man Thomas Rowe I shipped in Batavia in lieu of a man left there, but has not afforded us but very little service till within three weeks past on account of sickness.

In 1807, Zachariah, with his two brothers, Nathaniel and William, had a ship built at Salem, by Retire Becket, which was also christened the "Herald." It was intended that this ship should sail immediately under command of Zachariah, but on account of an embargo laid by our government upon all American vessels engaged in foreign commerce the new "Herald" did not leave until the spring

of 1809, when it was registered at Salem, March 25th, and departed for Sumatra with Z. F. Silsbee, master. This ship was not as large as the first "Herald," being only ninety-four feet long, with a displacement of 274 tons, but its voyages were successful and Zachariah F. Silsbee retained its command until 1811. At this time he retired from seafaring life and took up that of a merchant and owner of vessels, receiving large invoices of merchandise from foreign ports.

On Nov. 7, 1810, he married Sarah Boardman, daughter of Francis and Mary (Hodges) Boardman, and their family consisted of eleven children, all of whom were born in Salem. The family home was the commodious house at 11 Pleasant Street, and here Mr. Silsbee resided during his long life in Salem.

Contemporary newspapers and directories give us some idea of the services Mr. Silsbee rendered to his native city after his retirement from the sea. He is named as Director of the Salem Lead Company, Cashier of the Commercial Bank, and Trustee of the old Institution for Savings, which was located at Number 4 Central Street; also first President of the Board of Directors of the Salem Charitable Building Association. He was ever interested in the prosperity of Salem and thoughtful for her advancement. In middle life he devoted his attention to his large commercial interests, having associated himself with the firm of Stone, Silsbees and Pickman, so long successful merchants in Salem. The ancient impost books at the Custom House give us an idea of the vast business of this company and of what their consignments consisted. Glass, currants, wine, pepper, tobacco, iron, molasses, coffee, and numerous other articles of commerce were unloaded at the wharves and successfully disposed of by Mr. Silsbee and his associates. Vessels partially owned by him sailed from China, Leghorn, Gottenburg, Liverpool, Java, Batavia and Calcutta, bringing tales of strange lands and bits of romance interwoven among the valuable cargoes with which their holds were loaded.

Among the Shipmasters who were employed by the Silsbees may be noticed the name of Captain Gillis, and

the Essex Institute has preserved many of his papers, some of which are so closely associated with the commercial life of Zachariah F. Silsbee and his brothers that it may not be amiss to reproduce them here. Captain Gillis was the trusted master of the ship "Delphos" and the brig "Malay," and afterwards of the ship "Borneo," and the letters of the firm of Stone, Silsbees and Pickman to him, giving instructions as to the disposal of his cargo show the very great responsibilities entrusted to him. These letters mark the friendly spirit between owner and employee, and are free from any touch of suspicion. It is refreshing to note the perfect harmony between both parties and the confidence reposed in each other.

"Salem, 17 December, 1828.

"Capt. James D. Gillis:

"Sir: You will proceed with the Brig Malay under your charge as Master & Supercargo, to Padang in Sumatra for a cargo of Coffee, which we think you will procure there at about six dollars pr. picul. You will probably find a large accumulation of Coffee at Padang, in which case you should buy it even cheaper than the above, as the prices in Europe have been & continue very low. But if you cannot do better you may give six & an half dollars pr. pecul, all charges on board, including duties of all kinds, rather than leave the place. By a late regulation in Holland, a part of the Export duty in India, which has formerly been paid there in cash & returned in Holland on landing the cargo there, may now be paid in a draft on Holland, which is to be given up on landing the cargo there: which saves advancing the money in India.

"To complete the purchase of your cargo, should you load at Padang, or Java, in addition to the funds you have on board, we authorize you to draw on Timothy Wiggin, Esq., for an amount not exceeding four thousand pounds sterling, or on Messrs. L. J. Martens Mosselman & Co. and Messrs. A. Barrow Putnam & Co., Antwerp, one half each, for an amount not exceeding fifty thousand guilders or part on London & Part on Antwerp, but not to draw

SALEM CUSTOM HOUSE IMPOSTS AND RECEIPTS.

The following records from the Impost Books at the Salem Custom House show many entries of interest regarding the amount of duties paid by Z. F. Silsbee, both at the time of his active life as a shipmaster and after his retirement when he took up the less adventurous life of merchant and citizen.

Ship Herald.

Date of entry, May 19, 1804, from Batavia. Zachariah F. Silsbee, Master. Consignees were Z. F. Silsbee and brother Nathaniel. The cargo was coffee, pepper and sugar, the duties amounting to \$27,532.93.

Ship Herald.

Date of entry, Dec. 18, 1809, from Sumatra. Z. F. Silsbee, Master. Consignees were James Devereux and Jos. Haight, who had pepper and merchandise, and whose duties amounted to \$29,238.66.

Ship Herald.

Date of entry, Oct. 7, 1816, from Calcutta. Eleazer Graves, Master. The consignee was Zachariah F. Silsbee, who had merchandise and whose duties amounted to \$52.36. Other consignees paid duties to amount of \$25,344.58 on tobacco, sugar and twine.

Ship Herald.

Date of entry, Dec. 12, 1810. Benj. Daniels, Master. Consigned to Z. F. Silsbee, pepper, duties on the same were \$2,856.20

Ship China.

Date of entry, April 1, 1818, from Canton. Benj. Shreve, Master. Merchandise consigned to Z. F. Silsbee. Duties, \$28.86.

Ship Indus.

Date of entry, June 28, 1822. From Leghorn. Stephen Brown, Master. Merchandise consigned to Z. F. Silsbee. Duties, \$17.41.

Ship Borneo.

Date of entry, Sept. 17, 1835, from Gottenberg. Among other consignees was Z. F. Silsbee. Total duties paid on iron, molasses and merchandise, \$7,131.40.

Bark Borneo.

Date of entry, Nov. 17, 1836, from Sumatra. C. S. Huntington, Master. Merchandise consigned to Z. F. Silsbee. Duties, \$6,819.06.

Brig Malay.

Date of entry, March 1, 1834. From Leghorn. John Nichols, Master. Goods all consigned to Z. F. Silsbee, none of which were dutiable.

Bark Malay.

Date of entry, Nov. 17, 1836. From Sumatra. John B. Silsbee, Master. No consignees given. No dutiable goods.

Brig Ann.

Date of entry, April 5, 1813. From Liverpool. Merchandise consigned to Z. F. Silsbee. Duties, \$708.33. Joseph Lee, Master.

Brig Ann.

Date of entry, April 5, 1812. From Liverpool. Joseph Lee, *Prize Master*. Wm. Fettyplace and Z. F. Silsbee paid together duties on merchandise amounting to \$9,697.46.

Brig Ontario.

Date of entry, Apr. 17, 1820. From Java. Duties on 284,647 lbs. of coffee were \$14,232.35, consigned to Z. F. Silsbee.

Ship Friendship.

Date of entry, May 3, 1830. From Trieste. Glass, currants and wine consigned to Z. F. Silsbee. Duties, \$1,032.62.

Ship Delphos.

Date of entry, Oct. 3, 1831. From Sumatra. James Gillis, Master. Merchandise consigned to Z. F. Silsbee. Duties, \$610.24.

Besides the "Herald," Zachariah F. Silsbee was part owner of the vessels "Borneo," "Camel," "Delphos," "Essex," "Endeavor," "Friendship," "Henry Ewbank," "Malay," "Mary Ann," "Ontario," and "Persia," being associated with Boston owners as well as those of Salem.

After a long and useful life, Mr. Silsbee passed away on July 3d, 1873. The *Salem Gazette* had the following obituary:

Died in Salem, the 3rd inst., Zachariah F. Silsbee, Esq., in the 90th year of his age. Mr. Silsbee was born in Salem, in August, 1783, and this city has always been his place of residence. He was the youngest of three brothers, all of whom became ship masters at a very early age. After retiring from the sea, he was, for many years, engaged in the East India business, with the late Robert Stone, Dudley L. Pickman, and his brothers, Nathaniel and William Silsbee, the firm being well known under the name of Stone, Silsbees and Pickman, although not forming a regular copartnership. Mr. Silsbee has survived his partners many years, and has passed his old age in quiet retirement, and in the society of his children and grandchildren. He had an uncommonly modest and retiring disposition, which, without doubt deterred him from wishing to assume any prominent public position; but he filled several offices of trust. . . . He was a man of the strictest integrity, most amiable, kind and tender-hearted, always charitable to the poor, and liberal in all his dealings. His memory will always be precious to his children, his friends, and those whom he assisted and helped. A good old man has gone to that land where the infirmities of age are laid aside, and where he will meet his early friends, few of whom, if any, are left behind.

"All pain and sorrow he has left
With mortal care below;
Within the many mansioned house
He walks in freedom now."

The will of Z. F. Silsbee is found among the probate records of Essex County, as follows:

In the name of God, Amen: I, Z. F. Silsbee of Salem in the County of Essex, being of sound mind, but mindful of the uncertainty of Life, do hereby declare this my last will and testament.

I dispose of my Estate of every kind, in manner following;
A dwelling house in Beverly on land of W. D. Pickman, and a



RESIDENCE OF JOHN BOARDMAN SILSBEE, CHESTNUT STREET, SALEM
about 1866

house and land on Pleasant Street, Salem, and all my personal Estate of every kind whatsoever that I may die seized of. I devise to my children as follows: One sixth part to Sarah A. Peele, one sixth part to Caroline Pickman, one sixth part to Mary B. Clapp, one sixth part to G. Z. Silsbee, one sixth part to Edward A. Silsbee, and one sixth part to the children of my deceased son, John B. Silsbee, to be equally divided among them for their own use forever, and I do hereby constitute, authorize and appoint my sons, G. Z. Silsbee and Edward A. Silsbee, my executors of this my will and Testament.

My house in Beverly, standing on land of W. D. Pickman, I wish my executors to offer the same to Caroline Pickman at a fair appraisal if she would like to have it, as a portion of my estate which may fall to her share.

In testimony whereof, I have hereunto set my hand and seal this twenty-fourth day of July, A. D. 1867.

Signed, sealed and delivered as my Will and Testament in the presence of James F. Kimball, W. H. Whipple, H. O. Fuller.

(Signed) Z. F. SILSBEE (Seal)

In the petition for probate of the will, the heirs are given as follows: Sarah A. Peele, widow of Jonathan W. Peele of Boston, Caroline Pickman, wife of William D. Pickman of Boston, Mary B. Clapp, widow of Dexter Clapp of Salem, George Z. Silsbee of Salem, Edward A. Silsbee of Salem, and the children of John B. Silsbee, of Salem, deceased, viz., Emily F. Lawrence, wife of Amory A. Lawrence of Boston, and Arthur Boardman Silsbee, Martha Silsbee, and Thomas Silsbee, minors, of Beverly.

JOHN BOARDMAN SILSBEE.

The second son of Zachariah Fowle and Sarah (Boardman) Silsbee was named John Boardman, thus carrying down in the family the maternal name. He was born April 10th, 1813, in Salem, and lived with his parents at 11 Pleasant Street. His early education was obtained in Salem, after which he attended Harvard College, graduating in 1832. He also followed the sea, and in company with such well-known citizens as John Bertram, Michael W. Shepard, James B. Curwen, and others, owned the barques "Iosco," "Said Ben Sultan," "Argentine," "Storm King," "Emily Wilder," "Elizabeth Hall" and the "Cum-

thought to be more tolerant. His son Nathaniel had already embarked for the Massachusetts Bay Colony and Mr. Rogers was anxious lest the earnest youth and his companions should want for material sustenance. In an interesting letter to John Winthrop, Jr., he writes: "If I have fitt meanes I will send over a cow or a bullock or 2." Mr. Rogers died, it is said of a broken heart, in 1636. His funeral was held at the Dedham church and so large was the attending concourse of people that "the gallery was soe overladen that it sunck and cract and the people were sore affrighted, but by a miracle it stood." Mr. Rogers was thrice married. The name of his first wife is unknown; his second wife was Elizabeth Gold, widow of John Hawes, and his third was Dorothy Stanton, widow of Richard Wiseman of Wighborough, Essex. The Rev. Nathaniel Rogers of Ipswich, Massachusetts, was the son of his second wife.

[See Lee, *Dictionary of National Biography*, 1123; Caldwell, *Memory of Dedham, Eng.*; and *Gleanings of the Life of Rev. John Rogers*, 1-12; *N. E. Hist. and Gen. Reg.*, V (1851), 105, 118, 128-132.]

110. JOHN WHITTINGHAM ROGERS, 1787-1872. Oil by Georgina Campbell. Canvas, 35 in. x 28½ in. Seated figure of elderly man, eyes front, top of head bald, gray hair at sides of head, short side whiskers. White collar, black stock, dark clothes, heavy gold watch chain. Right arm rests on book on table, hand hangs over edge. Red upholstered chair shows at right. Mottled background. M 350. Neg. 2565.

Gift of Mrs. Martha Pickman Rogers Codman, 1896.

John Whittingham Rogers, merchant, was born at Ipswich 10 November 1787, the second son of Nathaniel and Abigail (Dodge) Rogers. As a very young man, after the removal of the family to Salem, he sailed for his brothers on several of their vessels as factor and supercargo. These voyages were to Bombay and various Asiatic ports. In 1807 and 1808 he shipped in the *Arab* and the *Mentor* to Sumatra for pepper and afterwards in the *Orestes* and *Adeline* to Russia. Mr. Rogers belonged

to a company of cavalry in Salem about 1812, and joined the East India Marine Society in 1813. He removed for a short time to Boston, where he associated himself in business with his brother-in-law, Hon. Benjamin Pickman, but when the firm of N. L. Rogers & Brothers was established he returned to Salem and was identified with them in a commercial partnership. His shipping interests outside those of the firm included part ownership in the ship *Tybee* and the brigs *Pioneer*, *Beulah*, *Otter*, *Texal* and *Thetis*. The latter vessel was in the Madagascar trade, and the *Nereus*, built by his brother Nathaniel Leavitt Rogers and himself at Bradford in 1817, made several voyages to India and Oregon. In 1842 this vessel opened the first trade from the Pacific to New South Wales. About 1843 Mr. Rogers again left Salem to make his home at Jamaica Plain, Massachusetts, but after some years there he removed to Boston where he spent the rest of his life. He married 11 June 1815, at Lancaster, Anstiss Derby Pickman, born at Salem 11 July 1793, the daughter of Benjamin and Anstiss (Derby) Pickman. She died at Brattleboro, Vermont, 29 August 1856. Mr. Rogers died 9 December 1872 at the Tremont House, Boston.

[See *Salem Vit. Rec.* (printed), II, 174, 244; *Salem City Hall Rec.*, VI, 133; *History E. I. M. S.*, 58; *Salem Ship Reg.*, 26, 137, 146, 183; *Salem Register*, 12 December 1872; Putnam, I, 39, 45, 141, IV, 22, 23, 29, 35, 76, 86; *N. E. Hist. and Gen. Reg.*, XIII (1859), 67; *Dow, Diary and Letters of Benjamin Pickman*, 38, 39; Information at Peabody Museum.]

111. NATHANIEL LEVERETT ROGERS, 1785-1858. Oval cabinet oil, bordered by narrow yellow band. Canvas, 10½ in. x 8½ in. Half length portrait of young man, quarter life size, full three-quarters to left, eyes left. Brown curling hair brushed over forehead, high collar, white stock tied in small bow knot, deep yellow waistcoat, dark blue coat with brass buttons. Medium gray background. M 329. Neg. 2269.

Gift of Augustus D. and Edward S. Rogers, 1885.

Nathaniel Leverett Rogers was born at Ipswich 6 Au-

gust 1785, the son of Nathaniel and Abigail (Dodge) Rogers. His parents lived for a time at Ipswich but removed to Salem previous to 1792, where several of their children were baptized and where their mother kept a successful private school. Mr. Rogers married at Salem 24 October 1813 Harriet Wait, born 28 June 1790, the daughter of Aaron Wait, a prominent Salem merchant of the firm of Wait & Pierce. Her mother was Elizabeth (Call) Wait, formerly of Charlestown. Mr. Rogers was educated at Ipswich, Newburyport and Salem and also studied a year at Phillips Exeter Academy. He then entered the counting house of George Crowninshield & Sons, Salem merchants, as a clerk. He sailed as master of the brig *Independence* in 1809-10 for Danvers owners and the same year he was in command of the ship *Java*, owned by John Derby and John Prince of Boston. Captain Rogers was selectman of Salem, cashier of the Commercial Bank and the first president of the Mercantile Bank in Salem. He became a member of the East India Marine Society in 1813, its secretary in 1820, and its president in 1830. About 1818 he joined with his brother, John Whittingham Rogers, in the purchase of the brigs *Nereus* and *Pioneer*. Then, forming a partnership which included another brother, Richard Saltonstall Rogers, the new firm became known as N. L. Rogers & Company. From 1825 to 1840 they purchased the brigs *Active*, *Charles Doggett*, *Harbinger*, *Quill*, *Roscius* and *Talent*, the ships *Augustus*, *Black Warrior*, *Clay*, *Crusoe*, *Lydia*, *Perseverance*, *Shepardess* and *Tybee*, and the schooners *Lady Sarah*, *Spy* and *Virginia*. With these vessels the firm engaged in the East India, Zanzibar, Manila, Rio Grande and New Holland trades and were pioneers at the Fiji Islands, where they secured quantities of beche-de-mer and edible birds' nests, which they marketed to good advantage in China. The Rogers' firm were among the first to import wool from Australia, which they sent home in the brig *Tybee*, and large cargoes of gum copal filled the hold of the *Black Warrior* for the American trade. The story of the brig *Charles Doggett*, another Rogers vessel, is full of romantic interest. She was plundered by the natives at the Fiji and Pelew Islands in 1833 and also figured in the return of the

Pitcairn Islanders from Tahiti by the kind hearted Captain Driver. The good seamanship and excellent commercial judgment of the Rogers' carefully selected captains contributed largely to the success of their voyages, and the firm attained a prominence among Salem's merchants equalled by none. Captain and Mrs. Rogers lived at 376 Essex Street, Salem, where he died 31 July 1858. Mrs. Rogers lived to the great age of ninety-three years and died in Salem 18 September 1882.

[See *Salem Vit. Rec.* (printed), II, 244, 381, III, 266; *Salem City Hall Rec.*, VI, 149; *Salem Ship Reg.*, 4, 15, 22, 31, 33, 37, 78, 91, 95, 103, 111, 132, 144, 146, 152, 160, 175, 182, 190, 194; *History E. I. M. S.*, 58, 68, 69, 71; *Salem Register*, 21 September 1882; *Salem Directory*, 1857; *Putnam*, I, 52, 55, 117, 120, 141, III, 113, IV, 7-10, 22; *Osgood-Batchelder*, 144, 157, 163, 168, 171; *Felt, Annals of Salem*, II, 357; *N. E. Hist. and Gen. Reg.*, XII (1859), 65; Information at Peabody Museum.]

112. RICHARD SALTONSTALL ROGERS, 1790-1873. Oil by Robert Hinkley of Washington, from photographs, 1888. Canvas, 31 in. x 25 in. Waist length figure of elderly man, almost full face, eyes looking front, gray hair thin on top of head, gray side whiskers. White collar, black stock, black suit, right hand in opening of coat. Dark background. M 349. Neg. 2566. Plate XXVII. Gift of William B., Richard D., Jacob C. and Arthur S. Rogers, 1886.

Richard Saltonstall Rogers was born in Ipswich in 1790, the son of Nathaniel and Abigail (Dodge) Rogers. He was the youngest of the notable firm of N. L. Rogers & Brothers and early made several voyages as supercargo to distant ports in their employ. A Whig in politics, he represented Salem in the House of Representatives and the County in the Senate. In municipal affairs he served as a member of the Common Council in 1836-7 and was its president in 1838. He joined the East India Marine Society in March 1819, was a member of its Committee of Observation in 1823 and its president 1836-1839. Among the vessels in which Mr.

Rogers was interested, apart from those owned by his firm, were the schooners *Agawam* and *Para*, the brig *Falcon*, the bark *Said Bin Sultan*, the sloop *Stork*, the ships *Columbia*, *Diomedé*, and the extreme clipper ship *Witchcraft*, the latter built for fast trade to the Pacific. He also commanded the *Spy* in 1826 on a successful voyage to Bombay. His interests on the whole were closely identified with those of his brothers and with them he accumulated a considerable fortune. On 14 May 1822 he married Sarah Gardner Crowninshield, baptized in Salem 4 May 1800, the daughter of Jacob and Sarah (Gardner) Crowninshield. She died 12 July 1835, and he married on 17 March 1847, as his second wife, Eliza L. Pickman, baptized 23 April 1815, the daughter of Dudley L. and Catherine (Saunders) Pickman. She died 18 September 1853 at Salem. Mr. George G. Putnam described Mr. Rogers as an "erect and dignified gentleman, about six feet in height, of florid complexion, with hair and whiskers as white as the driven snow." Mr. and Mrs. Rogers lived at 204 Essex Street, in Salem, nearly opposite Derby Square. The interior finish of this beautiful home was designed by Salem's famous architect Samuel McIntire, although the building itself was probably by Bulfinch. This house was first occupied by Ezekiel Hersey Derby and after him by Benjamin W. Crowninshield, who sold it to Mr. Rogers, who resided there until his death 11 June 1873.

[See *Salem Vit. Rec.* (printed), I, 220, II, 244. III. 266, VI, 191; *Salem City Hall Rec.*, VI, 106; *Salem Ship Reg.*, 5, 35, 41, 58, 141, 163, 176, 202; *History E. I. M. S.*, 59, 68, 69; Putnam, II, 133, III, 113. IV. 33, 40, 87, 91; *N. E. Hist. and Gen. Reg.*, XIII (1859). 67; Information at the Peabody Museum.]

113. ANDREW MADISON ROPES, 1830-1913. Oil by unknown artist, circa 1865. Canvas 23½ in. x 18 in. Seated figure under life size. full face. dark hair and beard, dark clothes, right hand rests on thigh, left hand and arm on red covered table at right. M 1682.

Deposited by the Salem Marine Society.

Andrew Madison Ropes, formerly Andrew M. Lopez.



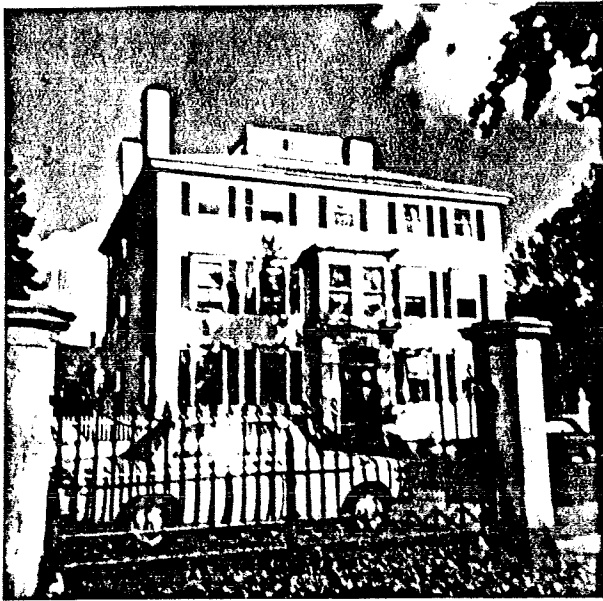
NATHANIEL SILSBEE

No. 126



RICHARD SALTONSTALL ROGERS

No. 112



See
P. 143

(2135)

Q Q		726
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2. Town Salem
 Street address 82 Washington Sq E
 Name Boardman House
 Use: original & present Residential
 Present owner W. J. Welch Realty Co
 Open to public No
 Date 1782 Style Pre Federal
 Source of date S. H. D. S. C. I 1969
 Architect _____

Music _____ Other _____
 Development of town/city _____
 Architectural reason for inventorying: _____

New Historic District

OR part of Area # Salem Comm

3. CONDITION Excellent Good Fair Deteriorated Moved Altered Added _____

4. DESCRIPTION

FOUNDATION/BASEMENT: High Regular Low Material Granite & Stone

WALL COVER: Wood Clapboard Brick Stone Other _____

ROOF: Ridge Gambrel Flat Hip Mansard
 Tower Cupola Dormer windows Balustrade Grillwork _____

CHIMNEYS: 1 2 3 4 Center End Interior Irregular Cluster Elaborate

STORIES: 1 2 3 4 ATTACHMENTS: Wings Ell Shed _____

PORCHES: 1 2 3 4 _____ PORTICO _____ Balcony _____

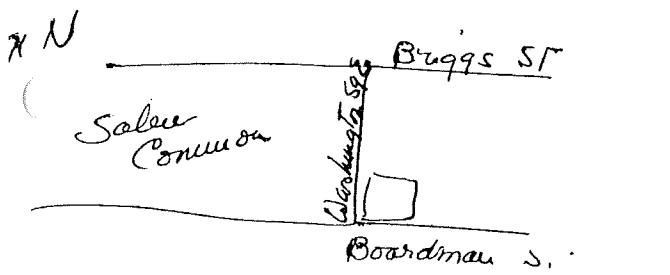
FACADE: Gable end: Front/side Ornament Projecting with Bay Window over

Entrance: Side Front/Center/Side Details: _____

Windows: Spacing: Regular/Irregular Identical/Varied 2/2

Corners: Plain Pilasters Quoins Cornerboards _____

5. Indicate location of building in relation to nearest cross streets and other buildings



6. Footage of structure from street 0
 Property has 65 feet frontage on street

Recorder R. Chaljour & T. Doggett

For Hist. Salem Soc - Salem Hist Comm.

Photo # 7 Date Nov. 1972

SEE REVERSE SIDE

2735

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
80 BOYLSTON STREET
BOSTON, MA 02116

AREA 35 FORM NO. 517



own Salem

Address 82 Washington Square East

Historic Name Francis Boardman House

Use: Present Residential

Original Residential

DESCRIPTION

Date 1782-1789, etc.

Purpose Tolles, Bryant F. Architect

in Salem: An Illustrated

Guide. Salem: Essex Inst

1983

Style: Federal

Architect Joseph and Samuel McIntire

Exterior Wall Fabric Aluminum siding

Outbuildings _____

Major Alterations (with dates) Bay window

(c. 1900), removal of ornamental

detail

Condition Good

Moved _____ Date _____

Acreage Under 1 acre

Setting Residential, urban

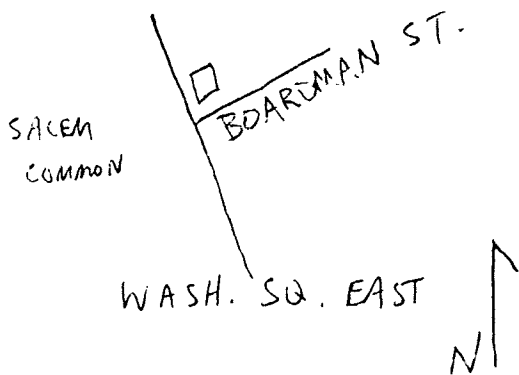
Recorded by Debra Hilbert & Kim With

Brengle

Organization Salem Planning Dept.

Date April, 1987

Sketch Map: Draw map showing property's location in relation to nearest cross streets and/or geographical features. Indicate all buildings between inventoried property and nearest intersection(s). Indicate north



UTM REFERENCE _____

USGS QUADRANGLE _____

SCALE _____

NATIONAL REGISTER CRITERIA STATEMENT (if applicable)

Contributing building in existing National Register district.

ARCHITECTURAL SIGNIFICANCE Describe important architectural features and evaluate in terms of other buildings within the community.

82 Washington Square East is one of the earlier examples of the hip-roof, three-story, five-bay symmetrical arrangement that became so prevalent during the Federal period. In this case aluminum siding has erased some of the original detailing. The enclosed, panelled and bracketed entrance porch and second story bay window are later Victorian additions. Another later addition is the rear ell. Some of the missing original detail includes an upper roof balustrade, a columned front porch, and a closed south-side porch similar to the west-side porch of the Peirce-Nichols House (80 Federal St.).

HISTORICAL SIGNIFICANCE Explain the role owners played in local or state history and how the building relates to the development of the community.

The area in which this house stands was largely industrial, containing several ropewalks and tanneries until 1802 when the Salem Common was levelled and embellished and the southern end of Pleasant Street was renamed Washington Square East. At that time the land surrounding the Common became a fashionable residential area, with many large, high-style Federal houses erected within a few years. This house pre-dates that development, having been begun in 1782, completed 1789, for Captain Francis Boardman. It was the first great mansion on the Common, and has been associated with brothers Joseph and Samuel McIntire. Captain Boardman was captured during the Revolution and escaped from a British ship. He died in 1791 at Port Au Prince at age 44. The house was briefly occupied by Boardman's son-in-law, Nathaniel Bowditch.

BIBLIOGRAPHY and/or REFERENCES

Polles, Bryant F. Architecture in Salem: An Illustrated Guide. Salem: Essex Institute, 1983. p. 32-33

2735

FORM B - BUILDING

AREA 35 FORM NO. 517

MASSACHUSETTS HISTORICAL COMMISSION
80 BOYLSTON STREET
BOSTON, MA 02116



town Salem
Address 82 Washington Square East
Historic Name Francis Boardman House

Use: Present Residential
Original Residential

DESCRIPTION

Date 1782-1789, etc.
Source Tolles, Bryant F. Architect in Salem: An Illustrated Guide. Salem: Essex Institute 1983
Style: Federal
Architect Joseph and Samuel McIntire

Exterior Wall Fabric Aluminum siding

Outbuildings _____

Major Alterations (with dates) Bay window (c. 1900), removal of ornamental detail
Condition Good

Moved _____ Date _____

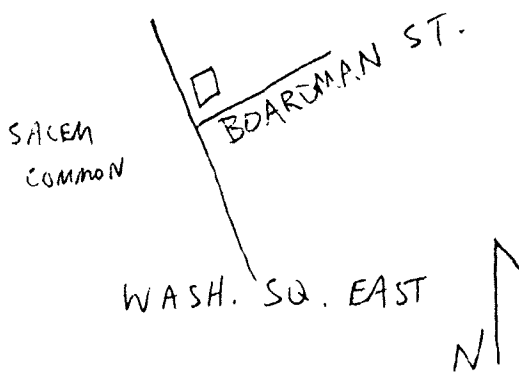
Acreage Under 1 acre

Setting Residential, urban

Recorded by Debra Hilbert & Kim With Brengle
Organization Salem Planning Dept.

Date April, 1987

Sketch Map: Draw map showing property's location in relation to nearest cross streets and/or geographical features. Indicate all buildings between inventoried property and nearest intersection(s). Indicate north



UTM REFERENCE _____

USGS QUADRANGLE _____

SCALE _____