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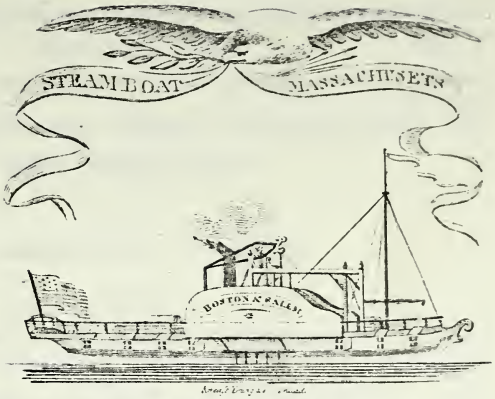

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The Bearer

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HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

VOL. LV JANUARY, 1919 No. 1

SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.[1]

BY FRANCIS B. C. BRADLEE.

Exactly ten years after Robert Fulton's initial voyage on the Hudson River of the world's first successful steamboat, a company of Salem and Portsmouth, N. H., gentlemen had the courage and perseverance (few people nowadays realize how much of it was necessary to inaugurate in those days a new steam-driven enterprise) to build and run a steamboat between Salem and Boston. This was the "Massachusetts", the first steamer ever seen in Boston or vicinity, built in Philadelphia in 1816, and in many ways, particularly in the machinery, differing from any steam vessel then existing. Unfortunately there is no record of this vessel at the Bureau of Navigation in Washington City, or in any of the custom houses at the ports in which she was built or owned, and researches in the library of the Pennsylvania Historical Society have been equally unfruitful. So that, although we have many general descriptions of her from Dr. Bentley's Diary and contemporaneous newspapers, and also very fortunately an engraving on copper owned by

[1]The author has incorporated in this account portions of his article on steam navigation in Boston Bay, printed in the Historical Collections, v. L, p. 193, on account of additional information which has come to hand.

the Essex Institute, yet the names of the builders and the dimensions of the hull and engine, together with detailed descriptions of the same, are almost wholly lacking.[1] The hull is mentioned as being "about 100 feet long and 120 tons measurement" (gross). The engine[2] appears to have been a crude form of the "walking beam" type now so common. It was probably one of the earliest, if not the earliest of this kind of machinery, and operated a set of paddles that seem to have been arranged to work like a series of oars and not at all like the modern revolving paddle-wheels.

Steam was generated in a boiler made of copper, as were nearly all the early boilers. The "John Hancock," built at Norwich, Conn., in 1817, had a *wooden* boiler, which exploded on the first trial, injuring several people. The pressure is not mentioned, but was doubtless very slight, not over one or two pounds to the square inch. A most curious smokestack, exactly resembling an ordinary curved stove pipe, the end fashioned like a devil's head spouting flames, was another feature of the "Massachusetts." The shape and lines of the hull suggest the ordinary sailing vessel of that day,—bluff round bows with a billet head and a square overhanging stern. Auxiliary power was supplied by one mast and sails, with a sloop rig.

The names of the hardy projectors and owners of the "Massachusetts" were as follows: Joseph Andrews, Caleb Loring, John H. Andrews, William Fettyplace, Hon. Stephen White and Andrew Watkins of Salem, and Andrew Bell of Portsmouth, N. H., and others. These gentlemen were incorporated as the "Massachusetts Steam Navigation Company," by act of the Massachusetts Legislature, passed June 16, 1817 and signed the next day by

[1]According to manuscript material concerning the Massachusetts Steam Navigation Co. and the steamboat "Massachusetts," only very recently discovered at the Essex Institute, the vessel and her engine were built by William M. Dodge and Co. of Philadelphia. Dodge appears to have been an inventor and engine builder; he agreed to build the steamer and her machinery for $14,400., but as she was enlarged while under construction, a new contract was entered into for $5,600, making the total cost $20,000.

[2] Quoted as of thirty horse-power, which was undoubtedly *nominal*, and not indicated or actual horse-power.

Governor Brooks. According to the rather vague and loosely drawn up charter, the company was given the right for thirty years to "build . . . and also navigate any Steam Boats in any waters where the individual proprietors might lawfully do the same." Its capital was limited to $330,000 (personal $300,000 and real estate $30,000), divided into 144 shares. The first local mention of the new steamboat was by Rev. William Bentley in his "Diary," which has been published by the Essex Institute :—

"Aug. 20, 1816. We now learn that a Massachusetts Steamboat Company actually exists. The members are from all parts of the State. The navigation from Boston to Portland is provided, and such subordinate coastwise establishments will be made as experience shall hereafter determine to be profitable. This will probably urge a great care to employ the boats to render the plying regular and more frequent. Already the stage establishments begin to calculate the effects upon their profits, and shares in the Salem and Boston stages, so long kept by Manning & Co., are offered for sale. The effects are from so novel a cause that they at present are incalculable."

On April 25, 1817, the "Massachusetts" left Philadelphia for her initial trip bound to New York. She was in charge of Capt. Watkins (whether he was Andrew Watkins, one of the owners, or another person of the same name, cannot be ascertained), and Dodge, the builder, officiated as engineer. Rough weather was encountered. On May 10th some damage to her machinery put the engine out of commission, but fortunately two schooners, the "Washington" and the "Hamilton," came along and took the "Massachusetts" in tow, as they were bound for New York. After hours' towing, the hawser parted, and the schooners left her. There was a stiff southerly breeze, and this, with the aid of a sail, enabled the craft to get into New York harbor after a voyage of three weeks from Philadelphia. Captain Watkins made a short stay in New York, as he left the repairs, except such as were absolutely necessary in order to proceed, until his arrival at Salem. The next stop was at Newport, R. I., where he anchored off Fort Wolcott. The

"Massachusetts" stopped at Newport only two days and then left for Salem, where she arrived on the evening of Thursday, June 5th, having anchored in the Roads the day before. In Salem about three weeks were spent in repairs, as the boat had been badly battered in the several gales of wind she had encountered. Her paddle-wheels had lost some of the floats, and other minor damage had been sustained.

Dr. Bentley records in his Diary the arrival of the "Massachusetts" as follows:—

"June 5, 1817. This evening the long expected Steam Boat arrived. It is said that it had some new constructions which had failed of their effect. It excites great curiosity, but has less confidence from the repeated disasters which have attended it. Three Companies have been destroyed already by it. So the best inventions lose favour by falling into unskillful and adventurous hands."

"June 6, 1817. The Steam Boat at White's wharf opposite Carlton Street. The end of the Wharf is fenced so as to prevent the interference of the Crouds which the novelty collects. The conversation is not so much of the machinery as of the profit the boat may give and the months it may be used. The Owners are speculating upon the profits also, as well as their neighbors."

In the "Salem Register" of June 11, 1817, is the following interesting article, probably written by some one connected with the "Massachusetts":—

"The steam boat 'Massachusetts' which arrived in this harbour on Thursday evening last, is now undergoing some necessary repairs, after the completion of which, it is hoped, she will fully answer the highest expectations of the public. Some injuries were sustained in a severe gale of wind experienced on her passage from Philadelphia, which it was thought inexpedient to repair permanently until her arrival here.

"Her wheels were likewise considerably injured by accident; this, together with adverse winds, has occasioned a long passage, and thus for a time disappointed the expectations of the public; but as the repairs are rapidly progressing, it is presumed that in a few days she

will be in successful operation, and in a condition to avail herself of the patronage of a discerning public.

"The reputation of this convenient mode of travelling has been somewhat impaired by errors committed by Engineers in constructing their boilers too weak to sustain the pressure of steam which they ought to be capable of bearing, and by other deficiencies. A very few accidents have likewise happened by want of suitable knowledge in attending them while in operation. The boiler in this boat has been tried with more than four times the pressure of steam that is required in working the engine. And to render it still more secure, there are two safety valves, one of which the Capt. has wholly command of, the other is entrusted to the person attending the engine. The boiler is so situate that even if it should burst it could not injure the passengers in the cabin or deck. By these improvements it is conceived that every avenue to danger is effectually guarded.

"In order to render the boat more secure, there is an apparatus attached to the engine capable of discharging out of the boat 15 barrels of water per minute, so that if 20 holes of 1 inch diameter each were bored in her bottom, the engine would discharge the water as fast as it would run in.

"The injury sustained by the wheels, etc., was such as to reduce the velocity of the boat from 5 to 6 miles per hour; whereas the power of the machinery is adequate to propel her with a velocity of from 8 to 10 miles per hour. The company for whom this vessel was constructed have evinced a spirit of enterprise, and a disposition to encourage the arts, which does honor to the age; for which, together with their liberality, they are requested to accept the highest consideration of

"THE ENGINEER."

Dr. Bentley again mentions the steamboat in his Diary, as follows:—

"June 12, 1817. Saw the Steam Boat Massachusetts. She was under repair. It seems the Engineer Watkins had undertaken many things new, but not with the greatest success. As the works were apart and he not present, it was not easy to see the first design and the

intended changes. The accommodations are much such as G. C.'s Barge.[1] A saloon with a stern apartment to open and communicate with the saloon at pleasure. The wheels are to be of different construction. Speculation is endless. They speak of the expences as enormous, of the great expenditure of fuel, of the high wages of the engineer, so as to render it unquestionable that the passage of the S. B. from Salem to Boston a few months can never be a profitable undertaking. The disposition is however unfavourable from the prejudices which many occurrences in the management have left."

"June 27, 1817. Was on the Neck to see the experiment of the Steam Boat. She moved with the velocity which was promised of 8 miles an hour. The public attention is excited towards this experiment, but at present it has but small share of the public confidence, for any use to which we can apply in this port. The S. B. went down channel below the Haste and then passed Eagle Island channel to Marblehead, and then the southern way to Salem. The number of persons to view was great considering the uncertain notice from some doubts about the first trials, after several alterations in the mechanism."

"June 30, 1817. The experiments on the Steam Boat have not increased the public favour. It is represented that the Contractor is an ignorant pretender of this County. That he has failed in all his attempts. That his invention to avoid the Fulton Patent are pretences ruinous to his employers. It is said that one of Brown's boats lays useless in the Delaware, that another is abandoned, and the one at Salem was much injured on her passage, and has failed in some thing on every attempt. It is said in the experiment last made the steam unsoldered some parts of the works. Indeed some imitation has appeared from the want of public confidence."

There seems to have been a great deal of distrust in relation to the "Massachusetts," and many who cried out against her were thought to be influenced by the stage companies. The Salem Gazette of July 1 and 4

[1]Referring to George Crowninshield's yacht—the "Cleopatra's Barge."

respectively, announced a business meeting of the Steamboat's proprietors and her second trip to Boston:

"STEAM BOAT COMPANY.

"Pursuant to the act of incorporation, the members of the Massachusetts Steam Navigation Company are hereby notified that a meeting of said Company will be held on Saturday, the fifth day of July next, at 10 o'clock A. M., at the Essex Coffee House.

"STEPHEN WHITE,
"JOHN H. ANDREWS."

"Salem, June 27, 1817.

"The Steam Boat 'Massachusetts' will start for Boston this morning precisely at 7 o'clock from Derby Wharf.

"Passengers can be accommodated at 1 dollar each. Tickets to be had on board and at the Essex Coffee House. Children under 14 years 50 cents."

Dr. Bentley makes other interesting entries in relation to the steamboat:—

"July 3, 1817. The Steamboat returned [from her first trip to Boston]. Passage 3 hours to Boston; distance bet. 20 and 21 miles. Another steam boat has burst the boiler bet. Newport and New London.[1] It is said the Fulton boats have not been injuried but the persons busy to avoid the patent. Ours has been under frequent repairs, but rather less swift in its movements than was expected. It was said she would not return to Salem from the strength of prejudice against it. Yet this day returned and notice has been given of the intended passage of the next morning by the bell man."

"July 15, 1817. Agreed with A. Dunlop Esqr to go with him in a chaise and them from Boston to take passage with him to Hingham in the Steam Boat 'Massachusetts.' We reached Boston between 7 and 8 but the Boat was not ready until 11. We had a pleasant company and moved from Center Wharf. The motion was easy and regular throughout the passage. It so happened

[1]This was the "John Hancock," previously mentioned as having a wooden boiler.

that the tide was flood and against us. We passed round the 74 Independence & was saluted with the music of the ship lying between the town and Noddle's Island. We took our course between fort Independence and Dorchester point over the flatts at full tide passing between Thompson and Spectacle Island, then between Moon Islets and Long Island, and between Hangman's and Sunk Island and between Nut Island and Puttock's Island, north of Sheep Island, south of Pumpkin Island, and near the point of land running west from Hingham beach on the way to Nantasket, called the World's end, and into the little bason where are the wharves of Hingham. We went to Revd Mr. Richardson's, where we were hospitably entertained. After dinner to get our passage up we passed to Crow point about 4 miles from our landing in the road and 2 minutes west. We passed round Otis Hill, and then left on our right or E the inlet in which lay Ragged and Button and Sara Islets and after several risings we reached the top of the beautiful hill near Crow point, from which we had a beautiful view of the surrounding country and islands and then descended suddenly to the point at which our Boat was anchored. On our return we passed between Grass and Sheep Islands and kept our course so as to pass between Spectacle Island and Cattle Island and up Ship Channel to the Town. Both passages were performed in two hours without any particular trial to the force of the steam engines.

"The direct distance 10 statute miles and about 14 miles in our course giving us between six and seven miles an hour without any exertion whatever. The boat answered every expectation, and when an accommodation is given for landing at every tide, will find this cruise a safe and pleasant one. The first plan of Mr. Brown (what connection he had with the "Massachusetts" cannot be ascertained) was the best most certainly to prefer for the form of his pads the oar rather than wheel and it does honour to his ingenuity. The water raised on the wheel was a real impediment which the other was provided to avoid. The motion given by the discharge of the levers as in our distill houses might

be easily avoided by the manner of receiving them. We left the wharf in our Chaise and reached Salem by 9 o'clock in the evening of this same day. The Dimensions of the Steam Boat I have not yet seen, but the engines occupy but a small space and with little inconvenience."

During July and August, 1817, we read in the Salem newspapers of the "Massachusetts" making various excursions to Gloucester, Marblehead and Nahant, but she seems to have made no regular trips to Boston, as originally planned. In the latter part of August she appears to have been sent to Portsmouth, N. H., perhaps, reading between the lines, with the hope of selling her there. The "Portsmouth Oracle," in its issue of Aug. 23, 1817, speaks of her as follows:—

"The steamboat 'Massachusetts' will leave Boston this morning provided a company of seventy-five be obtained, to return in the evening, otherwise she will go to Salem this afternoon on her way to Portsmouth.

"The steamboat 'Massachusetts,' lying at Portsmouth pier, will continue in this place during the next week, provided sufficient encouragement is offered. She will make daily excursions during her stay, either up or down the river. Tickets, 50 cents, may be had on board the boat, and persons applying will please to call two hours before the time appointed for sailing. Select parties will make one day previous application."—*Portsmouth Oracle, Aug.* 30.

"The steamboat 'Massachusetts' will leave Portsmouth for Salem. Tickets at $3.00 for passage, with dinner on board."—*Portsmouth Oracle, Sept.* 6.

It is quite evident that the little craft was a complete financial loss to her enterprising owners, and probably this was due to the prejudice of the times, and defects in the engine.

The next we hear of the "Massachusetts" is an advertisement in the Salem Register for Sept. 20th of her sale at auction. She is described as "built at Philadelphia in 1816, 120 tons, excellent engine of 30 horse power, elegant accommodations for passengers. T. Deland, auctioneer." The same paper for October 4th

has an article stating that "the 'Massachusetts' was sold on account of the length of the water passage between Salem and Boston as compared with the turnpike and the probability of rough weather to be encountered in the winter." Great regret was expressed, and the failure of the enterprise was thought to be a distinct loss to Salem. Then follows on Oct. 25th a notice of a "Meeting of the shareholders of the Massachusetts Steam Navigation Co. to be held on Oct. 27. . . . Chas. Vanderford, Clerk." From the manuscript lately come to light and previously referred to, it is learned that the "Massachusetts" was sold to Captain Charles Vanderford for $5,200, and he ten days later, Nov. 30, 1817, transferred her for the same sum to Franklin H. Story of Salem, merchant.

Among the shipping news of the Salem Register for Dec. 6, 1817, is the following:—"Steamboat 'Massachusetts,' C. Vanderford, master, sailed from Salem, Dec. 5, 1817, for North Carolina and Mobile, Alabama, spoken at sea a few days after, off Quick's Hole." The tale is then taken up by the New York Evening Post of Jan. 8, 1818, in the following short article:—"The steamboat 'Massachusetts,' which left Salem, Mass., for Mobile, during the winter, and which stopped at New York on the way down, went ashore at Little Egg Harbor, N. J., and broke up. *Her engine and most of her rigging and hull were saved.*" From these and other facts mentioned hereafter it is surmised that the unfortunate little steamer was not as badly damaged as at first feared, and that either she was gotten off the beach, brought back to Boston and repaired, or that portions of her hull, the engine, etc., were incorporated in a new steamboat "Massachusetts," which, as will be seen, plied between Salem and Boston during the summer of 1820.

Be that as it may, the Massachusetts Steam Navigation Co. had on Nov. 14, 1817, brought suit against William M. Dodge and Co. for $20,000 damages, the cost of the "Massachusetts," because, as they alleged: "the said Dodge has disregarded his said promises and craftily and subtly deceived the plaintiffs in this, . . . he delivered to them a Steamboat in the river Delaware constructed of

bad materials, and . . . in an unworkmanlike manner, with an engine built of bad materials and unskillfully constructed . . . which could not propel the said boat . . . thirteen miles per hour, or above that rate, and not on an improved plan, contrary to the form and effect of his said proposals and agreements. And the said Dodge . . . deceived the Plaintiffs, in this, to wit, that (he) . . . wholly omitted and neglected to bring forward on the delivery of the said boat letters patent from the United States . . . he wholly delayed to deliver the said boat for a great space of time, to wit, for the space of five months, contrary to his said agreement.

They (the plaintiffs) lost large sums of money by reason of the loss of public favour and patronage in consequence of the imperfect state of the boat when delivered."

A rather hazy agreement had apparently been previously entered into between the Massachusetts Steam Navigation Co. and Dodge by which the latter's steamboats were to have had the exclusive right of navigating between Cape Cod and Cape Ann "and as far as the harbour and town of Portland inclusive, in the district of Maine." Whether this agreement could have been enforced legally seems very dubious. Dodge was also to have received seventeen per cent of the profits if the latter rose above the sum of thirty-five per cent annually. At the time the action for damages was brought, Dodge had no estate or property, so the unfortunate man was promptly placed in jail for debt, according to the usual practice of those days.

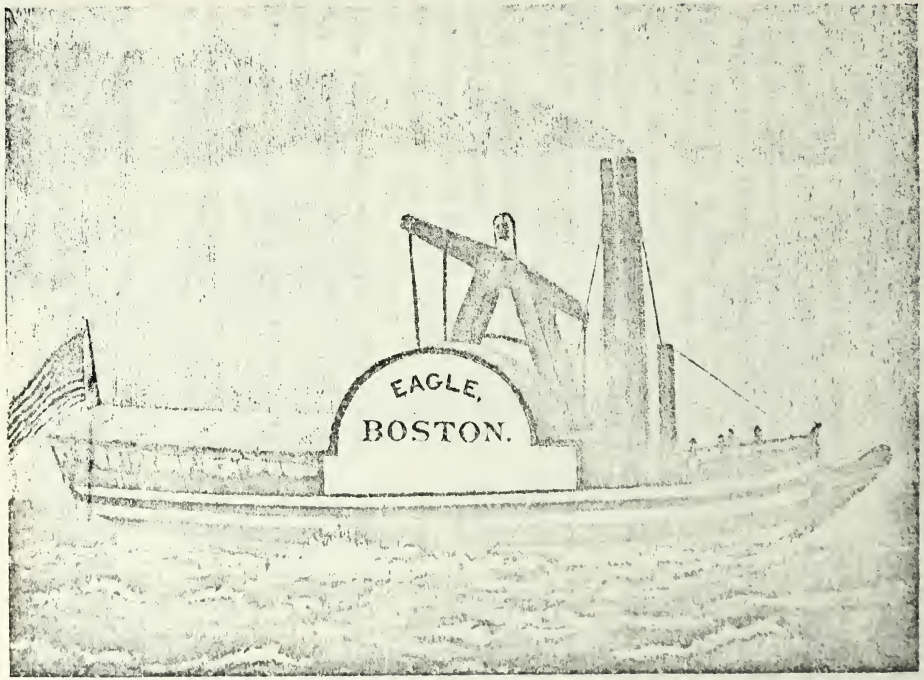
Matters were, however, soon adjusted, for Dodge appears to have gone into partnership with Joseph W Revere, Paul Revere, jr., and Thomas S. Eayres, all of Boston except the latter, and they, on Feb. 5, 1818, settled the suit brought by the Massachusetts Steam Navigation Co., by the payment of "five dollars and other valuable considerations." On March 3, 1818, the same partners also acquired the title to the steamboat "Massachusetts" "as she lay . . . stranded on the shore of New Jersey not far from Little Egg Harbour (and) . . . all the stores, apparatus and machinery . . . that were

saved from the wreck of the said Steam Boat . . . and any steam engines in the possession of said Dodge at his works at South Boston . . . and any steam engines or machinery that have been put into the hands or keeping of Messrs. Baker and Hodges, Merchants of Boston, by said Vanderford, or by any members of the Massachusetts Steam Navigation Co."

The next steamboat of which we can find any mention as running in Boston bay is the "Eagle," a boat even smaller than the first "Massachusetts," being only 82 tons. She was built by Gilbert Brewster & Co. at Norwich, Conn., was launched April 9, 1817, and was intended to ply regularly between Norwich and New London, but left Norwich for Providence, R. I., on May 17, 1817. From the records of the Bureau of Navigation at Washington we learn that she was 92 feet long, 17.8 feet beam, with 6.8 feet depth of hold, and had a figurehead and a round stern. The Nantasket Beach Steamboat Co. have in their office a painting of this vessel and consider her the pioneer boat of their line (although, as will be seen later, the Salem newspapers for the summer months of 1820 and 1821 advertise her as running regularly between Salem and Boston, calling at Nahant), and from it we see that she had a very crude overhead beam engine, and very likely the "beam" was made of wood, as was the case in many of the early engines of this type. It is known that she had a copper boiler, and of course used cord wood as fuel. It is said the "Eagle" accommodated 200 passengers; if so, they must have been crowded together like sardines in a box. There probably was not "life boat capacity for all," in fact, the painting does not reveal that she carried any small boat. From May to September, 1818, the "Eagle" plied from New Bedford to Nantucket, but from lack of patronage she was sold, brought round to Boston, and Dr. Bentley records her first trip to Salem as follows:—

"Sept, 15, 1818. Another Steam Boat in Salem much in the form of the former but her machinery more simple. The Director called in my absence to invite me to take a sail with him for this has a foremast and admits a sail."[1]

[1]The painting owned by the Nantasket Beach Steamboat Co. does not show a mast.



THE STEAMBOAT "EAGLE"
From the painting on the signboard of the Eagle Hotel, Hingham, now owned by the Nantasket Beach Steamboat Company

"Sept. 17, 1818. The 'Eagle' Steam Boat that was with us on Tuesday left our port on the next morning with only two passengers. The former was so dead a loss to the adventurers that Salem will, probably, be the last in such another attempt."

The "Eagle" ran between Boston and Nahant and Hingham in 1819. On June 21, 1820, the Salem Register has the following advertisement:—

"The Steam Boat 'Massachusetts,' Capt. John Wood, having been put in thorough repair, and the excellence of her engine having been satisfactorily tested, being fitted with new copper boilers, will run from Boston to Beverly, touching each way at Nahant, Marblehead and Salem for passengers and light freight. She will leave Foster's Wharf in Boston at 8 A. M. and Beverly on her return at 2 P. M. For further information apply in Salem to Capt. Nathan Blood, in Marblehead to Capt. Nathan B. Martin, in Beverly to Mr. Stephen Nourse." This advertisement, with small variations, continues all through the summer months of 1820, interspersed with the advertisements of the "Eagle," as follows:—"The Steam Boat 'Eagle' leaves Boston for Nahant and Salem on Sundays, Tuesdays and Thursdays, at 8 o'clock A. M. and leaves Salem at 3 P. M. for Nahant and Boston. Fare 50 cents. Tickets to be had on board the Boat."

Concerning the steamer "Massachusetts" of 1820 absolutely nothing can be learned from the records. From the similarity of names and the fact that it is known that when the first "Massachusetts" was wrecked her engine and part of the hull were saved, it is thought probable that a new vessel of the same name may have been built with parts of the old one incorporated in her. Be that as it may, the "Massachusetts" only came to Salem during one season.

The Salem Gazette for June 26, 1821, contains the following announcement of the "Eagle":—

"The steamboat 'Eagle,' Capt. John Wood, will leave Crowninshield's wharf, Salem, for Boston, every day at 3 p. m., landing at Marblehead and Nahant. Passage 50

cts., children 1/2 price. A house for the entertainment of the steamboat passengers and for the storage of baggage, etc., is kept at the head of Crowninshield's wharf, where every attention will be paid. Wm. Austin, Agent."

The "Eagle" continued running during the rest of the season of 1821, and between Boston and Nahant until 1824, and was then sold and broken up. It was said her owners received more from the sale of her copper boiler than the whole steamer and machinery cost when new.

After the "Eagle," several sporadic attempts were made to establish steamboat service between Salem, Marblehead, etc., and Boston. The Salem Register of 1834 and 1835 contains advertisements of the steamboats "Connecticut," Capt. Porter, and "Sandusky," running between Salem and Boston, calling at Nahant, but the trips seem to have been made irregularly and evidently were not successful. In 1835, too, the steamboat "Fanny," Capt. Marsh, was advertised as follows during the summer in the Salem papers:—

"NOTICE.

"The elegant fast running Steam Boat Fanny, Captain A. Marsh, will run regularly between Salem and Boston, touching at Marblehead and Nahant, as follows: Leaves Derby Wharf, Salem, every morning, at 6 o'clock; leaves Marblehead every morning at 6 1/2 o'clock; leaves Nahant every morning at 7 1/2 o'clock. Returning, leaves Fort Hill wharf, Boston, every evening at 6 o'clock—touching at Nahant and Marblehead. Fare, to Boston, 50 cents; to Nahant, 37 1-2 cents; to Marblehead, 25 cents. Light freight taken at packet rates. For more particular information enquire of J. B. Knight, No. 7 Derby Wharf. June 5, 1835."

The "Connecticut" at this time was an old boat, having been built in 1816, and was the second steamboat to ply regularly on Long Island Sound. She had one of Robert Fulton's engines, known as the "saw mill" type; it is said that when they were in operation "the noise was such that a dead person could be brought to life."

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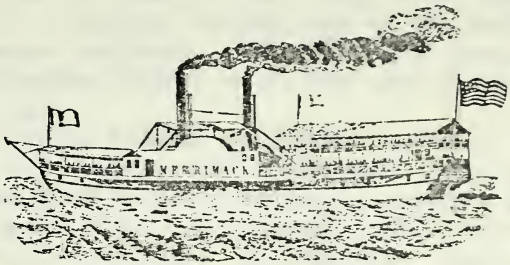
Lowell Island.



On and after FRIDAY, the 15th day of August, the Steamer

MERRIMACK

Will leave Phillips Wharf for Lowell Island at 7½, 9, A.M., 2½, 4½, P.M.
Will leave Lowell Island for Phillips Wharf at 8, A.M., 1½, 3½, 7, P.M.

During the intervals between the above-named hours, the Steamer will make excursions in the Bay, and to adjoining ports, as may be specially contracted for.

Passage between Phillips Wharf and Lowell Island, [each way] 15 cents.
Tickets for sale on board the boat, or to be bought during the passage.

Meals are furnished at the Island at 25 cents. Sailboats, fishing lines at a reasonable charge.

Arrangements may be made for the transportation of Parties over the several Railroads, upon application to

I. D. SHEPARD,
34 FRONT STREET, SALEM, MASS.

August, 14. 1851.

Capt. Seward Porter, her commander, had charge of the "Patent," the first steamer to run between Portland, Maine, and Boston, and so indefatigable was he to establish steam navigation in New England that he has been called "the father of New England steamboating."

The "Sandusky" measured 289 tons, was built in 1825, and for years was well known on the Hudson river, "the Nursery of the Steamboat." The "Fanny" also had run there and on Long Island Sound, too; she was a small boat of 100 tons, 88 feet long, fitted with a "cross-head," or "square" engine, one of the earliest types of marine machinery. All these boats were, of course, side-wheelers, built of wood, and used the same material for fuel.

After the Eastern Railroad was opened for travel between Salem and Boston in 1838, a damper was placed for some years on all further attempts at a steamboat line to connect the two cities. In December, 1839, however, the Salem Gazette advertised the steamboat "Bangor" (of the Boston and Bangor line) for one trip only from Salem to Providence, R. I., sailing on Dec. 4. The object of this voyage cannot now be learned. In July, 1851, the Salem & Lowell Island Steamboat Co. was incorporated. The boat ran to and from Phillips' Wharf, Salem, in connection with the trains of the Salem & Lowell R. R. Co. As the island was used almost exclusively by Lowell people as a summer vacation ground, a hotel having been built there, it was rechristened in their honor. J. D. Shepard was the Salem agent of the line, and a side-wheeler, called the "Merrimack," was the first steamer. She originally had run on the Merrimack river from Newburyport to Haverhill, and was about 150 feet long. Mr. Thomas Swasey of Marblehead, a member of the 23rd Massachusetts Infantry, says that during the Civil War this steamer was used as a transport on the Southern coast and rivers, and that she drew so little water "that a heavy dew would float her." When it was desired to land the troops the "Merrimac's" bow would be run up on the beach, the men would jump ashore, and then the steamer would back off.

After the "Merrimack" came the "C. Durant," a steamer that ran only a very short time, and in 1853 the company bought the side-wheel steamboat "Argo," that was for many years on the line. She was built at Perth Amboy, N. J., in 1845, 235 tons gross, 125 feet long, 35 feet beam, with 6 1-2 feet depth of hold, and had a "square" or "cross-head" engine, and was said to have run the first steamboat excursion ever made from Providence to Block Island, R. I. Captain William Willey, who lived at 29 Forrester street, Salem, was for years the "Argo's" commander, and afterwards was succeeded by J. B. Bracy. G. S. Pollard was the Salem agent. Besides running to Lowell Island, the boat made regular landings at Beverly and Marblehead, and her route was also extended to Nahant on Sundays. During the Civil War the "Argo" was sold to the government and became one of the medical supply boats of the Army of the Potomac. Afterwards she plied in Penobscot Bay. She was finally broken up at New York in 1879.

In several books and pamphlets written more or less lately on steam navigation, it is stated that from 1821 to 1829 no steam vessels ran from Boston, and wonder is expressed at what became of them. This is easily disproved by advertisements in the Columbian Centinel, of the "Eagle" running between Boston and Nahant in 1822-23-24, and in the New England Palladium for July 29, 1825: "Steamboat 'Patent' between Boston and Nahant from Tileston's wharf, Boston, once a day each way. Season tickets, for 1 person, $3; for 2 persons, $5; for 3 persons, $6; single fare, 50 cents. Seward Porter, Capt. and agent."

In 1826-30 the steamer "Ousatonic" plied on this route. Nahant is reached from Boston with less trouble by water than by land. It is one of the oldest summer resorts in the country, and so it is easy to see why its steamboat line is also one of the oldest. Until the breaking out of the war in 1917, it had been in regular operation since 1817, with the exception of one year (1884). A complete list of the boats that have run on this line is here given:—

Year.	Steamer.	Captain.
1817,	"Massachusetts,"	Walker.
1818-1824,	"Eagle" and "Massachusetts,"	Wood.
1825,	"Patent,"	Seward Porter.
1826-1830,	"Ousatonic,"	Frank Johnson and Faneuil Silsbee.
1831,	"Rush Light,"	Burnham.
1832,	"Fanny,"	Henery
1832-1834,	"Connecticut,"	Porter.
1835-1836,	"Hancock" and "Fanny,"	Porter and Marsh.
1837,	"Mt. Pleasant,"	J. Gillespie.
1838,	"John Jay,"	Schultz.
1839-1840,	"Thorn,"	W. H. Byram.
1840-1847,	Hope" and "Flushing,"	Van Pelt.
1848,	"Nahanteau,"	B. F. Vetts.
1849,	"King Philip,"	do.
1850-1851,	"Suffolk,"	do.
1852,	"Norwalk,"	do.
1853,	"Clifton,"	Carr.
1854-1861,	"Nelly Baker,"	A. L. Rouell, F. Covell, and Calden.
1862,	"Nequsset,"	T. J. Gerry.
1863,	"Gen. Berry,"	do.
1864,	"Clinton,"	Kilby.
1865,	"Orient,"	do.
1866-1876,	"Ulysses" and "Meta,"	A. W. Calden and Rouell.
1877,	"Eliza Hancox,"	Calden.
1878-1883,	"E. Hancox," and "Nahant," now "Gen. Lincoln," (2d),	do.
1884,	No boat.	
1885,	"Gen. Bartlett,"	J. B. Ingersoll.
1886-1887,	"Julia,"	Cazet and Lund.
1888-1889,	"Anita,"	J. B. Ingersoll.
1890,	"Fred'k de Bary,"	T. W. Lund.
1891-1903,	"Fred'k de Bary" and "City of Jacksonville,"	T. W. Lund and one other.
1904,	"Mt. Desert" and "Beebe."	
1905,	"New Brunswick" and "Favorite."	
1906,	"Cimbria" and "Pokanet."	
1907-1910,	"Gen. Lincoln" (2d), and "Gov. Andrew."	
1911,	"Gen. Lincoln" and "Cape Cod."	
1912,	"Gen. Lincoln" and "Martha's Vineyard."	
1913,	"Gen. Lincoln" and "Machigonne."	

1914,	"Gen. Lincoln," "Machigonne" and "Nassau."
1915,	"Gen. Lincoln" and "Machigonne."
1916,	"Machigonne" and "Nassau."

The company sold the "Gen. Lincoln" in 1916 for service in New York waters, and the "Machigonne" was taken by the Government early in 1917. The "Nassau" was only a chartered boat. It is doubtful if the line ever resumes.

So good were the profits on the Nahant route that in 1872 an opposition line developed with the steamers "Meta," Capt. Rouell, and "Carrie." Fearing and Renfrew, India wharf, were the Boston agents. The boats ran through to Lynn and were advertised as the "cheapest freight line" to that place. A New York steamer, the "Harlem," plied between Boston and the Point of Pines (Lynn), in 1882, but the venture was a total failure. From 1892 to 1899, also, the propeller "Shoe City" and side-wheeler "Putnam" were run between Lynn and Boston, principally for freight. The latter was formerly a U. S. lighthouse tender, having an iron hull, built at Wilmington, Del., in 1866, measuring 316 tons gross, 136 feet long. She was so slow that one had to fix one's eyes very carefully to see that she was moving at all.

The "Nelly Baker" was probably the best known of the early Nahant steamers. She was built expressly for the Nahant line by Samuel Sneeden (a famous steamboat builder at Greenpoint, N. Y.), in 1854, and was constructed in the most substantial manner of white oak. Her dimensions were: 303 tons gross, length 153 ft., beam 26 ft., depth 8 1-2 ft. She was equipped with a beam engine, having a 32-in. cylinder, stroke 10 feet. When first built the "Nelly Baker" was considered the fastest steamboat in Boston harbor. She was named for the daughter of Mayor Baker of Lynn, who was president of the Nahant Steamboat Co. During the Civil War she did good service in Southern waters as a transport and hospital ship, and the strength of her construction was often tested by being out in severe weather. After the close of hostilities she was sold in 1866 to Grey Brothers, and all further trace of her disappears.

During the summer of 1855, the side-wheeler "Lawrence," 146 feet long, originally built to run on the Merrimack river between Newburyport and Haverhill, plied between Salem and Boston, calling both ways at Marblehead and Nahant. It is thought the Eastern Railroad had an interest in her. She was advertised as follows in the Salem Gazette:—

"Steamboat 'Lawrence,' fitted with a new boiler, . . . Capt. J. Flowers, to run between Salem and Boston, calling at Marblehead and Nahant. Leaves Salem at 7 A. M. and Boston at 4 P. M. Fare 25 cents. Good freight accommodations. Joel Bowker, Salem, agent."

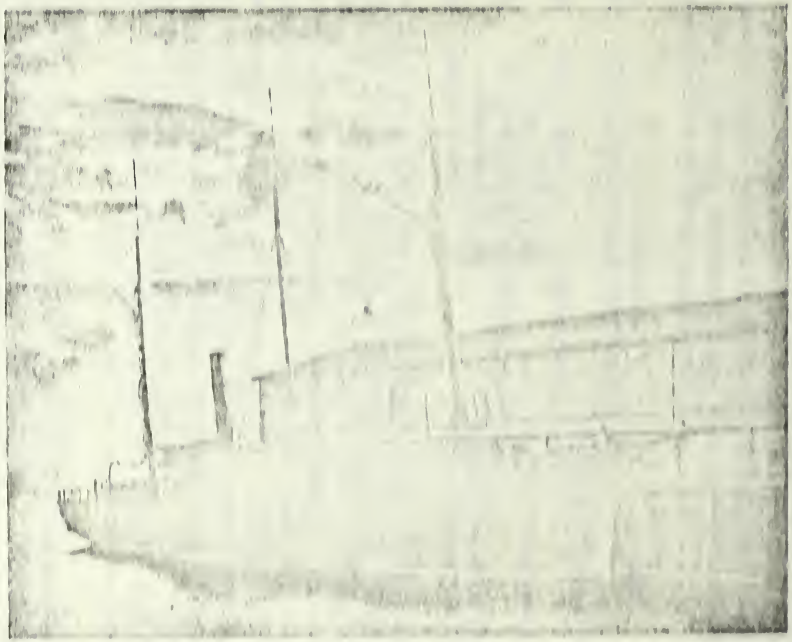
The "Lawrence" did a good passenger business, as is evidenced by the fact that the newspapers several times complained of her overcrowded condition. Nevertheless, she only ran one season. After the vessels already noted, a large side-wheel steamer, of 800 tons, the "Escort," plied during the seasons of 1869, 1870 and 1871, between Boston, Lowell Island, Salem and Gloucester. She had been running until lately on the Hudson river under the name of "City of Hudson." Following her a propeller, the "Mischief," ran between Boston, Lowell Island and Marblehead in 1872, and after that two small propellers, the "Three Brothers" and the "Fanny," furnished the means of communication between Salem and Lowell Island until the hotel was given up.

In 1871 a steam line was organized to run between Salem and New York. It was thought that by means of the Salem and Lowell Railroad the boats would do a large business in bringing cotton to the Lowell mills, but this failed to materialize. The steamers composing this line were the "William Tibbetts," "Norwich," "Alliance" and "Zodiac," all wooden propellers of from 600 to 800 tons each, intended for freight service only. They were "wall-sided," square-sterned craft, in a very far degree removed from being nautical beauties. The service was twice weekly from each end. Murray, Ferris & Co. owned or managed the steamers in New York and Richardson and Daland were the Salem agents. July 29, 1871, was the date of the first trip from Salem, and the last steamer cleared June 14, 1872.

The "Wm. Tibbetts" was originally built as an opposition freight boat to the regular Boston and Bangor line. She measured 135 feet in length, 26 feet beam, had a "double engine," cylinders 20 inches in diameter, 20 inches stroke, and her freight capacity was said to be 3000 bbls. She was, however, a very slow boat.

After this, except for occasional excursion craft, nothing in the way of Salem steamboat service was undertaken for a long time, or until a boat called the "Watertown," owned by J. E. Cassidy of Boston, and built in Watertown, Mass., in 1889, on a most peculiar and light draft principle, was placed on the line between Beverly, Salem Willows, Marblehead and Boston. This craft was a propeller of about 400 tons, 134 feet long, and was not renowned for high speed. She plied as above during part of the season of 1890 and the whole of 1891, with more or less success. The next year she ran from Boston to Lynn, and on Sept. 28, 1892, caught fire off Point Shirley, owing to a defective boiler, and became a total loss. The steward's wife lost her life. In 1892 the Boston & Portsmouth S. S. Co. placed two small propellers, the "Philadelphia" and "Baltimore," each of about 150 tons and 100 feet in length, on the run previously filled by the "Watertown." These steamers met with considerable success, winter and summer, for several years.

The first regular means of communication between the mainland and the summer colony on Baker's Island was by means of a small side-wheeler, the "Admiral," owned by James Burke of Boston. She had been formerly known as the "Augusta," and for many years had run on the Penobscot River. During the summer of 1888 she plied between Beverly, Salem Willows and Baker's Island, but in the autumn of that year, while laid up at Beverly, caught fire and was totally destroyed. After this a small side-wheeler, the "S. E. Spring," was run between the Willows and Baker's Island, on which there was a hotel,—the Winneegan. During the summer of 1894 the passenger traffic increased to such an extent that the company was obliged to charter an extra steamer, the "City of Portsmouth." Soon after leaving the Willows on the evening of Aug. 25, 1894, this craft ran on



STEAMBOAT "WILLIAM TIBBETTS"
Salem and New York Line
1871

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Aqua Vitae ledge and stuck fast. The passengers were all safely taken ashore, and preparations were being made to get the steamer off, when, as the tide was ebbing, she keeled over, some lights tipped over and set her on fire, and in a little while she burned to the water's edge. Owing to this misfortune and to other reasons, the other steamers stopped running at the end of the season. Since then the following steamers have run at various times between Salem Willows and Boston:—

Year.	Steamers.	Owners.
1895,	"John Endicott" and "William Storie,"	Morrison Steamboat Co.
1896,	"John Endicott," "William Storie," and "New Brunswick,"	Morrison Steamboat Co.
1897,	"John Endicott," "William Storie," and "New Brunswick,"	Morrison Steamboat Co.
1898,	"O. E. Lewis,"	William Stopford & Co.

A small propeller, the "Surf City," Capt. Dalby, had taken the place of the "S. E. Spring" on the Baker's Island line. About 6 P. M. on July 4, 1898, having left the Willows and proceeding towards Beverly, she was overtaken by a fearful squall, which had been for some time threatening, and partially capsized. Although there was less than seven feet of water where the accident happened, eight women and children lost their lives by being caught in the cabin and unable to get out. The "Surf City" was afterwards raised, taken to Boston, and renamed "Pauline." She is now in use in southern waters.

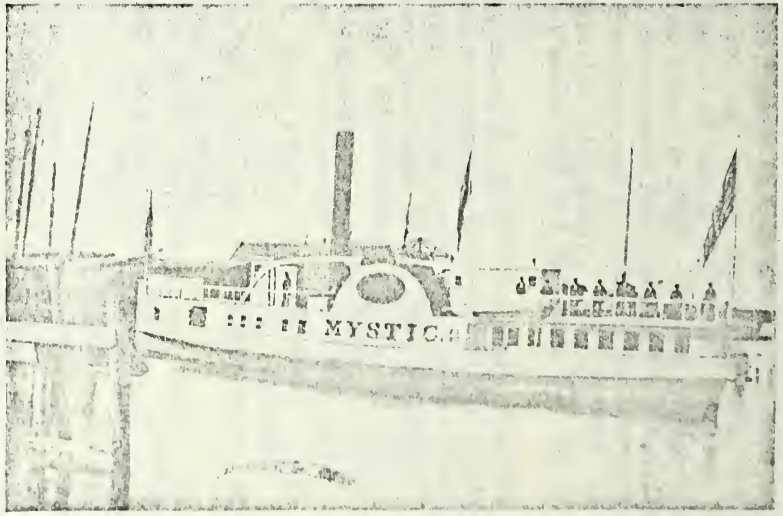
During the seasons of 1900 and 1901, William Stopford & Co. ran the propeller "O. E. Lewis" (previously mentioned) between the Willows and Boston, and in 1902 and 1903, the propeller "City of Haverhill." She also called at Gloucester, and was a fine new steamer, built at East Boston in 1902, of 343 tons, 121 1-2 feet long, and 24 feet beam, and originally was intended to run between Haverhill, Newburyport and Boston, but after a few trips it was understood the enterprise was bought off by the Boston & Maine Railroad. The same might be said of nearly all our coastwise steam lines unless controlled by

the railroad companies themselves. The old side-wheeler "New-Brunswick," originally on the Boston - St. John route, was run between Boston and Salem Willows by the Union Steamboat Co., in 1900 and 1902. A side-wheeler called the "Monohansett," that had been Gen. Grant's dispatch boat during the Civil War, was operated by Stopford & Co. for a short while in 1904, but on Aug. 3d of that year she ran ashore between Little and Big Misery Islands during a thick fog and became a total loss. Since that time no steamboats have run between Salem or Beverly to Boston, except between January and March, 1913, when William Stopford & Co. ran a small propeller, the "May Archer," from Beverly and Central wharf, Salem.

After the "Surf City" accident, communication with Baker's Island was maintained by means of a large power boat, the "Empress," 56 feet long, built at Essex, Mass., in 1900. She was afterwards converted into a steamboat and called "Gov. Douglas," and some time afterward sold for use on the coast of Maine. Her place was taken by another power boat of about the same size, the "Melba," owned by Elmer K. Moulton of Salem, which is still running.

Soon after the Pennsylvania coal pocket was built, in 1873-74, the Philadelphia and Reading Coal and Iron Co. began running a line of iron propeller steamers from Philadelphia to Salem, loaded with coal. They were the "Williamsport" (which was the first to arrive in Salem, on March 29, 1875), "Gettysburg," "Pottstown," "Allentown," etc. They were fine vessels, each about 250 feet long, and carried from 1550 to 1650 tons of coal. The "Allentown" foundered Nov. 25, 1888, during a gale in Massachusetts bay, with a loss of all hands, 18 men. A dozen or fifteen years ago it was found cheaper and more convenient to bring the coal from Philadelphia by means of barges towed by ocean tugboats, so, as fast as the steamers needed repairs and became out of date, they were transformed into barges.

Gloucester can boast of being the only city in Essex County, Mass., which has been able to maintain with success a long established steamboat line. Before the Glou-



STEAMBOAT "MYSTIC"
Boston and Gloucester Line
1859

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cester Branch railroad was opened in 1847, a small steamer, the "Yacht," made irregular trips between Gloucester and Boston; she was followed in 1849 by the side-wheeler "Jacob Bell," Capt. H. Cummiskey. No regular all-the-year-round service was attempted, however, until 1859, when the Boston and Gloucester Steamboat Co. was incorporated and began operations with the side-wheeler "Mystic," of about 200 tons, 100 feet long, built at Mystic, Conn., in 1852. She ran regularly until taken by the Government for a transport in 1863 and was lost off the Southern coast in 1865. The company then built or bought the "Regulator," but she did not run more than one season and was then sold for use on the coast of Maine.

After the close of the Civil War many steamers that had been used as transports were thrown out of employment and several of them were run on the Gloucester route. Among these were the "Chas. Houghton" and "N. P. Banks," side-wheelers, owned by McKay and Aldus, the ship-builders at East Boston. Later, from 1870 on, came the "Emeline" (ex "Nantasket" 1st), the "Escort," Capt. Pierce, the "Stamford," Capt. Davidson, the "W. W. Coit," and the "Admiral," Capt. Gilkie. The latter had been a blockade-runner, and all these boats were side-wheelers.

The "J. W. Todd" was the pioneer boat of the present Boston and Gloucester Steamboat Co., in 1875, followed by the "Ella Knight," built in Philadelphia in 1863 for the New York and Philadelphia "outside line;" then came the "George A. Chaffee," so long on the route and known locally as the "bed bug"; the "City of Gloucester" in 1884, and the "Cape Ann" in 1895. In 1872 Salem was made a port of call for a short time. All these boats were propellers, the "City of Gloucester" measures 561 tons gross, 142 feet long, and is now probably one of the best known steamboats along this part of the New England coast. Although plying on what may be termed an "outside" line over thirty miles long, and occasionally meeting with very heavy weather, she rarely misses a trip, winter or summer; she has had several

narrow escapes through collisions and running ashore, but seems to bear a charmed life.

The "Cape Ann," the last addition to the line, was a fine steel propeller built by Neafie and Levy at Philadelphia in 1895. She measured 718 tons gross, 171 feet long, 28 feet beam, and had a two-cylinder compound engine indicating 1500 horse power; she was sold to the French Government in 1916.

The Gloucester line has always confined its activities principally to the freight business, yet its steamers carry large numbers of passengers during the summer months, and are deservedly popular. In August, 1917, Henry M. Whitney, who had been president of the Boston and Gloucester Company for forty-eight years, resigned, and the corporation was reorganized with David W. Simpson of Boston as president. E. S. Merchant was long the treasurer and Boston agent of the line, his brother, Edgar Merchant, was agent in Gloucester, and Nehemiah Proctor, William Godfrey and Osborn P. Linnekin were for many years the popular captains of the boats.

As early as 1816 a small steamboat was built at Lowell and used on the Merrimack river during the summer months, transporting passengers to Andover and other towns in that vicinity. This steamboat had two wheels on each side, connected by an iron chain, with wooden buckets or paddles attached, which passed over one wheel, near the bow, down into the water, and then up over the other wheel, near the stern, propelling the boat at the rate of five or six miles per hour against wind and tide.[1]

In 1818, the steamboat "Mobile" was built in Amesbury by Thomas Bailey for Capt. Edmund Bartlet and others of Newburyport. When she was nearly ready to launch, the editor of the Newburyport Semi-Weekly Herald, commenting on the fact, said, "We believe she is not excelled by any vessel of her class ever built in the United States, as to strength, good model, and excellent workmanship." She was rigged as a three-masted schooner and sailed November 16, 1818, for Boston, where she

[1]Contributions of Old Residents' Historical Association, Lowell, Mass., v. 1, pp. 318-336.

was supplied with an engine and boiler, and thence for Mobile, where she was employed in towing vessels in the bay and on the Alabama river.[1]

The steamer "Merrimack," built in Haverhill, William Haseltine, master, made her first trip from that town to Newburyport, Tuesday, April 8, 1828. For several years she carried passengers and merchandise, during the summer months, from Haverhill and other towns on the river to Newburyport.[2]

In 1831, the steamboat "Mechanic" made excursions in the bay and to Haverhill;[3] and about the same time the steamboat "Fanny" was advertised to leave Newburyport for occasional trips to Boar's Head, Isles of Shoals, Portsmouth and Boston.

In 1833, the side-wheel steamboat "Herald," about ninety feet long on deck and twenty feet wide, was built near the head of the Middlesex canal, above Pawtucket Falls, and made her first trip from Lowell to Nashua May 31, 1834. Six years later she was sold, taken down the river to Newburyport, and thence to New York, where she was employed transporting passengers to Albany and other towns on the Hudson river.[4]

In 1834, a small, well-built boat, named the "Essex," owned by Michael Pearson and George Fitz of Newburyport, carried passengers during the summer months to Plum Island and Haverhill.[5] She was propelled by horse power, and was in service on the river for several seasons. In July, 1835, the steamer "Citizen" was advertised to make excursion trips from Ferry wharf to Portsmouth and Boston.

The steam-propeller "Decatur," owned by Albert Wood, John Porter and John Wood, was built by Stephen Jackman, jr., and made her first trip from Newburyport to Boston April 21, 1845, Joseph Bartlet, master. The side-wheel steamboat "Ohio" was launched from the yard of Stephen Jackman, jr., April 7, 1846.

[1]Newburyport Herald, Sept. 29, Nov. 13 and 17, 1818.
[2]Newburyport Herald, April 11, 1825, and July 28, 1829.
[3]Newburyport Herald, August 30, and September 6, 1831.
[4]Contributions of Old Residents' Historical Association, Lowell, Mass., v. 1, pp. 318-336.
[5]Newburyport Herald, July 10 and 24, 1834, and Aug. 4, 1835.

Under the command of Capt. Jeremiah Lunt, she made two trips weekly from Newburyport to Boston, until May, 1847, when she was sold to run in a line of steam packets from New Orleans to Galveston.

John Porter, John Wood, Micajah Lunt and their associates were incorporated April 9, 1846, by the name of "The Newburyport, Boston and Haverhill Steam Boat Company," with power to build and employ one or more steamboats for the transportation of merchandise and passengers between Newburyport and Boston and on the Merrimack river.[1] On the thirtieth of June following, the side-wheel steamer "Lawrence," just completed, commenced her daily trips between Newburyport and Haverhill. She left Central wharf at one o'clock P. M. for Haverhill, returning the next day, leaving Haverhill at half-past eight o'clock in the morning, and stopping, on the way up and down, to take passengers at the usual landing places.[2] She was sold in 1848, and employed in the transportation of passengers between Norwich and New London, in Connecticut, and in 1855 ran between Salem and Boston, as before noted.

John Burrill, John Huse, John N. Wills and their associates were March 3, 1847, incorporated by the name of "The Merrimack Steam Navigation Company," and authorized to build or employ one or more steamboats to be used in the harbor of Newburyport or on the Merrimack river.[3] June 16, 1848, a new steamer, named the "Lawrence," made her first trip from Newburyport to Haverhill, and thence to Lawrence.[4] She was a small boat, drawing only fifteen inches of water, and was employed on the river for one season only. In 1849, she was sold to the New Bedford and California Mining Company, and was afterwards employed on the San Joaquin river, between San Francisco and Stockton, and on the Yuba river between Sacramento and Marysville. She was completely dismantled in the dock at Brown's wharf, Newburyport, by Charles R. Sargent and Daniel H. Smith.

[1]Mass. Acts and Resolves, 1846, chapter 204.
[2]Newburyport Herald, July 17, 1846.
[3]Mass. Acts and Resolves, 1847, chapter 38.
[4]Newburyport Herald, June 17, 1848.

Her machinery was taken out and shipped to San Francisco, with all the timber, planks, bolts and other material used in the construction of her hull. Under the supervision of Mr. Smith, she was rebuilt in California, and was the first steamboat employed to carry passengers and freight on the Yuba river.

In the summer of 1849, the steamer "California," built in Waterville, Maine, Eleazer R. Walker and Albert Russell, owners, and A. Fuller, master, made two trips daily between Newburyport and Haverhill; and at the same time the steamer "Sarah," Capt. Isaac Shepard, was advertised to take merchandise and passengers from Newburyport to other towns on the river. Both these steamers were sold in September of that year to be taken to Boston and thence to San Francisco.

In July, 1850, the Newburyport Daily Herald announced the arrival of the steamer "Narragansett," John B. Tuttle, master. She was in active service on the river for two or three months. On the fourteenth of August, the steamer "Merrimack," built under the supervision of David M. Coffin, in the yard owned by John Currier, jr., began to make regular trips between Newburyport and Haverhill, under the command of Capt. William Pritchard. July 25, 1854, she was advertised for sale by a committee appointed for that purpose, consisting of Micajah Lunt, William Graves and Mark Symons. In June, 1855, she was sent to Boston and sold at auction. She also ran from Salem to Lowell Island in 1851.

In the meantime, the steamer "C. B. Stevens," built in Wilmington, Delaware, in 1851, owned by Nicholas Varina, Samuel Stevens, Thomas Buntin and others of Newburyport, made her first trip from Newburyport to Haverhill June 23, 1852, Charles B. Stevens, Captain, and on July 26, 1853, the Newburyport Herald announced the sale of this steamer at auction in Boston. The steamer "Lawrence," a new and commodious boat, much larger than any before employed on the river, was chartered and run, at a pecuniary loss, for several months, for the purpose of stimulating trade and developing the resources of the Merrimack valley. The steamer "Silver Star," Thomas McKinney, master, made excursions to

Haverhill, Plum Island, and other places of interest on the river and in the harbor during the summer of 1855.

Several years later, the "Peerless," under the command of Captain Joseph M. Coffin, was advertised to take passengers from Newburyport to Haverhill; and in 1872 the steamer "Glide," owned and commanded by Captain Coffin, was running from the above-named towns to Black Rocks and Plum Island. In April of that year the steam propeller "May Queen," built in Philadelphia in 1868, was purchased by Samuel Poor of Haverhill, and employed in the transportation of passengers and merchandise for many years.

In 1878, Captain E. E. Stimpson and Christopher C. Cook of Haverhill purchased the "City of Fredericton," a stern-wheel boat, built in the province of New Brunswick in 1872. She made her first trip to Haverhill June 24, 1878, but having a foreign register, was unable to obtain a license to carry freight or passengers. In April, 1880, she was sold to Hon. Edward P. Shaw, taken to Black Rocks, and converted into a restaurant. Her engine and boilers were transferred to the steamer "City of Haverhill," built in Newburyport by John T. Fillmore for the Merrimack Valley Steamboat Company, which was organized in December, 1879. The steamer "City of Haverhill" was launched March 25, 1880. The last named steamer made her first trip from Haverhill to Black Rocks June 18, 1880. She was about one hundred and seventy-five tons measurement, and was propelled by a stern wheel. In 1895 she was sold, and was lost on her way to Key West, Florida.

The "Merrimack," a stern-wheeled steamboat, about two hundred tons register, built in 1892 by Lemuel Marquand, at Ring's Island, Salisbury, for the Merrimack Valley Steamboat Company, was in active service during the summer months, making two trips daily from Haverhill to Newburyport and Black Rocks, until about 1912. She was then laid up in Newburyport for a long time, and finally, in 1915, burned for the old iron, etc., in her hull.

The steam-tug "Thurlow Weed," built in Albany, N. Y., in 1862, was purchased by Newell Boyd of Amesbury, Sargent & Holden of Haverhill, and others. She

arrived in Newburyport June 5, 1864, and for twenty-five or thirty years was employed in towing vessels in the harbor and on the river. In 1875, the steam-tug "Mattie Sargent," built in Philadelphia in 1871, was purchased by Newell Boyd, Sargent & Holden, John O. Davis and others. She was commanded by William Robinson for one or two years, and afterwards by Capt. John O. Davis and Capt. Clemens E. Davis. During the summer months the barge "Queen of the Merrimack," built for Newell Boyd and others at Salisbury in 1870, made frequent excursions from Haverhill and other towns on the river to Black Rocks, in tow of the steam-tug "Mattie Sargent." Subsequently, the Haverhill Steamboat Express Company was organized for the purpose of towing vessels and carrying passengers to and from Haverhill and other towns on Merrimack river. The above-named steam-tugs, with the barge "Queen of the Merrimack," and steam-propeller "General Bartlett," built in East Boston, were purchased by the new company and used in transporting passengers and merchandise for several years. The "General Bartlett" arrived in Newburyport June eighteenth, and made her first trip to Haverhill June 24, 1879, under the command of Capt. John O. Davis.

Benjamin F. Butler, John Nesmith, DeWitt C. Farrington, their associates and successors, were incorporated in 1867, by the name of the Pentucket Navigation Company, for the purpose of improving navigation in the Merrimack river, and transporting coal and other merchandise from Newburyport to Lowell.[1] It was not, however, until July, 1876, that the steamer "Maud," built in Haverhill, made her first trip from Newburyport to Lawrence, under the command of Capt. Henry Vatter, and in the month of September following was advertised to make the trip daily. She was sold in 1877, and taken to Portsmouth, N. H.

The side-wheel steam-tug "Charles L. Mather," built in Athens, N. Y., was purchased by the Pentucket Navigation Company, and arrived in Newburyport October 1, 1876. Two days later, on her way to Lawrence, she

[1] Mass. Acts and Resolves, 1867, chapter 115.

passed through the draw of the Essex-Merrimack and other bridges on the river with difficulty. After leaving Haverhill, she struck a rock at the foot of the rapids in Dutch Gap, and was subsequently beached on Kimball's Island for temporary repairs. On the sixteenth of November following, with a barge load of coal in tow, she made a successful trip from Newburyport to Lawrence.

The next year the steamer "Kitty Boynton," forty-five tons register, was built by Colby & Lunt, in Newburyport, to assist in the transportation of coal and other merchandise through the canal from Lawrence to Lowell.[1] The "Startled Fawn," built in Philadelphia in 1875, for the transportation of passengers attending the Centennial fair in that city, was purchased by the Pentucket Navigation Company, and made her first trip July 15, 1879, from Newburyport to Haverhill. She was afterward employed in the development of travel and the transportation of merchandise on the river.

In 1880, the "Orient," a stern-wheeler, built in Portland, Maine, was purchased. She arrived in Newburyport on the eighteenth of May, but the inspectors at the custom house found her boilers defective. She was withdrawn from active service, dismantled, and moored near the marine railway on Ring's island, in Salisbury, where she remained until destroyed by fire six or eight years later. The steam-tug "Wauwinet," purchased in Boston by Edward P. Shaw, arrived in Newburyport in tow of steamer "Florence," July 23, 1880. She was rebuilt by Capt. Joseph M. Coffin, provided with a new engine and boiler, and sold to the Pentucket Navigation Company in July, 1881. The next year she made daily trips from the foot of Canal street, in Lawrence, to Haverhill, Newburyport, and the sea. The stern-wheeler "Merrimack," built in Essex, Mass., made her first trip from Haverhill to Lawrence in November, 1882, under the command of Captain Haverty. She was withdrawn from service during the winter months, and early the following spring was taken to Jacksonville, Florida. All the property of the Pentucket Navigation Company, not

[1]The steamer "Kitty Boynton" was advertised for sale in the Newburyport Herald June 3, 1882.

otherwise disposed of, was sold at auction in the city of Lawrence, May 25, 1883.

In 1880, Edward P. Shaw and others organized the People's Line of Steamers, to carry passengers and merchandise between Haverhill, Amesbury and other towns on the Merrimack river and Newburyport and Boston. The steam-propeller "May Queen," owned by the Merrimack Valley Steamboat Company, was purchased and used in the passenger service, and the side-wheeler "Florence," purchased in Rhode Island, made daily trips from Newburyport to Boston, under the command of Capt. J. F. Tilton. In September, 1880, the steamer "Florence" was sold, and the "E. P. Morris" was purchased to take her place, but the business proving unremunerative, she was withdrawn from active service in October, 1881.

In 1883, the steamer "E. P. Shaw," built at Petty's Island, New Jersey, was employed in the transportation of passengers to Black Rocks, during the summer months; and, in 1889, the "Pauline," built by Lemuel Marquand at Ring's island, in Salisbury, was engaged in the same service. In 1891, the street railway from Market square, Newburyport, to Salisbury beach, was equipped for electric car service, and the People's Line of steamers discontinued.

In 1873, Henry M. Cross, a wholesale and retail coal dealer in Newburyport, sold his wharf property to the Philadelphia and Reading Coal and Iron Company,[1] and was appointed agent of the company for Newburyport and vicinity, which position he held ten or twelve years. Adjoining lots of land were purchased, and the erection of a coal pocket, for storing and distributing coal, begun in 1874, was completed in 1876. Soon after the last-named date, the iron colliers, "Leopard," "Panther," "Hercules," "Achilles," "Rattlesnake," "Centipede" and others made frequent trips from Philadelphia to Newburyport with coal. Barges in tow of steamers are now employed in that service, and larger storage capacity has been provided by the erection of additional coal pockets.

[1]Essex Deeds, book 882, leaves 83 and 254; book 891, leaf 109.

In 1880, the steam-tug "Luke Hoyt," built in Philadelphia in 1863, was purchased by William E. McQuillen and others, and twelve months later the steam-tug "Farnsworth," built in New Jersey in 1877, was purchased by Henry M. Cross and others. The owners of both of these tugs united, in 1882, to form the Merrimack River Towing Company, Henry M. Cross, president, William E. McQuillen, general manager, and James V. Felker, secretary and treasurer. Several years later the company purchased the steam-tug "Thurlow Weed," owned by its competitor, the Haverhill Express Company, and soon obtained complete control of the towing business on the river and in the harbor. There was an active demand for these boats, and vessels loaded with coal, lumber and other merchandise, were frequently obliged to wait in Newburyport for a favorable opportunity to proceed up the river.

In addition to the above-named tugs, the Merrimack River Towing Company purchased the "Clara E. Uhler," built in Philadelphia in 1881. Subsequently, the company increased its capital stock, and purchased the "Bronx," built in Brooklyn, N. Y., in 1888, the "Cygnet," built in East Boston, Mass., in 1890, the "Powwow," built in Kennebunkport, Maine, in 1904, and the "Monomack," built in East Boston in 1908. The "Luke Hoyt," the "Farnsworth," the "Thurlow Weed" and the "Clara E. Uhler" were sold fifteen or twenty years ago. At the present time the "Bronx," "Hazel Dell," "Cygnet," "Powwow" and "Monomack" are employed eight or nine months in the year in towing vessels in and out of the harbor and transporting coal in barges from Newburyport to Haverhill and other towns on the river.

(*To be continued*)

IPSWICH VITAL RECORDS

1749—1849

The following baptisms, marriages and deaths have been taken from a book of records of the First Congregational Church of Ipswich, which has come to hand since 1910, supplemented by Bible records, Church records and gravestone records, the same not being included in the Ipswich Vital Records, published in 1910.

ABBREVIATIONS

a.—age.
abt.—about.
b.—born.
c. r. 4.—church record, Chebacco Parish Church.
c. r. 5.—church record, the Hamlet Parish Church.
ch.—child.
chn.—children.
d.—daughter; died.
Dea.—deacon.
g. r. 1.—gravestone record, Old Burying Hill.
h.—husband; hour.
inf.—infant.
int.—intention of marriage.
jr.—junior.
m.—male; married; month.
r. r. 78.—Bible record now in possession of Miss Anna W. Ross.
r. r. 101.—Bible record now in possession of Miss Emma Wait.
r. r. 119.—Bible record now in possession of Mrs. Charles Mills of Rockport.

P. R. 120.—Bible record now in possession of Miss Lena B. Pool of Lynn.

P. R. 121.—Bible record now in possession of Mrs. Henry Smith of Rockport.

P. R. 122.—Bible record now in possession of Mrs. Scott Stevens of Rockport.

P. R. 123.—Bible record now in possession of Mrs. Ada H. Whitney of Rockport.

rec.—recorded.

s.—son.

sr.—senior.

T. R.—town record.

unm.—unmarried.

w.—wife.

wid.—widow.

widr.—widower.

IPSWICH BAPTISMS

ADAMS, Abraham, s. Henry and Sarah, bp. June 3, 1792.
Polly, d. Henry and Sarah, bp. May 24, 1789.

ANDREWS, Sarah, d. David, bp. Mar. 6, 1757.
William Fuller, s. David, bp. Sept. 27, 1761. [bp. Sept. 26. T. R.]

APPLETON, Eliza[beth], d. Francis, bp. Oct. 4, 1767. [bp. Oct. 11. T. R.]
Eliza[beth], d. William, bp. Aug. 21, 1774.
Hannah, d. Benja[min], bp. Aug. 19, 1770.
John, s. John, bp. Dec. 23, 1750. [bp. Dec. 16. T. R.]
Mary, d. Isaac, bp. July 2, 1749.
Mary, d. Will[ia]m, bp. July 5, 1772.

ASTNESS, Manuel, s. Manuel and Rebecca, bp. Jan. 17, 1773.

AVERILL, Benja[min] [Avery. T. R.] s. Benja[min], bp. Dec. 16, 1770.
Elizabeth, d. twin, Benja[min], bp. Dec. 26, 1773.
Sarah, d. twin, Benja[min], bp. Dec. 26, 1773.

BAKER, Margaret, d. W[illia]m, bp. Sept. 11, 1763. [bp. Sept. 12. T. R.]
Margarett, d. Will[iam], bp. Sept. 12, 1762.
Mary, d. Sam[ue]l, bp. July 27, 1788.
Samuel, s. Samuel, bp. Oct. 28, 1781.
Sarah, d. Samuel, bp. Jan. 19, 1766.
Stephen, s. Wil[lia]m, bp. Feb. 28, 1773.

BEAL, John, s. Tho[ma]s, bp. June 19, 1763.
William, s. Tho[ma]s, bp. July 30, 1749. [bp. July 16. T. R.]

BLY, Mary, d. William, bp. Oct. 19, 1755. [d. John, bp. Oct. 18. T. R.]

BOARDMAN, Abigail, d. Daniel, bp. Feb. 27, 1791.
Anna, d. Daniel, bp. Nov. 26, 1786.
Daniel, s. Daniel, bp. Dec. 23, 1782.
Francis Hodgkins, s. Daniel, bp. Jan. 9, 1785.

BOARDMAN, John, s. Daniel and Mary, bp. July 29, 1781.
Lucy, d. Daniel, bp. May 14, 1797.
Mary, d. Daniel and Mary, bp. Aug. 20, 1780.
Sarah Gidings, d. Daniel, bp. Oct. 18, 1801.
Thomas Caldwell, s. Daniel, bp. July 17, 1803.

BOURROUGHS, Abr[aham], s. Josiah, bp. May 13, 1751. [William, bp. May 12. T. R.]

BRAGG, Mary, d. Timo[thy], jr., bp. July 30, 1749. [bp. July 16. T. R.]

BROWN, Benja[min], s. Benja[min], 3d [jr. T.R.], bp. Oct. 5, 1766.
David, s. Nathaniel, bp. Mar. 18, 1781.
Jane, d. Samuel, bp. Jan. 1, 1769.
Joshua, s. Nath[anie]l, bp. Oct. 17, 1784.
Martha, d. Benja[min], jr., bp. Jan. 8, 1764.
Nath[anie]l, s. Benja[min], bp. Jan. 22, 1758. [bp. Jan. 23. T. R.]
Nath[anie]l, s. Nath[anie]l, bp. Nov. 6, 1772.
Sarah, d. Benja[min], 3d, bp. Apr. 28, 1771.
Tho[ma]s, s. Benja[min], jr. [3d. T. R.], bp. Dec. 25, 1768.

BURGESS, Bartholomew, s. Bartholomew H. and Sarah, bp. June 8, 1794.
Charles, s. Bartholomew H. and Sarah, bp. June 8, 1794.
Francis, s. Bartholomew H. and Sarah, bp. June 8, 1794.

BURNAM (see also Burnham), James, s. Tho[ma]s, bp. June 27, 1756. [bp. June 20. T. R.]
Josiah, s. Isaac, bp. May 26, 1765.
Sarah, d. Tho[ma]s, jr., bp. Feb. 28, 1768.

BURNHAM (see also Burnam), Ebenezar, s. Tho[ma]s, 2d, bp. Feb. 2, 1772.

CALDWELL, Aaron, s. twin, Moses, bp. Nov. 14, 1790.
Abraham, s. Abraham and Esther, bp. Dec. 19, 1773.
Benja[min], s. Benjamin, bp. May 8, 1763.
Daniel, s. John, bp. Nov. 19, 1769.
Daniel, s. Thomas, bp. Mar. 2, 1794.
David, s. Thomas, bp. Feb. 9, 1783.
Elisabeth, d. Moses and Eliz[abe]th, bp. Oct. 1, 1786.
Elisabeth, d. Thomas, bp. Apr. 10, 1803.
Eliza[beth], d. Aaron, bp. Apr. 29, 1751. [bp. Apr. 28. T. R.]

CALDWELL, Elizabeth, d. Thomas, jr., bp. Dec. 12, 1784.
Francis, s. Thomas, bp. Nov. 16, 1788.
Hannah, d. Benj[ami]n, bp. Mar. 9, 1783.
John, s. Thomas, bp. May 19, 1782.
Josiah, s. Thomas, bp. Aug. 19, 1781.
Lucy, d. Tho[ma]s and Lucy, bp. May 8, 1774.
Lydia, d. Benja[min], bp. May 3, 1772.
Mary, d. Benjamin, bp. Mar. 18, 1781.
Mary, d. Thomas, jr., bp. Sept. 26, 1790.
Moses, s. Moses and Eliz[abe]th, bp. Jan. 25, 1789.
Nathan, s. Benja[min], bp. Sept. 30, 1765.
Richard Sutton, s. Moses, bp. Mar. 16, 1794.
Samuel, s. twin, Moses, bp. Nov. 14, 1790.
Stephen, s. Moses, bp. July 16, 1797.
Susannah, d. Thomas, jr., bp. June 22, 1788.
Thomas, s. Tho[ma]s and Eliza[be]th, bp. Oct. 17, 1779.
Thomas, s. Thomas, bp. Sept. 17, 1780.

CHAPMAN, Priscilla, d. Nathan, bp. Aug. 26, 1753.

CHIPMAN, Anstice, d. John [Samuel and Anstice. T. R.], bp. Nov. 17, 1754.

CHOATE, Abigail Patch, d. Stephen and Elizabeth, b. June 26, 1789. P. R. 120. [bp. Oct. 25, 1790. T. R.]
Elizabeth, d. Stephen and Elizabeth, b. Nov. 2, 1773. P. R. 120. [bp. Nov. 23, 1777. T. R.]
Epes, s. Stephen and Elizabeth, b. June 5, 1792. P. R. 120.
Francis, s. Abraham, bp. May 20, 1764.
Francis, s. Stephen and Elizabeth, b. Feb. 12, 1794. P. R. 120.
Hervey, s. Stephen and Elizabeth, b. Sept. 2, 1785. P. R. 120.
Joanna, d. Stephen and Elizabeth, b. June 22, 1776. P. R. 120.
John Patch, s. Stephen and Elizabeth, b. Jan. 22, 1781. P. R. 120.
Peggy, d. Stephen and Elizabeth, b. May 12, 1796. P. R. 120. [May 11. C. R. 4.]
Polly, d. Stephen and Elizabeth, b. Jan. 2, 1779. P. R. 120.
Stephen, s. Stephen and Elizabeth, b. Mar. 20, 1783. P. R. 120.

COGGSWELL (see also Cogswell), Anstis, d. Ebenezer, bp. Sept. 13, 1795.
Ebenezer, s. Ebenezer, bp. Aug. 23, 1801.
Mary, d. Ebenezer, bp. Mar. 10, 1799.
Oliver, s. Joseph, bp. July 29, 1787.
Sophia, d. Eben[eze]r, bp. Mar. 5, 1797.

COGSWELL (see also Coggswell), Anna, d. Joseph, bp. Sept. 23, 1781.
Francis, s. Joseph, bp. Sept. 11, 1774.
Francis, s. Ebenezer, bp. Oct. 16, 1803.
Lucy, b. ——, 1759. P. R. 121.
William, s. Joseph, bp. [June 3], 1764.

COLEMAN, Clarissa, d. W[illia]m and Sarah, bp. Nov. 2, 1788.
Sarah, d. W[illia]m and Sarah, bp. Nov. 2, 1788.
William, s. W[illia]m and Sarah, bp. Nov. 2, 1788.

CROCKER, Eliza[beth], d. John, bp. Nov. 6, 1772.

CROMBIE, see Crumbie.

CROSS, David, s. Benja[min], bp. June 5, 1774.
Dudley, s. Nathaniel, bp. Sept. 17, 1780.
Eliza[beth], d. John, bp. Aug. 7, 1763.
Elizabeth, d. Benj[ami]n, bp. Aug. 24, 1777. [bp. July 27. T. R.]
Hannah, d. Nath[anie]l, bp. Aug. 29, 1773.
John, s. John, bp. [bet. Feb. 17 and Mar. 17], 1765.
Sarah, d. Benj[ami]n, bp. Oct. 7, 1781.

CRUMBIE, ——, ch. Aaron, b. Dec. —, 1787.

DAY, Aaron, s. Aaron, bp. Oct. 21, 1753. [bp. Oct. 20. T. R.]
Abigail, d. Daniel and Sarah, bp. June 14, 1795.
Anstice, d. Tho[ma]s, bp. Mar. 30, 1767. [bp. Mar. 29. T. R.]
Daniel, s. Daniel, bp. July 15, 1792.
Eliza[beth] [Abigail. T. R.], d. twin, Jer[emy], bp. July 1, 1753.
Eliza[beth], d. Aaron, bp. Aug. 7, 1757.
James, s. twin, Jer[emy], bp. July 1, 1753.
Lucy, d. Aaron, bp. Aug. 12, 1759.
Mary, d. Aaron, bp. Oct. 31, 1773.
Rebecca, d. Tho[ma]s, bp. May 5, 1765.
Sarah, d. Daniel and Sarah, bp. July 11, 1790.
Susannah, d. Aaron, bp. Feb. 12, 1764.
Susannah, d. Aaron, bp. Aug. 9, 1767.
Susannah, d. Daniel and Sarah, bp. July 11, 1790.
Unis, d. Abner, bp. Apr. 21, 1765. [bp. Apr. 20. T. R.]
Unis, d. Tho[ma]s, bp. Dec. 19, 1773.
——, ch. Aaron, b. Nov. —, 1787.

DENNIS, Elizabeth, d. Sam[ue]l and Rebekah [Eliza[beth]. T. R.], bp. May 18, 1766.
Elizabeth, d. John, bp. Mar. 6, 1785.
Hannah, d. Capt. Nath[anie]l, bp. Feb. 2, 1794.
John, s. John, bp. June —, 1780.
Lydia, d. John, now living at Litchfield, Linc[ol]n Co., bp. July 12, 1795.
Martha, d. Nath[anie]l, bp. Feb. 27, 1791.
Mary, d. Arthur, bp. Dec. 9, 1769.
Mary, d. Nath[anie]l, bp. June 10, 1781.
Mary, d. Nath[anie]l, bp. Oct. 31, 1784.
Nath[anie]l, s. Nath[anie]l, bp. Dec. 18, 1774.
Sam[ue]l, s. Samuel, bp. Jan. 6, 1771.
Thomas, s. John, bp. Mar. 23, 1788.
Thomas, s. wid. Mary, bp. Dec. 27, 1795.
William, s. W[illia]m, bp. July 3, 1766. [bp. Aug. 4. T. R.]

DODGE, Abigail, d. Abrah[am], bp. June 5, 1763.
Daniel, s. Will[ia]m, jr., bp. Oct. 5, 1760.
Elisabeth, d. Thomas and Elisabeth, bp. Aug. 11, 1799.
Eliza[beth], d. Isaac, bp. Apr. 22, 1761.
Ellen, d. Tho[ma]s and Ruth, bp. June 27, 1778.
Hariot, d. twin, Thomas, bp. Feb. 13, 1803.
Mary, d. Capt. Thomas, bp. Sept. 29, 1782.
Rebeckah, d. Thomas, bp. Dec. 16, 1792.
Sarah, d. Isaac, bp. June 16, 1766.
Sarah, d. Thomas and Elisabeth, bp. Aug. 11, 1799.
Thomas, s. twin, Thomas, bp. Feb. 13, 1803.
William, s. W[illia]m, jr. and Elizabeth, bp. Aug. 20, 1780.

DUTCH, Betsey Simpkins, d. Stephen, bp. May 9, 1784.
Daniel, s. Benja[min], jr., bp. June 22, 1760.
Dolly, d. Capt. John, bp. May 25, 1783.
Eliza[beth], d. Nath[anie]l, bp. Mar. 11, 1759.
Eunice, d. John, bp. Apr. 22, 1781.
Henrietta, d. Stephen, bp. Nov. 26, 1786.
Lucy, d. Stephen, bp. Jan. 6, 1788.
Mary, d. John, bp. Aug. 29, 1773.
Polly, d. Stephen and Mary, bp. Nov. 10, 1782.
Sally, d. Capt. John, bp. May 15, 1785.
Stephen, s. Stephen and Mary, bp. Apr. 29, 1781.
Susanna, d. Benja[min], bp. May 22, 1768. [bp. May 20. T. R.]
William, s. Stephen, bp. Dec. 11, 1785.
——, s. Daniel, b. Sept. —, 1787.

EDWARDS, Hannah, d. Joseph, bp. Oct. 4, 1767. [bp. Oct. 11. T. R.]

EVELETH (see also Evleth), Elisabeth, d. Samuel and Elisabeth, bp. Oct. 12, 1788.
Mary, d. Sam[ue]l, bp. Mar. 16, 1794.
Sam[ue]l, s. Sam[ue]l, bp. Aug. 22, 1790.
Sarah, d. Sam[ue]l, bp. Oct. 14, 1798.
——, s. Samuel, b. May —, 1786.

EVLETH (see also Eveleth), Susannah, d. Sam[ue]l, bp. Feb. 29, 1796.

FARLEY (see also Farly), Abigail, d. Nath[anie]l, bp. Jan. 31, 1762.
Charles, s. Jonathan, bp. June 26, 1791.
Elisabeth, d. Jonathan and Susannah, bp. Oct. 19, 1788.
Eliza[beth], d. Michael, jr., bp. Jan. 13, 1750-51. [bp. Jan. 14. T. R.]
Eliza[beth], d. Nath[anie]l, bp. June 26, 1757. [bp. June 25. T. R.]
Eunice Wells, d. Jonathan, bp. June 2, 1805.
Hannah, d. Nath[anie]l, bp. May 5, 1771.
Joseph, s. John, bp. July 5, 1772.
Michael, s. Jonathan, bp. May 30, 1802.
Susannah, d. Nath[anie]l, bp. May 28, 1780.
Susannah, d. Jonathan and Susannah, bp. Oct. 19, 1788.
Will[iam], s. Nath[anie]l, bp. Nov. 18, 1759.
——, d. Jonathan, b. Apr. —, 1786.

FARLY (see also Farley), George William, s. Jonathan and Susannah, bp. Sept. 6, 1801.
Jonathan Coggswell, s. Jonathan and Susannah, bp. Sept. 6, 1801.
Mary, d. Jonathan and Susannah, bp. Sept. 6, 1801.

FELLOWS, Susannah, d. Joseph, bp. July 2, 1749.
William, s. ——, bp. Feb. 14, 1780.

FITTS, Abraham, s. Dan[ie]l, bp. Nov. 25, 1753. [bp. Nov. 26. T. R.]
Bethiah, d. Moses, bp. Feb. 14, 1768.
Daniel, s. Daniel, bp. Dec. 1, 1751.
Daniel [Moses. T. R.], s. Daniel, bp. Dec. 28, 1755.
Elisabeth, d. Nath[anie]l, bp. Oct. 5, 1788.
Jeremiah, s. Nath[anie]l, bp. Apr. 23, 1780.

FITTS, Jeremiah, s. Nath[anie]l, bp. June 16, 1782.
John, s. Aaron, bp. June 29, 1783.
Molly, d. Aaron, bp. Feb. 24, 1782.
Nabby, d. Aaron, bp. Apr. 17, 1774.
Solomon, s. Daniel, bp. Mar. 18, 1764.

FOSTER, Nath[anie]l Clark, s. W[illia]m, bp. Dec. 5, 1756. [bp. Nov. 21. T. R.]
Rebecca, d. W[illia]m, bp. July 1, 1753.
Susannah, d. Jonathan, bp. Oct. 10, 1773.

FOWLER, James, s. Jos[eph], bp. Jan. 10, 1762.
Mary, d. Jos[eph], jr., bp. Sept. 5, 1756.

FREEMAN, John, s. Peter, bp. July 29, 1759.
Lydia, d. Peter, bp. June 29, 1755. [bp. June 28. T. R.]
Peter, s. Peter, bp. Oct. 26, 1751.
Peter, s. Peter, bp. June 26, 1757. [bp. June 25. T. R.]

FULLAR (see also Fuller), Enoch Perkins, s. Nath[anie]l, bp. May 13, 1804.

FULLER (see also Fullar), Elizabeth, d. Nath[anie]l and Hannah, bp. Oct. 4, 1789.
Hannah, d. Nath[anie]l and Hannah, bp. Oct. 4, 1789.
John Perkins, s. Nath[anie]l, bp. May 9, 1802.
Mary, d. Nath[anie]l, bp. May 25, 1800.
Rebekah, d. Nath[anie]l, bp. July 1, 1798.
Sarah, d. Nath[anie]l and Hannah, bp. Oct. 4, 1789.
Susannah, d. Nath[anie]l, bp. Mar. 27, 1796.
——, d. Nath[anie]l, b. Nov. —, 1786.

GALLOWAY, Anna, d. Jona[than], bp. Aug. 21, 1774.
Daniel, s. Jonath[a]n, bp. May 17, 1772.
Lydia, d. W[illa]m, bp. Nov. 6, 1772.
Lydia, d. Jonathan, bp. Oct. 9, 1774.
Samuel, s. Jona[than], bp. Dec. 11, 1768.
William, s. Jona[than] [William. T. R.], bp. Nov. 5, 1758.
William, s. Will[ia]m, bp. Jan. —, 1771.

GIDDING (see also Giddings), Joseph, s. Solomon, bp. July 28, 1771.
Joseph, s. Solomon, jr., bp. Aug. 28, 1774.

GIDDINGS (see also Giddimg, Giddins), Joseph, s. Solomon, jr., bp. Aug. 16, 1772.

GIDDINS (see also Giddings), Anice, d. Solomon, bp. May 9, 1784.

GLASIER (see also Glazier), Edmund Heard, s. twin, Benjamin, bp. June 6, 1802.
Elisabeth, d. Daniel, bp. July 10, 1796.
Elisabeth Osgood, d. twin, Benjamin, bp. June 6, 1802.
Eliza, d. John, bp. Oct. 16, 1803.
Eliza[beth], d. Benja[min], bp. Nov. 6, 1768.
Hannah, d. John, bp. Dec. 27, 1801.
Lucy, d. Benja[min], bp. Oct. 3, 1773.
Lydia Hovey, d. Benjamin, bp. Aug. 21, 1803.
Polly, d. Daniel, bp. Apr. 12, 1795.

GLAZIER (see also Glasier), Joanna, d. John, bp. June 2, 1799.
John, s. John, bp. Mar. 30, 1800.
Sally, d. John, bp. June 2, 1799.
William, s. John, bp. May 21, 1774.

GOLD (see also Gould), Tho[ma]s, s. Major, bp. July 18, 1756. [bp. July 11. T. R.]

GOLDSMITH, Tho[ma]s, s. John, bp. Oct. 25, 1772.

GOODHUE, Aaron, s. Aaron, bp. Apr. 20, 1794.
Abagail, d. Aaron, bp. Apr. 28, 1805.
Abner, s. John, bp. Jan. 31, 1762.
Betsey, d. Ebenezer, bp. Nov. 20, 1785.
Daniel, s. John, bp. Aug. 28, 1769. [bp. Aug. 27. T. R.]
Daniel, s. Daniel, bp. [bet. Oct. 9 and Nov. 5], 1774.
Elizabeth, d. Eben[eze]r, bp. Apr. 5, 1789.
Ephraim, s. twin, John, jr., bp. Aug. 3, 1783.
Isaac, s. John and Mary, bp. June 10, 1781.
John, s. John, bp. Mar. 13, 1774.
Manasseh, s. twin, John, jr., bp. Aug. 3, 1783.
Martha, d. Nath[anie]l, bp. Feb. 8, 1756.
Moses, s. Aaron, bp. Sept. 16, 1798.
Polly, d. John, jr., bp. June 5, 1785.
Polly, d. Aaron and Mary, bp. May 17, 1789.
Sarah, d. Ebenezer and Sarah, bp. Sept. 8, 1782.
Thomas, s. John, jr., bp. Feb. 14, 1780.

GOULD (see also Gold), Abigail, d. Major, bp. Jan. 3, 1773.
Daniel, s. Thomas and Ruth, bp. Nov. 30, 1800.

GOULD, Elisabeth, d. Thomas, bp. Apr. 24, 1803.
Elisha, s. Maj[o]r, jr., bp. Feb. 17, 1765. [bp. Feb. 10. T. R.]
Elisha, s. Elisha and Rebeckah, bp. Nov. 7, 1779.
Elizabeth, d. Thomas and Ruth, bp. Nov. 30, 1800.
Sarah, d. Thomas, bp. Nov. 30, 1800.
Thomas, s. Thomas, bp. Nov. 30, 1800.
William, s. Maj[o]r, jr., bp. July 3, 1763.

GRAVES, Moses, s. John, jr., bp. May 14, 1769. [bp. May 7. T. R.]
Moses, s. wid. Deborah, bp. July 26, 1795.

GREEN, Benjamin, s. Benjamin, bp. Sept. 1, 1805.
Lucy, d. Benj[ami]n and Lydia, bp. May 12, 1799.
Mary Ann, d. Benjamin, bp. Aug. 21, 1803.
Susannah, d. Ben[jami]n, bp. May 10, 1801.

HALE, Joseph, s. Joseph, bp. Sept. 2, 1804.

HARRIS, Abraham Lord, s. John, 3d, bp. Jan. 11, 1789.
Eliza[beth], d. John, 5th, bp. Jan. 8, 1764.
Elizabeth, d. John, bp. Aug. 24, 1783.
John, s. John, 4th [3d. T. R.], bp. Dec. 8, 1771.
Joseph, s. John, 3d, bp. Dec. 12, 1779.
Joseph, s. Abner and E[li]sabeth, bp. July 18, 1802.
Mary, d. Moses, bp. Apr. 25, 1762.
Mary, d. John, bp. Jan. 29, 1774.
Mary Smith, d. Abner, bp. May 6, 1804.
Nath[anie]l, s. John, 3d, bp. Aug. 3, 1755.
Richard, s. Will[ia]m, deceased, and Sarah, bp. Apr. 6, 1760. [bp. Apr. 16. T. R.]
Sarah, d. John, bp. May 5, 1771.
Susannah, d. John, 3d, bp. Dec. 11, 1785.
Will[ia]m, s. John, 3d [William, 3d. T. R.], bp. Sept. 7, 1760.
William, s. John, bp. Nov. 5, 1774.

HASKEL (see also Haskell), Jonathan, s. Mark, bp. July 18, 1784.
Mark, s. Mark, 3d, bp. Apr. 17, 1774.

HASKELL (see also Haskel), Hannah, d. Mark, 3d, bp. Oct. 25, 1772.

HEARD (see also Herd), Daniel, s. Nath[anie]l, jr., bp. May 8, 1791.
Joanna, d. John, jr. and Elizabeth Anna, bp. Aug. 21, 1768.

HEARD, Joanna, d. Nath[anie]l, jr., bp. May 17, 1795.
John, s. John, jr., bp. Jan. 11, 1784.
John, s. Nathanael, jr. and Susannah, bp. Feb. 6, 1785.
Joseph, s. Samuel, bp. Jan. 9, 1757.
Joseph, s. Daniel, jr., bp. May 23, 1763.
Joseph, s. Nath[anie]l, jr., bp. Oct. 13, 1799.
Lucy, d. John, jr., bp. Sept. 9, 1781.
Martha, d. John, jr. and Martha, bp. Oct. 14, 1770. [bp. Oct. 15. T. R.]
Mary, d. Nath[anie]l, jr., bp. Mar. 17, 1793.
Nathanael, s. Nathanael, jr. and Susannah, bp. Feb. 6, 1785.
Nathanael, s. John, jr., bp. Mar. 5, 1786.
Robert, s. Nath[anie]l, jr., bp. Feb. 19, 1786.
Susannah, d. Daniel, jr., bp. Mar. 1, 1767.
Susannah, d. Nath[anie]l, jr., bp. June 14, 1789.
Tamasin, d. Nath[anie]l, bp. Aug. 31, 1760. [bp. Aug. 17. T. R.]
Unice, d. Edmund, bp. Sept. 16, 1759.
William, s. John, jr., bp. Jan. 4, 1789.
William, s. Nath[anie]l, jr., bp. Aug. 23, 1801.

HENDERSON, Abigail, d. Tho[ma]s, bp. Aug. 23, 1767.
Benj[ami]n, s. Thomas, bp. May 21, 1786.
John, s. John, bp. Aug. 21, 1774.
Joseph, s. Thomas, bp. Sept. 23, 1781.
Lucy, d. Tho[ma]s [John, jr. T. R.], bp. Nov. 17, 1765.
Margarett, d. Samuel, bp. Oct. 1, 1769.
Samuel, s. Sam[ue]l, bp. Nov. 6, 1772.
Tho[ma]s, s. Tho[ma]s, bp. Aug. 16, 1772.
William, s. Thomas, bp. Sept. 5, 1790.

HERD (see also Heard), Eliza[beth], d. Sam[ue]l, bp. Dec. 30, 1750. [bp. Dec. 29. T. R.]
Mary, d. Daniel, bp. July 16, 1749. [bp. July 9. T. R.]

HODGEKINS (see also Hodgkins), Will[ia]m, s. John, bp. Aug. 21, 1762.

HODGKINS (see also Hodgekins), Abigail, d. John, 5th and Abigail, bp. Aug. 20, 1780.
Abraham, s. John, bp. Apr. 29, 1751. [bp. Apr. 28. T. R.]
Benja[min], s. Joseph, bp. Sept. 7, 1766.
Benjamin, s. John, 4th, bp. Oct. 23, 1785.
Bethiah, d. Tho[ma]s, 3d [4th. T. R.] bp. Dec. 31, 1758.
Clarissa, d. John, 3d, bp. Feb. 2, 1794.

HODGKINS, Daniel, s. Capt. Tho[ma]s, jr., bp. Nov. 9, 1788.
David, s. David and Mary, bp. July 14, 1799.
Edward, s. John, jr., bp. June 23, 1799.
Eliza[beth], d. Steph[en], bp. Apr. 29, 1751. [bp. Apr. 28. T. R.]
Eliza[beth], d. John, 4th, bp. Aug. 8, 1773.
Frances, d. Will[ia]m, bp. Aug. 14, 1757.
Joanna, d. Tho[ma]s, bp. Apr. 30, 1786.
John, s. John, 4th, bp. Oct. 3, 1756.
John, s. Tho[ma]s, bp. Jan. 29, 1774.
Joseph, s. John [Joseph. T. R.], bp. Aug. 21, 1768.
Judith, d. Ezek[iel], bp. Feb. 4, 1749 [-50. bp. Feb. 3. T. R.]
Margaret, d. Steph[en], bp. June 29, 1755. [bp. June 28. T. R.]
Mary, d. John, jr., bp. July 4, 1790.
Mary, d. John, 4th, bp. July 4, 1790.
Moses, s. wid. Eliza[beth], bp. June 8, 1760.
Sally, d. Thomas, bp. July 4, 1784.
Samuel, s. W[illia]m, bp. Aug. 5, 1759.
Stephen, s. Tho[ma]s, jr. [3d. T. R.], bp. Apr. 4, 1762.
Tho[ma]s, s. John, jr. [3d. T. R.], bp. Mar. 5, 1758.
Tho[ma]s, s. John, jr. [4th. T. R.], bp. June 1, 1760.
Unis, d. John, bp. Apr. 30, 1758. [bp. May 7. T. R.]
William, s. Samuel, bp. Dec. 11, 1759.
William, s. Thomas, bp. Feb. 24, 1782.
W[illia]m Harris, s. Steph[en], bp. Aug. 6, 1749. [bp. July 30. T. R.]

HOLLAND, Daniel, s. John, jr., bp. June 13, 1773.
Eliza[beth], d. Jos[eph], bp. June 2, 1771.
John, s. John, jr. and Mary, bp. Dec. 9, 1769.
Lucy, d. John, bp. Nov. 30, 1783.
Samuel, s. John, bp. Sept. 19, 1779.
Sarah, d. John, bp. Nov. 4, 1781.

HOLMES, Sarah, d. John, bp. June 10, 1759.

HOVEY, Eunice, d. Capt. Joseph, bp. Mar. 23, 1788.
George Lewis, s. Francis, bp. Aug. 5, 1804.
Hannah, d. John, deceased, and Eliza[beth], bp. Dec. 5, 1762.
Hannah, d. Francis, bp. Jan. 16, 1774.
John Holmes, s. Joseph, bp. Feb. 27, 1791.
Lydia, d. Joseph, bp. Aug. 28, 1774.
Sally, d. Ebenezer, bp. Sept. 4, 1785.
Tho[ma]s Lewis, s. Francis [Tho[ma]s. T. R.], bp. Aug. 9, 1772.

HUSE, Enoch, s. Enoch, bp. Jan. 15, 1761. [bp. Jan. 18. T. R.]

INGERSOL (see also Ingolson), Daniel, s. Jonathan, bp. May 20, 1781.

INGOLSON (see also Ingersol), Jona[than], s. Jona[than], bp. Dec. 18, 1774.

JEWET (see also Jewett), Daniel, s. John Coles, bp. Dec. 17, 1780.

JEWETT (see also Jewet), Aaron, s. John Coles, bp. May 20, 1787.
Elizabeth, d. Dummer, bp. Mar. 25, 1764.
Eliza[beth], d. John Coles, bp. July 22, 1770. [bp. July 15. T. R.]
Mary, d. George, deceased, grandd. wid. Martha, bp. Aug. 3, 1800.
Samuel, s. John Coles, bp. Oct. 10, 1784.
Sarah, d. John Coles, bp. June 9, 1782.
Stephen, s. John Coles, bp. Mar. 13, 1774.

JONES, Abigail, d. Thomas, bp. Aug. 5, 1792.
Elizabeth, d. Thomas, bp. Mar. 12, 1786.
Eunice, d. Thomas, bp. Sept. 1, 1793.
John, s. Thomas, bp. Jan. 18, 1784.
John Smith, s. Thomas, bp. June 1, 1788.
William, s. Thomas, bp. Oct. 3, 1790.
Wil[lia]m Harris, s. Nath[anie]l, bp. Aug. 9, 1772. [bp. Aug. 2. T. R.]
William Harris, s. Nath[anie]l, bp. Dec. 26, 1773.

KENDAL (see also Kendall), Elisabeth, d. Capt. Ephraim, bp. June 10, 1781.

KENDALL (see also Kendal, Kindall), Harriot, d. Ephraim, bp. July 2, 1786.
Ruth, d. Capt. Ephr[ai]m, bp. Jan. 18, 1784.
Samuel, s. Capt. Ephraim, bp. Aug. 4, 1788.

KIMBAL (see also Kimball), Nathaniel, s. Aaron, jr., bp. May 4, 1783.
Sarah, d. Ebenezer, bp. Dec. 8, 1782.

KIMBALL (see also Kimbal, Kimbill), Aaron, s. Aaron, jr., and Hannah, bp. Mar. 25, 1781.
Aron, s. Richard, bp. July 24, 1774.
Daniel, s. Aaron, bp. Sept. 30, 1759.
Eben[eze]r, s. Tho[ma]s, bp. Aug. 12, 1764.
Ebenezer, s. Eben[eze]r, jr. and Sarah, bp. June 21, 1789.
Eben[eze]r, s. Aaron, bp. Apr. 8, 1792.
Hannah, d. Aaron, jr., bp. June 26, 1785.
Hannah, d. Jacob, bp. June 22, 1794.
Jacob, s. Benja[min], bp. Feb. 22, 1767.
Jacob, s. Jacob, bp. Dec. 24, 1797.
James Staniford, s. Capt. Thomas and Sarah, bp. June 23, 1805.
John, s. Eben[eze]r, jr., bp. Aug. 3, 1800.
John, s. Jacob, bp. Dec. 14, 1800.
Joseph, s. Richard, bp. July 18, 1784.
Joseph, s. Ebenezer and Sarah, bp. June 8, 1794.
Lucy, d. twin, Richard, bp. Sept. 15, 1782.
Lydia, d. Benja[min], bp. Mar. 21, 1762.
Mark, s. Ebenezer, jr., bp. June 10, 1798.
Mary, d. Jacob, bp. Feb. 22, 1795.
Moses, s. Jos[eph], bp. May 24, 1761.
Moses, s. Eben[eze]r, jr. and Sarah, bp. June 21, 1789.
Nathaniel Holland, s. Jacob, bp. June 22, 1794.
Polly, d. twin, Richard, bp. Sept. 15, 1782.
Rebecca, d. Moses, bp. Feb. 19, 1758.
Rebeckah, d. Eben[eze]r, bp. Oct. 10, 1802.
Robert, s. Aaron, bp. Apr. 25, 1790.
Sarah, d. Aaron, jr., bp. May 18, 1788.
Sarah, d. Eben[eze]r and Sarah, bp. Sept. 20, 1789.
Stephen, s. Eben[eze]r, jr., bp. Aug. 28, 1796.
Susannah, d. Eben[eze]r, bp. Nov. 24, 1771.
Thomas, s. Eben[eze]r, jr. and Sarah, bp. June 21, 1789.
William, s. Tho[ma]s, bp. Nov. 21, 1762.
William, s. Eben[eze]r, jr., bp. Apr. 22, 1792.

KIMBILL (see also Kimball), ——, ch. Thomas, b. Sept. –, 1787.

KINDALL (see also Kendall), Elizabeth, d. twin, Jacob, bp. Oct. 9, 1804.
Salome, d. twin, Jacob, bp. Oct. 8, 1804.

KINSMAN, Farley, s. Moses and Lucy, b. Nov. 18, 1790. P. R. 121.
Hannah, d. Pelatiah, bp. Aug. 25, 1764.

KNOLTON (see also Knowlton), Margarett, d. Tho[ma]s, bp. Oct. 29, 1758.

KNOWLTON (see also Knolton), Asa, s. Nehemiah and Martha, b. Aug. 5, 1777. P. R. 123.
Benjamin, s. Nehemiah and Martha, b. Sept. 18, 1781. P. R. 123.
Charles, s. Nehemiah and Martha, b. Oct. 4, 1789. P. R. 123.
Elizabeth, d. Tho[ma]s, bp. Sept. 8, 1771.
Jacob, s. Tho[ma]s, bp. Nov. 28, 1762.
Josiah, s. Nehemiah and Martha, b. Aug. 12, 1784. P. R. 123.
Martha, d. Nehemiah and Martha, b. Nov. 9, 1779. P. R. 123.
Nehemiah, s. Nehemiah and Martha, b. Aug. 10, 1775. P.R. 123.
Sarah, d. Abraham, jr., bp. Mar. 17, 1765.

LAKEMAN, Deborah, d. Jona[than], bp. Nov. 19, 1769.
Eliz[abeth], d. John, bp. Aug. 1, 1773.
Hannah, d. Joseph, bp. July 19, 1761.
Hannah, d. Tho[ma]s, bp. Oct. 7, 1764.
Hannah, d. Eben[eze]r, bp. Oct. 21, 1781.
John, s. John, jr., bp. Dec. 27, 1761.
Mary, d. Daniel, bp. July 2, 1749.
Mary, d. John, jr., bp. Sept. 25, 1763.
Sarah, d. Rich[ar]d, jr., bp. Sept. 28, 1760.
Susannah, d. Jos[eph], bp. Sept. 30, 1759.
William, s. John, jr., bp. Nov. 23, 1766.
——, ch. John, jr., bp. Oct. —, 1763.
——, ch. Daniel, b. Sept. —, 1787.

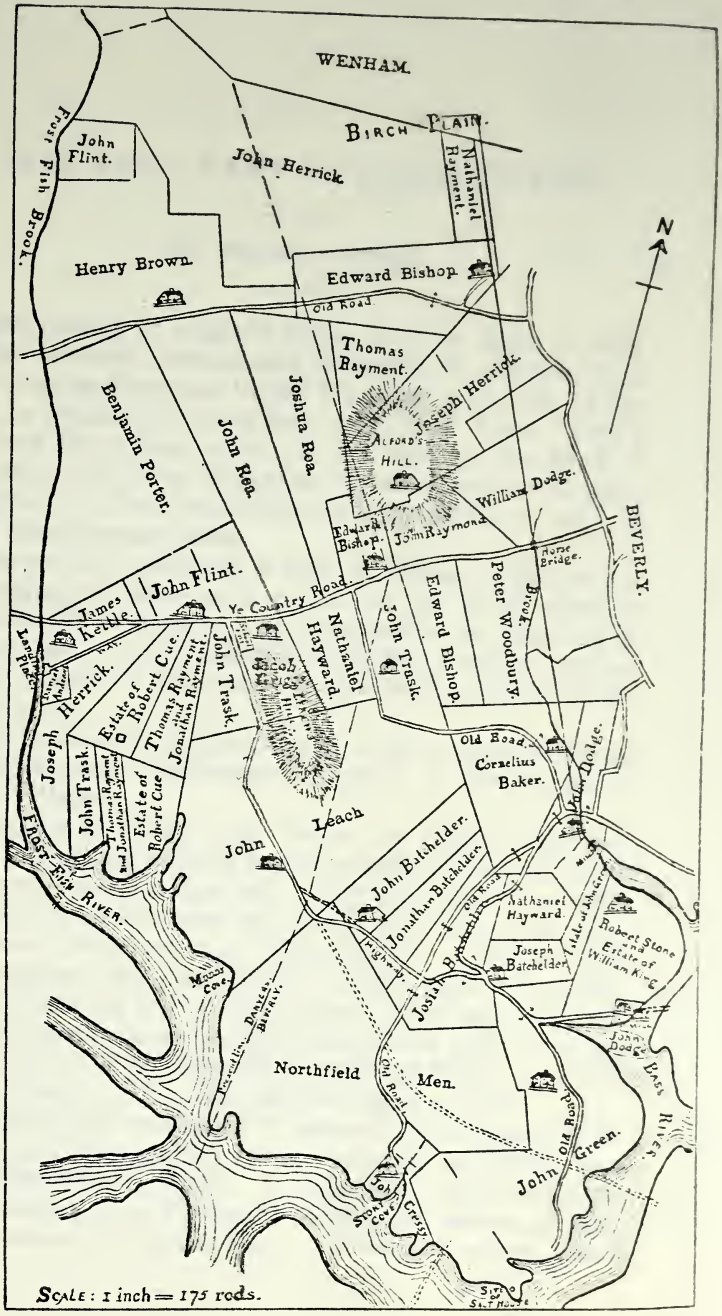
LANE, Abigail, d. Zebulun, bp. Jan. 1, 1769.

LEATHERLAND, ——, s. W[illia]m, b. ——, 1788.

Le FAVER, Joseph, s. Joseph, bp. June 22, 1794.
Nathaniel, s. Joseph, bp. June 22, 1794.
Lydia, d. Joseph, bp. June 22, 1794.

LORD, Aaron Perkins, s. John, jr., bp. Feb. 2, 1795.
Abel, s. Joseph, bp. Aug. 2, 1795.
Abigail, d. John, bp. May 31, 1772.
Abigail, d. Nath[anie]l, 3d, bp. May 8, 1791.
Abigail, d. Moses, jr., bp. Nov. 21, 1802.
Ammi, s. Nath[anie]l, 3d, bp. May 11, 1794.
Andrew, s. Daniel, jr., bp. Feb. 14, 1796.

(*To be continued*)



RIAL SIDE: PART OF SALEM IN 1700

RIAL SIDE: PART OF SALEM IN 1700

BY SIDNEY PERLEY

THIS portion of original Salem is now about equally divided between Danvers and Beverly. It extends from Bass river on the south to the Wenham town line on the north, a distance of about four miles, and from Porter's river and Frost Fish brook on the west to the head of Bass river and Horse bridge on Conant street on the east, a distance of about two miles, and comprises an area of about seven square miles.

This section continued a part of Salem until the incorporation of Danvers as a district, in 1752, when it was annexed to Beverly. It continued to be a portion of Beverly until April 27, 1857, when the western part of it was annexed to Danvers, the division line being shown on the plan.

This portion of original Salem, north of Conant street, was the extreme northeastern portion of the parish of Salem Village.

This part of Salem was known as Royal Side very early. It is said to have been granted to William Royal. The name became corrupted into "Riall Side" as early as 1638, and it has been so called generally ever since. The records mention it as "Royal side" as late as 1799. The southern part was called "Riall's neck" in 1650; Royalls Neck in 1657; and Royalls Neck side in 1665.

Bass river has been so called ever since 1635. It was called "ye river wch runneth towards ye Mill" in 1693; ye mill river in 1702; and the mill pond in 1717.

Porter's river was called Wooliston's (Williston, Wollestone and Woolestone) river as early as 1635; and Frost Fish river in 1657. It was also called Porter's river, because John Porter owned a great extent of land on its western side from 1646. The small stream form-

ing the source of this river was called Frost Fish brook as early as 1637.

Barney's cove was so called as early as 1723.

Brackett's cove was so called very early.

Aunt Betty's cove was called pine cove in 1683; stoney cove in 1691; and Aunt Betty's cove in recent years.

Muddy cove was so called in 1707.

Felton's cove was so called very early.

Little cove was so called as early as 1734.

Long cove was so called as early as 1739.

Folly hill was called Leach's hill as early as 1673. William Burnet Browne built upon its summit a mansion house about 1741. He called the hill Mount Burnet, and the house "Browne Hall." The latter was so badly shaken by the earthquake of 1755, that it was removed. People living in the country below considered the erection of the house upon such a great elevation a folly, and when the earthquake came and shook it they were convinced that their judgment was true. From that time it has been popularly known as Folly hill. It was called the great hill in 1799.

Cherry hill was known as Long hill in 1650; as Alford's hill in 1652; and was called Cherry hill as early as 1830.

Birch plain was called Birch or Burchen plain as early as 1650.

The Leach family burial ground was in existence quite early. It is mentioned in 1799; and the oldest gravestone in it is dated 1756.

The ancient highway running from Locust street, in Danvers, near the Rea-Fowler house eastward, crossing Burley street, on the northerly side of Cherry hill, to Trask street, in North Beverly, and thence by Cabot, Cedar and Cherry streets to Main street, in Wenham, is supposed to be very old. It can now be traveled most of its way. July 7, 1659, William Dodge and John Rayment were chosen by the selectmen of Salem "to mend the bridge & highway between frost fish Riv^r and Wenham."[1] This old road was called the highway in

[1]Salem Town Records, volume 1, page 228 (printed).

1783; the proprietors' way that leads to Asa Brown's in 1789; the road leading from William Trask's house to Stephen Felton's house in 1791; a private way and also a privilege way in 1814.

Conant street was there in 1637. It was called ye country highway in 1656; ye common highway or country road in 1673; ye publick road in 1714; ye main or ye country road in 1720; ye road leading to Ipswich in 1750; the highway leading through Royal side so called in 1753; Ipswich road so called in 1755; the road leading from Newbury to Boston in 1779; the road leading from Danvers to Beverly in 1792; the Ipswich road in 1799; the road leading from the North parish in Beverly to Danvers Plains in 1853; and Conant street in 1856. Horse bridge over Bass river was so called in 1660; and the bridge over Frost Fish brook is mentioned in 1753.

There was a landing place at the head of Frost Fish river; on the southerly side of Conant street, in existence before 1671. It was four rods square. James Kettle released his interest in it to Capt. John Putnam, sr., and Jonathan Putnam, husbandmen, both of Salem, April 20, 1688.[1] The road leading down to it was not formally such until 1671, when it was laid out two rods wide. It went through the land of Jacob Barney, sr., of whom the town of Salem bought it, together with his interest in the landing place. The bounds of the landing place were established Sept. 4, 1704.[2] In 1700, the road was called the town highway that goeth toward ye landing place. It was in use in 1774.

Elliott street is an ancient way. It was called, at Bass river, the highway in 1714; at the Conant street end it was called the way that leads from Mr. Leach's to a gate near the country road in 1733; a town way in 1740; the road or highway which leads from the corner by Ipswich road near the house of William Burley through Royal Side so called to the lower parish in Beverly in 1799; the Rial Side road so called in 1853; and Elliott street in 1855.

[1] Essex Registry of Deeds, book 19, leaf 119.
[2] Beverly Town Records, volume 5, page 405.

The ancient road from Balch street to Aunt Betty's cove was called ye highway to stoney brook or cove in 1691; and also, in the same year, "ye highway for ye proprietors of Royall side to goe to stony Cove."

The ancient road leading from Conant street past the Trask and Baker houses to Balch street was called a lane or by-way and a private highway in 1720.

The southern end of Burley street was laid out as a private way by the town of Beverly, following a very crooked old path from Archelaus Brown's wheat pen to the country road (Conant street) March 8, 1766.[1]

Liberty street was laid out and the bridge over the Danvers river constructed in the spring of 1788. There was great objection made to the building of this bridge, as it was esteemed to be in opposition to the Essex bridge, between Beverly and Salem, which was being built at that time. This bridge was called Spite bridge for many years. Its location is shown by dotted parallel lines.

Bridge street was laid out and the bridge built over Bass river, with a draw in it, in 1856. Its course is shown by dotted parallel lines.

John Cressy House. That portion of this lot of land lying southwesterly of the dashes was granted by the selectmen of Salem to Henry Skerry of Salem April 27, 1654;[2] and he conveyed it to Abraham Read Oct. 8, 1673.[3] Mr. Read was of Salem, husbandman, and he built a house upon the northern part of the lot. Mrs. Newman claimed that this lot belonged to her as a part of her adjacent lot, and recovered it in or before 1677. She released it to Mr. Read; and, for fifteen pounds, he conveyed the estate to John Cressy of Salem, tailor, Oct. 22, 1695.[4]

That part of the lot lying northerly of the dashes was the property of John Green, sr., of Salem, yeoman, March 7, 1689-90, when, for four pounds and fifteen shillings, he conveyed it to John Creasey of Salem, tailor.[5]

[1]Beverly Town Records, volume 5, page 341.
[2]Salem Town Records, volume 1, page 177 (printed).
[3]Essex Registry of Deeds, book 4, leaf 149.
[4]Essex Registry of Deeds, book 11, leaf 61.
[5]Essex Registry of Deeds, book 10, leaf 31.

That part of the lot lying southeasterly of the dashes was the northerly portion of the sixteen acres granted to John Winthrop by the town of Salem Aug. 19, 1639.[1] Mr. Winthrop gave it to his daughter Elizabeth, afterward wife of Rev. Antipas Newman of Wenham. Mr. Newman died Oct. 15, 1672; and his wife survived him and married, secondly, Zerubabel Endecott of Salem. The lot was sold to John Green of Salem, who had paid for it, but who died before a deed was delivered, and with her son John Newman, as administrators of Mr. Newman's estate, she gave a deed of it to Mr. Green's widow, Mary Green, July 31, 1691.[2] For twelve pounds, Mrs. Green conveyed this southeasterly part of the lot to Mr. Creasie Aug. 1, 1691.[3]

The triangular portion was also a part of the estate of John Green of Salem, yeoman, who, for six pounds and four shillings in silver, with the consent of his mother Mary Green of Salem, conveyed it to Mr. Creasie March 11, 1692-3.[4]

Mr. Creasy died possessed of the estate in 1735, having devised the house and land to his son Daniel Creasy. Daniel Creasey was a cordwainer and lived in Andover March 1, 1737, when he conveyed, for three hundred pounds, to Joseph Cressey of Beverly, cordwainer, thirteen acres of upland and salt marsh and a dwelling house and barn thereon standing.[5] How long the house stood is unknown, but it is said to have existed within the memory of persons now living and owned by a Foster family.

The strip of marsh between these points of upland belonged to Ralph Ellenwood, yeoman, Benjamin Ellenwood, mariner, and John Smith, mariner, all of Beverly, in 1695 and 1700.

Estate of John Green House. The town of Salem, June 25, 1638, "granted to Mr John Winthrop Jun. liberty to set a Salt house vpon Ryalls side wth wood for his occasions about the same house, and Comon for 2 Cows to

[1]Salem Town Records, volume 1, page 90 (printed).
[2]Essex Registry of Deeds, book 9, leaf 22.
[3]Essex Registry of Deeds, book 10, leaf 31.
[4]Essex Registry of Deeds, book 10, leaf 30.
[5]Essex Registry of Deeds, book 79, leaf 166.

pasture in."[1] Nathaniel Pickman built a house for Mr. Winthrop on the southwestern point of this lot. "Mr. Winthrop did make improuement of a salt house there upon s^d^ Land & kept a familie there a Considerable time", and lived there himself parts of two years at least. Robert Hebard, then about twenty-three years old, "dwelt with Mr. John Winthrop at the salthouse upon Royall

SALT HOUSE POINT

side when the lot layers laid out the land."[2] William Bennet, then about thirty-four years old, testified that "when John Winthrope, Esqr was at ye Salt house 30 odd years past y^t^ I haueing occasion to worke there upon Carpintry worke some times for Mr Winthrope, . . Mr Winthrope haueing a house and Family there some con-

[1]Salem Town Records, volume 1, page 70 (printed).
[2]See papers in Records and Files of the Quarterly Courts of Essex County, volume 6, pages 244-248.

siderable time & carried on ye designe of making salt," etc.[1] The house was probably gone before 1670. A plan of this region, made by Daniel Epps March 28, 1677, and on file in the office of the clerk of courts at Salem is reproduced on the opposite page.

At a general town meeting, Aug. 19, 1639, the town of Salem "Graunted to John Winthrop Esqr Junior a little neck of land adioyinge to the salt house built by the said Mr Winthrop containinge about 16 acres or thereabouts, more or less, lying betweene a coue wch is on the north side of his said howse & a little brooke lying to the west of the said howse."[2]

The first grant to Mr. Winthrop and the southerly portion of the second grant comprise that portion of this lot lying southwesterly of the dashes.

Mr. Winthrop gave it to his daughter Elizabeth, afterwards wife of Rev. Antipas Newman of Wenham. Mr. Newman died Oct. 15, 1672; and his wife survived him and married, secondly, Zerubabel Endecott of Salem. With her son John Newman of Boston, as administrators of Mr. Newman's estate, she mortgaged the lot, for fifty pounds, to Capt. John Hull of Boston, esquire, May 21, 1681.[3] The lot was sold to John Green of Salem, who had paid for it, but who died before a deed was delivered, and Mrs. Endecott and her son John Newman, administrators of the estate of Mr. Newman, gave a deed of it to Mr. Green's widow, Mary Green, July 31, 1691.[4]

The remainder of this lot belonged to John Green very early; and on it he lived.

Under the ledges, on Bass river and in the cove, at the southerly part of this lot, was a strip of upland and marsh which belonged to William Dixie very early. This, also, became a part of the Green estate.

Mr. Green died in 1690. His estate was divided Feb. 28, 1690-1, and ten acres of the salt house point was assigned to his daughter Elizabeth Green; and the remainder to his son John Green, subject to a life estate of his

[1]See papers in Records and Files of the Quarterly Courts of Essex County, volume 6, pages 244-248.
[2]Salem Town Records, volume 1, page 90 (printed).
[3]Essex Registry of Deeds, book 6, leaf 2.
[4]Essex Registry of Deeds, book 9, leaf 22.

mother Mary Green in one end of the house and back leanto, one end of the barn and one-third of the land, except two acres in Ryall side "comonly called the Rockwell."[1] John Green, the son, died in 1697, when the dwelling house, barn and land were appraised at fifty-five pounds.

Elizabeth Green married Jacob Reed of Salem, husbandman, and possessed her lot at the salt house point until 1706.

How long the house of Mr. Green stood after 1700 is unknown, but the old Green house which stood on the hill on the ancient way, on the northeasterly side of Bridge street, and southerly of the site of the original house, probably succeeded it.

John Dodge House and Grist Mill. The original mill here was called Mr. Friend's mill in 1653. Samuel Friend of Manchester sold to Lawrence Leach of Salem the mill and mill-house; but no legal conveyance of the title thereto was made until after Mr. Leach's death, which occurred in 1662. At the time of the decease of Lawrence Leach, the mill was appraised at forty pounds, and the house, orchard and land at thirty pounds. He still owed thirty pounds on the mill. Apparently, his son John Leach paid the amount and received a deed of the house, mill and land from Mr. Friend Sept. 7, 1665.[2] Mr. Leach lived here, and was the miller. He conveyed the house, mill and land to John Dodge, jr., of Beverly, husbandman, Sept. 2, 1669.[3] In his will Lawrence Leach had devised his estate to his wife Elizabeth Leach; and, for seventeen pounds and ten shillings, she confirmed the sale of her son John Leach to Mr. Dodge of the house, mill and land Nov. 26, 1670.[4] John Dodge, jr., of Beverly, yeoman, conveyed to his son-in-law Ebenezer Woodberry of Salem, miller, "the grist mills alias corn mills" and land Oct. 12, 1702.[5] Mr. Woodberry was running the mill in 1708, and died possessed of it in 1714, intestate. One item in the inventory of his estate is: "To grift mils and one

[1]Essex Registry of Deeds, book 9, leaf 117.
[2]Essex Registry of Deeds, book 5, leaf 110.
[3]Essex Registry of Deeds, book 3, leaf 69.
[4]Essex Registry of Deeds, book 3, leaf 111.
[5]Essex Registry of Deeds, book 16, leaf 146.

dwelling hous & barn ſtanding in the Townſhip of Salem" with the land £280. The real estate was divided among the heirs July 8, 1758; and his eldest son Ebenezer Woodberry was assigned "Two old Grist mills situate on Bass River in Beverly;" and to his son Nathaniel Woodberry "an old dwelling house standing Nigh the Grist mills."

In 1797, the western half of the house belonged to Israel Woodbury of Beverly, miller, and the eastern half to William Woodbury of Beverly, yeoman, who conveyed it to Elisha Woodbury of Beverly, mariner, Sept. 5, 1767.[1] Elisha Woodbury died Feb. 19, 1796. Upon division of his real estate, Nov. 9, 1798, his half of the house was assigned to his son Joseph Woodbury. Israel Woodbury conveyed his half to Thomas Davis, jr., of Beverly, gentleman, July 17, 1797.[2] How long the old house stood after 1798 has not been learned.

The two tide mills were owned by Israel Woodberry of Beverly, miller, who conveyed them, they being called Woodbury's mills, with their tackle and furniture, mill dam, flumes and the mill privilege to Thomas Davis, jr., of Beverly, gentleman, July 17, 1797.[2] Mr. Davis bought the mills at auction, which was advertised in the *Salem Gazette*, in its issue of May 26, 1797, as follows :—

To be Sold at Public Vendue, on Wedneſday, the 21ſt day of June next, at 2 o'clock, P. M.

TWO Grift Mills, under one roof, ſituated in the upper Pariſh in Beverly.—ALSO, one half of a Dwelling-Houſe near ſaid Mills, and about 2½ Acres of Land.

The Conditions will be made known at the time and place of ſale, which will be at the above Dwelling-Houſe. For particulars, apply to ISRAEL WOODBERY, on the premiſes.

Beverly, May 9, 1797.

Mr. Davis died July 17, 1840, intestate, and the title to the mill descended to his children and grandchildren. Charles Davis, William Davis (by a trustee), Alpheus Davis, Augustine Lovett and wife Lucy D. Lovett and Pyam Lovett, jr., and wife Martha M. Lovett, all of Bev-

[1]Essex Registry of Deeds, book 148, leaf 240.
[2]Essex Registry of Deeds, book 162, leaf 210.

erly, Thomas D. Lovett and wife Sarah F. Lovett of Northfield, and Israel W. Davis and wife Elizabeth Davis of Wenham conveyed to Aaron Dodge of Beverly, miller, seventeen-twentieths of the grist mill, with its tackle, furniture, dam, flumes and the mill privilege April 28, 1848;[1] and on the same day William Endicott of Beverly, as guardian of John B. Davis, Mary E. Davis and Lucy H. Davis, children of John Davis of Wenham, gentleman, deceased, intestate, conveyed to Mr. Dodge three-twentieths of the mill, etc.[2] The mill continued to be used by Mr. Dodge until his decease, Feb. 3, 1886.

Robert Stone and Estate of William King House. This lot of land was granted to William King by the town of Salem Feb. 4, 1638-9.[3] He built a house upon it, and lived therein. He died in 1650, and by agreement with his mother Dorothy King, his eldest son William King had the homestead. The latter lived here until after 1662.[4] William King of Salem, cooper, for forty-seven pounds, conveyed to Robert Stone of Salem, seaman, one-half of this lot and one-half of the house thereon Dec. 14, 1665.[5] Robert Stone died in 1690; and his one-half interest in the house and land was appraised at one hundred pounds. The real estate was divided Feb. 6, 1693-4, and his part of this property was assigned to his eldest son Samuel Stone.

William King, the son, died possessed of his one-half of this estate in 1684. This one-half of "a little dwelling house" and the land was then appraised at one hundred pounds. He devised to his wife Katherine for her life one-half of his real estate, and at her decease this one-half to whom she might devise it in her will, to her relatives or others. In her will, proved Jan. 1, 1718, she gave it to her nephew or cousin Samuel Stone and her niece Sarah, wife of Jacob Manning of Salem. The other

[1]Essex Registry of Deeds, book 400, leaf 141.
[2]Essex Registry of Deeds, book 400, leaf 142.
[3]Salem Town Records, volume 1, page 80 (printed).
[4]Deposition of John Wesson, sr., of Reading, who lived with William King, sr., at this place before 1650. Sworn to Feb. 24, 1699-1700.—*Essex Registry of Deeds, book 13, leaf 246.* Capt. John Dodge of Beverly, aged sixty-three, also deposed June 28, 1700.—*Essex Registry of Deeds, book 13, leaf 297.*
[5]Essex Registry of Deeds, book 4, leaf 48.

one-half of the real estate was devised by William King to his "brother's sons, either the eldest or the youngest as that hath most need of it as my brother shall judge meet." The house was gone before June 18, 1719, when the land was divided among the Kings and Stones;[1] and in a deed of release from one of the owners, six days later, the mill pond and river "that runns up before ye houſe that was & formerly stood on ye Land" is thus described as one of the boundaries of the land.[2]

Estate of John Green Lot. This lot of land belonged to John Green in 1696. He died in 1697; and it belonged to his estate in 1700.

Joseph Batchelder House. This lot belonged to Joseph Batchelder in 1678; and he died possessed of the same in 1683. The dwelling house, barn and orchard were then appraised at forty-three pounds and the land at about sixty-five pounds. The estate descended to his son Joseph Batchelder, who died in or before 1790. Abigail Knowlton, wife of John Knowlton of Manchester, housewright, and her husband, as administrators of his estate, for one hundred and sixty pounds, conveyed to John Creasy of Salem, tailor, the land, dwelling house and the frame of a barn thereon Dec. 27, 1709.[3] John Creesy of Salem, tailor alias husbandman, died in 1735; and the estate probably came into the possession of his son Noah Creesy. How long the house stood is unknown to the writer.

Nathaniel Hayward Lot. George Harvey of Beverly, John Sargent of Gloucester, carpenter, and Rose Hayward of Cape Ann conveyed to Nathaniel Hayward of Salem, carpenter, this lot of land April 24, 1683.[4] Mr. Hayward died possessed of it in 1720.

John Dodge House, Saw Mill and Fulling Mill. That part of this lot lying northerly of the dashes was owned by Capt. John Dodge of Beverly in 1696.

That part of the lot lying southeasterly of the dashes belonged to Nehemiah Howard of Salem, who died in 1665, having in his will devised his house and houselot

[1]Essex Registry of Deeds, book 36, leaf 106.
[2]Essex Registry of Deeds, book 35, leaf 209.
[3]Essex Registry of Deeds, book 22, leaf 205.
[4]Essex Registry of Deeds, book 11. a 190.

and orchard to his wife Anna for her life and then to his children. The house and land were then appraised at eighty pounds. Mrs. Howard married, secondly, —— Judkins; and conveyed to George Harvey of Salem, seaman, the land and housing July 6, 1696.[1] For fifty pounds, Mr. Harvey conveyed to Capt. John Dodge of Beverly the land with the house and barn thereon Jan. 1, 1696-7.[1] Thus the entire lot became the property of Captain Dodge.

For love, Captain Dodge conveyed to his son William Dodge of Beverly, yeoman, the land with the saw mill and fulling mill thereon, no house being mentioned, Oct. 10, 1702.[2] William Dodge died in 1706, intestate. The inventory of his estate included "an olde faw Mill and Olde fulling Mill," which were then appraised at thirteen pounds. The administrators of his estate, Nathaniel Waldron of Wenham, bricklayer, Ebenezer Woodbury of Salem, miller, William Dodge, jr., of Beverly, maltster, and Jonathan Raymond of Beverly, yeoman, leased the land and mills to Jonathan Dodge of Salem, yeoman, for seven years from April 1, 1709, for thirty-two pounds, Dec. 20, 1708.[3] The real estate was divided March 21, 1720-1, when the fulling mill was apparently gone. One-half of the saw mill was assigned to his son-in-law Samuel Woodberry, one-fourth to the minor daughter Abigail Dodge, and one-fourth to his son-in-law Joseph Creasy. A way (now a part of Balch street), one and one-half rods wide, was reserved for the use of the heirs, and also the privilege of raising a head of water for the use of the saw mill and of flowing the land from October 31 to April 10 "So long as Said mill is Repareable." How much longer this saw mill existed has not been learned.

Cornelius Baker House. Cornelius Baker, jr., of Salem, yeoman, owned this lot in 1696. For the support of himself and wife, he conveyed to his son Jonathan Baker of Beverly, weaver, "my home living," dwelling house, two barns, weaver's shop and land Feb. 1, 1705-6.[4] Jonathan

[1]Essex Registry of Deeds, book 12, leaf 174.
[2]Essex Registry of Deeds, book 16, leaf 123.
[3]Essex Registry of Deeds, book 33, leaf 66.
[4]Essex Registry of Deeds, book 19, leaf 107.

Baker died before Jan. 27, 1706-7, when administration was granted upon his estate. Seventy acres of upland and swamp were then appraised at two hundred and eighty pounds, and "ye dwelling house & 2 small old barns" at seventy pounds. How much longer the old house stood has not been learned.

John Batchelder House. This house and lot of land belonged to John Batchelder of Salem at the time of his decease in 1675. In his will he devised the property to his wife Elizabeth for her life, and then to his son John Bachelor. The son John Batchelder lived here, and died in 1684. In the division of his estate the house, barn and land were assigned to his son John Batchelder. The son John Batchelder died in the winter of 1748-9, having devised the westerly lower room, bed room and westerly end of the garret in the dwelling house and the use of the oven in the easterly end of the house and some of the land to his wife during her widowhood; and the homestead to his son Joseph Batchelder, subject to the rights of his mother. The house was then appraised at fifty pounds, the barn at thirty-five pounds and the shop at ten pounds. The forty acres of land were appraised at four hundred and fifty pounds. Mr. Batchelder gave the shop to his son Joshua if he cared to remove it to his own land; if he did not do so it was to belong to Joseph and remain upon the homestead. Joseph Batchelder removed to Andover about 1767. How much longer the house existed is not known to the writer.

Jonathan Batchelder Lot. This lot belonged to John Batchelder, who died in 1684. In the division of his estate it was assigned to his son Jonathan Batchelder, who owned it in 1700.

Josiah Batchelder Lot. This lot belonged to John Batchelder, who died in 1684. In the division of his estate it was assigned to his son Josiah Batchelder, who owned it in 1700.

Pasture of the Northfield Men. This tract of common land was leased for one thousand years to John Green, John Leach (son of Richard Leach) and John Bachilder, all of Salem, Feb. 1, 1677.[1] John Tompkins, John

[1]Salem Town Records, volume II, page 269.

Waters, sr., John Foster and George Jacobs, all of Salem, husbandmen, appear to have been the owners in 1677.[1] Though it is probable that some division of this tract of land was made in fact, a legal partition was not made until March 2, 1707, when John Leach, Samuel Leach, John Batchelder, Jonathan Batchelder, Josiah Batchelder, John Foster, John Waters, Richard Waters, Nathaniel Tompkins, Joseph Jacobs (in behalf of his father George Jacobs) and Samuel Foster agreed to divide it.[2] This was done March 27, 1708.[3]

John Leach House. This tract of land was probably granted to Lawrence Leach, who sold it to his son Capt. Richard Leach on or before Dec. 14, 1643.[4] Captain Leach died in 1687, and the farm descended to his son Serg. John Leach. Sergeant Leach owned it until his death, which occurred March 5, 1717-8. The title to the dwelling house, barn and farm then descended to his son Samuel Leach, who died in the winter of 1731-2. The house was gone before 1774.

Peter Woodbury Lot. Dea. Peter Woodbury owned this lot in 1700.

Edward Bishop Lot. This lot was granted at a meeting of the seven men of Salem to Edward Bishop Dec. 28, 1646; and it belonged to his son(?) Edward Bishop, sr., of Salem in 1700.

John Trask House. This lot of land was conveyed by Joseph Harris of Salem, planter, for three pounds, to Osmond Trask of Salem Feb. 7, 1652-3.[5] Mr. Trask died in 1676; and the house, barn and forty acres of land were appraised at two hundred and fifty pounds. The estate was assigned to his son John Trask March 27, 1677. John Trask died May 13, 1720; and the house and land around it was assigned to his son. The house was standing in 1728, but probably disappeared soon after.

Nathaniel Hayward Lot. This lot of pasture land belonged to Jacob Barney of Salem, yeoman, as early as 1652; and, for seventy-six pounds, with his wife Anna,

[1]Essex Registry of Deeds, book 11, leaves 75 and 76.
[2]Essex Registry of Deeds, book 20, leaf 187.
[3]Essex Registry of Deeds, book 20, leaf 186.
[4]Essex Registry of Deeds, book 1, leaf 37.
[5]Essex Registry of Deeds, book 1, leaf 16.

he conveyed it to Nathaniel Hayward of Salem, carpenter, Feb. 16, 1691-2.[1] Mr. Hayward owned it in 1700.

Jacob Griggs House. This lot of land early belonged to Jacob Barney. He conveyed it to Mr. William Griggs, sr., of Salem, with the buildings thereon, Feb. 16, 1691-2;[2] and Doctor Griggs, for seventy-two pounds, conveyed the land with the housing to his son Jacob Griggs of Beverly Feb. 10, 1693.[3] Jacob Griggs died in the spring of 1733, intestate. The house, barn and outbuildings were then appraised at one hundred and eighty-three pounds, and the nineteen acres of land at three hundred and forty-two pounds, five hundred and twenty-five pounds in all. He left five children: Isaac Griggs of New Haven, Conn., cooper, the eldest son, Jacob Griggs of Boston, tailor, Rebecca, wife of Daniel Rea of Salem, Abigail, wife of John Blowers of Boston, and Eleanor, wife of Samuel Hilton of Marblehead. The widow of the deceased and the children, for six hundred and fifty pounds, conveyed the house and land to Jonathan Hayward of Salem, potter, July 18, 1733;[4] and Mr. Hayward conveyed the land and buildings to William Browne of Salem, esquire, March 13, 1740.[5] Mr. Browne probably removed the house soon afterward.

School Lot. This lot of two acres of common land was the property of Jacob Barney of Salem, yeoman; and, for seven pounds, he conveyed it for school purposes to Mr. Israel Porter, Serg. John Leach, Cornet Nathaniel Howard, sr., Corp. Joseph Herrick, sr., Benjamin Porter, Joshua Ray, sr., Thomas Rayment, sr., Edward Bishop, 2d, John Trask, jr., John Creasey, Joshua Ray, jr., and John Flint, sr., all of Salem, April 5, 1692.[6] It belonged to these grantees in 1700.

John Trask Lot. Jacob Barney of Salem, yeoman, owned this lot as early as 1637; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeo-

[1] Essex Registry of Deeds, book 11, leaf 190.
[2] Essex Registry of Deeds, book 9, leaf 109.
[3] Essex Registry of Deeds, book 10, leaf 43.
[4] Essex Registry of Deeds, book 84, leaf 216.
[5] Essex Registry of Deeds, book 80, leaf 216.
[6] Essex Registry of Deeds, book 25, leaf 63.

man, Feb. 19, 1691-2.[1] These grantees divided the tract, and this part was released to Mr. Trask Nov. 23, 1692.[2] He owned it in 1700.

Thomas Rayment and Jonathan Rayment Lot. Jacob Barney of Salem, yeoman, early owned this lot; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2.[1] These grantees divided the tract, and this part was released to Mr. Rayment Nov. 23, 1692.[2] Mr. Rayment, of Salem, yeoman, conveyed to his brother Jonathan Rayment of Beverly, yeoman, the northern half of the lot March 27, 1696;[3] and they owned the lot in 1700.

Estate of Robert Cue Lot. This lot of upland and marsh belonged to Jacob Barney of Salem, yeoman, early; and he conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Traske, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2.[1] The grantees divided the tract, and this part was released to Mr. Cue Nov. 23, 1692.[2] Mr. Cue removed to Wenham, and died Feb. 20, 1698-9. This lot belonged to his estate in 1700.

Thomas Rayment and Jonathan Rayment Lot. Jacob Barney early owned this lot of land; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, Feb. 19, 1691-2.[1] These grantees divided the land, and this part was released to Mr. Rayment Nov. 23, 1692.[2] Mr. Rayment conveyed to his brother Jonathan Rayment of Beverly, yeoman, the southern half of the lot March 27, 1696;[3] and they owned the land in common until after 1700.

John Trask Lot. Jacob Barney owned this lot early; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2.[1] These grantees divided the tract, and this part was re-

[1]Essex Registry of Deeds, book 9, leaf 33.
[2]Essex Registry of Deeds, book 9, leaf 114.
[3]Essex Registry of Deeds, book 17, leaf 123.

leased to Mr. Trask Nov. 23, 1692.[1] Mr. Trask owned it in 1700.

Estate of Robert Cue Lot. Jacob Barney of Salem, yeoman, early possessed this lot; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2.[2] These grantees divided the tract, and this part was released to Mr. Cue Nov. 23, 1692.[1] Mr. Cue removed to Wenham, and died Feb. 20, 1698-9. It belonged to his estate in 1700.

Joseph Herrick Lot. Jacob Barney of Salem, yeoman, early owned this lot of land; and conveyed it, with other land, to Joseph Herrick, sr., Thomas Rayment, sr., and John Trask, jr., all of Salem, and Robert Cue of Beverly, yeoman, Feb. 19, 1691-2.[2] These grantees divided the tract, and this part was released to Mr. Herrick Nov. 23, 1692.[1] It belonged to him in 1700.

Daniel Andrew Lot. Jacob Barney of Salem, yeoman, owned this lot early; and, for eleven pounds, conveyed it to Daniel Andrew of Salem, bricklayer, Feb. 13, 1691-2.[3] Mr. Andrew owned it in 1700.

James Kettle House. The lots of John Flint, James Kettle, Jacob Griggs, John Trask, and parts of the lots of Thomas Rayment and Jonathan Rayment, Joseph Herrick and estate of Robert Cue, including the tract of eighty acres of land granted by the town of Salem to Richard Ingersoll in 1636, and some additional grants made the next year. Mr. Ingersoll built a house upon this land, and lived in it. It was occupied in 1641 or 1642 by Joseph Houlton, a servant of Mr. Ingersoll. Mr. Ingersoll died in 1644, possessed of the property. William Paine of Boston, merchant, possessed the land in 1650; and, for eight pounds, sold the land to Jacob Barney of Salem, but gave him no deed of "ye farm" until July 26, 1657. The ownership by Mr. Barney was disputed by Ann, wife of John Knight, the widow of Mr. Ingersoll, to whom the latter had devised in his will the residue of his estate. Mrs. Knight gave a deed of the land to

[1]Essex Registry of Deeds, book 9, leaf 114.
[2]Essex Registry of Deeds, book 9, leaf 33.
[3]Essex Registry of Deeds, book 9, leaf 32.

her sons John Ingerson and Nathaniel Ingerson April 10, 1668, and on the same day authorized her son John Putnam or Joseph Holton to obtain possession of the same. John Ingerson and Nathaniel Ingerson demanded possession of the premises from Mr. Barney, but he refused, claiming title in himself under the deed from Mr. Paine. They brought an action of trespass March 16, 1668-9; and the court decided in favor of Mr. Barney.[1] Mr. Barney, for fifteen pounds, received a release from George Ingersoll and Nathaniel Ingersoll, both of Salem, yeomen, of their interest in this property Feb. 16, 1691-2.[2] Mr. Barney, for nineteen pounds, conveyed this lot to James Kettle of Salem, potter, April 21, 1687;[3] and Mr. Kettle built thereon a house in which he lived. Mr. Kettle removed to Charlestown and died in 1712. One-third of the house and land was assigned to his widow Elizabeth and the rest to his eldest son James Kettle and eldest daughter Elizabeth. The house and land around it were then valued at one hundred and forty-seven pounds. James Kettle of Charlestown, leather dresser, and Jonathan Kettle of Salem, potter, conveyed the house and land to John Batchelder, sr., and John Batchelder, jr., both of Salem, coopers, April 8, 1724;[4] and John Batchelder, sr., released his interest in the house and land to John Batchelder, jr., Aug. 10, 1732.[5] John Batchelder, jr., conveyed the house and land to Benjamin Cressey of Beverly, housewright, Dec. 25, 1739.[6] Mr. Creesy died in the autumn of 1783; having devised the buildings and land under and adjoining the same to his deceased son Josiah's son Josiah Creesy. That portion of his estate was then appraised at two hundred and fifty pounds. Josiah Creesy of Francestown, N. H., tailor, for ninety pounds, conveyed these buildings and land to Nathaniel

[1]These original deeds and power of attorney are on file in the office of the clerk of courts, at Salem, with papers of the court held at Ipswich, March, 1669. See Records and Files of the Quarterly Courts of Essex County, volume 4, pages 109-112.

[2]Essex Registry of Deeds, book 51, leaf 51.

[3]Essex Registry of Deeds, book 19, leaf 38a.

[4]Essex Registry of Deeds, book 43, leaf 113.

[5]Essex Registry of Deeds, book 74, leaf 161.

[6]Essex Registry of Deeds, book 79, leaf 168.

Pierce of Danvers, housewright, Feb. 15, 1792.[1] Mr. Pierce removed to this place, and committed suicide, by drowning, June 17, 1812. The house and land were then appraised at eleven hundred dollars. His daughter Nancy married Edwin Sheldon April 28, 1836, and died in Lynn April 7, 1847. As guardian of his minor children, Susan E. Sheldon, Edwin Sheldon, Lucinda Sheldon, Martha Sheldon and Helen M. Sheldon, Edwin Sheldon of Lynn, victualer, conveyed one-half of the house and land to Huldah Peirce of Lynn and Sally E. Sheldon of Beverly, who were apparently the owners of the other half of the estate, April 8, 1848.[2] These grantees, for nine hundred and fifty dollars, conveyed the dwelling house and land to John Hood of Danvers Oct. 31, 1853.[3] The house and land around it next belonged to Mr. Hood's son William H. Hood of Danvers, who conveyed the same to Annis, wife of John S. Jewett of Danvers, Sept. 12, 1866.[4] Mrs. Jewett died, his widow, Oct. 1, 1877, intestate; and John W. Jewett of Danvers, administrator of her estate, conveyed the property to Webster F. Putnam of Danvers Oct. 8, 1878.[5] Mr. Putnam conveyed the land and buildings to the Danvers Savings Bank two days later.[6] The house was standing Feb. 5, 1880; and was apparently gone May 11, 1880.

John Flint House. This lot of land belonged to Jacob Barney of Salem before 1656. He conveyed the part between the dashes to John Flint, sr., of Salem, carpenter, March 10, 1678-9.[7] He conveyed to Mr. Flint that portion lying westerly of the westerly dashes July 20, 1687;[8] and that part lying easterly of the easterly dashes, for thirty-nine pounds, June 10, 1689.[9] Mr. Flint built a house on the lot, and lived there. For seven hundred pounds, he conveyed to William Porter of Salem, yeoman, the lot, with the house and barn, "being the house and

[1]Essex Registry of Deeds, book 154, leaf 138.
[2]Essex Registry of Deeds, book 485, leaf 164.
[3]Essex Registry of Deeds, book 485, leaf 165.
[4]Essex Registry of Deeds, book 710, leaf 180.
[5]Essex Registry of Deeds, book 1031, leaf 191.
[6]Essex Registry of Deeds, book 1031, leaf 192.
[7]Essex Registry of Deeds, book 8, leaf 30.
[8]Essex Registry of Deeds, book 8, leaf 31.
[9]Essex Registry of Deeds, book 8, leaf 145.

land where I the said Flint did formerly live," Feb. 21, 1721-2.[1] The house was gone a few years later probably. Its location on the lot has not been exactly determined.

Benjamin Porter Lot. This tract of land constituted the grants made by the town of Salem to Jacob Barney, jr., thirty acres, to Jeffrey Massy forty acres, to William Waters forty acres, to John Pickard forty acres, and to Pasco Foot forty acres. The portion of Jacob Barney was granted to him April 5, 1652;[2] and that of John Pickard was probably granted Aug. 21, 1648.[3] This lot granted to John Pickard had been previously granted to Lieutenant Lathrop, who surrendered it. Pasco Foot conveyed to John Porter, sr., of Salem, yeoman, his part of this tract, which was the southern portion, Dec. 18, 1665.[4] The other parties also conveyed their lots to Mr. Porter. Mr. Porter died Sept. 6, 1676, having devised the whole of this tract of land to his son Benjamin Porter, who owned it in 1700.

John Rea Lot. This is the western half of the one hundred and fifty acres of upland,—the farm of John Holgrave, which was granted to him by the town of Salem Nov. 26, 1638.[5] Mr. Holgrave lived in Salem, and, for eleven pounds and fifteen shillings, conveyed it to Jeffry Massy, planter, and Nicholas Woodberry, mariner, both of Salem, April 14, 1652.[6] Messrs. Massy and Woodberry conveyed the lot to Joshua Ray Jan. 1, 1656.[7] Mr. Rea, who was then of Salem Village, husbandman, for love, conveyed this part of the lot to his youngest son John Rea, "living in Salem Village," Aug. 30, 1693;[8] and John Rea owned it in 1700.

Joshua Rea Lot. This lot, with the western part of the Edward Bishop lot, constituted the eastern half of the farm of one hundred and fifty acres of upland of John Holgrave of Salem, which was granted to him by the

[1]Essex Registry of Deeds, book 40, leaf 66.
[2]Salem Town Records, volume 1, page 171 (printed).
[3]Salem Town Records, volume 1, page 155 (printed).
[4]Essex Registry of Deeds, book 2, leaf 110.
[5]Salem Town Records, volume 1, page 75 (printed).
[6]Essex Registry of Deeds, book 1, leaf 19.
[7]Essex Registry of Deeds, book 3, leaf 67.
[8]Essex Registry of Deeds, book 19, leaf 180.

town of Salem Nov. 26, 1638.[1] For eleven pounds and fifteen shillings, he conveyed it to Jeffry Massy, planter, and Nicholas Woodbery, mariner, both of Salem, April 14, 1652.[2] Messrs. Massy and Woodberry conveyed the farm to Joshua Ray Jan. 1, 1656.[3] Mr. Rea, who was then of Salem, husbandman, for love, conveyed this eastern half of the farm to his second son Joshua Rea of Salem Village Feb. 5, 1685-6;[4] and Joshua Rea owned it in 1700.

Edward Bishop House. That part of this lot lying westerly of the dashes was a part of the farm of one hundred and fifty acres granted to John Holgrave of Salem by the town of Salem Nov. 26, 1638;[1] and which he conveyed to Jeffry Massy, planter, and Nicholas Woodbery, mariner, both of Salem, April 14, 1652.[2] Messrs. Massy and Woodberry conveyed the farm to Joshua Ray Jan. 1, 1656.[3] Mr. Rea, who was then of Salem, yeoman, for ten pounds, conveyed this part of this lot to Jeremiah Watts of Salem, dish turner, March 18, 1677-8.[5] In this deed Mr. Rea says that he lately bought a part of this lot of the town of Salem. Mr. Watts conveyed this part of the lot to Edward Bishop, sr., of Salem, yeoman, who owned it in 1700.

That part of the lot lying easterly of the dashes belonged to Edward Bishop of Salem, who was at first a husbandman and subsequently a sawyer, as early as 1652. In 1674, he lived in a house which stood upon this part of the lot; and from here his wife Bridget went to jail and finally to give up her life for the alleged crime of witchcraft. Mr. Bishop died before 1715. How much longer the house stood has not been learned.

John Raymond Lot. John Raymond of Beverly, yeoman, owned this lot in 1700; and, for love, conveyed to his son Thomas Rayment of Salem, yeoman, this lot of land "on which the grantee's house stands" Sept. 5, 1702.[6]

[1]Salem Town Records, volume 1, page 75 (printed).
[2]Essex Registry of Deeds, book 1, leaf 19.
[3]Essex Registry of Deeds, book 3, leaf 67.
[4]Essex Registry of Deeds, book 19, leaf 15.
[5]Essex Registry of Deeds, book 5, leaf 111.
[6]Essex Registry of Deeds, book 22, leaf 203.

William Dodge Lot. Capt. William Dodge owned this lot of land in 1700.

Joseph Herrick House. This tract of two hundred acres of land was granted to Mr. Alford about 1636; and he conveyed it to Henry Herrick. Mr. Herrick died in the winter of 1670-1, when this farm was appraised at three hundred pounds. He devised it in his will to his sons Ephraim, Joseph and John. It came into the possession of Joseph Herrick, who lived here and died Feb. 4, 1717-8, having in his will devised all his "home living" to his son Rufus Herrick of Salem, yeoman. Rufus Herrick conveyed to his son Rufus Herrick of Salem, husbandman, the western half of the dwelling house and land May 22, 1714.[1] Rufus Herrick, the father, died in 1748, having in his will devised the porch chamber in the house to his son Rufus Herrick and the western half of the house and land to his son James Phillips Herrick. The son Rufus Herrick of Beverly, yeoman, conveyed his part of the house and land to George Dodge of Salem, mariner, June 20, 1758;[2] and on the same day James Phillips Herrick of Beverly, yeoman, conveyed his portion of the house and land to Mr. Dodge.[3] Mr. Dodge removed to this farm, and lived here until April 11, 1783, when he conveyed the estate to Jonathan Conant of Beverly, yeoman.[4] Mr. Conant conveyed the same to Israel Thorndike of Beverly, merchant, May 25, 1791;[4] and Mr. Thorndike conveyed it to Barnabas Dodge of Beverly, yeoman, and John Safford of Hamilton, gentleman, April 5, 1800.[5] Mr. Safford removed to Beverly, and released his interest in the estate to Mr. Dodge Oct. 4, 1802. Barnabas Dodge of Beverly, esquire, conveyed it to Henry White of Beverly, mariner, Oct. 5, 1802.[7] While this farm was owned by Mr. White, according to the History of Beverly, by Edwin M. Stone, published in 1843, it was occu-

[1]Essex Registry of Deeds, book 87, leaf 42.
[2]Essex Registry of Deeds, book 105, leaf 119.
[3]Essex Registry of Deeds, book 105, leaf 121.
[4]Essex Registry of Deeds, book 155, leaf 148.
[5]Essex Registry of Deeds, book 165, leaf 240.
[6]Essex Registry of Deeds, book 170, leaf 276.
[7]Essex Registry of Deeds, book 170, leaf 277.

pied by Joseph White of Salem, merchant, to the time of his murder, in 1830. Mr. Stone wrote :—

A prospect, of nearly equal beauty [with Folly hill] is afforded from Cherry Hill, formerly the estate of the late Joseph White, of Salem, but now the property of Capt. John Hammond. Its proximity to Wenham Pond, one hundred and seven acres of which lie within the limits of Beverly, the distant view of the ocean, the various scenery of the surrounding country, combine, with the salubrity of its situation, to render it one of the most desirable residences in this vicinity. The mansion, as seen through a long avenue of fruit trees, shaded at its upper termination by two finely branching elms, presents a handsome appearance; and from its top Capt. White, with the aid of a glass, frequently descried his vessels making the port of Salem before their approach was known in the city.

Henry White died, and George W. Pratt of Boston, merchant, and his wife Mary B. Pratt, in her right, conveyed her interest in the Cherry Hill farm, formerly of her grandfather Henry White, deceased, to Stephen White of Boston, merchant, Feb. 6, 1834;[1] and Francis White of Beverly, gentleman, released his interest in the same to Stephen White April 30, 1834.[2] Stephen White conveyed it to Charles McIntier of Boston, broker, May 1, 1834;[3] and Mr. McIntier conveyed it to Amos Shelden of Beverly, esquire, March 1, 1836.[4] Mr. Shelden mortgaged the estate to David Pingree of Salem, merchant, May 10, 1837;[5] and Mr. Pingree foreclosed the mortgage, by possession, April 30, 1838.[6] Mr. Pingree conveyed the farm to John Hammond of Salem, master-mariner, March 18, 1840;[7] and Captain Hammond conveyed it to Thomas Holmes of Salem March 7, 1846.[8] Mr. Holmes was a merchant of Salem, and conveyed the house, barn and land to Richard P. Waters, Esq., of Salem, merchant, March 9, 1846.[9] Mr. Waters removed the old house in the spring of 1851. The following account of this event appeared in the *Beverly Citizen*, in its issue of May 24, 1851 :—

[1]Essex Registry of Deeds, book 275, leaf 108.
[2]Essex Registry of Deeds, book 275, leaf 246.
[3]Essex Registry of Deeds, book 275, leaf 247.
[4]Essex Registry of Deeds, book 285, leaf 262.
[5]Essex Registry of Deeds, book 300, leaf 183.
[6]Essex Registry of Deeds, book 306, leaf 21.
[7]Essex Registry of Deeds, book 318, leaf 26.
[8]Essex Registry of Deeds, book 364, leaf 217.
[9]Essex Registry of Deeds, book 364, leaf 218.

The ancient mansion house on the Cherry Hill Farm, in North Beverly, has recently been taken down, and the proprietor of that choice estate, (Richard P. Waters, Esq.,) is about erecting a neat and elegant residence in modern style. The original portion of the old house has been built over 100 years, and has passed through many changes in the hands of the numerous proprietors who have since then owned and occupied it. Prior to 1760 it was owned by Rufus, son of Governor Joseph, and grandson of the patriarch, Henry Herrick. He sold it about that time, and removed to Pomfret, Ct., and died at Sheffield, Mass., 1814, aged 93. He married Mary Conant in 1740, about which time it is supposed that the original structure above referred to was erected.

Thomas Rayment Lot. Capt. Thomas Rayment owned this lot of land in 1700. It was probably the lot that was granted to Jacob Barney by the selectmen of Salem Dec. 21, 1650. Mr. Barney did not take it, and it was regranted to John Rayment (Remond) March 2, 1653.

Edward Bishop House. Edward Bishop owned this lot and house probably until 1697. He removed to Rehoboth, where he subsequently lived. His son Samuel Bishop occupied the house and land until 1710, when he removed to Attleborough. The house probably disappeared that year.

Henry Brown House. This lot of land was granted by the town of Salem to Hugh Peter Nov. 12, 1638;[1] and Mr. Peter conveyed it to John Winthrop, esquire. Governor Winthrop died March 26, 1649, having in his will devised a part of his estate to Margaret, wife of John Corwin of Salem, merchant. May 17, 1677, Fitz John Winthrop, Wait Winthrop of Hartford, Conn., gentleman, Elizabeth Newman, Martha Winthrop and Anne Winthrop, children and executors of the will of Governor Winthrop, agreed with and released to Margaret Corwin this tract of land in satisfaction of her devise in the will.[2] Capt. John Corwin had a farm house upon this land in 1682.[3] Margaret Corwin of Boston, widow, conveyed to Henry Browne, jr., of Salisbury, yeoman, my farm in Salem Village, near ye head of Frost fish river, formerly of Capt. John Corwin, May 22, 1693.[4] Mr. Brown removed to the farm, where he afterwards lived. Daniel

[1]Salem Town Records, volume 1, page 73 (printed).
[2]Suffolk Registry of Deeds, book 10, page 102.
[3]Essex Registry of Deeds, book 6, leaf 75.
[4]Essex Registry of Deeds, book 11, leaf 180.

Zackary of Boston and Stephen Sewall of Salem, attorneys of Elizabeth Barker of Deptford, Kentshire, England, daughter and heir of Hugh Peter of Salem, deceased, for fifty pounds, released this land to Mr. Brown March 22, 1703-4.[1] Mr. Brown died in the spring of 1708. One hundred acres of the land with the buildings were then appraised at two hundred and eighty pounds. The real estate was not divided until Dec. 26, 1728, when the easterly end of the house from the garret to the lower room, the easterly end of the back leanto, etc., were assigned to the widow. The house and barn, subject to the rights of the widow, were released to the deceased's son Abraham Brown of Salem, weaver, who lived here. His brother Joseph Browne of Salem, yeoman, had released to him his interest in the farm Feb. 19, 1725-6;[2] and his sister Hannah, wife of John Rea, jr., of Salem, yeoman, released her interest to him on the same day.[3] Abraham Brown died in the autumn of 1762, having devised in his will the estate to his son Archelaus Brown. The dwelling house, barn and about seventy acres of land in the homestead were then appraised at five hundred and sixty pounds. Archelaus Brown died in the winter of 1791-2. The buildings and sixty acres of land were then appraised at three hundred pounds. The house probably stood only a few years after this time.

John Flint Lot. This lot of land was granted by the town of Salem to John Putnam; and his son John Putnam, sr., of Salem, yeoman, released it to his brother Nathaniel Putnam, sr., of Salem, yeoman, Feb. 19, 1682-3.[4] Nathaniel Putnam's daughter Elizabeth, wife of George Flint, "living in the bounds of Redding," conveyed it to John Flint of Salem, husbandman, March 31, 1690.[5] John Flint owned the lot in 1700.

John Herrick Lot. This lot of one hundred acres probably consisted of the sixty acres granted to Francis Skerry and forty acres to Henry Skerry, by the selectmen of

[1]Essex Registry of Deeds, book 19, leaf 146.
[2]Essex Registry of Deeds, book 48, leaf 193.
[3]Essex Registry of Deeds, book 48, leaf 194.
[4]Essex Registry of Deeds, book 6, leaf 76.
[5]Essex Registry of Deeds, book 8, leaf 169.

Salem Dec. 17, 1649.[1] They conveyed the grants to Henry Herrick of Salem July 1, 1653.[2] Mr. Herrick died, possessed of it, in the winter of 1670-1, when the land was appraised at one hundred and sixty pounds. In his will, Mr. Herrick devised it to his son Zachariah Herrick. Zachariah Herrick died May 3, 1695 (6?), having devised his real estate to his son Henry Herrick. It belonged to John Herrick, sr., in 1700.

Nathaniel Rayment Lot. Zachariah Herrick conveyed this lot of land to John Rayment, sr., of Beverly, yeoman; and Mr. Rayment conveyed it to his son Nathaniel Rayment of Beverly, yeoman, Jan. 15, 1696-7.[3] Nathaniel Rayment owned it in 1700.

[1]Salem Town Records, volume 1, page 163 (printed).
[2]Essex Registry of Deeds, book 1, leaf 36.
[3]Essex Registry of Deeds, book 12, leaf 32a.

A GENEALOGICAL-HISTORICAL VISITATION OF ANDOVER, MASS., IN THE YEAR 1863.

BY ALFRED POORE, M. D.

(*Continued from Volume LIV, page 250.*)

Mr. Holt says his present house was built in 1820, about twenty rods northwest of the site of the old one. Deacon Holt owns all the land about half way down on the northerly side and to the corner on the south side. James Abbott was born in Wilton and came down to live with James Holt, who was his uncle or some other relative, and had all of Mr. Holt's property, the latter having no children. Hartwell B. Abbott built the house where he resides before his father died. Deacon Holt's wife is Phebe, daughter of Benjamin and Rhoda Abbott. Her mother was daughter of Nathan, Jr., and Phebe (Abbott) Chandler. Mrs. Holt was born in Andover West Parish in 1798, where Fred Noyes now resides, and where her grandfather Jonathan Abbott was born, whose wife was Mary Chandler. Benjamin and Rhoda Abbott, her parents, were cousins. Children: Solomon, died young; Solomon Augustus, b. 1829, mar. Harriet, daughter of a Mr. Carpenter from New Hampshire, and resides in Brooklyn, and have children, William Augustus, b. Springfield, 1853, and Emma Louisa, b. New York city, 1861; Edward F., died young; Edward Francis, b. 1834, who has resided at home except when he was away teaching, mar. Parthena Pelham, daughter of George and Fanny (Hyde) Boutwell, who was born in Andover West Parish in 1835, and have children, Francis Boutwell, b. April, 1861, Phebe Elizabeth, b. 1835, unmarried, at home, and Jonathan Abbott, b. 1841, unmarried, in Co. H, 14th Mass. Regiment. He was killed in battle in 1864. Ed-

ward Francis wife's sister, Mary King, attends school at Abbot Academy and boards with them. Moses L. Farnham, son of Ezra F. of Frye Village, was born in 1846 in Acton, Me., and has been working for Deacon Holt since the spring of 1862. Deacon Jacob Farnham and Deacon Holt's grandmother were brother and sister. The present Jacob is grandson of Deacon Jacob.

Nov. 18, 1863, was all day at Eben Lovejoy's examining the old papers, and in the evening called upon John Lovejoy and widow Hannah Lovejoy, who says that Col. Wood lived in the Stevens house. Daniel Stevens' daughter Sarah married Capt. Pillsbury, Jan., 1848, and Daniel left the place the following spring. One Phillips, a lame tinman, lived there at one time, and Amos Gilchrist occupied it when it was burned in June, 1850.

Moses H., son of widow Boynton, built his house in Lawrence in 1847. Henry Boynton broke his right leg and Alanson Flint his arm during the summer of 1847. Isaac Carruth's house was struck by lightning July 13, 1860, and John Tuck's the same year in August. Samuel Beard was a poor man who begged enough to build his house west of Knowles', then removed it to Flint's land toward the Tewksbury almshouse, and in 1853 brought it to where it now stands.

The first house on the street to the almshouse, now owned by Jennings, was brought to the spot about 1830 from near Levi Beane, by George Stone, who occupied it about eight years. James Merrill once resided there, and also a family named Chase lived there a short time.

The house where Mrs. Nickerson resides was built about 1820 by John Foster, whose wife died there, she being a sister to Jedediah Burt. His children took him "up country" after the death of his wife, the children being John, William and Mary. Samuel Manning was there from about 1840 to 1845, with children George, Mark, John, Mary, Elizabeth, Eri, and several who died young. Others who have lived there are Jonathan Knowles, Thomas or Robert Welch, Alfred Holt, who now resides in Lawrence, Elnore Dane, who went to Flint's house, and Warren Mason.

William Griffin came to town from Newburyport about

the time Thomas Boynton came. His mother was sister to Mrs. H. Lovejoy's father. Old Mrs. James Hardy in Tewksbury and Alfred Hardy, a great-grandson of James, reside in West Andover. Peter Hardy settled on old James Hardy's place. The latter had the following children: John, who settled near Boutwell; Benjamin, who settled in Greenfield; Simeon and James, who settled in Lewiston, Me., when first married; Aaron, who settled in Hancock; Micajah and Stephen, who died in West Andover; Jemima, who married Jonathan Boutwell, with grandchildren residing now in West Andover; Hepzabeth, b. 1777, went to Hillsboro, N. H., to settle. Old Messrs. James and Peter Hardy were cousins to Mrs. Lovejoy.

Called upon John Lovejoy, who says the middle story is occupied as a machine shop. Mr. Southwick, the draftsman, has his room over the counting room. John Lovejoy built his house in 1843 on land that his father owned, the tract containing about eighteen acres. He has been with the Merrimac Corporation in Lowell since 1841, as overseer in the cardroom. He was born in 1809, the son of Deacon Eben and Phebe Russell Lovejoy. His wife is Mary Farnham, daughter of John and Mary (Carleton) Chickering, who was born in North Andover in 1813. Children, born in Frye Village: Mary Francis, died young; Mary Frances, b. 1840, now teaching school in Lowell.

Joseph Dane, who lived in the house where Henry Boynton now resides, married for his second wife the widow Flint. Her grandchildren, John and Alanson Flint, reside in Andover, and Joseph Dane lived in Boynton's house about twenty years.

DOCUMENTS RELATING TO MARBLEHEAD, MASS.

(*Continued from Volume LIV, page 320.*)

To his Excellencie Sir William Phipps Knightt Governour etc. To the Honourable Their Majesties Councill, and House of Representatives, Conveined in Generall Court.

The Humble Address of Sundrie Inhabitants of The Towne of Marblehead, in behalfe of Them Selves, and said Towne.

Most humbly offer

That whereas by the Late Additionall Tax, is unduely Laide on our pore distressed Towne, the Summe of One hundred, Eightie, Three, poundes, And Tenn Shillings, the Extreame Povertie of which and disabilitie to paye said Summe, is very demonstrable to any that will please to Consider the Smaleness of the whole Tract of Land, the great Losses Sustained in fishery this Last Summer, and the Great Number of Polles Imprest for theire Majesties Service, and otherwise drawne of in Merchant Voyages; Wee cannot Rationablee bee Judged proportionable to any of our Neighbours, Esspetially thosse wee derived from; Notwithstandeing which great Tax, wee are farther threatened by the officers of the Impost office, and Required to paye Six pence per Tunn for all our fisheing Open Boates, By Vertue of a Late Act, (for Continuation of Impost and Excise) soe offten as they goe to Sea which is Every day (if the Weather permitt) which would amount to a Vast Summe, Even to the Utter Distruction of fisheing, which wee humblie Conceive is not the Least Manifactorie of this province, and is Diametricall Contrarie to their Most Gracious Majesties Will and pleasure, in the Later End of theire Royall Charter, The said Open Boates are never built by the Tunn, nor can

wee finde any Rule to Tunnage Open Boates, which with us are a Considerable part of our Estates, and that indeed on which all the Rest depend, as well for a Livelyhood, as for wherewith to paye Such Taxes as are Laid on Us.

Your Petitioners therefore most humbly praye an Abatement of the said additionall Tax and Exemption from the said Unreasonable Tunnage since our Boates are otherwise Rateable with other Estates And your Petitioners shall as in duty bound etc.

Ambrose Gale Senior	John Legg
William Woods	Nathaniell Norden
Elias Henley Senior	John Browne
Edward Holman Senior	John Stasey
Erasmus James	John Hooper
Richard Skinner	John Merrett
Robert Bartlett	Nicholas Anderos
Eleazer Ingolls	

[On left margin] In answer to the petition of Sundry the Inhabitants of Marblehead Voted that the said fishing boates are in the Law Included and ought to pay as other Rateable Estate and noe other way

October 25th, 1694. past in the affirmative by the house of Representatives and sent up to his Excellency and Council for consent.

Nehemiah Jewet Speaker

Mass. Archives, vol. 113, p. 100.

Feb. 16, 1694 ?

To the Constables of Roxbury Dedham

In his Majestys name you are hereby Required in his Majestys name for this your severall precincts to make dilligent search for one Robert Cox a young man of black hayre tall long vissaged sad colored ? clothes about 28 years of Age who on the 20th Instant so cruelly beate one John Roads of Marblehead that since is dead of his wounds by him made & hath fled for it and in case you finde in any part of your limits the sayd Cox, to seaze & securely convey him from Constable to Constable till he be brought before some Authority in this Jurisdiction & in Case you Cannot finde him to speed away this war-

rant to some one of Authority of Road Island who are desired by this Authority to Exsecute it in there Jurisdiction & to send it forward to our Confederates who are alike desired Exsecute the same in your Jurisdiction that if possibly the murderer may be found & sent to be preceded with according to law.

Mass. Archives, vol. 40, p. 303.

Sir

I received yours of this date whereby I understand you are still at Marblehead and am surprized at the Accompt you give of the want of 30 men to make up your Complement. You never mentioned more than 15 unto me before your going hence, which I expected would be made good unto you by the Gentlemen concerned in the Fishery and you say they will provide them. I hoped a considerable part of that Service would have been performed before this. I am sorry that the Fishery should not be assisted haveing made provisions for that designe, but the time is very much past away That I fear the other service proposed for you (which is of such importance) will be disappointed in case you should pursve your order to continue with them till they make their Fare. But if you think it may be with the safety of his Majesty's Ship without a further supply of men to convoy them to the Fishing Grounds, and so to return back to this place, I do consent to and order your going so far with them. Let not the time run out farther, that if you are not in a capacity for this Service other measures may be taken, of which give me speedy notice.

Your Loving Friend

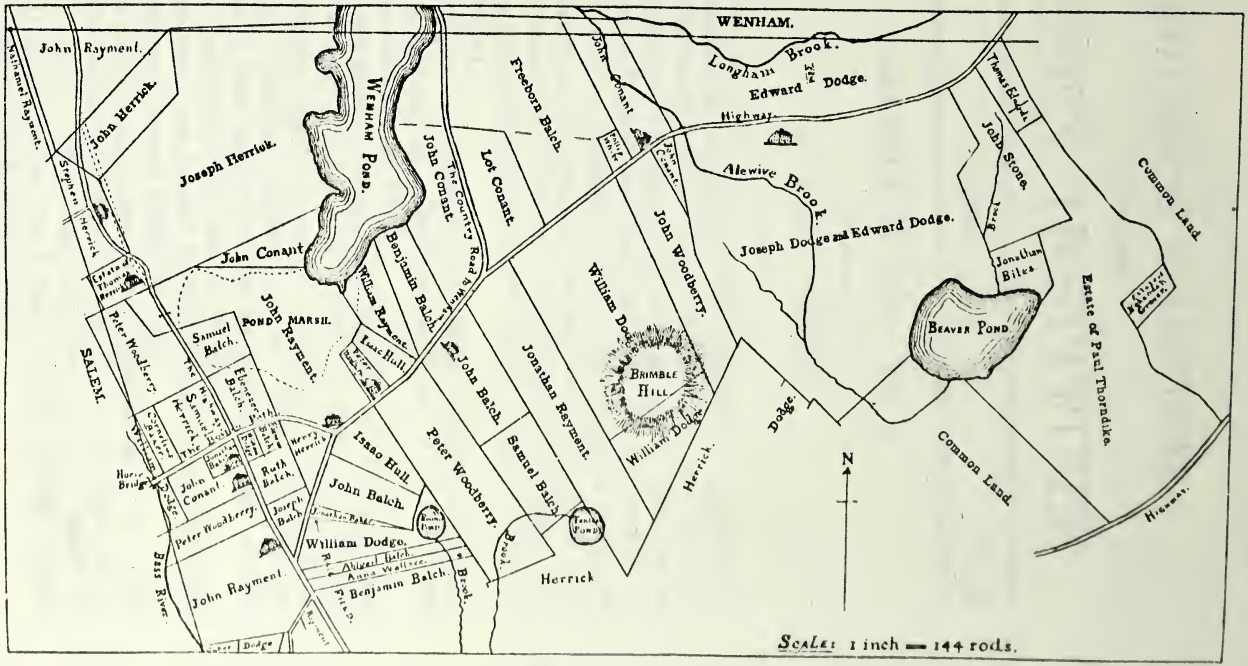
William Stoughton

Boston May 4th 1696.

To Captain Wentworth Paxton Commander of his Majesties Ship the Newport.

Mass. Archives, vol. 62, p. 88.

(To be continued)



BEVERLY IN 1700. NO. 1

80 a

HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

VOL. LV APRIL, 1919 No. 2

BEVERLY IN 1700. NO. 1.

BY SIDNEY PERLEY.

THIS section of Beverly in 1700 includes a portion of the town extending from Horse bridge on the west to Grover street on the east, a distance of about two and a half miles, and from the Wenham line on the north to Foster's corner and Beaver pond on the south, a distance of about one and a quarter miles, and containing an area of about three square miles. This part of the town was known in the eighteenth century as the upper parish or North Beverly.

The highest and principal hill in this section is Brimble hill, which was so called as early as 1673. It was called Bramble hill in 1685.

There are several ponds, the largest of which is that part of Wenham lake which lies in Beverly. It was called Wenham pond as early as 1673; great pond in 1697; and Wenham lake as early as 1793. The extensive tract of low land adjoining the southern end of the lake was known as Pond marsh in 1704.

Beaver pond was known by that name as early as 1642.

Thatch pond was so called in 1688.

Round pond was commonly so called as early as 1709.

Alewife brook was so called in 1702. It was called Elwive brook in 1750; and Alewive river or brook in 1761. In 1718, where the brook crosses Dodge street, was "ye place Called alwife brook."

Longham brook, much of its length being in Wenham, was so called as early as 1670; and in 1902 it appears on record as Longham or Miles river so called. The section through which it flows was known as Longham as early as 1656.

The oldest road in this part of Beverly is Conant street. It was in existence when the first settlers came into this neighborhood. It was called "the country highwaye leading from horse bridge to John Rayment's Jun'r," in 1683; ye country road in 1692; the cross way commonly called the Boston path in 1699; "ye Country road y^t^ goeth to horſe bridge so Called" in 1706; Boston road in 1712; ye country road that leadeth from Ipswich to Boston in 1714; "ye Country road comonly known by ye name of ye Boston Road" in 1715; "ye Country road that goeth from Ipswich to Boston by ye way of Horse bridge so called" in 1716; "the Country Road that goeth from the Houſe of Isaac Hulls Late deceaſed to the new meeting House So Called" in 1727; Ipswich road in 1714; the road leading from the meeting house of the Second parish of Beverly to Ipswich in 1801; the country road leading from Beverly to Danvers in 1802; the road leading from Beverly to Danvers Plains in 1823; Money lane in 1834; and was named Conant street in 1838.

That part of Dodge street from Conant to Enon streets is as old as Conant street; the southwesterly portion of it to Cabot street probably came into use when the ferry was established in 1636; and the northeasterly part from Enon street to the Wenham line, which has been known as Dodge's Row since 1777, was laid out before 1684. The southwesterly end was called the country highway that goeth from Beverly to Wenham in 1699; the road leading from Beverly ferry to Ipswich in 1788; and the road leading from the Essex bridge to Ipswich in 1798. The middle portion was called ye country road going to Wenham in 1688; "ye Country Road that leadeth to Ipſwich" in 1716; Ipswich road in 1716; the great road in 1784; the main road leading from the Essex bridge to Ipswich in 1801; and the main county road in 1859. The northeasterly section was called Jebacco road in 1684;

the highway in 1691; road from Joseph Dodge's house towards Chebacco in 1708; the county road leading from Beverly to Chebacco through Dodge's Row so called in 1819; the road leading from Beverly to Essex in 1819; and the road leading from Wenham toward Beverly ferry in 1879. It was named Dodge street the whole length in 1838.

Enon street was a portion of the original highway in this section, skirting the lake. It was called the highway or country road in 1673; the country road going to Wenham in 1688; and Enon street as early as 1882.

Cabot street, running northerly from its junction with Dodge street, was a highway in 1666; and was called "the towne waye leading from the head of the rayles to Ephraim Herrick's" in 1683; the "way wch now goeth from Beverly to Ephraim Herrick's" in 1688; "the highway that goeth from the head of the Rayles ſo called unto the Croſs way Comonly called Boston path" in 1699; "Cornet Joseph Herrick's highway" in 1701; "ye Country road y^t goeth from ye head of ye Railes so Called towards Wenham" in 1706; Beverly town highway in 1714; the town road in 1715; "ye Road that runs into Beverly Town" in 1717; "ye public highway leading to Wenham" in 1733; "ye Road Called Birtch plain Road" in 1739; a lane or highway which leads from Herrick's house towards the country road in 1741; ye town or country road in 1744; the town way which leads from Beverly to Wenham in 1746; the road leading from Mr. Oliver's meeting house to Beverly ferry in 1788; the road leading from the meeting house of the Second parish to the Essex bridge in 1798; the road leading to Birch plain so called in 1808; the road leading to the west part of Wenham in 1823; the main road or highway in 1834; the road leading to Topsfield in 1840; and was named Cabot street in 1838. This road has been straightened in two places, as shown on the map. The northerly one was done after 1793, and the southerly one just before 1845. This part of Cabot street was apparently a road before 1666 only as far north as Ephraim Herrick's, and was extended later to the Wenham town line. At a general town meeting in Beverly, held March 10, 1684-5, it was

voated that theire should Be a Towne High way layed out from the head of the Rayles and so towards Topsfield so far as the Bouns of Beverly Doth goe that way upon Condition that wenham men will also alow and lay out a high way from the place where the above sd way Doth meet with wenham line and so towards Topsfield so far as theire Towne goes.

The following return of the laying out of this way is recorded in the Beverly town records:—

Where as wee vnder neamed were fometime deputed chofen and appointed as a Committee by the inhabitants of our towne of beuerly as will appeare in Beuerly towne Booke of records to Lay out and to rectiffie certaine towne high ways at seuerall places in faid towne as wee thinke meet ffor cart and drift ways for the benifit use and be hoofe of our said towne and to make satisfaction vnto any person or perfons ffrom whome we should take Land ffor said towne high ways with and out of our towne common Land and accordingly wee did on the ffourth of June 1688 lay out a way two pole breadth ffrom the hed of the Raills soe caled by the hows of Beniamen Balch Jur up a long as the way now lies to the gate of Ephrem Herricks behind the hows of Thomas Herricks: and from thence on a line as the Land will bare it through Epherem Herricks pastur to his other gate line westerly and ye towne on the Right hand after wee are through said Herricks weft gate and so along as trees are marked on the weft fide or end of the now ffields of Ephrum Herricks and Robert Cue and soe along to wenham bridg so called nere the hows of Ephrem Herricks Juner

SAMUEL CORNING fer
LET JOHN DODG
LEFTENET EXERCIfE CONANT
NEHEMIAH GROUER
JOHN LOUETT SEr
JOHN HILL

Essex street is an ancient highway, and was named Essex street in 1838.

Grover street was a highway in 1806; and was called Grover street as early as 1874.

Nathaniel Rayment Lot. Zachariah Herrick conveyed this lot of land to John Rayment, sr., of Beverly, yeoman; and Mr. Rayment conveyed it to his son Nathaniel Rayment of Beverly, yeoman, Jan. 15, 1696-7.[1] Nathaniel Rayment owned it in 1700.

John Rayment Lot. This lot of land belonged to John Rayment in 1700.

John Herrick Lot. This was a part of the tract of land sold by John Alford to Henry Herrick before 1670; and Mr. Herrick died in the winter of 1670-1, having devised

[1]Essex Registry of Deeds, book 12, leaf 32a.

it with other land to his sons Ephraim, Joseph and John. This lot apparently became the property of his son John Herrick, who owned it in 1700.

Joseph Herrick Lot. This was a part of the lot of land which was conveyed by John Alford to Henry Herrick before 1670; and Mr. Herrick died possessed of it in the winter of 1670-1. Upon division of this farm among his sons Ephraim, Joseph and John, this part apparently became the property of Joseph Herrick, who owned it in 1700.

Stephen Herrick House. This lot was a portion of the tract of land which was conveyed by John Alford to Henry Herrick before 1670. Mr. Herrick died in the winter of 1670-1; and upon division of the land among his sons Ephraim, Joseph and John, this part apparently became the property of Ephraim Herrick. Ephraim Herrick's son Stephen Herrick built a house upon it in or about 1692. Ephraim Herrick died Sept. 18. 1693, having in his will devised the land to Stephen. The lot was then valued at seventy pounds. Stephen Herrick, sr., of Beverly, yeoman, conveyed the dwelling house, barn, orchard and land to William Trask of Beverly Feb. 1, 1719-20;[1] and the house was probably removed by Mr. Trask the next year.

Estate of Thomas Herrick House. This was a part of the tract of land conveyed by John Alford to Henry Herrick before 1670, and Mr. Herrick gave it to his son Thomas in or before 1670. There was a house upon it in 1670. He died apparently without children. The place belonged to his estate in 1700. Under the provisions of his father's will, in the lack of issue the title to the land went to Thomas' brothers, Ephraim and Joseph, the latter probably acquiring the whole title to it. This land was in the possession of Rufus Herrick, son of Joseph Herrick, in 1720; and the house was apparently gone before 1740.

Peter Woodbury Lot. This lot of land was a part of the forty-five acres conveyed, for love, by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20,

[1]Essex Registry of Deeds, book 41, leaf 54.

1666.[1] Exercise Conant of Beverly, for thirty-five pounds, conveyed it to Peter Woodbury of Beverly, yeoman, April 1, 1690;[2] and Mr Woodbury owned it in 1700.

Samuel Herrick Lot. This lot of land was a part of the forty-five acres conveyed, for love, by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20, 1666.[1] Exercise Conant of Beverly, yeoman, for forty-eight pounds and thirteen shillings, conveyed it to Samuel Herrick of Beverly, tailor, Dec. 28, 1692.[3] Mr. Herrick owned the lot in 1700.

Cornelius Baker Lot. This lot of land was probably part of the forty-five acres conveyed by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20, 1666;[1] and it belonged to Cornelius Baker in 1690 and 1700.

William Dodge Lot. This lot of land was the property of William Dodge, jr., in 1666, and of Capt. William Dodge in 1690 and 1700.

Jonathan Baker House. This lot of land was a part of the forty-five acres conveyed, for love, by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20, 1666.[1] Exercise Conant's daughter Abiah married Joshua Wallis of Beverly, cordwainer, June 1, 1691, and a house was built upon this lot, in which they lived. Exercise Conant of Beverly, yeoman, conveyed the land to Mr. Wallis, for nine pounds, May 23, 1695;[4] and, for fifty-six pounds, Mr. Wallis conveyed the house and land to Jonathan Baker of Beverly, weaver, March 10, 1695-6.[4] Mr. Baker conveyed the house and land to his father Cornelius Baker of Salem, yeoman, Feb. 1, 1705-6;[5] and Cornelius Baker, for love, conveyed the same estate to his son Jabez Baker of Beverly, weaver, April 25, 1706.[6] Jabez Baker conveyed "my dwelling house," barn and land to Joseph Herrick of Wenham, yeoman, June 11,

[1]Essex Registry of Deeds, book 3, leaf 30.
[2]Essex Registry of Deeds, book 8, leaf 169.
[3]Essex Registry of Deeds, book 13, leaf 204.
[4]Essex Registry of Deeds, book 11, leaf 101.
[5]Essex Registry of Deeds, book 29, leaf 22.
[6]Essex Registry of Deeds, book 27, leaf 70.

1716;[1] and Mr. Herrick removed to the place. He conveyed the house, barn and land to William Trow of Beverly, cordwainer, April 1, 1729.[2] Mr. Trow opened a tavern here, which he conducted as long as he lived. He died in the spring of 1746. The real estate was divided April —, 1755, the southwest part of the house being assigned to the widow as a part of her dower, and the remainder of the house and land around the buildings to his son George Trow. George Trow of Beverly, innholder, for forty pounds, conveyed his part of the estate to Benjamin Brown of Beverly, husbandman, Feb. 17, 1756.[3] George Trow then entered the army, and died at camp near Lake George a few months later. Administration was granted upon his estate Dec. 6, 1756; and his two-thirds of the house and land with the barn and stable are included in the inventory of his estate. It may have been to make this transfer to Mr. Brown for some other purpose than an outright sale, for Mr. Brown died in 1701, being still a husbandman, and his children, Thomas Towne of Danvers, cordwainer, and wife Anna, Benjamin Creesy, jr., of Beverly and wife Mehitable, Benjamin Browne of Beverly, husbandman, and Mary Browne of Beverly, singlewoman, conveyed to widow Elizabeth Raymond, Anna Towne, wife of Samuel Towne, and Hannah Trow, singlewoman, all of Beverly, children of the late William Trow and heirs of their brother George Trow, the same interest in the estate, Nov. 9, 1764.[4] Elizabeth Raymond of Beverly, widow, conveyed to Solomon Towne, of Beverly, cordwainer, her interest in the estate Oct. 8, 1765;[5] and Solomon Town came here and conducted the tavern. Solomon Town of Beverly, innholder, and his wife Hannah conveyed their interests in the house, barn, land, etc., to Jonathan Dodge, 2d, yeoman, and Peter Shaw, cordwainer, both of Beverly, March 16, 1772;[6] and these grantees conveyed their interest in the estate to John

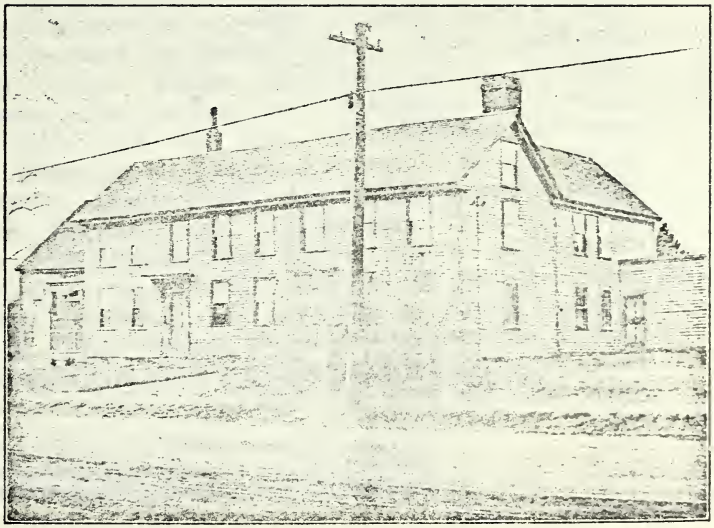
[1]Essex Registry of Deeds, book 30, leaf 174.
[2]Essex Registry of Deeds, book 122, leaf 223.
[3]Essex Registry of Deeds, book 103, leaf 148.
[4]Essex Registry of Deeds, book 131, leaf 84.
[5]Essex Registry of Deeds, book 124, leaf 11.
[6]Essex Registry of Deeds, book 129, leaf 240.

Knowlton of Newburyport, shipwright, March 17, 1773.[1] Mr. Knowlton and his wife Anna (daughter of the late William Trow and an heir of her brother George Trow) conveyed the whole estate to Samuel Endicott of Danvers, innholder, July 24, 1773.[2] Mr. Endicott came here and while conducting the tavern died Dec. 8, 1773. Upon the division of his real estate, "The Dwelling Tavern House in Beverly & Barn with a good Shed for Horses & about 60 square Poles of Land adjoining thereto," valued at one hundred and eighty-six pounds, thirteen shillings and four pence, was assigned to his daughter Sarah Endicott, who afterwards married Francis Yates; and the inn was discontinued. Mr. and Mrs. Yates, who were then "of a place called N° 6 pleasant river," in Lincoln county, for one hundred and thirty-six pounds and five shillings, conveyed to Moses Brown and Israel Thorndike, both of Beverly, merchants, the dwelling house, barn and land Aug. 9, 1787;[3] and said grantees, for fifty-one pounds, conveyed the same buildings and land to Joseph Chipman of Beverly, gentleman, who owned the land around it, April 18, 1793.[4] The buildings were gone before 1817, while the estate was owned by Mr. Chipman.

John Conant House. This lot was a part of the forty-five acres of land conveyed, for love, by Roger Conant of Salem, yeoman, to his son Exercise Conant Nov. 20, 1666.[5] Exercise Conant built a house upon the lot immediately, and lived here until he conveyed it with the barn and land to his "cousin" John Conant of Beverly May 25, 1695.[6] He then removed to Windham, Conn. John Conant was a yeoman and lived here until he conveyed the estate, for one hundred and ninety-seven pounds, to Rev. John Chipman, the pastor of the new North Beverly church, for a parsonage, Sept. 6, 1715.[7] Mr. Chipman lived here until his death, March 23, 1775.

[1]Essex Registry of Deeds, book 131, leaf 84.
[2]Essex Registry of Deeds, book 131, leaf 271.
[3]Essex Registry of Deeds, book 147, leaf 206.
[4]Essex Registry of Deeds, book 156, leaf 276.
[5]Essex Registry of Deeds, book 3, leaf 30.
[6]Essex Registry of Deeds, book 22, leaf 192.
[7]Essex Registry of Deeds, book 30, leaf 3.

JOHN CONANT HOUSE
From a photograph made about 1878



JOHN RAYMENT HOUSE

In his will he gave eight-elevenths of his real estate to his children, Henry, Joseph, Benjamin, Elizabeth, Sarah, Mary, Hannah and Abigail, one-eleventh to the six children of his son John, deceased, one-eleventh to the seven children of his son Samuel, deceased, and one-eleventh to the eight children of his daughter Rebecca, deceased. The lot and buildings were then appraised at two hundred and thirteen pounds, six shillings and eight pence. Benjamin Chipman, mariner, Timothy Leach, yeoman, and wife Mary, William Grover, gentleman, and wife Abigail, all of Beverly, Henry Chipman of Newburyport, gentleman, and Miles Ward, 3d, of Salem, glazier, and wife Hannah, children of Rev. John Chipman, conveyed their interests in his estate to their brother Joseph Chipman of Salem, gentleman, May 17, 1777.[1] John Leach of Beverly, Joseph Thorndike of Jeffries, N. H., yeoman, and wife Sarah, Samuel Moore, jr., of Worcester, yeoman, and wife Anna, surviving children of Sarah Leach, a devisee in the will of Rev. John Chipman, conveyed their interests in said estate to Joseph Chipman May 22, 1777.[1] William Blackley of Beverly, gentleman, and wife Rebecca, Peter Bubier of Lancaster, gentleman, and wife Abigail, and Elizabeth Chipman of Salem, singlewoman, grandchildren of said Rev. John Chipman, conveyed their interests to Joseph Chipman Oct. 17, 1777;[2] and on the same day Anstis Chipman, widow, Anstis Richardson, widow, Thomas Chipman, mariner, and John Chipman, cabinet-maker, and wife Hannah, all of Salem, grandchildren of said Rev. John Chipman, conveyed their interests to Joseph Chipman.[2] Joseph Swain, blacksmith, Daniel Swain, hatter, Mary Swain, singlewoman, Hannah Swain, singlewoman, Deborah Leach, widow, and Rebecca Obear, widow, children of Elizabeth Swain, deceased, who was a daughter of said Rev. John Chipman, conveyed their interests to Joseph Chipman May 22, 1778.[3] Joseph Chipman lived here until he died, in the spring of 1817, intestate; and the estate descended to his two children, John Hale Chipman and Eliza Maria

[1]Essex Registry of Deeds, book 136, leaf 174.
[2]Essex Registry of Deeds, book 136, leaf 173.
[3]Essex Registry of Deeds, book 136, leaf 175.

Chipman. She released the house and land to her brother April 21, 1834;[1] and he conveyed the land and buildings to Sullivan Brown of Beverly, farmer, May 10, 1845.[2] Mr. Brown conveyed the house and land to John I. Baker of Beverly April 21, 1853;[3] and Mr. Baker conveyed the estate to Miss Eliza Maria Chipman of Beverly on the same day.[4] Miss Chipman conveyed to Edward B. Lovett of Beverly the land and house, except the south front room and the chamber and garret over that room and the southwest room and back entry in the house, etc., May 3, 1888.[5] Mr. Lovett and James H. Chipman, both of Beverly, conveyed the same to Frank A. Woodbury of Beverly May 5, 1888;[6] and Frank E. Chipman of St. Paul, Minn., released his interest in the house to Mr. Woodbury May 16, 1888.[7] Miss Chipman died Aug. 6, 1890, and James E. Chipman, the residuary devisee in her will, released his interest in the house to Mr. Woodbury June 24, 1891.[8] Mr. Woodbury has owned the estate ever since that time.

William Dodge Lot. This lot of land belonged to William Dodge, jr., in 1666, and to Capt. William Dodge in 1700.

Peter Woodbury Lot. Dea. Peter Woodbury apparently owned this lot of land in 1696 and 1700.

Nathaniel Rayment House. The northern part of this lot was conveyed by John Rayment, sr., of Beverly, yeoman, for love, to his son Nathaniel Rayment of Beverly, yeoman, with "my mansion house," barn and land, Jan. 15, 1696-7.[9]

The remainder of the lot came into the possession of Nathaniel Rayment soon afterward, it being owned in 1696 by William Rayment.

Nathaniel Rayment died Jan. 8, 1749. The dwelling house, barn and other buildings were then valued at one

[1]Essex Registry of Deeds, book 217, leaf 165.
[2]Essex Registry of Deeds, book 353. leaf 296.
[3]Essex Registry of Deeds, book 476, leaf 68.
[4]Essex Registry of Deeds, book 476, leaf 69.
[5]Essex Registry of Deeds, book 1223, page 147.
[6]Essex Registry of Deeds, book 1223, page 148.
[7]Essex Registry of Deeds, book 1223, page 149.
[8]Essex Registry of Deeds, book 1319, page 198.
[9]Essex Registry of Deeds, book 12, leaf 32a.

hundred and fifty pounds. In the division of the estate, April 2, 1752, the barn and land around it were assigned to his son David Rayment; but the house remained undivided among the four sons, David, Benjamin, George and Nathaniel, to whom the real estate was devised in the will of the deceased. Benjamin Raymond, gentleman, Nathaniel Raymond, cooper, Ebenezer Trask, gentleman, and wife Elizabeth, Joseph Corning, cooper, and wife Hannah, and widow Rebecca Sears, all of Beverly, and Mary Preston of Chester, N. H., widow, conveyed their interests in the house and land around it to Joseph Raymond of Beverly, housewright, July 1, 1769.[1] Joseph Raymond died Aug. 17, 1807, having devised to his wife Lidy the improvement of all his estate, while she remained his widow, and then to become the property of his daughter Molly. The house disappeared soon afterward.

Joseph Balch Lot. This lot of land was the property of John Balch, who was drowned June 16, 1662. The court decided, March 31, 1663, that his widow should enjoy his estate seven years, and then it should become the property of his brother Benjamin Balch, sr., of Beverly, yeoman. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. 1, 1688-9;[2] and the grantee died possessed of it in 1698. In the division of his estate, May 6, 1699, this was assigned to his son Joseph Balch, who owned it in 1700.

Ruth Balch Lot. This lot belonged to John Balch, who was drowned June 16, 1662. The court ordered, March 31, 1663, that his widow should enjoy his estate seven years, and then it should become the property of his brother Benjamin Balch, sr., of Beverly, yeoman. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. 1, 1688-9;[2] and the grantee died owning it in 1698. In the division of his estate, May 6, 1699, this lot was assigned to his daughter Ruth Balch, who owned it in 1700.

William Dodge Lot. This lot of land was a part of a larger lot which belonged to John Balch, who was

[1]Essex Registry of Deeds, book 151, leaf 128.
[2]Essex Registry of Deeds, book 21, leaf 20.

drowned June 16, 1662. The county court decided, March 31, 1663, that his widow should enjoy his estate seven years, and then it should become the estate of his brother Benjamin Balch. Benjamin Balch, sr., of Beverly, yeoman, conveyed a part of John Balch's land to William Dodge, 2d, of Beverly, maltster, Jan. 15, 1663, which lacked the quantity supposed to be sold and conveyed, and arbitrators were appointed to decide what should be done to satisfy Mr. Dodge. They reported that this portion of the land of the deceased on this corner should be conveyed to him; and this was done April 29, 1683.[1] Mr. Dodge owned the lot in 1700.

Ebenezer Balch Lot. This lot of land belonged to John Balch, who was drowned June 16, 1662. The court ordered, March 31, 1663, that his widow should enjoy his estate seven years, and then it should become the property of his brother Benjamin Balch, sr., of Beverly, yeoman. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. 1, 1688-9;[2] and the grantee died owning it in 1698. In the division of his estate, May 6, 1699, this lot was assigned to his son Ebenezer Balch, who owned it in 1700.

Henry Herrick Lot. Jonathan Rayment, jr., owned this land in 1688; and Henry Herrick, sr., owned it in 1699 and 1700.

Ebenezer Balch Lot. This lot belonged to John Balch, who was drowned June 16, 1662. The court ordered, March 31, 1663, that his widow Mary Balch should enjoy his estate seven years, and then it should become the property of his brother Benjamin Balch, sr., of Beverly, yeoman. Benjamin Balch conveyed it to his son Benjamin Balch, jr., of Beverly Feb. 1, 1688-9;[2] and the grantee died possessed of it in 1698. In the division of his estate, May 6, 1699, this lot was assigned to his son Ebenezer Balch, who owned it in 1700.

Samuel Balch Lot. This lot of land was conveyed by Benjamin Balch, sr., of Beverly, yeoman, to his son Benjamin Balch Feb. 1, 1688-9;[2] and it belonged to Samuel Balch in 1700.

[1]Essex Registry of Deeds, book 8, leaf 183.
[2]Essex Registry of Deeds, book 21, leaf 20.

John Conant Lot. This lot of land belonged to John Conant in 1700.

John Rayment House. This was probably a portion of the two hundred acres granted by the town of Salem to William Trask Jan. 25, 1635-6. It was relinquished by him, and then granted to Thomas Scruggs May 2, 1636. Mr. Scruggs died in the spring of 1654; and his widow Margery Scruggs of Salem conveyed it to her son-in-law John Rayment June 24, 1654. Mr. Rayment's son John Rayment, jr., was living in a house upon this lot in 1683; and John Rayment, sr., of Beverly, yeoman, for love, conveyed to his son John Rayment, jr., of Beverly, yeoman, this part of that tract of land Jan. 12, 1696.[1] John Rayment, jr., sold the house and lot to his brother Thomas Rayment of Salem Village, yeoman; and Thomas Rayment conveyed the estate to his brother Jonathan Rayment of Beverly, yeoman, Dec. 29, 1704.[3] Jonathan Rayment of Beverly, yeoman, for fifty-five pounds, conveyed to Isaac Hull of Wenham, cordwainer, this dwelling house and land Jan. 15, 1705-6.[3] Mr. Hull lived here, and died in the spring of 1706, having devised in his will the house and land to his daughter Sarah Hull. The dwelling house, barn, an old shop, orchard and five acres of land were then appraised at forty-five pounds. She lived in Salem, being a spinster, when she agreed to marry Henry Sweeting of Rehoboth, cloth-maker, and, Nov. 4, 1714, made an ante-nuptial agreement that all her estate shall remain hers to be disposed of as she may desire. She apparently conveyed the land and buildings to her brother Isaac Hull, sr., of Beverly, cordwainer, before 1717, when he owned the estate. He died March 22, 1722-3, intestate. His daughter Mary married Ebenezer Wallis of Beverly, housewright, and, for two hundred and forty pounds, they conveyed the house, barn and land to Dr. Benjamin Jones of Beverly Feb. 24, 1736.[4] Doctor Jones died June 23, 1794. William Jones of Danvers, tailor, Joshua Herrick of Beverly, gentleman, and wife Mary,

[1]Essex Registry of Deeds, book 23, leaf 216.
[2]Essex Registry of Deeds, book 43, leaf 308.
[3]Essex Registry of Deeds, book 39, leaf 175.
[4]Essex Registry of Deeds, book 94, leaf 120.

in her right, and Hannah Jones, spinster, of Beverly, conveyed the estate of "our grandfather Benjamin Jones, esquire, and his first wife Mary, both of Beverly, deceased," to Billy Porter of Beverly, esquire, March 3, 1801,[1] and, for a similar consideration, Mr. Porter conveyed twenty-two acres of land with the house and barn, being the south end of the house the widow Mary Jones occupies, to Joshua Herrick of Beverly, gentleman, April 4, 1801.[2] Mr. Herrick, for seven hundred dollars, conveyed to Ebenezer Shillaber of Salem, merchant, the house, barn and land on the day of his purchase.[3] Mr. Shillaber died in the winter of 1807-8, intestate. His heirs owned the estate in 1813. Ezra Dodge of Wenham and wife Sophia, in her right, for forty-two hundred and fifty dollars, conveyed the estate to John I. Baker of Beverly March 24, 1871;[4] and Mr. Baker, for twenty-five hundred and fifty dollars, conveyed it to Lakeman Southwick of Beverly April 30, 1872.[5] Mr. Southwick, for three thousand dollars, conveyed it to Edwin Southwick of Danvers Dec. 11, 1874;[6] and Edwin Southwick, for a similar consideration, conveyed it to Augusta W. Southwick of Beverly Dec. 14, 1874.[7] Miss Southwick conveyed it to Esther Caldwell of Beverly June 22, 1888;[8] and Miss Caldwell conveyed it to Elizabeth Augusta Lovett of Beverly March 15, 1899.[9] Miss Lovett conveyed the estate to Fred H. Wallis and Mabel A. Wallis, both of Beverly, Oct. 3, 1904;[10] and Mr. and Miss Wallis have since owned the place. The eastern end of the house is an addition to the original house apparently, perhaps about 1800.

Peter Woodbury House. This lot of land was probably a part of the two hundred acres granted by the town of Salem to William Trask Jan. 25, 1635-6. It was relin-

[1]Essex Registry of Deeds, book 204, leaf 203.
[2]Essex Registry of Deeds, book 169, leaf 113.
[3]Essex Registry of Deeds, book 167, leaf 246.
[4]Essex Registry of Deeds, book 822, leaf 55.
[5]Essex Registry of Deeds, book 851, leaf 282.
[6]Essex Registry of Deeds, book 918, leaf 248.
[7]Essex Registry of Deeds, book 919, leaf 83.
[8]Essex Registry of Deeds, book 1226, page 226.
[9]Essex Registry of Deeds, book 1572, page 339.
[10]Essex Registry of Deeds, book 1755, page 117.

quished by him, and then granted to Thomas Scruggs May 2, 1636. Mr. Scruggs died in the spring of 1654; and his widow Margery Scruggs of Salem conveyed it to her son-in-law John Rayment June 24, 1654. John Rayment, sr., of Beverly, yeoman, for love, conveyed this part of that tract to his son John Rayment, jr., of Beverly, yeoman, Jan. 12, 1696.[1]

That part of this lot lying easterly of the dashes was conveyed by Mr. Rayment to Peter Woodberry, sr., of Beverly March 4, 1696-7.[2] Mr. Woodberry evidently had built a dwelling house thereon for his son Peter Woodberry, who then dwelt therein.

That part of the lot lying westerly of the dashes was conveyed by Mr. Rayment to Peter Woodberry, jr., May 14, 1697.[2]

That part of the lot lying northerly of the dashes was conveyed by Joseph Herrick, sr., of Salem Village, yeoman, to Peter Woodberry, jr., April 12, 1697.[3]

Dea. Peter Woodberry, sr., died July 5, 1704, having in his will devised the house his son Peter "now lives in" and the land around it "I bought of John Rayment" to his son Peter Woodberry. The son Peter was a yeoman, and continued to live here. Deacon Woodberry died Jan. 8, 1706-7; and the dwelling house and house-lot were then appraised at one hundred pounds. His sons Benjamin Woodberry and Peter Woodberry, both of Beverly, yeomen, made a division of their father's real estate Feb. 28, 1728-9; and the house, barn and land were released by Benjamin to Peter.[4] Peter Woodberry was a yeoman, and lived here. He died in the spring of 1775; having devised to his wife Hannah the improvement of the western end of his dwelling house, which was two-story in height, and the remainder of the house and homestead to his son John Woodberry. The house and land around it was then valued at one hundred pounds. Capt. John Woodberry died Sept. 3, 1813; and in the division of his real estate, May 5, 1815, the house

[1] Essex Registry of Deeds, book 14, leaf 128.
[2] Essex Registry of Deeds, book 12, leaf 134.
[3] Essex Registry of Deeds, book 12, leaf 135.
[4] Essex Registry of Deeds, book 56, leaf 132.

and land around it was assigned to his son Benjamin Woodberry. Benjamin Woodberry was succeeded by his son of the same name, who lived here and was a mariner. The son Benjamin Woodberry died Jan. 11, 1841, and the estate was inherited by his son Levi Woodberry. Levi Woodberry died June 22, 1896; and by order of the probate court the house and lot were assigned to his widow Mary Ann Woodberry March 27, 1899. She resided here; and died Sept. 16, 1902, having devised the house and land to Joseph F. Andrews of Beverly. Mr. Andrews conveyed the estate to Susan T. Linnell of Saco, Me., May 18, 1906;[1] and on the same day she conveyed the same to his wife Lucy S. Andrews.[1] Mrs. Andrews still owns and with her family occupies the house and land.

Isaac Hull Lot. William Dodge, John Rayment, Roger Conant, Benjamin Balch and Peter Woodberry "of Basse river in Salem" conveyed this lot to Isaac Hull of Bass river, cooper, June 7, 1664;[2] and Mr. Hull owned it in 1700.

William Rayment Lot. Capt. William Rayment of Beverly owned this lot of land in 1700.

Benjamin Balch Lot. This lot of land belonged to Benjamin Balch in 1673; and he apparently owned it in 1700.

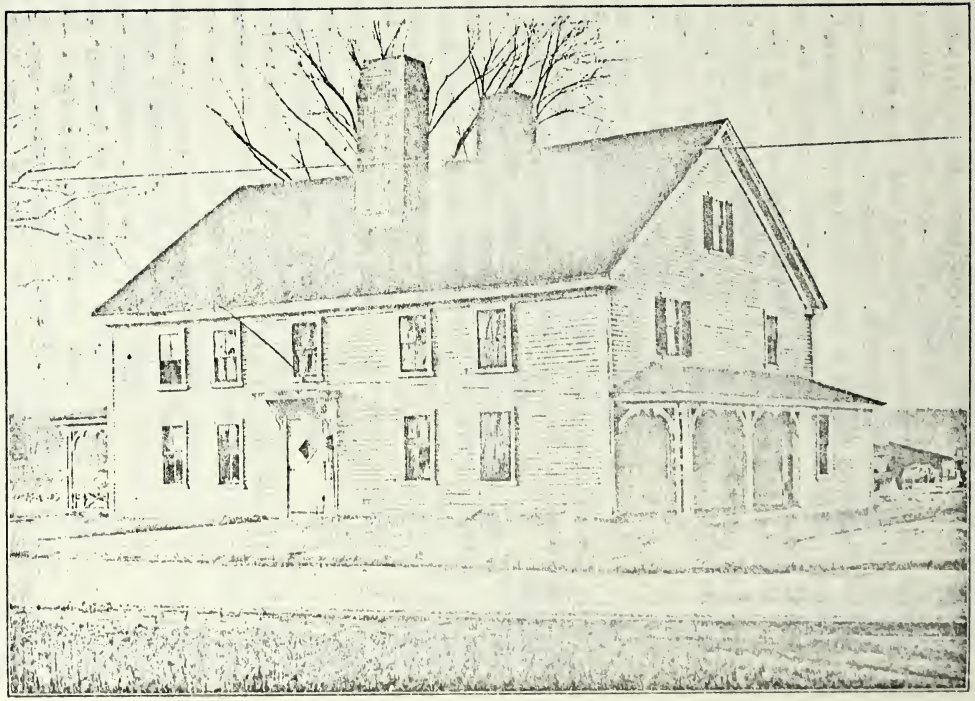
John Conant Lot. Roger Conant of Beverly, yeoman, owned this lot Feb. 4, 1673, when he conveyed that part of it lying southerly of the dashes to his grandson John Conant of Beverly, house-carpenter, "my kinsman."[3]

Roger Conant died Nov. 19, 1679; having in his will devised that part of this lot lying northerly of the dashes to his said grandson John Conant.

Thus John Conant became possessed of the entire lot. He removed to Marblehead about 1688; but this land belonged to him in 1700.

Lot Conant Lot. This lot of land was conveyed by Exercise Conant to John Conant, sr., before 1684; and Lot Conant owned it in 1688 and probably in 1700.

[1]Essex Registry of Deeds, book 1825, page 216.
[2]Essex Registry of Deeds, book 3, leaf 78.
[3]Essex Registry of Deeds, book 4, leaf 50.



PETER WOODBURY HOUSE

96a

Freeborn Balch Lot. That part of this lot of land lying northerly of the dashes belonged to Benjamin Balch, sr., of Beverly in 1684; and, for love, he conveyed it to his son Freeborn Balch Jan. 18, 1688-9.[1]

That portion of the lot lying southerly of the dashes belonged to Roger Conant of Beverly, who died Nov. 19, 1679, having in his will devised it to his grandson Joshua Conant of Salem. Joshua Conant, for thirty pounds, conveyed it to Freeborn Balch of Beverly Dec. 20, 1684.[2]

The entire lot belonged to Freeborn Balch in 1700.

Philip White Lot. This lot of land was owned by Peter Woodberry in 1684; and was conveyed by John Dodge, 2d, of Beverly, yeoman, to Philip White of Beverly, carpenter, before 1687.[3] It belonged to Mr. White in 1700.

John Conant House. This lot of land belonged to "Mr. Conant" before 1684. In 1691, it was owned by Exercise Conant of Beverly, yeoman, and John Conant of Beverly, carpenter, then had a house upon it. Exercise Conant conveyed the estate to John Conant Jan. 27, 1691-2;[4] and John Conant died Sept. 30, 1724, having in his will devised "the house I now live in" to his son Benjamin Conant. About four years later, Benjamin Conant removed to and became one of the first settlers of Dudley and apparently conveyed the house and land to his brother John Conant. Dea. John Conant died in 1755, and this house and lot descended to his son, Dea. John Conant, who died in 1781. The estate then descended to his daughter Bethiah Conant. She became insane and died, and John Conant, gentleman, Ezra Conant, yeoman, Thomas Dodge, mariner, and wife Eunice and Mary Conant, singlewoman, all of Beverly, conveyed the estate to Sally Conant of Beverly, singlewoman, April 18, 1816. Sally Conant became insane and died July 20, 1850, and her heirs, John Conant, yeoman, Emma Dodge, widow, Mary Foster, widow, Francis R. Edwards, yeoman, and wife Martha, Joseph Conant, mechanic, Charles G. Conant, yeoman, all of Beverly, and Ezra Conant and

[1]Essex Registry of Deeds, book 8, leaf 147.
[2]Essex Registry of Deeds, book 8, leaf 146.
[3]Essex Registry of Deeds, book 8, leaf 71.
[4]Essex Registry of Deeds, book 21, leaf 230.
[5]Essex Registry of Deeds, book 209, leaf 174.

Herbert T. Conant, both of Salem, masons, conveyed it to David Bailey of Beverly, yeoman, March 20, 1851.[1] Mr. Bailey died, and the administrator of his estate conveyed it to Sophronia Bailey of Beverly, singlewoman, April 17, 1867.[2] Miss Bailey conveyed it to Lambert Jackson of Salem April 29, 1868;[3] and Mr. Jackson conveyed it to Thomas B. Russell of Salem July 20, 1872.[4] Mr. Russell died April 2, 1881, and the house and land was assigned to his widow Lydia A. Russell in fee. She conveyed the estate to Morris M. Younger of Beverly July 12, 1883.[5] Mr. Younger conveyed it to Charles E. Riva of Beverly Aug. 26, 1884;[6] and Mr. Riva took the old house down immediately.

Edward Dodge Lot. This tract of land belonged to Edward Dodge in 1700. The burial ground on this lot was established not long afterward.

Thomas Edwards Lot. This lot of land belonged to Paul Thorndike about 1690. He conveyed to Thomas Edwards of Ipswich that portion of it lying northerly of the dashes March 2, 1693-4;[7] and that part lying southerly of the dashes June 2, 1696.[8] Mr. Edwards owned the entire lot in 1700.

Estate of Paul Thorndike Lot. This tract of land was owned by John Thorndike of Beverly, who went to England, and apparently did not return. He died in 1670. In his will it was devised to his daughters Alice and Martha Thorndike, who apparently went to England with him, and probably never returned. It became the property of their brother Capt. Paul Thorndike of Beverly, yeoman, who died in 1697, possessed of it. It belonged to his estate, undivided, in 1700.

John Stone Lot. This lot of land belonged to John Stone in 1700. The meadow of the northern portion of the lot was the property of William Hoar very early.

[1] Essex Registry of Deeds, book 443, leaf 18.
[2] Essex Registry of Deeds, book 772, leaf 272.
[3] Essex Registry of Deeds, book 747, leaf 125.
[4] Essex Registry of Deeds, book 860, leaf 80.
[5] Essex Registry of Deeds, book 1111, leaf 294.
[6] Essex Registry of Deeds, book 1134, leaf 204.
[7] Essex Registry of Deeds, book 11, leaf 88.
[8] Essex Registry of Deeds, book 11, leaf 121.

Jonathan Biles Lot. This lot of lowland belonged to Serg. Jonathan Biles in 1700.

Estate of Nehemiah Grover Lot. This lot of land was conveyed by Edmund Grover of Beverly, yeoman, for love, to his son Nehemiah Grover July 23, 1677;[1] and Nehemiah Grover died Feb. 12, 1693-4. The lot belonged to his estate in 1700.

Edward Dodge and Joseph Dodge House. This tract of land belonged to Richard Dodge of Beverly, who died June 16, 1671, having previously conveyed it to his sons Edward and Joseph. They made a division of the estate Feb. 15, 1708-9, Edward releasing to Joseph the house and land around it.[2] Joseph Dodge died Aug. 10, 1716; and the title to the property descended to his son Dr. Joseph Dodge of Beverly. The house was burned before May 29, 1736, when Doctor Dodge and his son Nathan were about to build a new house upon the old site, the western half only to cover the old site and the eastern half to extend beyond it easterly. Doctor Dodge conveyed to Nathan, in this deed, the easterly part of the site of the new house, being "a Part of my Homested Land I Dwelt upon before my house was Burnt." He described that part of the new site which was occupied by the old house as "The spot of land and cellar where my late dwelling house stood before it was burnt;" and that "the chimney that is to be built in ye Dwelling house that I & my s^d^ Son are now about to build" is midway. "My part of sd house is to stand on my Old Seller & his Part of s^d^ house to be the Easterly End adjoyning to mine."[3]

John Conant Lot. This lot of land was conveyed by Exercise Conant of Beverly, yeoman, to John Conant of Beverly, carpenter, Jan. 27, 1691-2.[4] A barn was then upon the lot. The lot belonged to John Conant in 1700.

John Woodberry Lot. John Woodberry of Beverly, husbandman, owned this lot in 1700.

William Dodge Lot. William Dodge, sr., of Beverly owned this lot in 1700.

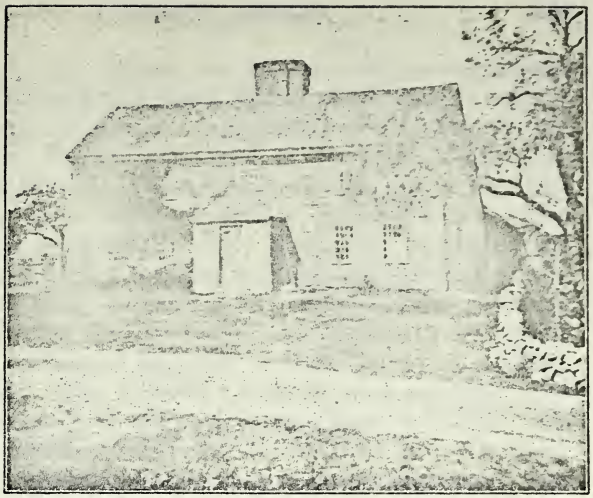
[1]Essex Registry of Deeds, book 6, leaf 53.
[2]Essex Registry of Deeds, book 21, leaf 80.
[3]Essex Registry of Deeds, book 72, leaf 105.
[4]Essex Registry of Deeds, book 21, leaf 230.

William Dodge Lot. William Dodge, sr., of Beverly conveyed this lot of land to his brother's son William Dodge for his life and then to his children May 12, 1685.[1] The grantee was son of Michael Dodge of East Coker, Somerset county, England, and his son was known as "Coker William Dodge." This grantee is called "William Dodge of Brimble hill" in 1673; and therefore he must have lived there as early as that date. How long he lived there has not been learned.

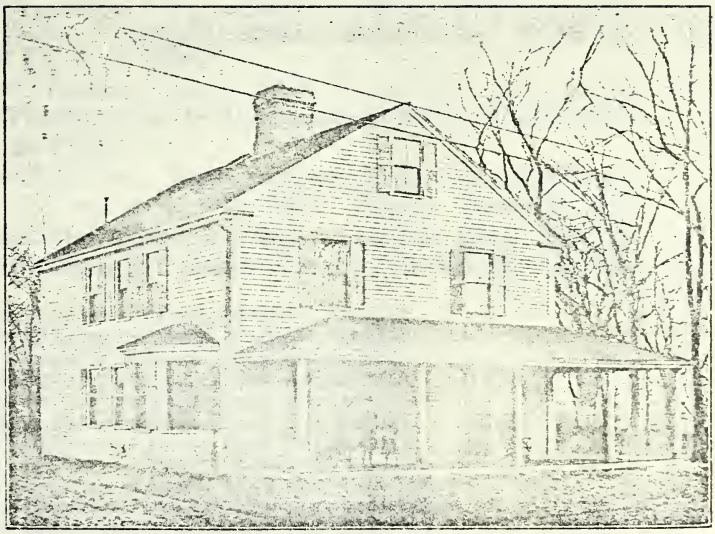
Jonathan Rayment Lot. Jonathan Rayment owned this lot of land in 1700. It belonged to "ye Rayments" in 1688.

John Balch House. Benjamin Balch of Beverly, yeoman, owned this lot of land in 1688; and upon it was a dwelling house in which his son John Balch then lived. In consideration of love, Benjamin Balch conveyed the lot to his said son Jan. 18, 1688-9.[2] Lt. John Balch of Beverly, yeoman and housewright, conveyed the house, barn and land to his son Caleb Balch of Beverly, husbandman, March 12, 1733-4.[3] Caleb Balch died in the winter of 1774-5; and the estate descended to his only son Caleb Balch of Beverly, gentleman, who, for three hundred and ninety-two pounds, three shillings and nine pence, conveyed the dwelling house, barn and land to Silas Walden of Beverly, yeoman, March 12, 1784.[4] Mr. Walden died Jan. 11, 1819, intestate. In the division of his real estate, June 5, 1821, the second story of the house was assigned to his daughter Mary Eliza Walden and the first story to his daughter Sally Walden, and the land under and adjoining the house to both of them. Mary Eliza Walden died, unmarried, Jan. 8, 1832, and her part of the estate was sold by the administrator under order of the court. The purchaser, evidently, was John Peabody of Beverly, yeoman, who conveyed it to Ephraim Brown of Marblehead, merchant, May 16, 1848.[5] On the same day, Sally Walden, who lived here, unmarried, conveyed her part to

[1]Essex Registry of Deeds, book 8, leaf 163.
[2]Essex Registry of Deeds, book 9, leaf 38.
[3]Essex Registry of Deeds, book 77, leaf 177.
[4]Essex Registry of Deeds, book 155, leaf 123.
[5]Essex Registry of Deeds, book 397, leaf 171.



JOHN CONANT HOUSE
From a photograph made about 1868



JOHN BALCH HOUSE

Mr. Brown.[1] Mr. Brown, on the same day, conveyed the buildings and land to John I. Baker of Beverly;[2] and on the same day Mr. Baker reconveyed the estate to Mr. Brown.[3] Mr. Brown conveyed it to Isaac Collyer of Marblehead May 31, 1851;[4] and on the same day Mr. Collyer, for four hundred dollars, conveyed it to Miss Walden.[5] In consideration of love, she conveyed the house, barn and land to Mary Elizabeth Shelden of Salem, singlewoman, Aug. 4, 1856;[6] and Miss Shelden removed there. For love, she conveyed the estate to her sister Adeline A. Lufkin of Beverly, wife of George A. Lufkin, Jan. 1, 1868.[7] She became a widow; and conveyed the place to George A. Lufkin of Revere Sept. 6, 1906.[8] Mr. Lufkin conveyed it to Arvilla M. Rand of Beverly Sept. 11, 1906;[9] and Miss Rand, then wife of Horace E. Perkins of Beverly, conveyed it to Walter I. Rand of Boston Nov. 22, 1912.[10] Mr. Rand remodeled and modernized the house, and reconveyed the estate to Mrs. Perkins Nov. 6, 1914.[11] She still owns and lives upon the place. Mrs Adeline A. Lufkin continued to live in the house until she died, July 16, 1917.

Samuel Balch Lot. This lot of land belonged to Benjamin Balch of Beverly, yeoman, in 1688; and to his son Samuel Balch in 1700.

Peter Woodbury Lot. This lot of land belonged to John Woodbury, sr., in 1670; and to Peter Woodbury in 1688 and 1700.

Isaac Hull Lot. Isaac Hull owned this lot in 1683 and 1700. Before March 23, 1670, Rodger Connant, Jno. Rayment and Benjamin Balch of "Bass River Side or otherwise Beverly," planter, for nine pounds, conveyed to

[1]Essex Registry of Deeds, book 397, leaf 172.
[2]Essex Registry of Deeds, book 397, leaf 213.
[3]Essex Registry of Deeds, book 402, leaf 17.
[4]Essex Registry of Deeds, book 446, leaf 174.
[5]Essex Registry of Deeds, book 446, leaf 175.
[6]Essex Registry of Deeds, book 537, leaf 114.
[7]Essex Registry of Deeds, book 738, leaf 251.
[8]Essex Registry of Deeds, book 1839, page 156.
[9]Essex Registry of Deeds, book 1839, page 158.
[10]Essex Registry of Deeds, book 2182, page 540.
[11]Essex Registry of Deeds, book 2278, page 118.

Isaac Hull of Beverly, cooper, this lot of swamp and upland "neere his now dwelling house."[1]

John Balch Lot. This lot of land belonged to Roger Conant early. He died Nov. 19, 1679, having devised it to his son Exercise Conant of Beverly, yeoman. Exercise Conant, for six pounds, released his interest in it to John Balch of Beverly, carpenter, Feb. 6, 1683-4.[2] Benjamin Balch, father of Lieutenant Balch, also owned an interest in it, and this also became the property of John Balch, who owned the lot in 1700.

Jonathan Baker Lot. This lot of land belonged to John Leach in 1683; and to Jonathan Baker in 1700.

William Dodge Lot. Capt. William Dodge owned this lot in 1700.

Abigail Balch Lot. This lot of land belonged to Benjamin Balch, jr., of Beverly, who died in the spring of 1698, intestate. In the division of his estate, May 6, 1699, it was assigned to his daughter Abigail Balch; and she owned it in 1700.

Anna Wallace Lot. This lot of land belonged to Benjamin Balch, jr., who died in the spring of 1698, intestate. In the division of his real estate, May 6, 1699, it was assigned to his daughter Anna, wife of Nathaniel Wallace; and she owned it in 1700.

[1]Essex Registry of Deeds, book 3, leaf 78.
[2]Essex Registry of Deeds, book 28, leaf 90.

THREE HUNDRED YEARS OF BEVERLY

A Paper Read at the Beverly Public Library November 4th, 1918.

By Robert S. Rantoul.

Mr. Mayor, Gentlemen of the City Council and Fellow-Citizens :

Two centuries and a half count a long time in the life of an American community. Not the longest, for Virginia can antedate us, and so can Florida, and California, and Mexico and Peru, as well as other sections of the Tropics. In the old world, where the traveler may find himself standing on some ancient worthy's gravestone, inscribed with a date earlier than the voyages of Columbus, or on a bridge across the Tiber, in the keystone of which the street-surveyor of the day cut his name before the birth of Christ, a century is but a span. When Harvard College, in 1886, invited her sister Universities of the world to celebrate her quarter-millennial, a Professor, a delegate from Italy,—speaking for the University of Padua,—when called upon to respond for his alma mater, said: "You regard your age as singling you out amongst universities! I represent a university which has been conferring degrees for a thousand years!" Traveling on the east coast of the Adriatic, I once came upon a shaft which, from its lettering, seemed, at a glance, to be reared in honor of the Millennium. It seemed strange that the Millennium should arrive in Austria before reaching other countries. On examining the legend, it appeared that the moss-grown stone was placed there to mark the one thousandth anniversary of some event in the annals of Austria. But if a quarter-millennial may be counted as old age in a New World town, it certainly marks, in this

place of my birth, a green old age, for never was a young town more vigorous and thrifty than this.

In 1623 and 1624, a little group of adventurers gathered on Cape Ann, where Gloucester now stands, drawn there by her magnificent bay. They had come from the south shore of England, from our own Hull and Plymouth, and from Virginia, in search of a site on which to plant a fishing colony. The fishing industry was getting to be a great factor in colonization. French fishermen, especially from the Islands of the British Channel, had adopted the coasts of New England and New France for their fishing grounds, and are thought to have spread the smallpox among the native tribes, to such an extent that, when the English arrived with the purpose of building up settlements, the Indians, reduced by that vile scourge, gave them a hearty welcome as prospective allies against the hostile native tribes which threatened them from the North. The object in planting an English fishing settlement here was to furnish a resort for such portion of the fishing crews as was not needed to navigate the home-voyage, a few men sufficing to navigate to Europe the return fare of fish. The extra men, when left ashore, cured the fish and became pioneer settlers and colonists. Soon the fisheries had grown into a dominant industry. Catholic countries in the Mediterranean and in the Tropics furnished an exhaustless market for a sort of food which could be eaten on the numerous fast-days, and which could be kept good indefinitely. King James said fishing was "the Apostles' own calling". It became the basis of the wealth of New England. But the tempting bay at Cape Ann had little arable soil about it on which fishermen could, when ashore, raise crops and build up homes, and the little colony, after a year or two, scattered for Virginia, for Plymouth, and some of them for the Mother Country. A score of them found at Naumkeag, a promontory a little further up the shore, what they had sought in vain at Cape Ann, and, sending John Woodbury home to England for reinforcements and supplies, they agreed with Roger Conant that they would stay with him, come what might, and attempt a settlement at Naumkeag and about Bass River.

Endecott arrived the next year, and Higginson a year later. The first houses built at Naumkeag, now Salem, were, with the meeting-house, near what is now Town House Square. Naumkeag had two fairly good harbors, and, beyond these harbors, were outlying tillage-lands, since known as the North and South Fields. But when Endecott arrived in 1628, with a definite charter from the home-adventurers, investing him with wide authority, the pioneers found themselves uncomfortably placed, and began to quit their Salem homesteads for farms north of Bass River. To allay any possible sense of injury, five of the recognized leaders, Conant, Woodbury, Balch, Trask and Palfray, were granted two hundred acres each "nere the Grate Pond Side", and, with the exception of Palfray, who sold his claim and settled at Reading, they became the founders of Beverly, and built up on this spot a notable farming and fishing settlement. So that, while Beverly has been an independent municipal corporation for two and a half centuries, she has been a vigorous and growing settlement for close upon three hundred years.

Born in 1832, in my grandfather's house by the waterside, I lived at South Reading and at Gloucester until 1839, and then again in Beverly from 1839 to 1845. The homestead was then surrounded with fish-flakes. On the west, Robert Curry's fish-yard extended from what is now Lovett street to near the harbor; Edward Stone's from our house to that street, and Thorndike & Endicott improved, with their great yard, all the area towards the east as far as what is now Abbot street. Tip-carts, standing axle-deep in the water, at the old Ferry Landing, received the fish which had been loaded with pitchforks into dories from the hold of the schooner, and thus the fares of fish were delivered at the fish-yards. Aside from farming, the fisheries were the staple industry of the place. It was no uncommon thing, in my boyhood, for a considerable fraction of the male attendants at church to leave the service and hasten to the fish-yards, when the fares of fish, drying on their flakes, were threatened with a shower. Thorndike & Endicott entertained a large party of townspeople, of whom I was one, with a sail among the harbor islands in a brand-new schooner they had built, and James

Stone took me with him to Essex to see a schooner of his which was on the stocks. To some extent, in my boyhood, the people of Beverly employed themselves, both as officers and seamen, in the commercial activities of Salem and Boston, but, beyond this, they were mainly occupied, outside of farming, in the fisheries and in the subsidiary occupation of shoemaking, for this industry furnished, in the little shoe shops dotted along the roadside, a half dozen benches in each, a resource for the inclement months when neither farming nor fishing absorbed their attention. The women, too, found occupation at home in binding shoes, and large, two-horse vans from Lynn and Haverhill, week by week, distributed the raw material and took up the finished product. No one enterprise has done more for the growth of Beverly than has the United Shoe Machinery Company, but no such corporation could have held a place in the Beverly of my day, because no machinery whatever was used in shoe-production. The lapstone, the hammer and the awl were the shoemaking appliances of that earlier time.

For the average mind, a greater effort is involved in effacing an impression familiar through life than is required to call up a condition of things which has had no existence but in the imagination. The antiquarian delver does both. He restores, in fancy, scenes which have long since disappeared, but he also re-creates, to the thought, the state of things which existed before the scenes known to us through life came into being. Thus we know the two cities of Beverly and of Salem as twin entities, bound together by one of the great bridges of New England, the West Boston bridge being the only one outranking it in date and length. At the beginning of things this was by no means the case. Conant, Woodbury and the rest built their houses near where the Salem First Meeting House stands,—we know just where they built them,—and there was nothing at what is now Bridge street except brick-kilns and thatch-banks. There could be no Bridge street because there was no bridge. Transportation was largely by water, roads being rough and costly to keep, and either leading along the water-front as a means of reaching the town landings, most important to a fishing community, or else

winding about from farm to farm, the effort to make them straight and short dating from the growth of populous villages, between which speedy communication was a thing to be desired. Water-horses, so-called, mostly at first carried loads from point to point,—twenty-foot tree-trunks sharpened at the ends, and hollowed out with the aid of fire. These were brought together, a given number of times each year, for official inspection.

The first settlement in Beverly took place near the Balch House. Conant built just across the way, Woodbury further north towards Wenham Pond, and Trask further west towards Cherry Hill. The landing-place for travel from Salem was at Draper's Point or River Head, near the grist-mill on Bass River, and for years the section near where now is the Gloucester Crossing served as the hay-market and was popularly known as "the City." Here houses built by Herricks, Lovetts, and other Colonial pioneers, have lately disappeared. The place of embarkation from Salem was in the rear of the Court Houses, at the end of Washington street and the tunnel. Flatboats transported fertilizers and crops and heavy agricultural freight, and the ferry was the only public means of getting across Bass River from or to Salem. After this had been shifted to the present location of the bridge, plying as it did for a century and a half between Ferry Lane in Salem and the lower Town Landing in Beverly, it provided very limited conveniences, its flatboats, down to the time of the Revolution, only able to take six horses at a crossing. Heavy loads naturally avoided the ferry, and reached Salem and Boston from the east, by preference, through Ipswich and Danvers. The ferry had ceased to facilitate transportation and had become a hindrance.

But the three sons of Francis Cabot of Salem, who had a wharf where the stone station now is, removed their commerce and domiciles to Beverly, thinking to find a little better draft of water, with less costly wharfage. They built a wharf and three fine brick mansions, with a ropewalk just where the railroad now enters the ledge. They urged the substitution of a toll-bridge for the long-overtaxed ferry, and succeeded in carrying their project

through, against a vigorous resistance from large interests in Salem, which saw that the opening of a bridge would result in bringing the trade of New Hampshire and northern Essex County, — this had been coming to Salem through Ipswich, Danvers, and North Salem, which was then an important maritime district,—to Beverly and the northeastern section of Salem. Just that change followed. Stimulated by commercial enterprise, both Salem and Beverly grew towards the bridge apace. Bridge street at one time seemed likely to become the "Court End" of Salem. Elm trees lined its sidewalks and brick dwellings began to appear. And when the Cabots removed their business and residence to Boston, early in the last century, they left Beverly, and to some extent Salem, very different places from what they found them.

And now a word as to how Beverly got its name. Roger Conant wanted it named Budleigh, after the place of his birth, on the British Channel, which has, as this town has, a southerly exposure on a water-front, and Conant urged, with a good deal of reason, that he was entitled to have the wish granted. None of the settlers came from Beverley, a large town in Yorkshire, and it has been a little difficult to surmise how the name "Beverly" came to affix itself to this place. But I think the antiquaries have explained it. General Robert Sedgwick, when the settlement was in its plastic period, stopped at the Ferry Tavern on his way home from Port Royal, when his success there had made him quite the central figure of the colony. The Beverly innkeeper, Dixey, urged him to name the town. The General was a Yorkshire man, doubtless having pleasant associations with his Yorkshire neighbor-town of Beverley; he had already presented us with a church bell, which he took from the Friary at Port Royal; and the conjecture is as likely as any other to be true that this city owes its name to General Robert Sedgwick.[1]

I am not attempting to detail all the interesting features in the story of Beverly,—I wish I had time for more of them. I need not remind you that the General Court chose your first pastor, John Hale, for chaplain in the

[1]Essex Institute Bulletin, v. 20, pp. 6-22.

Canada Expedition of 1690, and voted his heirs a bonus of three hundred acres of land for the service; that, in 1679, he had contributed one-twelfth part of his salary, a month's pay, to help the fortification fund; that having assailed witchcraft from your pulpit as among the machinations of the devil, when his wife was arraigned as a witch, he renounced the error, and wrote a book in her defence which book stemmed the tide of that fanaticism; that his grandson, Doctor Robert Hale, commanded a regiment at the capture of Louisburg, in 1745, and again, ten years later, at the reduction of Crown Point; that of the honored dead of Bunker Hill, the man who marched farthest to get there was Reuben Kennison of Beverly; that the first armed schooner commissioned by Washington was the schooner Hannah of Beverly; that the camp on Paul's Head, now Hospital Point, in Beverly, trained and sent out Glover's Amphibious Regiment in fine fettle for service either on land or water, at New York and then at the Delaware.

Beverly has given birth to strong, persistent families, too many to recall, known all over the country,—Woodburys, Eliots, Herricks, Lovetts, Thorndikes, Dodges, and Trasks among them. Beverly has furnished a President for Harvard and another for Bowdoin.

But there is one chapter of the town's history that must not pass unnoticed. That is the present. We are making history fast. Beverly has never been behindhand. Unexpectedly to most of us, Beverly, conjointly with the rest of the civilized world, has been summoned to help repel the unprovoked aggressions of one of the strongest of the sisterhood of States,—a mighty people which chose to ally itself with the Turk in a new incursion to scourge and ravage Europe and to threaten us. Defeat is crowding upon her. Autocracy is galloping to a fall. The expiring struggles will be the worst. Driven back within her own frontiers, Germany's war-machinery will be more and more effective and resourceful as her lines are shorter, and her desperation greater as her prestige, her man-power and her food supply grow less. The world, embattled, looks towards the end with constancy and with resolve. Life would not be worth living if the princi-

ples proclaimed by Germany were to prevail. In all this Beverly is doing her part. Without agitation and without wavering she confronts the issue. She can do no otherwise. Her past has dictated her course. With freedom she is ready, as heretofore, to stand or fall. She will claim, and she will be awarded, a full share in the credit of this glorious consummation!

NOTE. This was the fourth quarter-century commemoration of the founding of Beverly which the speaker attended. He was present as a lad of eleven, at the dedication of the new Town Hall in 1843, when his grandfather read a historical paper. He was present and was called upon to speak at the commemoration of 1868. In 1893 he read the paper printed in Volume XXXIII of the Historical Collections of the Essex Institute, and in 1918 he read the paper printed here.

WILL OF REV. CALEB CUSHING.

Rev. Caleb Cushing, Pastor of the First Church of Salisbury for fifty-five years, died Jan. 25, 1752, in his eightieth year. The following is a copy of his will on file in the office of the probate court at Salem. It was proved and allowed Feb. 24, 1752.

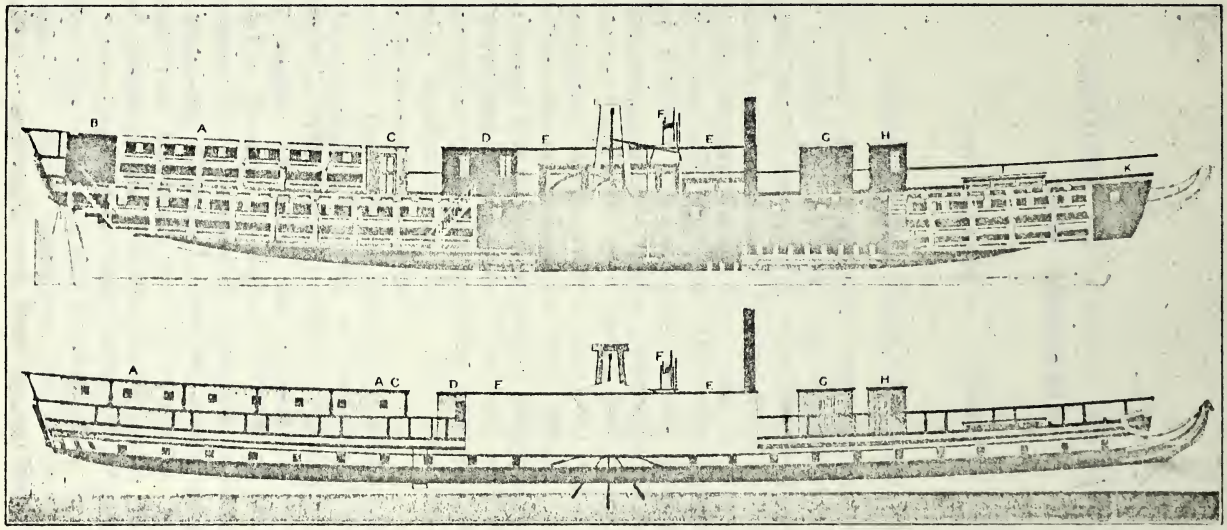
The Last will and Teſtam^{t} of Caleb Cuſhing of Saliſbury Clerk made January 28th Anno Domini 1748/9 which is as followeth vid^{z}: Being weak in body but of perfect mind and memory. ffirſt of all I Comend my ſoul to God in Christ my bleſsed Saviour and my body to ye dust to be decently Intered In hope of a bleſsed Reſurrection to Life Eternal.

And as to my Temporal Eſtate. 1st my will is that all my Just debts be duly paid by my Execut^{r} 2dly my will is that my Eldest ſon Caleb Cuſhing ſhall have and hold to him his heirs and aſsigns all that Real Eſtate which I have formerly Given him a deed of and on which he now Lives in ſaliſbury which deed I do hereby ratifye and Confirm to him and his heirs and furthermore I do hereby Give to my s^{d} ſon Caleb that tract of land lying before his Door Comonly Called my ffrench Lott and Eaſman Orchard being ab^{t} ten acres with ye orchard thereon and appurtinances 3dly I Give to ‖my‖ two younger ſons James and John the Bradbury Lot ſo called of ab^{t} 7 or 8 acres with the appurtinances which If they Sell they must Give their Bro^{r} ye refuſal of Alſo I Give to my s^{d} ſons James and John all my Library to be Equally divided between them In ye diviſion of which they ſhall make allowance for what Each of them have already had out of it And I alſo Give to my s^{d} ſons James and John all my Silver plate or veſsells (Except my ‖Silver‖ Tankard which I Give to my ſon Caleb) and all my Gold rings and alſo all my houſehold ſtuff or Goods of all Sorts In y^{e}

diviſion of which James Is to have a double ſhare. 4ly I do hereby Conſtitute and appoint my ſon Caleb Cuſhing To be Executr of this my Last will and Teſtamt To whom I farther Give my Lot of land at Goodales ſwamp ſo Called of abt 18 or 20 acres and all my stock of all ſorts Caſh debts due to me and moueable Effects whatſoever not before diſpoſed of otherwiſe in this my will he paying all my Just debts as to my funeral Expences I Expect the Town will according to their vote honorably diſcharge them which they paid on mr Parſons funeral And as to the differance I make in ye diviſion of my houſehold ||stuffe|| or goods between my ſons James & John It is only on acct of ye different Circumſtances of their families. In wittneſs whereof and for Confirmation of all above-written as my last will and Teſtamt I have hereunto ſet my hand and Seal the day and year first above mentioned Janry 28th 1748/9

CALEB CUſHING (SEAL)

Signed ſealed & declared by ye sd Cuſhing
to be his last will & Teſtamt
In prſence of us
SAMUEL MOODY
JOSIAH FRENCH
SAMUEL GRELE



"CHANCELLOR LIVINGSTON"
Built in 1815-16

(a) Ladies' room
(b) Stairs to dining saloon, etc.
(c) Captain's room
(d) Midship stairs to dining saloon
(e) Engine room skylight
(f) Steering wheel
(g) Baggage room
(h) Pilot house
(i) Forward saloon
(k) Crew
(l) Bake room
(m) Boilers
(n) Kitchen

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SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(*Continued from Volume LV, page 32.*)

The steam yacht "Everett," twenty-five tons register, built in Salisbury in 1874, by Joseph M. Coffin, made frequent excursions in 1875 from Newburyport to Black Rocks and other places of interest on the river. June 9, 1877, the steamer "Alice M.," built in Haverhill, made her first trip to Newburyport under the command of Capt. Henry Vatter. The next year she was employed during the summer months in taking passengers from the city of Lawrence to the sea. In October, 1877, the steam yacht "Evangeline," forty-two feet long and eight feet beam, came from Salem to Newburyport, thence to Lawrence, and through the Essex Company's canal to Lowell. She made frequent trips between that city and Nashua, and is said to be the largest boat that has ever come up the river to Lawrence, and the only one that has passed through the canal to Lowell.

In 1878, the "Three Brothers," under the command of Capt. Joseph M. Coffin, was advertised to make frequent trips from Newburyport to Plum Island and Salisbury beach. In 1879, the steamer "Massasoit," purchased in Boston by John C. Tilton of Haverhill, was converted into a barge and employed, in connection with the steam-tug Charles L. Mather, in carrying excursion parties from Haverhill to the seashore. In 1880, two small steamers, the "White Fawn" and the "Wanderer," made trips almost daily from Newburyport to Gloucester, Isles of Shoals and Portsmouth. In July, 1881, Edward P. Shaw purchased the steamer "George A. Chaffee," and employed her, under the name of the

"Jetty," in towing barges loaded with stone from the quarry opposite Carr's island to the jetties at the mouth of the river.

In 1883, the "Zephyr," a small steam yacht, and the "Evangeline," about twenty-three tons register, built in Ipswich in 1881, and rebuilt at Danversport in 1882, were advertised to take passengers from Newburyport to Salisbury beach and Plum island: and the "Lawrence," Captain Haverty, ran from Amesbury to Newburyport, connecting with the People's Line of Steamers for Black Rocks. The "Minneola," a twin-screw steamer, built in Newburyport in 1887, by John T. Fillmore, for Herbert E. Wales of Haverhill, was for two or three years a popular excursion boat, making frequent trips from Haverhill to Boar's Head, Portsmouth, and the Isles of Shoals. She was sold early in the month of June, 1889, and taken to Providence, R. I.

The "Josie M.," a small steamer, built and owned by Charles H. Sargent and Lemuel Marquand, made excursions down the harbor in the summer of 1888, and frequently extended her trips to Ipswich and Cape Ann when the weather was favorable. She was sold in 1891, and her name was changed to "Edgewater." The side-wheel steamer "Lewiston," built in 1856 and so long on the coast of Maine routes, and then owned by the Bay State Steamship Company, made daily trips from Newburyport to Boston from May 2 to July 7, 1898, under the command of Capt. George F. Woodman, but she was found to be hardly seaworthy and the steamboat inspectors frowned at allowing her to run on such an "outside" route, and she was afterward broken up.

The steamer "City of Haverhill," built in East Boston by Robert F. Keough for the Haverhill, Newburyport and Boston Steamboat Company,[1] was employed in carrying merchandise and passengers during the summer months in 1902, from Haverhill to Newburyport, and thence to Boston. She was commanded by Captain George F. Woodman, and in October of that year was sold to John H. McKinnon of Boston, and afterward to James D. Minto of Providence, R. I.

[1]Henry B. Little, president; John E. McCusker, treasurer.

In 1909, various Haverhill and Newburyport business men had the propeller steamer "J. O. Ellison" built at Tottenville, N. Y.; she was 555 tons gross, 161 feet long and 32 feet beam. It was intended to run her as a regular freighter to New York and have her bring coal to Haverhill on her return trips. The enterprise only lasted a short time, however, and was not successful. The chief peculiarity of the "Ellison" was her uncanny facility for meeting with all kinds of mishaps. She was aground a number of times in the Merrimack river and had a rubbing acquaintance with about all the drawbridges through which she was ever called on to pass. Finally she lived up to her reputation by foundering in the Gulf of Mexico in June, 1914.

Steamboating on the south shore of Massachusetts bay began in 1818 when the "Eagle" (before noted) made irregular trips between Boston and Hingham, a distance of about 12 miles. The Columbian Centinel of August 26th, 1818, contains an advertisement of the "Eagle" which states that she will go one day to Nahant and on the next to Hingham; the same arrangement prevailed the next summer also. As far as can be ascertained this is the first mention of her going to Hingham. At this time the "Eagle" seems to have been commanded by Capt. Lemuel Clark of Plymouth, Mass., and it is said she made an excursion to that port from Boston during the summer of 1818, taking eight hours to make the trip of about forty miles. She remained in Plymouth several days engaged in pleasure and fishing trips.

After 1819 there is no trace of any communication between Boston and Hingham, except by sailing packets, until 1828, when the steamer "Lafayette" was placed on the line, and she also made trips to Plymouth. There has been much dispute regarding this vessel whose career was shrouded in obscurity, but recent researches in the records of the New York Custom House throw new light on her history. She was built at New York (not Philadelphia as generally supposed) by Noah Brown for Henry Eckford, and was 82 1-2 feet long, 20 1-2 feet beam, 6 feet depth of hold, 92 tons gross. After running on the Sound between New York and Bridgeport, she was sold

on May 24, 1828 to George W. Sumner and Samuel Jackson of New York. On Sept. 16, 1828, she was owned at Plymouth, Mass., by James Bartlett, jr., James Spooner, and Jacob Covington. She plied between Boston and Plymouth during the seasons of 1828-30, and was then laid up at Tribble's wharf, Plymouth. Here she was dismantled, the upper works and machinery removed, and the hull slowly rotted to pieces. As far as can be learned, she was never named "Hamilton," as some authors have stated, but she was sometimes called "Gen. Lafayette." Like the "Eagle," she plied between New Bedford and Nantucket before coming to Boston, and while on that route it was said she could not stem a strong wind or head tide, so crude and weak was her engine.

In the minds of some steamboat authorities doubt exists as to the proper illustration of the "Eagle" and "Lafayette." It has been said that the names appearing on the respective steamers should be transposed; that the boat shown as the "Eagle," a cruder model, must have been the "Lafayette." From a careful examination of the painting of the "Eagle" (formerly the sign board of the Eagle Hotel in Hingham) owned by the Nantasket Beach Steamboat Co. of Boston, and a contemporaneous woodcut of her owned by the author and shown as an advertisement in the Columbian Centinel in 1822, the author is convinced that the vessels are properly illustrated as shown in the pictures of them in the book. The Columbian Centinel for June 19th, 1830, advertises the "Lafayette," Capt. Thaxter, for Hingham, and a little while before that (May 29th) the same paper announced that the steamboat "Rush Light," Capt. Currie, was running regularly to Plymouth, fare $1.25.

The present Nantasket Beach Steamboat Co. is the outcome of the old Boston and Hingham Steamboat Co., organized in 1831, and that year they had built for them at Philadelphia the "General Lincoln," first of the name. This steamer made her first trip on June 16, 1832; she measured 95 feet long, 22 feet beam, and had two working-beam engines, two boilers carrying twenty-two pounds of steam, and burnt wood for fuel. Besides running on her regular route the "General Lincoln" was used as a

towboat around Boston harbor. In 1845 she was sold to engage entirely in that business, and the next year helped the towboat "R. B. Forbes" (one of the earliest iron steamers in Boston) pull the Cunarder "Cambria" off Truro beach on Cape Cod where she had run ashore.

The "Mayflower," first of the name, built in New York expressly for the Hingham route, was placed on the line in July, 1845. This boat was built of cedar, 133 feet long, 24 feet beam, 8 feet depth of hold, 262 tons gross, wheels 22 feet in diameter, 30 inch cylinder, 30 pounds of steam, and accommodated 800 passengers. In 1856 she was taken by Robert Collier, the famous New York steamboat builder, as part payment for the new "Nantasket;" he lengthened her in 1859, and during the Civil war she was purchased by the U. S. Government for the Quartermaster's Department. The "Mayflower," and before her the "General Lincoln," were commanded for many years by Capt. George H. Beal, who was quite a character.

Following the "Mayflower" came the "Nantasket," first of the name, in 1857; she was considered a very fast boat and often raced in Boston harbor with the Nahant boat "Nelly Baker," also renowned for speed. The "Nantasket" was sold to the government in 1862, and after the war came back to Boston under the name of "Emeline" and ran to Strawberry Hill (near Nantasket) as an opposition boat; also between Boston and Gloucester. Later on she was again sold, and for many years has run on the Hudson river between Haverstraw and Newburg.

During the summer of 1862 two small boats, the "Gilpin" and "Halifax" (the latter a stern-wheeler) ran to Hingham, until the company's new boat, the "Rose Standish," first of the name, was completed. She was built at Brooklyn, N. Y., in 1863, and designed especially for the excursion traffic in Boston harbor, measured 392 tons gross, 154 feet long, 27 feet beam, and could carry 1000 passengers. At about this time Nantasket beach began to come forward prominently as a summer-outing ground for the crowds from Boston, but not for many years and until much dredging had been done did any of

the steamboats run up Weir river as far as they do at present. The "Rose Standish" was sunk in Boston harbor on Aug. 28, 1884, by collision with a towboat, but luckily no one was hurt; she was sold to the Frontier Steamboat Co. at Calais, Maine, in 1887, and totally destroyed by fire in 1900.

In 1866 the Boston and Hingham Co. placed on the route the "John Romer," of 409 tons, built at Keyport, N. J., in 1863, that had run on Long Island Sound for a few years. She was a fast boat, and was sold south about 1887. Following her came the "Governor Andrew" in 1874, the "Nantasket," second, in 1878, the "Twilight" (that had run on the Hudson river), and the "Wm. Harrison" in 1881, "General Lincoln," second, in 1884 (she was built in 1878 and formerly called the "Nahant"), "Mayflower," second, in 1891, "Myles Standish" in 1895, "Hingham" in 1896, "Nantasket," third, in 1902, "Old Colony" in 1904, "South Shore," a fine steel boat built at Quincy, Mass., in 1906, "Betty Alden" in 1908, "Rose Standish," second, having also a steel hull, in 1912, and finally the "Mary Chilton" in 1915. With the exceptions before noted, all the above were wooden side-wheelers, varying from 400 to 900 tons gross.

The "Myles Standish" was the first of this fleet without the familiar working-beam engine; she had machinery of the inclined type, as did all the other steamers that came after her. The "Betty Alden" has a triple expansion inclined engine working under a pressure of 225 lbs. to the square inch. When the "Mary Chilton" was built in 1915 (by the McKie Shipbuilding Co. at East Boston) the Nantasket Beach Co. went back to the wooden hull and working-beam engine as better adapted to the excursion traffic. This steamer is substantially constructed of oak and hard pine; she measures 219 feet in length, 32 1-2 feet beam, 12 1-3 feet depth of hold, 6 1-2 feet draft. Her motive power consists of a 1600 (indicated) horse-power engine built by the Quintard Iron Works of N. Y., and she is licensed to carry 2000 passengers. In the same year, 1915, the "South Shore" was thoroughly remodelled for the

Plymouth line traffic and was equipped with a dining room and staterooms, which answered a long felt want.

The Boston and Hingham Steamboat Co. was divided in 1881, and a second company was formed, which called itself the Hingham, Hull and Downer's Landing Steamboat Co. The floating property was divided between them, but in 1890 the old company went out of business and the new line was reorganized as the Nantasket Beach Steamboat Company. At present its capital consists of $1,000,000, divided into shares of $100 each; there is no bonded indebtedness, and the company has averaged dividends of ten per cent yearly. Ebed L. Ripley is president, and Frederic L. Lane, treasurer and general manager.

The Nantasket Beach Co. own one of the finest, best managed, cleanest fleets of passenger steamboats in the country. For some years past its steamers have not touched directly at Hingham town, owing to lack of water there and the increased size of the boats, but in 1902, owing to the poor service given by other steamers to Plymouth, the Nantasket Beach Co. started a line there from Boston with the "Governor Andrew." It has kept it up and improved it ever since, and now it is the only steamer line to that place. After the "Rush Light" and "Lafayette" stopped running between Boston and Plymouth in 1830, there was an interval of several years, and then the "Menemon Sanford line" was organized by the people who afterwards owned the Boston and Bangor line.

Their boats were the "Express" and "Yacht," wooden side-wheelers, both commanded by Sanfords, with Captain Samuel H. Doten as pilot; they made daily runs in the summer season for some years before the building of the Old Colony R. R. in 1845 and for sometime afterwards. The "Express" had a long life, originally built in 1841 for service on the Hudson river, in 1862 she was a tender to the fleet of transports lying in Hampton Roads with Gen. Butler's expedition for Louisiana on board. She was wrecked in 1863 in a sudden squall on the Potomac river.

So successful was the Sanford line to Plymouth that there have been but few seasons in which steamers have not plied between the two ports. The "Flushing," Capt. Van Pelt, put in one or two summers ,and after the close of the Civil war the wooden side-wheeler "Stamford," built in 1863 (afterwards called the "John Endicott"), Captain E. W. Davidson, had many years of success until lost in 1900 in an attempted short cut between Cohasset rocks on a return trip from Plymouth. The "John Brooks" (side-wheeler), "City Point," "Lily," "Shoe City," and "Putnam" (side-wheeler), ran for a short time at various intervals until the Nantasket Beach Co. started their line. Some of these steamers were hardly what they should have been; the bar room was counted on too much to pay expenses, so that respectable people were driven away.

For several seasons, in 1897, '98 and '99, the Winthrop Steamboat Co. of Boston ran a fine steel propeller, the "Plymouth," on the Plymouth line, but she was soon sold to the government for a lighthouse tender and renamed "Iris." She was built in Philadelphia in 1897, was 428 tons gross, 142 feet long, 30 feet beam, and the triple expansion engine indicated 800 horse power. During the seasons of 1915-16 the small screw steamer "Gurnet," 65 feet long, built at Boothbay, Maine, in 1914, was run between Scituate and Boston. She was taken by the government as a tender in 1917.

Mention should also be made of a small side-wheeler well known to Bostonians of a generation ago; this was the "Massasoit," and she plied in Boston harbor, generally to Quincy and Lovell's Grove, Weymouth. She was built at Providence, R. I., in 1849, measured about 200 tons gross, and was owned by T. J. Dunbar & Co. of Boston.

Before the opening of the Cape Cod Branch Railroad in the 1840's, passenger and freight traffic between the various Cape towns and Boston was mostly in the hands of the "packets" (schooner and sloop-rigged vessels of 100 tons or less), for the land route was too long and roundabout. With favorable winds the packets could often make as good time as the early steamers, but when

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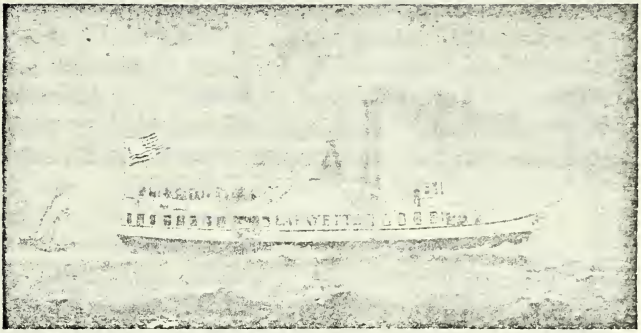


STEAMBOAT "LAFAYETTE"
Built in 1828

the elements were against them they were delayed, sometimes for days.

The first attempt at steam communication was in 1848, when the Provincetown Steamboat Co. was organized and purchased the side-wheeler "Naushon" when she was sold at auction at New Bedford, Mass., in April, 1848. This steamboat had originally been built at New York in 1845 by Joseph C. Coffee for a company of Edgartown persons to run between that place and New Bedford. She measured 134 feet in length, 22 feet beam, 240 tons gross, and was furnished with a "square," or "cross-head" engine having a 34 inch cylinder, 8 feet stroke.

The "Naushon" was considered fast and a good sea boat for her type of construction. For several years she ran between Boston and Wellfleet, calling each way at Provincetown; fare $1.00 to either place. Her berth in Boston was the end of T wharf (E. Wright, Jr., agent), from whence she left Tuesdays, Thursdays and Saturdays, and the other end of the line on Mondays, Wednesdays and Fridays. The Boston Advertiser, January 1, 1852, advertised the "Naushon" for sale by the Provincetown Steamboat Co., D. Fairbanks, secretary.

She was purchased by a syndicate composed jointly of the New York Sun, Journal of Commerce, Herald, Courier, and Express, for the purpose of obtaining news of a marine nature, and was stationed outside of Sandy Hook every day to obtain information from incoming vessels, making a trip back to New York City every evening, and as much oftener as the delivery of news required.

The scheme was announced in the New York Sun as follows: "For the object to be attained, a more suitable steamer is not to be found, to our knowledge, in the United States. The 'Naushon' is nearly new, expensively built, large, exceedingly strong, and has a powerful engine. She was built expressly for running on the open ocean, and is particularly adapted to exposure and sea service. Besides these qualities may be added that indispensable one—speed—being fully capable of making 20 miles within the hour. The merits spoken of were fully testified to in the memorable gale in which the 'Atlantic'

was lost (1846), when she was exposed in open sea and afterwards made port in perfect safety." The "Naushon" was renamed "Newsboy" by her new owners, and continued in their service for many years.

After the "Naushon," a small yacht-like propeller steamer, the "Acorn," Capt. R. Stevens, was for many years, until the Civil War, run between Boston, Provincetown, Truro and Wellfleet. She was advertised as "running through in 5 1-4 hours, fare $1.25, and connections made with stages for the upper Cape towns." The "Acorn" made but two round trips weekly, and was succeeded at the close of the Rebellion by the propeller "George Shattuck," that maintained nearly the same schedule as above, but with a large increase in fares, $1.75 to Provincetown and $2.25 to Truro.

In 1883 the well known wooden propeller "Longfellow," of 413 tons, 146 feet long, 27 feet beam, was built at Boston expressly for the Provincetown route. She ran for many years, sometimes all winter, and while an excellent sea boat, was designed principally for freight and so was not especially comfortable for passengers.

Both the "Shattuck" and the "Longfellow" sometimes towed vessels, to the discomfort of passengers, as it added to the length and tedium of the passage. The "Longfellow" at one time ran between Bucksport, Me., and Nova Scotia ports, and the Boston Advertiser of Dec. 27, 1888, announced that she would run a 60 days' excursion from Boston to the West India islands. The excursion was to be limited to 25 persons. This is one of the earliest advertisements of winter cruises now so popular.

During the early 80's an opposition line developed for a short time in the Cape Cod trade, running the small propellers "Acushnet" and "City of Bangor" three times weekly from Comey's wharf, Boston (J. M. Seaver, agent) to Provincetown, and on the other days to Portsmouth, N. H. The "City of Bangor" was a small propeller built for the Barbour line between Bangor and Bar Harbor. She eventually burnt up in Salem harbor in 1894.

In 1899 the Boston, Plymouth and Provincetown Steamboat Co. (later called the Cape Cod Steamship Co.)

was organized by L. D. Baker and J. R. Bacon. As far as known the "Plymouth" line never materialized, and the company confined its activities to Provincetown. They had constructed in 1900, by A. D. Story, at Essex, Mass., a wooden propeller, the "Cape Cod," of 557 tons, 151 feet long, and equipped with a triple expansion engine indicating 1000 horse power. Until the completion of the "Cape Cod" the company chartered the side-wheeler "Nantucket" from the New Bedford, Martha's Vineyard and Nantucket Steamboat Co. The "Cape Cod" was not a success for a variety of reasons, two of the principal ones being that she was too small and rolled like a barrel.

So the reorganized Cape Cod Steamship Co. in 1910 bought the iron propeller "Charlotte" from the Chesapeake S. S. Co. of Baltimore and renamed her "Dorothy Bradford." She had formerly run as a night boat between Baltimore and Richmond, and is by far the most pretentious craft ever run to Provincetown. She was built in 1889 by Neafie, Levy & Co. of Philadelphia, measuring 1746 tons gross, 229 feet long, with a two-cylinder compound engine, and was at first licensed to carry 1900 passengers. The "Dorothy Bradford" was ably managed by F. B. Crocker, jr., and for many seasons enjoyed a large passenger business and paid large dividends, until taken in 1918 by the Government for a training ship.

All the later Provincetown steamers have, however, been greatly hampered by their inability to carry freight except at the same rates as those charged by the railroad. This agreement was extorted by the New York, New Haven and Hartford R. R. Co., who owned the only wharf in Provincetown at which a large steamer could suitably dock. The same rule applied until lately to nearly all our coastwise steam lines unless controlled by the railroads themselves. In 1902 a freight steamer was started between Haverhill, Newburyport and Boston, but it was intimated was bought off at a large price by the Boston and Maine Railroad.

Later on, in 1914, a steamer line was projected between Boston, Marblehead, Salem and Beverly, where the rail

freight service was and still is decidedly poor. This scheme fell through largely because no suitable landing place could be found in Boston, for the New Haven R. R. interests controlled nearly the entire water front and did not wish to have the new line established.

The first mention of a steamboat line between Boston and Portsmouth, N. H., was in the summer of 1835, when the Boston papers advertised the steamer "Citizen," Capt. Clendennin, to leave from T wharf, J. W. Goodrich, agent, 38 Washington St., Boston. She was built in New York in 1828, 154 tons, 107 feet long, originally owned by Cornelius Vanderbilt, who ran her as a Staten Island ferry. From a Government publication issued in 1838, owned by the author, and which gives particulars of all the steamboats and railroad locomotives then in the United States, it is learned the side-wheeler "Portsmouth" was then running regularly between Boston and Portsmouth.

It is interesting to know that this vessel was constructed at Salem in 1837, by Barker and Grant, thought to be the first steamer ever built there. She was 215 tons gross, 140 feet long, 20 feet beam, 8 feet depth of hold; the owners were L. Barnes "and others," and the captain was S. M. Tripe. Her low pressure, 80 horse power engine (probably nominal not indicated horse power), was built by J. Babcock. How long the "Portsmouth" was on the route cannot be ascertained, but probably not for long, for the next information that can be found of steamboats touching at Portsmouth was when the steamers "Huntress" and "M. Y. Beach" were advertised as running on the "Eastern Railroad line;" the Eastern Railroad between Boston and Portsmouth, N. H., having been completed for travel on Nov. 9, 1840.

It may be stated here that it is impossible to give a full, correct, and chronological history of steamboating in northeastern New England. The newspaper files are almost the only source of information, for, unlike the railroad companies, there are no annual reports to record the early history of steam vessels. Many of the "old timers," as has been seen, ran on routes but a short time, either for want of capital "to grow up with the country," or to stand the intense competition then prevailing.

The rapid extension of railroads along the coast caused much inroad in the business of the steamboats and necessitated many changes of terminus. Besides this, it is well to remember that the sale of a controlling interest in a vessel (or line of vessels) often made great changes in our early coastwise steam lines.

The "Huntress" and "M. Y. Beach" were controlled by the Eastern R. R. and plied from Portsmouth in connection with the trains; the former to Bath and Gardiner, Me., and the latter to Portland, both boats stopped on the way at the Isles of Shoals and Kennebunk. There was then severe competition between the railroads and the "outside" steamboats (those starting from Boston), and the "Railroad line" was advertised as follows during the summer of 1841:—

"Through by daylight" (from Boston to Portland) "Steamer 'M. Y. Beach,' A. Brown, master, will run from Portsmouth to Portland in connection with the Eastern R. Rd., thus avoiding the dangers of Cape Ann." At the same time the through fare from Boston to Portland by the "R. R. line" was reduced to $1.00.

The "Huntress" was considered one of the fastest side-wheelers then afloat. She was built at New York by Lawrence and Sneeden, the famous steamboat builders, in 1838, measured 333 tons gross, 172 feet long, 23 1-2 feet beam, and had a working-beam engine with a 36-inch cylinder, 12 feet stroke. As soon as the Portland, Saco and Portsmouth R. R. was opened in November, 1842 the terminus of the railroad boats was removed to Portland, from which place they ran to points further east.

When the Civil War broke out in 1861, the "Huntress," although then an old, out-of-date steamer, was seriously thought worth purchasing by the Confederate agents, as her great speed would have made her valuable as a commerce destroyer. Not until the end of the Rebellion released many steam vessels from government service was another line projected between Boston and Portsmouth, N. H.

In May, 1865, the Boston Advertiser announced that the propeller "Alice Riggs," Capt. Wm. Coleman, would sail for Portsmouth and Dover, N. H., every Wednesday

and Saturday from Central wharf (Boston), I. S. Palmer, agent. Winslow T. Perkins, so long superintendent of the Eastern Division of the Boston and Maine R. R., and at that time a resident of Portsmouth, informed the author that this line was projected by manufacturers and business men of Portsmouth and Dover as a protest against the high rates of freight by rail; it was as usual unsuccessful and lasted but a short time.

Following this, two small propellers, the "Acushnet" and "City of Bangor," were run between Boston and Portsmouth, three times weekly, in 1881-82. Ten years later, in 1890, the Boston and Portsmouth S. S. Co. was organized and bought the old side-wheeler "John Brooks" from the Boston and Portland line. The "Brooks" had been a good boat in her day, but at this time was somewhat "aged" and "tender;" she was nevertheless run for several summers (until 1894) with considerable success, calling, both going and coming, at the Isles of Shoals, where she did a large passenger business. Few persons of the present generation realize how old a summer resort is the Isles of Shoals. The Appledore House (burnt in 1914) was constructed in 1848, and many prominent persons from all over the country made a practice of stopping there each summer.

At first communication between Portsmouth and the islands, distant 10 miles, was only by sail boats, but in 1854 a small side-wheeler, the "Grace Darling," was put on, followed by the "Silver Star." No regular service was, however, undertaken until 1864, when the propeller "Pioneer," Capt. Amazeen, owned by the Concord and Portsmouth R. R. Co., was run in connection with their trains. She was followed by the "Appledore," "Major," "Oceanic," "Viking," "Merryconeag," and "May Archer," all small propellers about 100 feet long. The "Appledore" was advertised for sale in April, 1884, by Laighton Bros. (the proprietors of the Appledore House), and she was described as "100 feet long, 20 feet beam, speed 12 miles."

Passenger business to the Isles of Shoals was given a great boom when the Oceanic House was built on Star island in the early 1870's. Efforts were made to popu-

larize these islands and turn them, or at least Star island, into practically "Coney island" resorts, but the distance was too great (about 50 miles), and the passage too rough from Boston. In 1884 Huber and Herzberg, wholesale liquor dealers in New York, offered the owner of Star island $100,000 in cash to "develop the property" but the offer was refused. During the period 1875-1902 several large side-wheelers, the "Plymouth Rock," "Empire State," "New Brunswick," etc., ran excursions at irregular intervals from Boston to Star island. All these boats had seen better days, the two former as night boats on Long Island Sound, and the latter on the Boston-St. John route.

In later years, 1900-03, a propeller named the "Surprise" (formerly the Sound liner "City of Fitchburg") was run in the interest of the sardine canners at Eastport, Me., between that place and Boston, as the "Boston and Maine S. S. Co." She called at the Isles of Shoals going and coming, but was not well patronized. About the same time the Portsmouth and Isles of Shoals S. S. Co. (F. W. Hartford, agent) was organized and until 1915 ran the small propeller "Juliette" to the islands from Portsmouth. Another small boat of the same type, the "Sightseer," was on the line in 1916, but the burning of the Appledore House, and the war, has stopped any further activities.

The first steam propelled vessel known to have visited the coast of Maine was the "Tom Thumb" in 1818. She was about 25 or 30 feet long, an open side-wheel boat, with the machinery all in sight; a Mr. Dodd was the owner of this strange craft. A sailing packet took her in tow from Boston as far as the mouth of the Kennebec river, where she cast off and steamed up the stream against the tide. Great excitement was manifested by the inhabitants of Bath on the arrival of the "Tom Thumb," as no one there had ever seen a steamboat before. She afterwards took excursions up and down the river, and was running between Bath and Augusta as late as 1828.[1]

The first advertisement concerning steam navigation in

[1]History of Bath, Maine, by Levi P. Lemont, Bath, 1874.

the "Pine Tree State" is found in the Portland Argus, August 13, 1822, as follows:—

"Steamboat 'Kennebec' will leave Union wharf (Portland) at 4 o'clock for North Yarmouth to spend the day. Will return on Thursday to take passengers to the Island as usual. If required, will stop at Week's wharf to receive and land passengers. . . For tickets apply to Mr. A. W. Tinkham's store."

Lewis Pease, constable, and bank messenger and local poet, records her advent thus:—

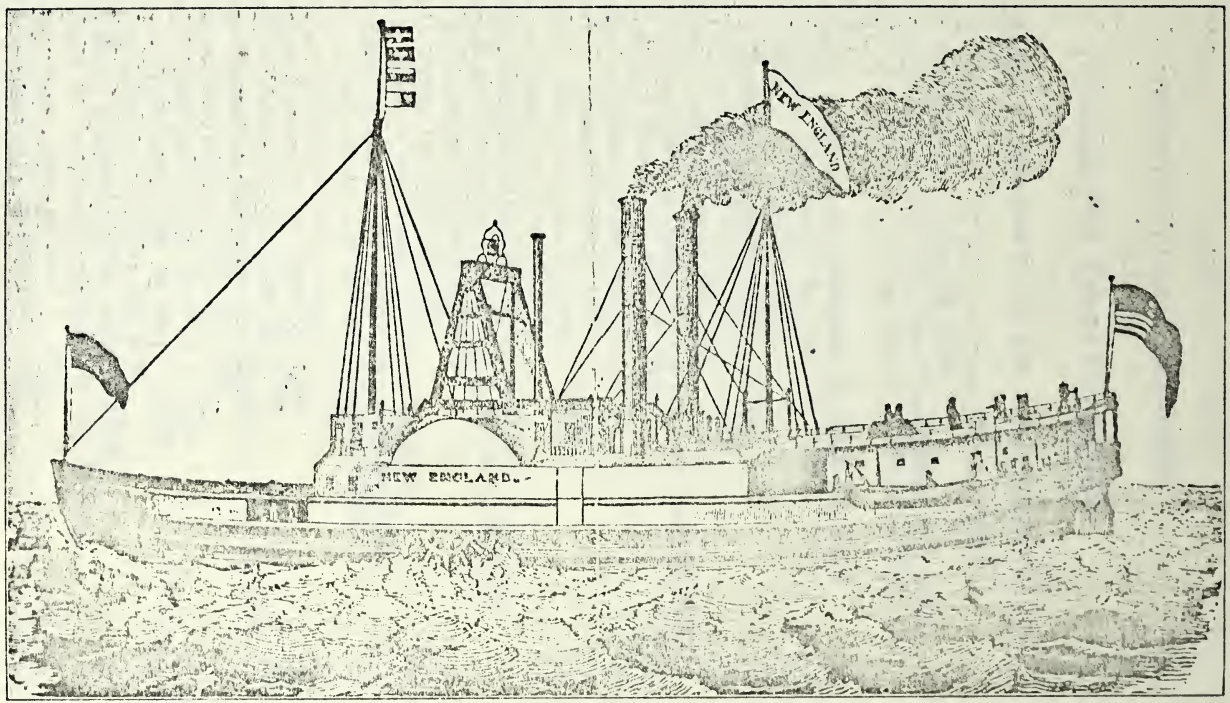
"A fig for all your clumsy craft,
Your pleasure boats and packets,
The *Steamboat* lands you safe and soon
At Mansfield's, Trott's, or Brackett's."

This boat was owned by Capt. Seward Porter, who had so much to do with establishing steamboat lines between Boston and Maine ports. She was fitted out at Gov. King's wharf, Bath, and was really the hull of an old flat-bottomed scow which Capt. Porter bought for excursions in shoal water. Her engine was so weak and imperfect that she had hardly power enough to stem the current of the Kennebec river.

On May 22, 1824, another of Porter's boats, the "Maine," Capt. Smith Crane, visited Belfast, announcing her arrival by the discharge of a small cannon. Another account says the "Maine" was built in 1825. This vessel is generally described as consisting of the hulls of two schooners, with a paddle wheel in the space between the hulls, and beams laid across both and decked over, retaining the two keels. In this she resembled the first steamer of the United States Navy, the "Demologos," built by Fulton in 1815.

She was fitted out at Bath, measured 105 tons, and cost $13,000; her route was between Belfast and Bath, at which latter place connections were made with other steamers for Portland and Boston. The fare between Boston and Portland, with meals, was $5; to Bath, $6; Augusta, $7; Eastport, $11.

(*To be continued*)



STEAMER "NEW ENGLAND"
Built in 1833

128a

IPSWICH VITAL RECORDS.

(*Continued from Volume LV, page 48.*)

LORD, Anise, d. Eben[eze]r, 3d [jr. T. R.] and Mary, bp. Nov. 1, 1795.
Anise, d. Eben[eze]r, 3d [jr. T. R.], bp. May 10, 1801.
Anne, d. Moses, jr., bp. June 30, 1799.
Asa, s. Sam[ue]l, 4th, bp. [bet. Feb. 17 and Mar. 17], 1765.
Beamsly, s. Jer[emiah], jr., bp. Feb. 17, 1765. [bp. Feb. 10. T. R.]
Benjamin, s. Benjamin and Susanna, bp. Sept. 30, 1792.
Betsey, d. Capt. Eben[eze]r, bp. Dec. 30, 1787.
Caleb, s. Moses, bp. Apr. 29, 1764.
Caleb, s. Nath[anie]l, jr., bp. May 1, 1803.
Daniel, s. Nath[anie]l, 3d, bp. Mar. 5, 1780.
Ebenezer, s. John, bp. Sept. 29, 1782.
Elisabeth Treadwell, d. John, jr. and Lucy, bp. Aug. 25, 1793.
Eliza[beth], d. Aaron, bp. Mar. 8, 1761.
Ephraim, s. James, jr., bp. Aug. 11, 1771.
Hannah, d. John, bp. Oct. 2, 1763.
Hannah, d. Sam[ue]l, 3d, bp. Sept. 26, 1773.
Jacob, s. Moses, bp. June 26, 1774.
James, s. Sam[uel], 4th, bp. May 8, 1763.
Jeremiah, s. Eben[eze]r, 3d [jr. T. R.], bp. Aug. 19, 1798.
John, s. James, jr., bp. Aug. 8, 1773.
John, s. John, bp. Mar. 13, 1774.
John, s. John, jr. and Lucy, bp. Aug. 25, 1793.
John Berry, s. Moses and Abigail, bp. July 26, 1795.
Joseph, s. twin, Sam[ue]l, 4th, bp. Mar. 16, 1760.
Joseph, s. Nath[anie]l, bp. June 19, 1763.
Joseph, s. James, jr., bp. Apr. 23, 1780.
Joseph, s. James, jr., bp. June 15, 1783.
Joseph Holland, s. Daniel, jr. and Sarah, bp. Feb. 23, 1794.
Josiah, s. Sam[ue]l, bp. May 20, 1764.
Lucy, d. Nath[anie[l, 3d, bp. Oct. 6, 1765.
Lucy, d. Nath[anie]l, 3d, bp. Apr. 7, 1782.
Lucy, d. John, jr., bp. Mar. 26, 1797.
Lucy Mary, d. Moses, jr., bp. Aug. 5, 1804.
Margaret, d. Nath[aniel], jr., bp. Nov. 18, 1804.
Mark, s. Capt. John, bp. Dec. 1, 1799.
Mary, d. Sam[ue]l, bp. June 24, 1750.
Mary, d. Nath[anie]l, 3d, bp. July 6, 1755.

LORD, Mary, d. Moses, bp. Oct. 29, 1758.
Mary, d. twin, Sam[ue]l, 4th, bp. Mar. 16, 1760.
Mary, d. Nath[anie]l, 3d, bp. Dec. 7, 1760.
Mary, d. Nath[anie]l, 3d, bp. Jan. 28, 1787.
Mary, d. Ebenezer, 3d [jr. T. R.], bp. Feb. 27, 1803.
Mary Ann, d. Capt. John, bp. Sept. 29, 1805.
Moses, s. Moses, jr. and Lucy, bp. Sept. 26, 1790.
Nancy, d. Dan[ie]l, jr., bp. Dec. 2, 1804.
Natha[nie]l, s. Nathaniel, 3d, bp. Feb. 8, 1784.
Nathaniel, s. Capt. John, bp. Nov. 7, 1802.
Polly, d. Capt. Ebenezer, bp. Feb. 3, 1782.
Prisce, d. Moses, bp. Mar. 30, 1782.
Richard, s. Benj[ami]n, jr., bp. Feb. 1, 1795.
Richard Henry, s. Ebenezer, 3d [jr. T. R.], bp. Mar. 17, 1805.
Rob[er]t, s. Tho[ma]s, bp. June 2, 1751. [bp. May 26. T.R.]
Sarah, d. Benj[ami]n, jr., bp. Oct. 4, 1789.
Sarah, d. Nath[anie]l, jr., bp. Aug. 14, 1796.
Sarah, d. Daniel, jr., bp. Apr. 20, 1800.
Sukey, d. Capt. Eben[eze]r, bp. May 25, 1783.
Sukey, d. Benj[ami]n, jr. and Susannah, bp. May 18, 1788.
Tho[ma]s, s. James, jr., bp. Nov. 3, 1765.
Thomas, s. Moses, jr., bp. Apr. 16, 1797.
——, ch. Sam[ue]l, 4th, b. Oct. —, 1787.

LOW, Eliza[beth], d. John, bp. July 24, 1768.
Jacob, s. Nath[anie]l, bp. Feb. 23, 1752.
Nath[anie]l, s. John, bp. July 17, 1774.

LOWATER, Sarah, d. Stephen, bp. Dec. 26, 1773.

LUMAS (see also Lummus), John, s. Dan[ie]l, bp. Mar. 4, 1749[-50].

LUMMAS (see also Lummus), Daniel, s. Daniel, bp. [bet. Oct. 9 and Nov. 5], 1774.
Mary, d. Daniel, bp. Feb. 28, 1773.

LUMMIS (see also Lummus), Abraham, s. William, bp. Aug. 2, 1801.
Elisabeth, d. William, bp. Oct. 14, 1798.
John, s. William, bp. Oct. 18, 1795.
William, s. William and Elisabeth, bp. May 18, 1794.

LUMMUS (see also Lumas, Lummas, Lummis), Joanna, d. William, bp. May 6, 1804.
Margaret, d. Daniel, bp. Aug. 12, 1781.

MANNING, Lucretia, d. John, bp. May 26, 1765.

MARCH, Hannah, d. wid. Abigail, bp. Nov. 4, 1764.
Robert, s. wid. Abigail, bp. Nov. 4, 1764.

MARTIN, Nath[anie]l, s. Nath[anie]l, bp. May 19, 1765.
Simion, s. Nath[anie]l, bp. July 1, 1767. [bp. July 12. T. R.]

NEWMAN, Samuel, s. Benja[min], bp. Apr. 13, 1783.
——, ch. Daniel, b. Sept. —, 1787.

NEWMARCH, Hannah, d. John, bp. Nov. 6, 1785.
John, s. John, 3d, bp. July 5, 1772.
Joseph, s. John, 3d, bp. Sept. 11, 1774.
Lydia, d. John, bp. Nov. 19, 1769.
Sally, d. John, bp. Dec. 8, 1782.
Samuel, s. Tho[ma]s, bp. Nov. 3, 1765.
Tho[ma]s, s. Tho[ma]s, bp. Aug. 30, 1767.

PEABODY, David, s. David, bp. Feb. 16, 1752. [bp. Feb. 10. T. R.]

PEARLEY, Ebenezar, s. Nath[anie]l, bp. July 25, 1773.
Nath[anie]l, s. Nath[anie]l, bp. Feb. 24, 1771.

PEARSON, Mehetabel, d. Enoch and Eunice, b. Mar. 7, 1792. P. R. 119.

PERKINS, Beamsly, s. Beamsly, bp. Nov. 14, 1762.
Cata, d. Abraham, bp. Oct. 31, 1784.
Daniel, s. Aaron, bp. Apr. 11, 1784.
Elisabeth, d. Abraham, bp. May 27, 1781.
Eliza[beth], d. Nath[anie]l, bp. Aug. 29, 1773.
Jeremiah, s. Aaron, bp. Sept. 11, 1774.
Joanna, d. Aaron, bp. Mar. 18, 1781.
Kata, d. Abraham, bp. Apr. 9, 1786.
Lucy, d. Abraham, bp. Aug. 24, 1794.
Mary, d. Nath[anie]l, 3d, bp. Nov. 25, 1759.
Mary, d. W[illia]m, bp. Feb. 1, 1761.
Mary, d. Abraham, bp. Aug. 29, 1773.
Mary, d. Joseph and Mary, bp. Apr. 8, 1781.
Nathanael, s. Nath[anie]l, jr., bp. Aug. 30, 1795.
Nath[anie]l, s. Wil[lia]m, bp. Jan. 29, 1757. [bp. Jan. 30. T. R.]
Sarah. d Jeremiah [Jeremy. T. R.], bp. Apr. 29, 1750. [bp. Apr. 20. T. R.]

PERKINS, Stephen, s. Nath[anie]l, jr., bp. Mar. 1, 1761.
Susanna, d. Abraham, bp. Apr. 19, 1789.
Susannah, d. Nath[anie]l, bp. Aug. 26, 1753.
Susannah, d. Nath[anie]l, bp. Nov. 7, 1779.
William Baker, s. Joseph, bp. Mar. 6, 1785.
—— ch. Bemsley, b. Nov. —, 1787.

PERLEY, *see* Pearley.

PETINGAL (see also Pettingal), Ephraim Smith, s. Joseph, bp. Aug. 17, 1783.
John, s. Joseph, bp. Oct. 17, 1784.
Lucy, d. Joseph, bp. Aug. 6, 1786.

PETTINGAL (see also Petingal), Joseph, s. Joseph, bp. Sept. 22, 1782.

PICKARD, Mary, d. Tho[ma]s, bp. Apr. 17, 1774.

PIERCE, Susannah, d. John, bp. Sept. 30, 1753. [bp. Sept. 20. T. R.]

PINDAR (see also Pinder), David, s. Moses, bp. Sept. 16, 1787.
Deborah, d. Benja[min], bp. July 28, 1771. [bp. July 21. T.C.]
Edmund, s. Benj[ami]n, bp. Sept. 24, 1780.
John, s. Moses, bp. July 21, 1782.
Joseph, s. Moses, bp. Aug. 29, 1779.
Polly, d. Moses, bp. Oct. 10, 1784.
Salome, d. Benja[min], bp. Aug. 29, 1773.

PINDER (see also Pindar), Joseph, s. John, bp. Aug. 25, 1764

PITMAN, Mary, d. John, bp. July 15, 1764.

POMROY, ——, d. ——, b. Feb. —, 1786.

POTTER, Alexander, s. John and Martha, bp. July 15, 1804.
Amos, s. Moses, bp. July 17, 1766. [bp. Aug. 17. T. R.]
Anthony, s. Anthony, jr. [3d. T. R.], bp. Feb. 1, 1756.
Eunice, d. Daniel, jr. and Eunice, bp. Jan. 11, 1798.
Israel, s. Sam[ue]l, bp. Dec. 11, 1759.
Jonathan, s. Rich[ar]d, bp. July 17, 1766. [bp. Aug. 17. T. R.]
Martha Fellows, d. twin, Daniel, jr., bp. June 3, 1804.
Mary, d. twin, Daniel, jr., bp. June 3, 1804.
Moses, s. Moses, bp. July 2, 1758.
Sarah, d. Moses, bp. June 22, 1760.
Tho[ma]s, s. Tho[ma]s [Samuel. T. R.], bp. Aug. 11, 1754.
——, ch. Sam[ue]l, bp. Feb. 26, 1758.

PRINCE, Hannah, d. Jona[than], bp. Sept. 23, 1759.
Jona[than], s. Jona[than], jr., bp. Apr. 29, 1750. [bp. Apr. 30. T. R.]
Mehitabel, d. Jona[than], jr., bp. Jan. 31, 1762.

PROCTOR, Lucy, d. Jacob, bp. Sept. 14, 1783.
Thomas, s. Jacob, bp. Sept. 14, 1783.

PULCIPHER (see also Pulsifer), Betsey, d. David and Elisabeth, bp. May 15, 1796.
David, s. Bickford, bp. Oct. 3, 1802.
John, s. Benja[min], bp. Sept. 30, 1750.
John Stanwood, s. Bickford and Sarah, bp. Dec. 30, 1798.
Thomas, s. Ebenezar, bp. Dec. 12, 1779.

PULSIFER (see also Pulcipher, Pulsipher), Bickford, s. twin, David, bp. Aug. 16, 1772.
Ebenezar, s. twin David, bp. Aug. 16, 1772.
Eben[eze]r, s. Eben[eze]r, bp. Dec. 26, 1773.

PULSIPHER (see also Pulsifer), Ann, d. Jos[eph], bp. June 27, 1756. [bp. June 20. T. R.]
Anna, d. David, bp. May 21, 1774.
Bickford, s. twin, Bickford and Sarah, bp. Dec. 14, 1800.
David, s. David, bp. Jan. 1, 1797.
Ebenezer, s. twin, Bickford and Sarah, bp. Dec. 14, 1800.
Francis, s. Francis, jr. and Lucy, bp. Nov. 11, 1770.
Joseph, s. David, bp. Aug. 19, 1798.
Sarah, d. Francis, deceased, bp. Aug. 8, 1773.
Sarah, d. David, bp. Aug. 17, 1800.

RIGGS, Stephen, s. Tho[ma]s, bp. June 23, 1751.

ROBBINS, James, s. William, bp. Oct. 13, 1782.
Lucy, d. William and Lucy, bp. Nov. 28, 1773.
Lucy, d. William, jr., bp. July 2, 1780.
W[illia]m, s. Wil[liam], bp. Aug. 12, 1750. [bp. Aug. 5. T.R.]

ROGERS, Daniel Augustus, s. Daniel, jr., bp. Feb. 13, 1803.
Elisabeth, d. Daniel, jr. and Elisabeth, bp. Nov. 29, 1801.
Lucretia, d. Capt. Dan[ie]l, bp. Mar. 12, 1786.
Lucy, d. Capt. Daniel, bp. Jan. 20, 1782.
Margaret, d. Capt. Dan[ie]l, bp. Apr. 9, 1780.
Martha, d. Capt. Dan[ie]l, bp. Jan. 25, 1784.
Mary Ann, d. Capt. Daniel, bp. July 13, 1788.
Sarah, d. Daniel, grandd. Rev. Nathaniel, bp. May 16, 1773.

ROSS, Benjamin Davis, s. David and Rebeckah, bp. Aug. 22, 1779.
Jeremiah, s. Jeremiah and Hannah, bp. Nov. 1, 1795.
Joseph Wilcom, s. Jeremiah and Hannah, bp. Nov. 16, 1794.
Moses, s. Jeremiah, bp. Nov. 2, 1800.

RUSSEL (see also Russell), Catharine, d. Henry, bp. July 7, 1799.
Henry, s. Henry, bp. Mar. 18, 1798.
Mary, d. Henry, bp. Mar. 28, 1790.

RUSSELL (see also Russel), Andrew, s. Henry, jr. and Katharine, bp. May 18, 1788.
Elisabeth, d. Henry, bp. Dec. 16, 1792.
Hannah, d. Henry, bp. July 4, 1802.
William, s. Henry, bp. Oct. 18, 1795.

RUST, Hannah Treadwell, d. Francis, grandd. John Treadwell, bp. Nov. 26, 1780.

SAFFORD, Abigail, d. Daniel, jr., bp. Sept. 30, 1759.
Abigail, d. Stephen and Sally (Jarvis), b. Sept. 30, 1763. P. R. 122.
Deborah, d. Simeon, bp. June 17, 1770.
Elizabeth, d. Stephen and Sally (Jarvis), b. Mar. 10, 1757. P. R. 122.
Ephraim, s. Simeon, bp. Apr. 18, 1790.
Joseph, s. Simeon, bp. Feb. 18, 1787.
Lydia, d. Stephen and Sally (Jarvis), b. Oct. 10, 1753. P. R. 122.
Mary, d. Simion, bp. Feb. 28, 1773.
Nathan, s. Stephen and Sally (Jarvis), b. Apr. 11, 1758. P. R. 122.
Nathan, s. Stephen and Sally (Jarvis), b. June 6, 1760. P. R. 122.
Sarah, d. Stephen and Sally (Jarvis), b. Apr. 10, 1748. P. R. 122.
Stephen, s. Stephen and Sally (Jarvis), b. Nov. 29, 1750. P. R. 122.
Susannah, d. Simeon, bp. Nov. 21, 1784.
Will[ia]m, s. John, bp. Jan. 3, 1755. [bp. Jan. 12. T. R.]

SATCHWELL (see also Shatswell), Daniel, s. Ric[har]d, bp. Feb. 19, 1758.
Isaac, s. Jeremiah, bp. Oct. 26, 1760.
Jona[than], s. Jona[than] [Jeremiah. T. R.], bp. Aug. 20, 1758.
William [Richard. T. R.], s. Rich[ard], bp. Mar. 14, 1756.

SAWARD (see also Soward), Nabby Gould, d. John and Rebeckah, bp. Oct. 21, 1798.

SAWYER, Elisabeth, d. Joseph and Susannah, bp. June 9, 1793.

SHATSWELL (see also Satchwell, Shattswell), Daniel, s. Richard, jr., bp. May 27, 1764.
Daniel, s. Richard, bp. Jan. 29, 1774.
Jeremiah, s. Jeremiah, bp. Dec. 2, 1770.
Sarah, d. John, bp. Nov. 27, 1763.

SHATTSWELL (see also Shatswell), ——, ch. Isaac, b. Nov. —, 1787.

SMITH, Andrew, s. Tho[ma]s, bp. Mar. 13, 1757.
Benja[min], s. John, 3d, bp. Dec. 18, 1774.
Dan[ie]l, s. Tho[ma]s, bp. Jan. 26, 1755.
Eben[eze]r, s. Joseph, bp. Aug. 6, 1767.
Eliza[beth], d. Tho[ma]s, bp. Mar. 7, 1762.
Eliza[beth], d. Eben[eze]r, bp. Mar. 17, 1765.
Eliza[beth], d. John, 3d, bp. Dec. 2, 1769.
Ephraim, s. Joseph, bp. Sept. 24, 1758.
Hannah, d. John, 4th, bp. Oct. 23, 1763.
Hannah, d. John, 3d, bp. Nov. 15, 1767.
Hannah, b. Apr. 16, 1769. P. R. 119.
Hannah, d. Maj. Charles, bp. Aug. 24, 1783.
Harrison, s. Capt. Ammi, bp. Apr. 29, 1804.
Jacob, s. John, 4th, bp. Nov. 3, 1765.
John, s. John, 4th, bp. Sept. 28, 1760.
John, s. Tho[ma]s, jr., bp. July 17, 1766. [bp. Aug. 17. T. R.]
John, s. John, jr., bp. Feb. 3, 1788.
Joseph, s. Simon, bp. Jan. 19, 1783.
Mary, d. John, 4th, bp. Oct. 18, 1767.
Mary, d. Simon, bp. Oct. 25, 1772.
Nath[anie]l, s. Charles, bp. Sept. 11, 1774.
Samuel Rogers, s. Capt. Ammi, bp. Nov. 29, 1801.
Sarah, d. Capt. Ammi, bp. Apr. 24, 1803.
Susannah, d. John, 3d, bp. Dec. 22, 1771.
Unice, d. Tho[ma]s, bp. Mar. 11, 1759.
Willard, s. Maj. Charles, bp. Nov. 5, 1780.
——, d. John, jr. and Lucy, b. Mar. 1, 1786.
——, s. James, jr., b. Nov. —, 1786.
——, d. John, jr., b. Nov. —, 1787.

SOWARD (see also Saward), Abigail Holmes, d. John L. and Margaret, bp. Aug. 17, 1800.

SOWARD, Abraham, s. John, bp. Nov. 6, 1772.
Eliza[beth], d. John, bp. Nov. 8, 1767.
Hannah, d. John, bp. July 23, 1780.
John, s. John L., bp. Apr. 18, 1802.
John Leatherland, s. John, bp. Nov. 3, 1765.
Margaret, d. John L. and Margaret, bp. Aug. 17, 1800.
Moses, s. John and Rebeckah, bp. Aug. 31, 1794.
Richard, s. John L. and Margaret, bp. Oct. 19, 1800, a. 8 or 10 y.
Sarah, d. John L. and Margaret, bp. Aug. 17, 1800.
Welcome, d. John and Rebeckah, bp. Dec. 9, 1792.
——, s. John Leath[erlan]d, b. ——, 1788.

SPILLER, Abigail, d. Robert, bp. Oct. 6, 1771.
Eliza[beth], d. John, b. Nov. 4, 1764.
Susannah, d. Henry and Mary, bp. June 17, 1792.

STACEY (see also Stacy), Samuel, s. Edward, bp. Nov. 27, 1785.

STACY (see also Stacey), Abigail Knoulton, d. Edward, bp. Mar. 20, 1791.
Edward, s. Edward, bp. Nov. 3, 1782.
Margaret, d. Edward, bp. Nov. 3, 1782.
Polly, d. Edward, bp. June 22, 1788.
Sarah, d. Jos[eph], bp. Sept. 18, 1757.
Sarah, d. Edward, bp. Nov. 3, 1782.
Susannah, d. Edward, bp. Sept. 21, 1783.

STALKER (see also Stocker), Eunice, d. Robert, jr., bp. Aug. 13, 1797.
Stephen, s. Robert, bp. July 24, 1768.

STANFORD (see also Staniford), ——, ch. Capt. Aaron, b. Jan. —, 1788.

STANIFORD (see also Stanford), Aaron, s. Aaron and Lucy bp. June 1, 1788.
Anne, d. Eben[eze]r, bp. Mar. 12, 1797.
Hannah, d. Daniel, bp. Nov. 10, 1751.
Jeremiah, s. Ebenezer, bp. May 10, 1795.
Joseph, s. Eben[eze]r, bp. Aug. 9, 1801.
Judith, d. Ebenezer and Judith, bp. Mar. 2, 1794.
Judith, d. Ebenezer, bp. Nov. 11, 1798.
Lucy, d. Capt. Aaron, bp. May 6, 1790.
Mary, d. Capt. Aaron, bp. Aug. 3, 1794.

STANWOOD, Stephen, s. John, bp. May 30, 1802.

STOCKER (see also Stalker), John, s. Robert, bp. June 23, 1799.

STONE, Daniel, s. William, bp. Oct. 7, 1784.
Elisabeth, d. William, bp. Oct. 6, 1793.
Eliza[beth], d. Sam[ue]l, bp. Mar. 3, 1754.
Elizabeth, d. William, bp. Feb. 9, 1783.
Esther, d. Sam[ue]l, bp. May 17, 1772.
Hannah, d. William, bp. June 10, 1781.
Hannah, d. William, bp. Jan. 11, 1789.
John, s. Sam[ue]l, bp. May 21, 1774.
Joseph, s. Samuel, bp. Nov. 11, 1781.
Nathanael, s. William, bp. Oct. 1, 1786.
Patience, d. Sam[ue]l, bp. June 13, 1762.
Sarah, d. William, bp. June 10, 1781.
Susannah, d. W[illia]m, bp. Jan. 2, 1757. [d. Samuel. T. R.]

SUTTON, Ebenezer, s. William and Elizabeth, bp. July 1, 1804.
William, s. William and Elisabeth, bp. Nov. 29, 1801.

SWEET (see also Swett), Hannah, d. Jabez, bp. Apr. 13, 1783.
Moses, s. Jabez, b. Mar. 26, 1760. [bp. Mar. 30. T. R.]
Moses, s. Jabez, bp. Feb. 11, 1781.
Nathaniel, s. Moses [Jabez. T. R.], bp. May 1, 1757.
Nath[anie]l, s. Jabez, bp. Aug. 29, 1773.
Polly, d. Jabez, bp. Mar. 29, 1789.
——, ch. John, b. Nov. —, 1787.

SWETT (see also Sweet), Polly, d. Benj[ami]n and Rebeka, bp. Jan. 11, 1789.
Rebeckah, d. Benj[ami]n, bp. Jnne 17, 1787.

TREADWELL (see also Tredwill), Daniel, s. Moses, bp. Sept. 27, 1789.
Elisabeth, d. Aaron, jr., bp. Nov. 29, 1801.
Elizabeth, d. Jacob, bp. Sept. 30, 1792.
Jacob, s. Jacob, bp. May 1, 1774.
Lucy, d. Aaron, jr., bp. Aug. 7, 1799.
Martha, d. Sam[ue]l and Mary, bp. Jan. 17, 1790.
Mary, d. William and Mary, bp. Dec. 3, 1780.
Mary, d. Sam[ue]l and Mary, bp. Aug. 2, 1789.
Micajah, s. Aaron, jr., bp. Nov. 27, 1803.
Sarah, d. Sam[ue]l and Mary, bp. Aug. 2, 1789.
——, s. Capt. Nath[anie]l, b. Mar. —, 1786.
——, ch. Capt. Nat[hanie]l, b. Dec. —, 1787.

TREDWILL (see also Treadwell), Elisha, s. John, bp. Feb. 3, 1754. [Feb. 31. T. R.]

WAIT, Elizabeth Perkins, d. Hale and Elizabeth, of Kennebunk, bp. Mar. 24, 1805.
John, s. John and Rebeckah, bp. Nov. 3, 1782.
John, s. John and Rebeckah, bp. Oct. 24, 1784.
Sally, d. Hale and Elisabeth, residing "at present at Kennebunk, a Parish in Wells," bp. Sept. 26, 1802.

WALLACE (see also Wallis), Polly, d. Aaron and Margaret, bp. June 20, 1790.

WALLIS (see also Wallace), Aaron, s. Aaron, bp. May 24, 1767.
Aaron, s. Aaron, bp. Dec. 4, 1791.
Denison, s. Sam[ue]l [Robert. T. R.], bp. Feb. 16, 1755.
Eunice, d. Aaron, bp. Sept. 16, 1798.
Hannah, d. Aaron, bp. Oct. 18, 1795.
Joseph, s. Aaron, bp. Feb. 27, 1803.
Peggy, d. Aaron, bp. Aug. 4, 1793.
Robert, s. Robert, jr., bp. Aug. 25, 1764.
Sam[ue]l, s. Sam[ue]l, bp. June 22, 1760.
Samuel, s. Aaron, bp. Oct. 26, 1800.
William, s. Robert, bp. July 6, 1766.

WARNER, Asa, s. Asa, bp. Apr. 13, 1777.
Benjamin, s. Benjamin, bp. Dec. 31, 1786.
George Newman, s. twin, Benjamin and Lucy, bp. Apr. 15, 1792.
Hannah, d. Benj[ami]n, bp. July 3, 1785.
John, s. John, bp. Sept. 24, 1749.
Lucy, d. Benjamin and Lucy, bp. June 10, 1781.
Mary, d. Caleb, bp. June 1, 1760.
Nath[anie]l, s. John, bp. Sept. 14, 1766. [bp. Sept. 19. T. R.]
Nath[anie]l, s. Benj[ami]n, bp. Sept. 28, 1783.
Sarah, d. John, bp. May 29, 1763.
Sarah, d. John, bp. Nov. 11, 1764.
Susannah, d. William, 3d [jr. T. R.], bp. Aug. 9, 1789.
Will[ia]m, s. Caleb, bp. June 20, 1756. [bp. June 13. T. R.]
William, s. William, 3d and Susannah, bp. Apr. 28, 1782.
William, s. twin, Benjamin and Lucy, bp. Apr. 15, 1792.

WEBBER, Sarah, d. Francis, bp. Jan. 26, 1755. [bp. Jan. 12. T. R.]

WELDS (see also Wells), Eliza[beth], d. Tho[ma]s, bp. May 29, 1757.

WELLS (see also Welds), Anthony, s. Philemon, bp. May 21, 1769.
David, s. David, bp. June 4, 1749.
Moses, s. Moses, jr., bp. Oct. 29, 1752.
Moses, s. Joseph, bp. Feb. 17, 1771.

WILCOMB (see also Wilcome), Anna, d. Jos[eph], bp. Sept. 21, 1755.

WILCOME (see also Wilcomb), Anna, d. Jos[eph], bp. Mar. 9, 1760.

WILLIAMS, Rebeckah, d. Joseph, bp. Aug. 24, 1783.

WISE, William, s. Joseph, bp. Oct. 6, 1771.

SURNAME MISSING

——, Abigail, d. Rich[ar]d, bp. Jan. 20, 1760.

IPSWICH MARRIAGES

BROWN, Lydia, wid., and James Lord, Jan. 26, 1780.

CHAMBERS, James, a Scotsman and late Prisoner, and Rebeckah Roberts, Jan. 26, 1780.

CLEAVES, Anna, of Hamilton, and Ezekiel Dodge of Beverly, Oct. 9, 1803.

COGSWELL, Nathaniel Peasly, of Atkinson, and Susannah Lakeman, Nov. 20, 1777. [May 20. T. R.]

DODGE, Ezekiel, of Beverly, and Anna Cleaves of Hamilton, Oct. 9, 1803.

DOLE, Moses, jr., of Rowley, and Susannah Heard, Oct. 31, 1793.

ELIOT, Jabez, and Sarah Ireland, May 29, 1778. [May 27. T.R.]

GOODHUE, Aaron, and Mary Kimball, 6th, May 4, 1788.
Mary, and John Stanwood, Nov. 25, 1790. [Nov. 24. T. R.]

HARRIS, Job, resident in Portsmouth, N.H., and Mary Heard, June 5, 1794. [June 6. T. R.]
Thomas, and Hannah Soward, Apr. 4, 1805.

HEARD, Mary, and Job Harris, resident in Portsmouth, N. H., June 5, 1794. [June 6. T. R.]
Susannah, and Moses Dole, jr., of Rowley, Oct. 31, 1793.

HUNT, Joseph, and Deborah Lakeman, Apr. 4, 1793. [Apr. 5. T. R.]

IRELAND, Sarah, and Jabez Eliot, May 29, 1778. [May 27. T. R.]

JEWETT, Mary, Mrs., and Col. Larkin Thorndike of Beverly, Jan. 3, 1792.

KIMBALL, Mary, 6th, and Aaron Goodhue, May 4, 1788.

LAKEMAN, Deborah, and Joseph Hunt, Apr. 4, 1793. [Apr. 5. T. R.]
Susannah, and Nathaniel Peasly Cogswell of Atkinson [Ipswich. C. R. 1.], Nov. 20, 1777. [May 20. T. R.]

LORD, James, and wid. Lydia Brown, Jan. 26, 1780.
Lucy, d. Dr. Samuel, deceased, and Richard Sutton of Portsmouth, originally of Ipswich, Dec. 13, 1802.

PITMAN, Mary, and William Ross, Dec. 17, 1784. [Dec. 27. T. R.]

RIPLEY, Campbell, of Salem, and Mrs. Eunice Smith, Apr. 6, 1783. [Nov. 28, 1782. T. R.]

ROBERTS, Rebeckah, and James Chambers, a Scotsman and late Prisoner, Jan. 26, 1780.

ROSS, William, and Mary Pitman, Dec. 17, 1784. [Dec. 27. T. R.]

SMITH, Eunice, Mrs., and Campbell Ripley of Salem, Apr. 6, 1783. [Nov. 28, 1782. T. R.]

SOWARD, Hannah, and Thomas Harris, Apr. 4, 1805.

STANWOOD, John, and Mary Goodhue, Nov. 25, 1790. [Nov. 24. T. R.]

SUTTON, Richard, of Portsmouth, originally of Ipswich, and Lucy Lord, d. Dr. Sam[ue]l, deceased, Dec. 13, 1802.

THORNDIKE, Larkin, Col., of Beverly, and Mrs. Mary Jewett, Jan. 3, 1792.

IPSWICH DEATHS

ABBOT, Sarah, cancer, Apr. 13, 1783.
Sarah, d. Philip, consumption, June 25, 1790, a. 7 y.
——, d. Philip, canker and fever, Sept. 7, 1796, in her 2d y. [Sept. 8. T. R.]

ADAMS, Sarah, w. Dr. Samuel, consumption, Sept. 24, 1787, a. 37 y.
——, ch. Henry, Oct. 25, 1788, a. 2 y.

AIRS, ——, Mrs., old age, Sept. —, 1787, a. abt. 80 y.

APPLETON, Aaron, on his passage from Gaudaloupe, yellow fever, abt. Sept. 16, 1802.
Elizabeth, d. Sam[ue]l, fits, Jan. 7, 1790, a. 19 y. [a. 21 y. T.R.]
Isaac, fever, Dec. 18, 1794, a. 91 y. [Dec. 19. T. R.]
John, by a fall from the scaffold of his barn, Apr. 12, 1798, a. 48 y. [a. 47 y. G. R.]
——, w. John, atrophy, Feb. 24, 1790, a. 75 y.

AVERIL, ——, ch. Benj[ami]n, fits, Sept. 19, 1800, a. 7 d.

AYERS, *see* Airs.

BACHELDOR, ——, wid., dropsy, Jan. —, 1800, a. 73 y.

BAKER, Samuel, s. Samuel, quinsy, Nov. 30, 1790, in his 10th y.
Sarah, wid., Nov. 1, 1801.
Thomas, s. W[illia]m, Aug. —, 1784, a. 13 y.
William, jr., s. William, Dec. —, 1780, a. abt. 23 y.
William, pleuratic disorder, Apr. 29, 1790, a. 63 y.
——, Col. [bef. June 27], 1785.
——, ch. Stephen, cold, Dec. 17, 1800, a. 15 d.
——, d. Stephen, worms, Mar. 17, 1803, a. 4 y.
——, ch. Stephen, Dec. 18, 1803, a. 4 or 5 m.

BALLARD, ——, ch. Cate, at the poorhouse, Oct. 4, 1802, a. 16 m.

BEAL, ——, wid., general weakness, Nov. 2, 1804, a. 86 y.

BENNET, John, general decay, at the poorhouse, Jan. 28, 1805, a. 81 y.
——, Mrs., natural decay, at the poorhouse, Mar. 9, 1804, a. 71 y.

BERRY, ——, wid., bef. Jan. 5, 1780, a. 94 y.

BETHEL, ——, w. ——, consumption, Sept. —, 1791, a. 45 y.

BLACKFORD, Lucy, w. John Curtiss, rupture of a vessel, Sept. 24, 1790, a. 33 y.

BLY, John, consumption, Feb. 27, 1789, a. 73 y.
——, w. John, cholera morbus, Feb. 1, 1789, in her 72d y.

BOARDMAN, ——, w. Daniel, childbed, Mar. 6, 1799, a. 42 y.

BOILES (see also Boyles), ——, s. Charles, Nov. 14, 1803, a. 1 h.

BOILS (see also Boyles), ——, ch. Charles, quinsy [bet. Feb. 23 and Mar. 12], 1800, a. 2 y.

BOYLES (see also Boiles, Boils), ——, ch. Charles, fits, Mar. 21, 1803, a. 15 w.
——, w. Charles, childbed, July 25, 1805, a. 34 y.

BROWN, Dorcas, wid., consumption, Mar. 15, 1788, a. 75 y. [Mar. 16. T. R.]
John, Dec. 27, 1777.
John, s. Benj[ami]n, Jan. —, 1779. [Dec. 31, 1778. T. R.]

BURNHAM, Samuel, Lt., s. Capt. Thomas, consumption, brought on by the hardships of the camp, Mar. 14, 1782. [Mar. 15. G. R.]
Samuel, s. Maj. Thomas, chin cough, Feb. 8, 1787, a. 9 m. [Feb. 9. T. R.]
Sarah, consumption, Mar. 26, 1790, a. 24 y.
Susannah, w. Col. James, general decay, May —, 1805, a. 41 y. [May 18. T. R.]
——, s. Maj. Thomas, sore mouth, Oct. 9, 1794, a. 3 m.

CALDWELL, David, s. Tho[ma]s, Jan. 21, 1784, a. abt. 1 y.
John, old age and a broken bone, Dec. 18, 1792, a. 85 y.
Lucy, w. Thomas, puerpural fever, Sept. 18, 1788, a. 35 y. [a. 36 y. G. R. 1.]
Lydia, wid., bilious fever, Jan. 19, 1787, a. 71 y. [Jan. 20. T. R.]
Mercy, w. John, sr., Feb. 23, 1783.
——, w. Thomas, Apr. 17, 1786, a. 39 y.
——, w. Benj[ami]n, fever, May 19, 1796, a. 59 y.

CALEF, John, Capt., oldest s. Dr. John and Dorothy, drowned on the back of Plumb Island in attempting to go on shore from a vessel drove upon the beach, in his return from the West Indies, Feb. 19, 1782, a. abt. 28 y.

CHAMBERS, James, consumption, Sept. 16, 1796, a. 48 y. [Sept. 15. T. R.]

CHOAT, ——, Capt. [bef. June 27], 1785.
——, wid., cholera morbus, Aug. —, 1799, a. 82 y.

CLARK (see also Clerk), Elisabeth (Wainwright), w. Dr. Parker, jaundice and dropsy, Mar. 1, 1798, a. 73 y. [Mar. 2. T. R.]

CLERK (see also Clark), Parker, Dr., palsy, Sept. 19, 1798, a. 81 y.

COGGSWELL, Elisabeth, wid., lethargy, Mar. 12, 1800, a. 87 y.
John, from Chebacco, fever, at the poorhouse, Mar. 30, 1804, a. 50 y.
Joseph, fever, caused by a fall, July 20, 1791, a. 55 y. [July 21, a. 54 y. T. R.]
——, d. Eben[eze]r, quinsy [bet. May 9 and July 16], 1800, a. 3 y.

COLEMAN, William, s. W[illia]m and Sarah, worms, Dec. 8, 1789, a. 15 m. [Dec. 9. T. R.]

CROCKER, John, Dea., Apr. —, 1806, a. abt. 80 y. [Apr. 21, in his 83d y. T. R.]
——, w. Dea. John, general decay, Jan. 11, 1803, a. 72 y. [Jan. 12. T. R.]

CROSS, Hannah, d. Benj[amin], fever, Sept. 28, 1792, a. 11 y.
——, d. Benj[ami]n, Sept. 6, 1777, a. abt. 20 m.

DAY, Aaron, drowned in a creek, 9 days before, bur. Sept. 2, 1790, in his 64th y. [Aug. 24. T. R.]
Elizabeth, wid., Jan. 7, 1786, a. 96 y. 10 m.
Mary, wid., palsy, Oct. 13, 1802, a. 85 y.

DENNIS, Hannah, consumption, June 3, 1789, a. 18 y. [June 4. T. R.]
Hannah, wid., consumption, Mar. 11, 1794.
Joseph, Capt., fever, at St. Eustacia [bef. Oct. 26], 1786.
Martha, consumption, Jan. 25, 1795, in her 20th y.
Nath[anie]l, Capt., fever, at Martinico, W. I. [bef. Apr. 1], 1795, a. 42 y.
——, d. Nath[anie]l, May 3, 1782, a. abt. 1 y.

DODGE, Elisabeth, wid. Col., Sept. 22, 1785, a. abt. 56 y.
Isaac, Col., cholera morbus, June 27, 1785, a. abt. 53 y. [June 29. T. R.]
Rebeckah, wid., dysentery, Oct. 16, 1794, a. 84 y. 1 d. [Oct. 15. T. R.]

DUTCH, Nath[anie]l, consumption, Sept. —, 1795, a. 82 y. Aug. 28, a. 81 y. T. R.]
Sarah, wid., universal decay, Mar. 15, 1799, a. 72 y.
——, d. Stephen, Sept. 23, 1788, a. 8 m.
——, s. Daniel, chin cough, May 11, 1791, a. 14 m. [May 12. T. R.]

EATON, ——, ch. wid., canker, Aug. 13, 1797, a. 4 m.

EMMONS, ——, wid., mother to Richard Lakeman's wife, Nov. 1, 1780, in her 74th y.
——, s. Daniel, chin cough, May 23, 1802, a. 3 or 4 m.

EVELETH, ——, s. Samuel, chin cough and canker, Sept. —, 1787, a. 17 m.

FARLEY (see also Farly), Elisabeth, wid., fever, July 3, 1795. [July 6. G. R. 1.]
Lucy, w. Jabez, d. the late Rev. Nath[ani]el Rogers, childbirth, July 24, 1788, a. 29 y.
Michael, Gen., black jaundice, June 19, 1789, a. 70 y. [June 20. T. R.]
Thomas, s. Jabez, drowned in the tanners water pit, Nov. 5, 1802, a. abt. 3 y.
——, d. Jabez, consumption, July —, 1787, a. 18 m. [July 12, a. 15 m.]
——, inf. s. Robert, sore mouth, Aug. 2, 1796.
——, d. Jabez, worms, Mar. 13, 1805, a. 2 y. [Mar. 3. dup. T. R.]

FARLY (see also Farley), ——, s. Maj. R., teething and convulsion, Dec. 31, 1799, a. 4 m.

FISHER, Hannah, wid., palsy, Dec. 31, 1788, a. 82 y.

FITTS, Abigail, sister-in-law Dea. Lord, Mar. 12, 1796, a. 64 y.
Andrew, Jan. 13, 1788, a. abt. 43 y. [Jan. 12. T. R.]
Hannah, wid., Sept. 21, 1801, a. 70 y.
James, palsy and apoplexy, Apr. 1, 1785, a. 63 y.
Jeremiah, general decay, Feb. 23, 1801, a. 93 y. 1 m.
John, old age, Apr. 19, 1787, in his 83d y.
Mary, wid., fever, Apr. 23, 1802, a. 83 y.
Sam[ue]l, Jan. 2, 1796, a. 62 y.
——, Mrs., "old," smallpox, beginning of the summer, 1777.

FOSTER, Abigail, w. John, cancer, Nov. 28, 1786, a. abt. 51 y. [Nov. 29. T. R.]
Elisabeth, melancholy and fever, July 20, 1789, a. 51 y.
Eunice, wid., consumption, Dec. 2, 1801, a. 63 y.

FOULER (see also Fowler), Joseph, jr., Aug. 4, 1785.

FOWLER (see also Fouler), ——, wid., fever, Dec. 1, 1797, a. 76 y.

FRASER, ——, fever, Dec. 4, 1799.

FRISBIE, Levi, Rev., who took pastoral charge of 1st Ch. Feb. 7, 1776, d. Feb. 26, 1806, a. 58 y. [Feb. 25. T. R.]
Nath[anie]l, s. Rev. Levi, consumption, June 2, 1786, a. 5 m.

FULLER, Sarah, wid., Nov. 19, 1777, a. 84 y.
Sarah, w. James, dysentery, Oct. 20, 1794.
——, s. Nath[anie]l, Sept. 8, 1783, a. abt. 17 m.

GAINS, Abigail [bet. July and Sept.], 1778.
Salome, wid., dysentery, Oct. 4, 1793, a. 84 y. [Oct. 5. T. R.]

GALLAWAY (see also Galloway), Jonathan, of Paris, "drowned near Newburyport aboard a Privateer Ship which sunk suddenly off Plumb Island," Aug. —, 1777.

GALLOWAY (see also Gallaway), Isaac, youngest s. wid., drowned in Plum Island River, Sept. 12, 1785, a. abt. 12 or 14 y.
William, dropsy, Oct. 30, 1796. [Oct. 31. T. R.]

GLASIER (see also Glazier), Mary, wid., consumption, July 21, 1794, a. 60 y.
Sarah, wid., consumption, Mar. 12, 1798, a. abt. 60 y.

GLAZIER (see also Glasier), Edmund Heard, s. twin, Benj[ami]n, chin cough, July 25, 1802, a. 3 m.
Elisabeth Osgood, d. twin, Benj[ami]n, chin cough, July 16, 1802, a. 3 m.
——, s. John, consumption, Nov. —, 1801, a. 20 m.

GOODHUE, Abagail, Miss [bet. Apr. and June], 1806, a 80 y.
Elisabeth, w. Capt. Francis, general weakness, Feb. 1, 1787, a. abt. 81 y.
Hannah, wid., Feb. 8, 1783, a. 69 y. abt. 10 m.
——, w. John, jr., consequence of fall from a tree, Oct. 16, 1777.
——, ch. stillborn, John, jr., Dec. 21, 1788.
——, ch. Ebenezer, consumption, Mar. 1, 1789, a. 3 y.

GOULD, Daniel, s. Thomas, scarlet fever, Feb. 9, 1802, a. 5 y.
——, w. Thomas, childbed, bur. Feb. 28, 1785, a. abt. 22 y.
——, ch. stillborn, Thomas, bur. Feb. 28, 1785.
——, d. Thomas, scarlet fever, Feb. 19, 1802, in her 3d y.

GRAVES, Elisabeth, wid., general decay, Apr. 17, 1805, a. 64 y.
John, consumption of the liver, Mar. 7, 1804, a. 61 y.
Moses, fever, in the West Indies, Jan. —, 1794.
——, wid., infirmities of age, May 12, 1791, a. 84 y.

GRAVES,——, s. John, jr., worms [bet. June 2 and July 22], 1799, a. 5 y.
——, w. John, jr., childbed, Mar. 18, 1800, a. 33 y.

GREELY, Ruth, wid., great cold, Nov. 20, 1800, a. 96 y.

GULLIHAL, Apha, at the poorhouse, asthma, June 24, 1801, a. 80 odd y.

HALE, Joseph, s. Joseph, fever, Jan. 25, 1805, a. 5 m.
Mehitable, wid. Rev. Moses, "Pastor of a Chh. at Newbury Newtown. She had resided with Her Daughter at Ipswich more than 15 months," peripneumonia, Mar. 10, 1796, a 77 y. [Mar. 11. T. R.]

HARRIDAN, Andrew, dysentery, at sea, beginning of the summer, 1788.

HARRIS, Abner, Jan. 28, 1777. [Jan. 31. T. R.]
Abner, consumption, Oct. 22, 1784.
Dorothy, dysentery, Oct. —, 1804, a. 73 y.
Hannah, w. John H., Jan. 30, 1832. P. R. 119.
John H., Mar. 28, 1830. P. R. 119. [Mar. 23. C. R. 1.]
Mary, wid. Abner, colic, Dec. 8, 1786, in her 70th y.
Moses, Capt., aboard a prison ship at New York [bef. Mar. 1.], 1783.
Ruth, wid., fever, Jan. 5, 1786, a. abt. 81 y.
Sarah, d. John, fever, July19, 1789, a. 10 y.
Susannah, wid., palsy, May 22, 1797.
——, s. Abner, Aug. 29, 1783, a. 3 or 4 m.
——, s. James, quinsy, Feb. —, 1790, a. 2 1-2 y.
——, ch. John, 3d, Nov. 26, 1791, a. 5 w.
——, inf. ch. Moses, Jan. [bet. 9 and 25], 1795.

HART, Diborah, June 19, 1803, a. 70 y. or more.
Mary, dysentery, July 26, 1801, a. 60 y.

HASKELL, ——, w. Mark, cancer, Sept. 10, 1796.

HEARD (see also Hurd), Abigail, wid., rheumatism, Feb. 9, 1797, a. 79 y.
Daniel, pneumonia, Nov. —, 1794, a. 75 or 76 y.
Elisabeth, d. John, consumption, June 20, 1805, a. 22 y. [a. 23 y. T. R.]
Rebeckah, wid., old age and a fall, Sept. —, 1788, a. 87 y.

HEARD, Sarah, d. John, Esq., consumption, May 22, 1801, a. 20 y.
——, d. John, jr., May 2, 1783, a. nearly 2 y.
——, d. Nath[anie]l, jr., worms, Aug. 18, 1795, a. 8 y.
——, w. John, consumption, Sept. 10, 1796, a. 45 y. [Sept. 12. T. R.]
——, w. Samuel, general decay, Apr. 9, 1804, a. 76 y. [Apr. 10. T. R.]

HENDERSON, Lucy, consumption, June —, 1792, a. 25 y.
Susanna, dropsy, Sept. 17, 1799, a. 21 y.
——, wid., diarrhoea, Aug. 12, 1797, a. 95 y. wanting 11 d.

HODGEKINS (see also Hodgkins), Eliz[abe]th, wid., apoplexy, Dec. 26, 1788, a. 67 y.
——, w. John, jr., dropsy, July —, 1787, a. from 50 to 55 y.

HODGKINS (see also Hodgekins), Abigail, wid., consumption, May 4, 1790, a. 71 y.
Deborah, wid., apoplectic fit, June 22, 1786, a. 69 y.
Elisabeth, wid., dysentery, Nov. 6, 1797, a. 71 y. [Nov. 7. T.R.]
John, jr., consumption, June 20, 1792, a. 61 y.
John, fever, Jan. 9, 1797, a. 84 y.
Lucy, wid., consumption, July —, 1801, a. 71 y.
Nath[anie]l, s. wid., washed overboard and drowned on his passage from Virginia to West Indies[bef. Apr. 14],1796.
Sarah, wid., consumption, Nov. 13, 1805, a. 70 y.
Thomas, Capt., black jaundice, June 9, 1797, a. 51 y. [June 11, a. 50 y. T. R.]
——, inf. ch. Thomas, jr., Feb. 4, 1803.

HOLLAND, Joseph, fever, in the West Indies, Jan. —, 1794.
Michael, old age and a violent cold, Jan. 4, 1798, a. 86 y. [Dec. 23, 1797. T. R.]
Richard, general decay, Nov. 10, 1803.
——, s. wid. Sarah, abt. Nov. 8, 1777, a. 2 y.
——, ch. John, Oct. 19, 1788, a. 4 d.

HOLMES, John, consumption, May 3, 1794, a. 59 y. [a. 58 y. T. R.]
——, wid., Aug. —, 1779.

HOVEY, Rebekah, wid., Nov. 19, 1785, a. abt. 73 y.
——, d. Capt. Eben[eze]r, dysentery, Oct. 5, 1795, a. 8 y.

HOWARD, ——, Mrs., sister to John McLean's wife, Nov. 21, 1777.
——, wid., Aug. —, 1782, a. 83 y.

HUNT, Elizabeth, wid., Nov. 23, 1789, a. 86 y. [Nov. 22. T. R.]

HURD (see also Heard), Daniel S., general decay, at Canton, Dec. 13, 1801.

INGERSOL (see also Ingersoll), Daniel, s. Jonathan, scarlet fever, Oct. 27, 1787, a. 6 y.

INGERSOLL (see also Ingersol), Sarah, d. Capt. Jon[a]th[a]n, consumption, Feb. 11, 1791, a. 20 y.

JEWET (see also Jewit), Aaron, s. John Coles, June —, 1787, a. 5 w.
Dummer, Esq., fall from a window, Oct. 26, 1788, a. 56 y. [a. 57 y. P. R. 52.]
——, ch. Nath[anie]l, Dec. 17, 1777, a. abt. 3 m.
——, s. twin, John Coles, fits, May 14, 1791, a. 2 m.
——, w. John C., apoplexy, June 9, 1805, a. 57 y.

JEWIT (see also Jewet), David, consumption, Mar. 23, 1791, a. 19 y. [Mar. 24. T. R.]

JONES, Abagail, d. Thom[a]s, chin cough, Sept. —, 1792.
Abigail, drowned, "by falling under the Ice, about 7 weeks before," bur. Apr. 16, 1787, in her 9th y.
Joanna, wid., Aug. 1, 1777.
Mary, of Chebacco, fever, at the poorhouse, Mar. 2, 1796, a. 77 y. [Mar. 3. T. R.; a. 72 y. C. R. 4.]
——, s. Tho[ma]s, Nov. 27, 1787, a. 4 y.

KENDALL. Joseph, yellow fever, at Point Peter, Guadaloupe, W. I., Sept. 15, 1803, a. abt. 23 y.

KILBURN (see also Killbourn), Moses, washed overboard, latter end of Aug., 1796.

KILLBOURN (see also Kilburn), Joseph, dysentery, at Georgetown, Va. [bef. Oct. 24], 1795, a. 26 y.

KIMBAL (see also Kimball), ——, w. Aaron, Sept. 26, 1778.
——, ch. Eben[eze]r, Mar. 30, 1784, a. 14 m.

KIMBALL (see also Kimbal), Aaron, consumption, May 4, 1787, a. 70 y. [May 11. T. R.]
Elizabeth, wid., Nov. 22, 1777, a. abt. 74 y.
Moses, a swelling in his throat, May 31, 1801, a. 25 y. [June 1. T. R.]
Susannah, atrophy, June 27, 1790, a. 18 y.
Susannah, w. Ben[jami]n, jr., childbed, Mar. 19, 1801, a. 44 y.
——, w. Capt. Thomas, consumption, Apr. 2, 1798, a. 30 y.
——, w. Eben[eze]r, jr., diarrhoea, Aug. 24, 1798, a. 54 y.
——, d. Capt. Thomas, Oct. 4, 1803, a. 10 m.
——, w. Joseph, asthma, Mar. 15, 1806, a. 73 y. [Mar. 14. T.R.]

LAKEMAN, Jonathan, nervous fever, Mar. 3, 1797, a. 53 y.
Martha, consumption, June 13, 1804, a. 73 y.
——, d. Capt. Eben[eze]r, abt. Oct. 30, 1783, a. upwards of 2 y.
——, inf. ch. Capt. Eben[eze]r, bur. May 14, 1785.
——, w. Rich[ar]d, 3d, consumption, June 25, 1793, a. 28 y.
——, s. Sam[ue]l, fever, Aug. 28, 1794, a. 3 y.
——, w. Richard, consumption, Sept. 9, 1796. [Sept. 11. T.R.]
——, w. Samuel [bet. June 2 and July 22], 1799, a. 75 or 76 y.
——, ch. William, jr., scarlet fever, Feb. 6, 1802, a. 11 m.

LANE, Zebulon, colic, Mar. 1, 1788, a. 59 y.

LASKY, ——, Mrs., general decay, at the poorhouse, Dec. 30, 1796, a. abt. 70 y. [Dec. 8. T. R.]

LEATHERLAND (see also Letherland), Sarah, wid., consumption, Feb. 24, 1787, a. 70 y.
——, inf. s. W[illia]m, Jan. 8, 1788.

LEFAVER (see also Le Favour), ——, ch. Joseph, pulmonic fever, Dec. —, 1793.
——, s. twin, Joseph, Oct. 13, 1794, a. 4 w.

LE FAVOUR (see also Lefaver), ——, s. twin, Joseph, Sept. 20, 1794, a. a few h.

LETHERLAND (see also Leatherland), Hannah, apoplexy, Nov. 29, 1799, a. 64 y.

LEWIS, ——, wid., Mar. 19, 1778, a. 86 y.

LONEY, Anthony [May or June] —, 1783.
Mary, wid., general decay, July 21, 1790, a. 84 y.

LORD, Abigail, d. Nath[anie]l, 3d, Sept. 13, 1789, a. 8 m.
Anna, d. Moses, malignant sore throat, Feb. 16, 1796, a. 20 y.
Anne, wid., Aug. 1, 1785, a. 89 y. 8 m. [Aug. 2. T. R.]
Caleb, jr., June 20, 1798, a. 35 y.
Caleb, Dea., fever, May 27, 1804, a. 79 y. [May 29. T. R.; May 28, in his 79th y. G. R. 1.]
Ebenezer, s. John, Oct. 14, 1782, a. 3 or 4 w.
Eunice, d. Moses, Sept. 22, 1783, a. abt. 18 y.
Hannah, consumption, July —, 1787, a. 45 y.
James, Aug. 14, 1784, a. 78 y.
Joseph, Apr. 20, 1778.
Joseph, s. James, jr., Jan. 8, 1782, a. 20 m.
Josiah, s. Samuel, drowned in Plum Island River, Sept. 12, 1785, a. abt. 22 y.
Lucy, d. Moses, Aug. 21, 1782, a. 21 or 22 y.
Mary, wid., dysentery, Aug. 16, 1793, a. 69 y.
Nath[anie]l, jr., humor in the stomach, Sept. 22, 1794, a. 74 y. [Sept. 23, a. 73 y. T. R.]
Nath[anie]l, "died in the West Indies at Jamaica some months ago," smallpox, recorded Apr. —, 1802, a. 24 y.
Philip, jr., left a wid. and 9 chn., drowned in Plum Island River, Sept. 12, 1785, a. abt. 37 or 38 y.
Sam[ue]l, Dr., May 12, 1794, a. 34 y.
Samuel, jr., distinguished by the name of Cape Ann, consumption, July 28, 1803, a. 73 y.
Sarah, d. Sam[ue]l, 2d, apoplexy, Nov. 15, 1793.
Susannah, d. Capt. Eben[eze]r, Feb. 7, 1782, a. abt. 2 y.
Thomas, s. Samuel, drowned in Plum Island River, Sept. 12, 1785, a. abt. 27 y.
——, w. Capt. Eben[eze]r, childbed, May 22, 1778.
——, w. James, by a fall down cellar, June —, 1779.
——, d. Moses, Apr. —, 1784, a. abt. 2 y.
——, d. Capt. Eben[eze]r, Aug. —, 1784.
——, d. Capt. Eben[eze]r, Apr. 30, 1788, a. 4 m.
——, s. Benj[ami]n, consumption, Dec. 3, 1791, a. 9 m.
——, w. Moses, jr., pulmonary inflammation, Feb. 25, 1794, a. 40 y. [Feb. 26, a. 41 y. T. R.]
——, w. Daniel, 3d, consumption, Dec. 25, 1794, a. 30 y.
——, w. Eben[eze]r, 3d, general decay, July 5, 1796, a. 22 y.
——, young d. Capt. Sam[ue]l, chin cough, Sept. 5, 1796. [Sept. 3. T. R.]
——, only d. Eben[eze]r, 3d, cough and dysentery, Sept. 29, 1796, in her 2d y. [Oct. 1. T. R.]
——, s. Daniel, jr., dysentery, Oct. 14, 1797, in his 2d y.
——, w. Nath[anie]l, fever, Jan. 18, 1798, a. 84 y.

LORD, ——, inf. ch. Benj[ami]n, Jan. 16, 1800.
——, d. Joseph, hydrocephalus [bet. May 9 and July 16], 1800, a. 7 y.
——, ch. Sam[ue]l, 4th, scarlet fever, Feb. 10, 1802, a. 9 m.
——, d. Asa, measles, cough, Sept. 14, 1802, in her 3d y.
——, ch. Capt. Sam[ue]l, 4th, fever, Sept. [17 or 27], 1802.

LOW, Joseph, Dea., July 3, 1782, in his 71st y.
Peter, nephritic disorder, Mar. 6, 1794, a. 66 y. [Mar. 7. T.R.]
——, wid. Josh[u]a, dropsy, Apr. 2, 1791.

LUMMIS, Daniel, apoplexy, May [bet. 20 and 24], 1805, a. 85 y. [May 16, a. 84 y. T. R.]
Jonathan, consumption, Apr. 30, 1790, a. 71 y.
Margaret, paralytic, Jan. 7, 1795, a. 69 y. [Jan. 9. T. R.]
——, Mr. [bef. June 27], 1785.

MACK NEAL (see also McNeal), ——, d. John, humour, Mar. 16, 1787, a. 10 w.

McNEAL (see also Mack Neal), John, consumption, July 14, 1796, a. 53 y.
——, w. John, cancer, Dec. 24, 1785, a. abt. 45 y.
——, s. w. of John, Feb. —, 1796, a. 13 y.

MANNING, Lydia, w. Richard, June 17, 1815. P. R. 119. [Sept. 12, 1809. T. R.]
Sarah, wid., dropsy and scrofula, Sept. 7, 1789, a. 67 y. [a. 64 y. T. R.]

MANSFIELD, Hannah, wid., general decay, Nov. 24, 1803, a. 77 y.

NASON, Martha, consumption, Nov. —, 1794, a. 64 y.

NEWMAN, Benjamin, infirmities of age, Sept. —, 1792, a. 90 y. [a. 91 y. T. R.]
George, consumption, Sept. 22, 1791, a. 84 y.
Samuel, s. Benj[ami]n, in the West Indies, Dec. —, 1782.
——, young d. Benj[ami]n, abt. Oct. —, 1777.
——, w. George, consumption, Mar. 22, 1790, a. 79 y.
——, ch. Robert, fits, July 20, 1790, a. 3 w.

NEWMARCH, John, general decay, Oct. 11, 1793, a. 85 y.
John, nephritis, Oct. 14, 1795, a. 88 y.
——, w. John, suddenly, Dec. 14, 1784, in her 75th y.
——, wid., drowned, July 8, 1797, a. 60 y.

NOYES (see also Noys), Daniel, jr., consumption, Dec. 9, 1789, a. 27 y.
John, cramp colic, at Boston, Nov. 17, 1803, in his 33d y. [a. 37 y. T. R.]

NOYS (see also Noyes), ——, w. Daniel, nervous disorders, Aug. 20, 1801, a. 63 y.

PEARSON, Enoch, June 30, 1840. P. R. 119. [Dec. 10, 1843. T. R.]

PARKER, Gideon, Capt., asthma and dropsy, Feb. 10, 1798, a. 77 y.

PERKINS, Elisabeth, wid., general decay, Feb. 2, 1801, a. 74 y.
Elizabeth, wid. Nath[anie]l, Aug. 21, 1780.
Enoch, at sea, on his voyage home, Dec. 14, 1800.
Jeremiah, Dea., pleuratic disorder, Jan. 13, 1790, a. 88 y. [Jan. 18. T. R.]
John, s. Nath[anie]l, fever, in the West Indies [bef. May 30], 1791.
Joseph, consumption, May 21, 1786, a. 23 y.
Joseph, fell from the bowsprit of a vessel and was drowned, Apr. —, 1788, a. 30 y.
Mary, consumption, Dec. 15, 1803, a. 31 y.
Nath[anie]l, jr., supposed to be lost at sea [bef. Apr. 29], 1796.
S., wid., mother Capt. Robert, sister of wid. Hannah Treadwell, suddenly, bur. Sept. 5, 1784, in her 92d y.
——, d. Abraham, Jan. 30, 1778, a. abt. 3 y.
——, s. Nath[anie]l, Sept. 25, 1778, a. abt. 3 y.
——, w. Dea. Jeremiah, May 25, 1782, a. 71 y.
——, young ch. Abraham, abt. Aug. 29, 1783.
——, inf. ch. Joseph, Aug. —, 1783.
——, d. Abraham, bur. May 18, 1785, a. 8 m.
——, s. wid. Mary, Aug. 12, 1789, a. 2 y.
——, d. Aaron, chin cough, May 5, 1802, a. 8 or 9 m.
——, d. Martha, hydrocephalus, July 4, 1803, a. 2 y.
——, s. Tho[ma]s, Aug. 12, 1777, a. abt. 18 m.
——, s. Tho[ma]s, Sept. 25, 1778, a. 3 or 4 m.

PINDAR (see also Pinder), Catharine, wid. John, Dec. 10, 1785, a. 79 y.
John, jr., consumption, bur June 4, 1785.
——, inf. ch. Benj[ami]n, July —, 1778.
——, s. Moses, Oct. —, 1783, a. abt. 15 m.
——, d. Moses, whooping cough, Sept. —, 1787, a. 2 y. 11 m.
——, fever, Dec. 19, 1793, a. 83 y.
——, w. Benj[ami]n, general decay, Jan. 8, 1803, a. 64 y.

PINDER (see also Pindar), Benjamin, consumption, July 18, 1804, a. 66 y.

POTTER, Richard, paralysis, Sept. 5, 1789, a. 82 y. [a. 84 y. T. R.]
Robert, Feb. 6, 1777, a. abt. 71 y.
Sarah, Miss, general decay, Oct. 17, 1786, a. 78 y.
——, w. Daniel, cancer, Nov. 29, 1792, a. 53 y. [a. 52 y. T. R.]

PRINCE, Jonath[a]n, fever, Dec. 1, 1789, a. 72 y.

PULCIFER (see also Pulsifer), David, drowned at the southward [bef. Apr. 2], 1783.

PULCIPHER (see also Pulsifer), Bickford, dropsy, Nov. 10, 1795, a. 73 y. [Pulseper, Benedictus. T. R.]
Priscilla, wid., general decay, July 22, 1799, a. 74 y.

PULSIFER (see also Pulcifer, Pulcipher, Pulsipher), Archelaus, consumption, Dec. 23, 1785, a. 26 or 27 y.
Benj[ami]n, May 21, 1782, a. above 70 y.
David, Dec. —, 1783, a. upwards of 60 y.

PULSIPHER (see also Pulsifer), Abigail, wid., palsy, Jan. 18, 1787, a. 71 y. [Jan. 20. T. R.]
Sarah, Miss, influenza, Nov. 26, 1789, a. 87 y.
Susannah, wid., consequence of a fall, Nov. 11, 1804, a. 85 y.

RIPLY, Campbell, fever, abt. Nov. —, 1801, a. 22 y.

ROBBINS, Elizabeth, wid., pleurisy, Nov. 13, 1786, in her 75th y.
William, rupture, at the fishing Banks, Oct. —, 1795.
——, s. William, Aug. —, 1783, a. 1 y. abt. 10 m.
——, wid., general decay, Jan. 3, 1802, a. 63 y.

ROGERS, Ammi, a number of years distracted, Feb. 26, 1784.

ROSS, David, consumption, Aug. 12, 1800, a. 42 y.
Jeremiah, s. Jeremiah, drowned, May 26, 1802, a. 6 y.
Sam[ue]l, dysentery, Nov. 13, 1795, a. 86 y.
——, s. Jabez, abt. Dec. 10, 1777, a. 6 m.
——, s. Sam[ue]l, Nov. —, 1783, a. 8 or 9 m.
——, d. David, Dec. 10, 1785, a. abt. 5 or 6 y.
——, w. Sam[ue]l, palsy, Nov. 7, 1795, a. 80 y. [Nov. 8. T.R.]
——, d. Jer[emia]h, quinsy, June 2, 1799, a. 2 y. 4 m.
——, s. Jer[emia]h, quinsy, Nov. 26, 1800, a. 4 m.
——, d. Thomas, sore mouth, Sept. 28, 1803, a. 3 w.

RUST, Daniel, scarlet fever, at the poorhouse, May 15, 1802, a. 71 y.
William, a young man [bef. Mar. 1], 1783.

SAFFORD, Daniel, pain in his breast, May 24, 1796, a. 90 y.
Elizabeth, d. Stephen and Sally (Jarvis), Apr. 3,1757. P.R.122.
Nathan, s. Stephen and Sally (Jarvis), ——, 1759. P. R. 122.
Sally (Jarvis), Aug. 16, 1766, a. 40 y. 1 m. 16 d. P. R. 122.
Stephen, July 22, 1767, a. 50 y. P. R. 116.
——, inf. s. Ebenezer, May 17, 1777.
——, d. Simeon, Sept. 19, 1785, a. abt. 10 m.
——, wid. Daniel, great cold, Jan. 21, 1798, a. 82 y. [Jan. 20. T. R.]

SAWYER, ——, wid., —— [1789], a. 93 or 94 y.

SENTER, Elisabeth, dropsy, May 9, 1786, a. supposed to be bet. 70 and 80 y.

SHATSWELL, Susanna, w. Jonathan, Nov. 26, 1842. P. R. 113. [Nov. 22, 1841. T. R.]

SHATTSWELL, Elisabeth, wid., asthma, Mar. 17, 1790, a. 77 y.
John, inf. s. twin, Moses, humour, Oct. 16, 1799.
Richard, jr., nervous disorder, Dec. 29, 1788, a. 36 y.
Richard, general decay, Nov. 28, 1804, a. 76 y.
——, d. twin, Moses, scarlet fever, Feb. 24, 1802, a. 7 m.

SMITH, Abigail, wid., palsy, Nov. 1, 1791, a. 80 y.
Hannah, d. Maj. Charles, Sept. 13, 1782, a. 6 y.
James, consumption, Mar. 9, 1795, a. 63 y.

SMITH, John, s. Simon, in the West Indies, fever, "Heard of the death," Dec. —, 1801.
John, cancer, Feb. 21, 1805, a. 73 y.
Lucy, w. John, jr., apoplexy, Nov. 7, 1787, a. 26 y.
Martha, Mar. 22, 1788, a. 18 y. [Mar. 23. T. R.]
Thomas, s. Tho[ma]s, Feb. 13, 1784, a. upwards of 30 y.
Thomas, general decay, Feb. 20, 1791, a. 75 y.
——, wid. Raymond, June 7, 1782, a. 87 y. 8 m.
——, d. James, 4th, Oct. —, 1783, a. abt. 2 y.
——, d. John, jr., Mar. 4, 1786, a. 4 or 5 d.
——, w. Thomas, paralytic, Dec. 1, 1789, a. 69 y.
——, wid., Apr. 22, 1793, a. 80 y. [a. 83 y. T. R. 9.]
——, ch. Capt. Sam[ue]l, fever, Dec. 26, 1794, a. 5 m. [Dec. 25. T. R.]
——, s. Simon, canker rash, May 13, 1795, a. 7 y. [May 15. [a. 6 y. in pencil.] T. R.]
——, s. Capt. Sam[ue]l, sore mouth, Nov. 5, 1797, a. 5 w.

SOWARD, Elizab[et]h, w. John, consumption, Dec. 30, 1788.
Richard, s. John L., fever, at Guadaloupe [bef. Apr. 17, 1805], a. 15 y.
——, s. John L., rheumatic, Nov. 10, 1793, a. 6 y.

SPILLAR (see also Spiller), ——, washed overboard, latter end of Aug., 1796.

SPILLER (see also Spillar), Mary, wid., cancer, Oct. 21, 1801, a. 77 y.

STACY, Edward, Sept. 28, 1797, in his 19th y.

STALKER (see also Stocker), ——, w. Robert, consumption, Aug. 6, 1795, a. 60 y.
——, d. Robert, chin cough, Nov. 6, 1796, a. 3 m.
——, ch. Rob[er]t, jr., sore mouth, May 25, 1801, a. 12 d.

STANFORD (see also Staniford), ——, d. wid. Lucy, Mar. 13, 1782, a. 20 m.

STANIFORD (see also Stanford), Ebenezer, in the West Indies, abt. Feb. —, 1782.
Judith, d. Ebenezer, dysentery, Oct. 23, 1797, a. 5 y.
——, wid., Sept. 11, 1778. [Sept. 18. G. R. 1.]
——, s. Ebenezer, sore mouth, July 21, 1804, a. 4 m.

STANWOOD, John, s. Isaac, dropsy in head, July 29, 1802, a 7 y. [Aug. 28. T. R.]
Joseph, s. Isaac, fever, Oct. 24, 1802, a. abt. 1 y.
Mary, w. John, pregnancy, Nov. 6, 1791, a. 28 y.
——, w. Ebenezer, asthmatic disorder, July —, 1787, a. 80 y.

STILL, Rebeckah, d. Abraham Caldwell, deceased, Feb. 7, 1784, a. bet. 20 and 30 y.

STIMPSON, Elisabeth, wid., complicated disorders, Aug. —, 1787, a. 25 y.

STOCKER (see also Stalker), ——, inf. ch. Robert, jr., Sept. 1, 1793.

STONE, Abigail, consumption, Apr. —, 1788, a. 40 y. [Apr. 10. T. R.]
Mary, abt. Feb. 5, 1784, a. abt. 24 or 25 y.
William, "a fit, on the banks where they were fishing," bef. July 26, 1801.
——, d. W[illia]m, Oct. 11, 1783, a. abt. 9 m.
——, w. Samuel, childbed, Dec. 14, 1784.
——, inf. ch. Samuel, Dec. 14, 1784.
——, d. Sam[u]el, jr., quinsy, Dec. 21, 1796, a. 6 w.
——, d. William, worms, May 17, 1798, a. 5 y.

STORY, Joanna, d. Dea. W[illia]m, Oct. 8, 1783, a. 2 y.
Joanna, d. Dea. W[illia]m, diarrhoea, Aug. 18, 1786, a. abt. 10 m. [Aug. 19. T. R.]

SWEET (see also Swet), Elizab[e]th, wid., a fall, lethargy, Aug. 13, 1795, a. 78 y.
Mary, wid., palsy, Feb. 23, 1790, a. 73 y. [Feb. 24. T. R.]
Moses, s. wid., brother Jabez and Jo., Dec. —, 1782.
Polly, d. Jabez, chin cough, Aug. —, 1787, a. 11 m.
——, ch. Benj[ami]n, whooping cough and fever, Sept. 18, 1796, a. 15 m.
——, inf. ch. ——, Mar. 3, 1798.
——, w. John, consumption, Jan. 20, 1802, a. 50 y. or more.

SWET (see also Sweet), ——, w. Benj[ami]n, [May or June] —, 1783.
——, inf. d. Benj[ami]n, Aug. 1, 1783.

THORNDIKE, Larkin, Col., h. of the wid. of Dummer Jewet, Esq., palsy, Dec. 18, 1796, in his 67th y. [Dec. 19. T. R.]

THORNTON, Timothy, atrophy, Sept. —, 1787, a. 61 y.

TILTON, Anna, wid., apoplexy, July 5, 1802,a. 73 y. [a. 70 y. T. R.]

TREADWELL (see also Treadwill), Elisha, fever, Dec. 20, 1792, a. 44 y. [Dec. 19, a. 38 y. T. R.; a. 39 y. G. R. 1.]
Jabez, Dec. 22, 1780. [1781. G. R. 1.]
Jabez, jaundice, Jan. 12, 1803, a. 67 y. [Jan. 13, a. 63 y. T.R.]
Leveret, s. Jacob, whooping cough, Oct. 21, 1787, a. 6 m. [Oct. 22. T. R.]
Lucy, wid., pulmonic fever, Sept. 22, 1789, a. 76 y. [a. 74 y. T. R.]
Lucy, d. Aaron, jr., scarlet fever, Feb. —, 1802, a. 4 y. [a. 3 y. T. R.]
Margaret, consumption, Feb. 19, 1786, a. abt. 30 y.
Mary, Miss, bilious, Nov. 20, 1798, a. 74 y.
Mary, d. wid. Lydia, scrofula, June 25, 1804, a. 21 y.
Nath[anie]l, Capt., Jan. 29, 1777. [Jan. 31. T. R.]
Priscilla, wid., niphritic disorder, July 3, 1803, a. 99 y. [a. 80 y. T. R.]
——, inf. d. Jacob, May 6, 1783.
——, d. Capt. Nath[anie]l, Jan. 22, 1789, a. 13 m.
——, ch. Capt. Moses, Nov. 11, 1805, a. 8 d. [Nov. 17. T. R.]

TREADWILL (see also Treadwell), Jonathan, s. Moses, Dec. 30, 1794, a. 17 y.

URIN, Ruth, wid., atrophy, May 19, 1789, a. 90 y.

VERNEY, John, universal decay, Oct. —, 1803, a. 74 or 75 y.

VESPER, ——, s. Tho[ma]s, fever, Nov. 10, 1793, a. 17 m.

WAINWRIGHT, Lucy, Sept. 29, 1783.

WAIT, Eunice, w. John, consumption, Mar. 24, 1785, in her 37th y. [in her 36th y. G. R. 1.]
Hannah, lingering nervous disorder, Jan. 5, 1786, a. upwards of 50 y.
John, jr., consumption, Sept. 5, 1785, a. abt. 26 or 27 y.
John, consumption, Aug. 6, 1789, a. 37 y. [Aug. 5. T. R.]

WAIT, John, s. Joseph, Feb. 22, 1806, a. 18 m.
Lucy, Miss, revulsion of humors, Sept. 2, 1799, a. 69 y.
Mary, June —, 1797, a. 73 y.
Oliver, s. John, nervous fever, Aug. 5, 1789, a. 1 y.
Samuel, jr., supposed to be lost at sea sometime in spring or summer, 1795.
Sarah, consumption, Oct. 29, 1793, in her 19th y. [Oct. 27. T. R.]
Susannah, cancer, Mar. 3, 1794, a. 67 y.
——, s. John, jr., Aug. —, 1784, a. 17 m.
——, s. wid. Rebeckah, fever, Feb. 28, 1786, a. abt. 17 m.
——, d. wid. Mary, quinsy, Feb. 11, 1796, a. 1 y.

WALDEN, Hannah, putrid fever, Sept. 2, 1793, a. 14 y. [Sept. 4. T. R.]

WALLACE (see also Wallis), Joseph, s. Sam[ue]l, in the West Indies [bef. Nov.], 1783.
Mary, Aug. —, 1784, a. abt. 22 y.
Sam[ue]l, Mar. 21, 1792.
——, w. Samuel, Sept. 14, 1784.

WALLIS (see also Wallace), Elisabeth, wid., consumption, Apr. 29, 1796.

WARNER, William, asthmatic complaints, Sept. 8, 1802, a. 75 y.
——, d. W[illia]m, jr., Apr. —, 1779, a. 11 m.
——, s. twin, Benj[ami]n, jr., diarrhoea, Oct. 29, 1793.

WEBBER, ——, Miss, consumption, May 1, 1800, a. 53 y.

WELLS, Jonathan, cramp colic, Apr. 23, 1793, a. 51 y.
——, wid., palsy, Feb. 19, 1801, a. 93 y. 11 m.

WHEELWRIGHT, Martha, wid., complicated disorders, Aug. —, 1787, a. 29 y.

WHIPPLE, Ruth, wid., general decay, Jan. —, 1800, a. 83 y.

WILCOMB (see also Wilcome], ——, d. William, canker rash, Apr. —, 1795.

WILCOME (see also Wilcomb), Joseph, by a fall from the shrouds, instantly killed, abt. Nov. 17, 1788, a. 20 y.

WILLIAMS, Joshua, religious melancholy and nervous disorders, Jan. 7, 1801, a. 66 y. [Jan. 6, a. 65 y. T. R.]
——, inf. d. Joseph, Aug. 26, 1783.

WITCHER, ——, ch. Mr., Oct. —, 1803, a. 1 or 2 d.

NEGRO

DINAH, old age, at the poorhouse, July 31, 1804, a. abt. 102 y.

HISTORICAL COLLECTIONS

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JOURNAL OF SAMUEL HOLTEN, M. D.

WHILE IN THE CONTINENTAL CONGRESS, MAY, 1778, TO AUGUST, 1780.

Samuel Holten, the only son of Samuel and Hannah (Gardner) Holten, was born June 9, 1738, in Salem Village, now Danvers, and died there January 2, 1816. He practiced medicine in Danvers for many years, was a member of Congress from 1778 to 1783, and 1793 to 1795, and was Judge of Probate of Essex County from 1796 until 1815. The original diary is now in the possession of the Danvers Historical Society.

Minutes. I am desired to attend to the regulations of the Genl Hospital. It is said the Stuard of the Hospital had better be accountable for the Fire arms of the Sick Soldiers than the Captains and that the Surgeons of the Hospital ought not to make use of so much of the wine etc. conveyed in to said Hospital for the sick.

I am desired to attend to the Loan office, there being no allowance made to pay the person that attends said office for paying the Int^r Annually and the Commissions are said to be small.

July 14, 1778. I let the Hon. Samuel Adams, Esqr have £4, of which he is to pay unto James Otis (a min^r) being my part of what the Delegates of our State have agreed to advance to s^d min^r, and Mr Adams is to write to his friends and procure the money, & acc^t with me for the same.

July 27, 1778. The Hon. John Hancock, Esqr—D^{r} to cash paid for two Bottles of Moradant's Anti-Scorbutic drops, £3, sent forward to Thaddeus Burr, Esq.[1] of Connecticut.

Minutes. When I shall arrive at Congress to procure Blank Commissions for Commanders of Armed Vessels to be sent to Mr Avery, D. Sec^{y} of the State of Massachusetts Bay.

I am desired to attend to Mr Otis & Andrews affairs & to Mr Williams' affair, who lost part of his estate on Noddles Island, by our Troops in the year 1775.

N. B. The following Gentlemen have asked me to Correspond with them from York Town, viz.: The Revd Dr Wm Gordon of Roxbury (7), The Revd Mr Wadsworth, Danvers (9), Hon. Tho. Cushing, Boston (9), Moses Gill, Boston (4), Joseph Palmer[2], Braintree (13), Josiah Batchelder, Junr, Esqr, Beverly (11), Col. Israel Hutchinson, Danvers (12), Capt. George Williams, Salem, Capt. Wm Shillaber, Danvers (2), Amos Putnam, Esqr, Danvers (2), Joseph Hall of Boston (6), Nathl Appleton of Boston.[3]

May 1, 1778. I borrowed of Broth^{r} Elias E. Warner, a pair of pistols (small) and eleven bullets, Flask & some gunpowder & mould to run bullets, which I am to return to him when I shall return from York Town or otherwise make them good to him. Aug. 23^{d} 1780, I returned the Pistols.

May 7. I bargained with Jer. Shelden to go with me to York Town as my waiter, & if I like him I am to pay him hansomly for his trouble, & if I dont like him I am at liberty to Discharge him when I please, paying him well for his Services. N. B. Jan. 1st 1779, I p^{d} Jere. Sheldon in full to this day and agreed with him for five months further at £12 p^{r} month.

May 25. I set out from Danvers for York Town in

[1]Rev. Thaddeus Burr of Fairfield, a kinsman of Hancock, at whose home the latter had married Dorothy Quincy two years before. He was an uncle of Aaron Burr.

[2]Gen. Joseph Palmer, commanding the Massachusetts troops in the defense of Rhode Island.

[3]The figures following each name denote the number of letters Dr. Holten wrote to the several gentlemen during the two years.

the State of Pennsylvania to take my seat in Congress. I was accompanied to the Town of Lynn by about 20 of the principal Gentlemen of Danvers, where we dined together & drank 13 toasts, & after receiving great Honor and respect from s^d Gentlemen, took my leave of them & got safe to Boston this evening.

26. Mr Hancock not being ready to set out with me, I attended my duty at the Council Board.

27. Gen. Election, Boston. I was in my place at the Council Board & dined in public with them.

28. I took formal leave of the Hon. Board in order to proceed to Congress.

29. I dined at my lodgings & drank Tea at Mr Warner's.

30. Three Acts of the British Parliament came to hand from Govr Trumbel. I wrote a long letter to my wife this day & sent it by Col. Hutchinson.

June 1. It being rainy prevented my setting out. Wrote to Capt. Prince of Danvers.

3. I set out from Boston with the Hon. Mr Hancock at 1 o'Clock & a large number of Gentlemen with their servants & Carriages accompanyed us to Watertown, where an elegant dinner was provided. I rode in Mr Hancock's Carriage with Mr Hancock, Dr Cooper[1] & Genl Heath.[2] After we had dined, a large number of toasts were drank & a salute of Cannon and upon our setting out three cheers were given from a very large number of people assembled on ye occasion. We proceeded to West Town where we Lodged.

4. We traveled from Westown to Worcester, very heavy traveling, rained and uncomfortable.

5. We traveled from Worcester to Brookfield & lodged at one Mr Rice's. The ways very bad.

6. We traveled from Brookfield to Springfield, where we propose to Lodge & Genl Hancock is much indisposed

[1]Rev. Samuel Cooper (1725-1783), pastor of the Brattle Street Church, who has been credited with the authorship of Hancock's political papers.

[2]General William Heath (1737-1814), a distinguished officer, member of the Provincial Congress, Constitutional Convention, and State Senator.

with the Gout. Upon our arrival here there was a discharge of Cannon by order of the commanding officer.

7. Sabbath day. Being somewhat indisposed did not attend public worship, but read three of Dr Elliot's sermons. N. B. Mr Brick, the minister of this place, is said to be a Tory.

8. Traveled from Springfield to Hartford. Roads very good. Spent some time with Gen[1] Putnam.[1] This Town is very pleasant. Wrote to my wife by Mr Bart.

9. We traveled from Hartford to Lichfield, 30 miles, the roads very Bad. At Farmington there was the finest parcel of Cannon I ever saw & the Town very pleasant.

10. Traveled from Lichfield in to the State of New York & lodged at one Colo. Morehouse's. The road the worst I ever saw. The People very kind.

11. Traveled to the house of one Griffis, five miles short of Fish Kills & 9 miles of the North River.

12. Crossed the North River & dined at a good Duch house, and proceeded 18 miles to the house of one Townsend and was hansomely entertained without charge.

13. Traveled 9 miles before Breakfast & Breakfasted at Mr Bierds, & to Sussex Court house, there lodged, but we dine by the way at Mr Waller's. Poor accommodations.

14. Sabbath day, traveled to the Block jail Town & dined and then 16 miles & lodged in an old log House in the Jersies, but the people are kind. N. B. This day I traveled with the greatest difficulty as to my health.

15. Crossed the River Delaware, dined at Eastown, traveled 12 miles to Bethlehem, took a view of the town & went thro' most of the departments & see the Ladies at their particular work.[2] The Inn was the best I ever put up at.

16. To Reading 40 miles. This is one of the Capitol Towns in this State. The General is in health & high spirits.

17. To Lancaster 31 miles, very hot. This is the 2d

[1]Gen. Israel Putnam, a native of Danvers, who had settled in Brooklyn, Conn.

[2]Probably the silk and knitting mills.

Town in this State & the largest inland Town I have ever seen, the buildings chiefly Brick & stone.

18. To York Town, 23 miles, besides crossing the Susquehanna which is about 1 1-2 miles by water. Lodged at one Wid° More's and the woman & her Daughters were not obliging. I do not intend to tarry at this House any Longer than I can procure a place that suits better.

19. Being somewhat indisposed & not having proper lodgings, I did not take my seat in Congress. We are informed by Gen. Washington that the Enemy have left the City of Philadelphia & our people have taken possession. The people here are not at all obliging. I want to git from this house.

20. I have not taken my seat in Congress for the reasons mentioned yesterday.

21. Sabbath day, being somewhat indisposed did not attend public worship.

22. I took my seat in Congress, and it is a very august assembly.

23. Attended in Congress and the chief of the day was taken up in Disputing on the Articles of Confederation.

24. Attended in Congress, dined with the President.[1]

25. Attended in Congress. Toward night I walked out with a number of gentlemen of Congress about a mile to a farmhouse. The people was kind, we eat Cherries & drank whiskey.

26. Attended in Congress, and it is the hottest day I ever knew. Went & drank with ye President & drank tea with ye Secretary.

27. Congress adjourned to the City of Philadelphia to meet on Thursday next, 10 o'Clock.

28. Sabbath day. Traveled from York Town, Cros^d the Susquehanna 20 miles lower than where I did before. Dined at a good Inn but have a small room to lodge in. N. B. The bugs drove me out.

29. Traveled 12 miles before breakfast, breakfasted on Whortlelbery Hill out doors, then Trav^d 7 miles, dined at

[1]Hon. Henry Laurens of South Carolina.

a good Inn, then Trav^d 15 miles to Newart in one of the lower Counties in Delaware State.

30. To Wilmanton 11 miles, had Breakfast & dined, we passed thro' part of the State of Maryland & Wilmanton is a principal Town in the State of Delaware. The buildings are chiefly Brick & very commodious. We then Trav^d to Chester where we are likely to be well accommodated.

July 1. To ye City of Philadelphia, 15 miles, before breakfast. Dined at a public house, then took Lodging at the Wid^o Robbinson's on Chestnut Street.

4. It being the anniversary of the Independence of America, the Congress dined together at the City Tavern & a number of ye Council of this State, several Gen. officers & other Gentlemen of Distinction & while we were dining there was an Agreeable band of Musick & we had a very elegant dinner.

5. Sabbath day. Attended Church in the forenoon with the Congress, and in the afternoon went to a Congregational meeting. The Church minister Preached a political discourse. The other Gentleman I could not understand.

6. Attended in Congress.

7. Left letters at the post office to be forwarded to Boston.

8. Congress received a packet from France giving an account of a French Fleet coming here. I dined with General Arnold.[1]

9. The Articles of Confederation was signed by all the States that had received instructions for that purpose, being 8 States.

10. A man came to this city this day & informs that a French Fleet is off Maryland.

11. This day was the first time that I took any part in the debates in Congress. We have certain accounts of the arrival of a French Fleet off the Delaware, 12 Ships of the line & 4 Frigots.

12. Sabbath day. Attended at Church.

13. Yesterday Monsieur Gerard, the Ambassador, ar-

[1]Benedict Arnold.

rived here, and I waited on him this day & welcomed him to the United States of America.

15. Am some better as to my health. I sent a Packet of Letters by Mr Hancock to Mrs Holten.[1]

16. I was invited to dine at the city Tavern with Monsr Gerard, but declined on account of my health.

17. Mr Lovell[2] dined with us & Mr Hazard[3] drank Tea.

18. Congress received a letter from ye Comrs of the King of Great Britain, but it was couched in such terms no answer is to be given.

19. Sabbath Day. Went to Church in the forenoon & in the afternoon I went to the meeting house but could not find any minister.

20. Received an account that ye French Admiral is sending a number of Prisoners here.

21. Col. Partridge[4] from our Court paid me a visit & informed me he was charged with several Public matters from said Court to Congress.

23. I removed from ye Wido Robbinson's to board at the house of Miss Dolley & Clark in 2d street. I dined & drank tea at Doctr Shippin's,[5] director Genl of the continental Hospital.

24. I dined with the President, & went & viewed the Hospital, workhouse & City goal, they are very elegant & great Buildings.

25. Two months this day since I left home. Col. Partridge spent the afternoon with us.

26. Sabbath day. I went to St Peter's Church in the forenoon & in the afternoon to ye College[6] where I heard

[1]During the more than two years of his absence from home he wrote 145 letters to his wife, each numbered in order of posting.

[2]James Lovell, delegate from Massachusetts.

[3]Probably Ebenezer Hazard of Philadelphia (1745-1817), the last Postmaster General under the Continental Congress.

[4]Col. George Partridge, a former delegate from Massachusetts.

[5]Dr. William Shippen was foremost in establishing the Medical School of Philadelphia. Graduated at Princeton, 1754, and studied at Edinburgh. He belonged to a wealthy and distinguished Philadelphia family. It was his kinswoman, Margaret Shippen, who married Benedict Arnold.

[6]College of Philadelphia.

the best sermon since I left Boston. Dr Weatherspoon[1] & Colo. Partridge dined with us.

27. Recd by the Post a letter from Mr Hancock & the Revd Dr Gordon.

28. Walked out toward evening with Mr Gerry.[2]

29. Took a walk toward evening with Mr Gerry to Gen. Robado's.[3]

30. Capt. Andrew of Salem called me out of Congress. The Baron Steuben and his aids, Capt. White of Marblehead, Mr Williams of Boston and Mr Smith, Commisr of Loans, dined with us.

31. Capt. Andrew of Salem dined with me & I walked out with Mr Gerry toward evening.

Aug. 1. Dined at Mr Smith's, Commissioner of Loans.

2. Sabbath day, attended public worship at the Revd Mr Sprouts & heard 2 good sermons. The Hon. Col. Lee[4] of Virginia spent the evening with us.

3. Recd a letter from ye Hon. Mr Gill of Boston by which I have the agreeable news of my Family's being well the 20 Ultimo.

5. Congress sat from 9 till almost 3 & from 5 till almost 10 o'Clock. I am much indisposed.

6. Monsieur Gerard, Minister Plenipotentiary from his most Christian Majesty, had a public audience with Congress & dined with them; the proceedings were conducted with great decorum. The entertainment was grand & elegant, the band of musick was very agreeable.

7. Monsieur Gerard made a visit, in the edge of the evening (about an hour) to the Delegates of the Mass. Bay agreeable to the public ceremonies agreed on by Congress for a Minister Plenipotentiary, my Colleagues being absent upon his first coming in, I had the honor of his company alone.

[1] John Witherspoon (1723-1794), a Scotch minister, once president of Princeton College, and distinguished as an orator. He was a delegate from New Jersey and a signer of the Declaration.

[2] Elbridge Gerry of Marblehead.

[3] Daniel Roberdeau, a delegate from Pennsylvania.

[4] Henry Lee (1756-1818), of Virginia, "Light Horse Harry," as he was known, served throughout the Revolution with distinction. He was the father of Gen. Robert E. Lee.

8. At 5 o'Clock P. M. met a joint Com^{t} of Congress & ye Executive Council of this State in search after British property in this City.

9. Sabbath day. Attended public worship. Mr Davisson delivered a good sermon & Mr Sprout in ye afternoon.

11. Wrote to Miss^{t} Holten and Mr Kittell by the Hon. Mr Dana.[1]

12. Went & paid a visit to Monsr Gerard but he was not at home, left my name on a Card.

13. The following Gentlemen dined with the Delegates of Mass^{a} Bay at their invitation, vizt Monsr Gerard, his Nephew and Secretary, The President of Congress, Hon. Silas Deane, Esqr,[2] Hon. R. H. Lee,[3] Esqr, Hon. Genl Read,[4] Genl Putnam,[5] Gen. Arnold, Baron Steuben & his aid. We dined at 4 o'Clock and had a grand elegant dinner & I think it was conducted with good decorum. We drank coffee before we rose from Table.

14. Congress sit late, we dined at four. I walked out with Mr Gerry & visited the Gentlemen from Connecticut & the Revd Mr Duffel, our Chaplain.

15. An express arrived in five days from New Port & informed that our army was on the Island & that 2 sail of vessels was off the harbour & Count d'Estaign's fleet had sailed in quest of them.

16. Sabbath day. Attended public worship in the forenoon at the Revd Mr Duffield's meeting & heard a very good sermon & in the afternoon attended at the College, heard Dr Hewen.

17. I received a letter by the post from Joseph Hall,

[1]Francis Dana (1743-1811), a former delegate from Massachusetts, afterward Chief Justice of the Supreme Court of the Commonwealth and minister to France.

[2]Silas Deane (1737-1789) of Connecticut, Ambassador to France with Franklin and Lee. Through him the services of Lafayette were secured.

[3]Richard Henry Lee (1732-1794), delegate from Virginia, signer of the Declaration, and later President of Congress.

[4]Gen. Joseph Reed (1741-1785), of New Jersey, served with distinction under Washington, and at this time was President of Pennsylvania.

[5]Probably General Israel Putnam.

Junr of Boston, a minor. Congress sit late, hearing Mr Deane.[1]

19. Dined at Mr R. Morris's,[2] about 2 1-2 miles out of the city. I hear there is a Ball at the City Tavern this evening. I am sorry for it.

20. I walked out with Mr Gerry. A number of the members of Congress spent the evening with us.

21. By a letter from Gen. Sullivan[3] dat^d 17th inst. we understand that he was almost ready to attack the enemy at Rhode Island.

22. Colo. Robedo, Colo. Bartlet[4] and Colo. Ross[5] dined with us & Colo. Lee drank Coffee with us.

23. Sabbath day. I attended public worship at the Revd Duffield's meeting & heard two good sermons. A Presbyterian meeting.

24. Congress sit late. Dined at four. A hot evening & I am much worried with writing.

25. Congress dined with the French Minister at his invitation & about 40 other Gentlemen. The dinner was Grand & Elegant & the band of musick was very agreeable.

26. Very hot. Took a walk with the Hon^r Mr Adams.[6]

27. The consul of France and 10 other Gentlemen of distinction dined with us by invitation. We had a grand, elegant dinner.

28. News from Rhode Island not agreeable. Count d'Estaign's ships being so damaged by the late storm, he

[1]Hon. Silas Deane was recalled from France, called before Congress, and an auditor appointed to look over his accounts. He returned to France and lived in the Netherlands, with little money for support, and died in England. He was a man of eminent ability and misrepresented.

[2]Robert Morris (1735-1806), one of the wealthiest merchants of Philadelphia, who gave such substantial aid in loans of money during the war. His house was called the most sumptuous in the city, and he entertained lavishly.

[3]Gen. John Sullivan of Massachusetts.

[4]Josiah Bartlett (1727-1795), delegate from New Hampshire, signer of the Declaration, and afterwards Governor of the State.

[5]Probably George Ross (1730-1779), delegate from Delaware, one of the "Signers," and at this time Judge of the Court of Admiralty for Pennsylvania.

[6]Samuel Adams.

is going to Boston to repair. I expect the expedition will fail. I wrote to Miss[t] Holten by M[r] Jones.

29. M[r] Marchent[1] drank tea with us.

31. The Rev[d] M[r] Dufell, M[r] Hopkinson[2] & 4 Gentlemen of Congress dined with us.

Sept. 1. Congress sit late. By invitation the Delegates from Mass[a] dined with M[r] Duer,[3] M[r] Dean & Gen[l] Arnold at their lodgings.

2. By invitation I dined at the City Tavern with the Delegates from South Carolina, Congress and a number of other Gentlemen dined with us.

2. Congress resolved to meet twice a day for 2 months.

4. Congress received a letter from General Sullivan informing of a Battle at Rhode Island & our army took possession of the ground.

5. I rode out on horseback about 6 miles with Messrs. Adams, Gerry & Lovell. This is the first time I have rode out to take y[e] fresh air since I have been in this City.

7. Congress sit late. We received intelligence from Gen[l] Sullivan respecting the battle & retreat from Rhode Island. I think Gen. Sullivan conducted as well as could be expected.

8. I wrote to Gen. Hancock. M[r] Vandike[4] & Maj[r] Butler[5] dined with me.

9. Congress sit but half the day. In the evening I met a Number of Gentlemen of Congress upon Business at the City Tavern.

10. Gen. Miflin,[6] Colo. Lee, M[r] Vandike & M[r] Smith dined with us.

12. The Delegates from Mass[a] dined with the minister

[1]Henry Marchant (1741-1795), delegate from Rhode Island, and later Judge of the United States District Court.

[2]Francis Hopkinson (1738-1791). of Philadelphia, famous satirist, and signer of the Declaration.

[3]William Duer (1747-1799), of New York, Secretary of the Treasury Board.

[4]Nicholas Van Dyke, delegate from Delaware.

[5]Maj. Pierce Butler, a native of Ireland, who before the Revolution was an officer in a British regiment in Boston.

[6]Thomas Mifflin (1744-1800), of Philadelphia, once President of Congress, and first Governor of the State of Pennsylvania.

of France & a number of other members of Congress, the dinner was grand & elegant & in the French taste.

13. Sabbath day. In the afternoon Mr Colwell preached.

14. Congress sit till after 8 in the evening. Colo. Foster dined with us. He came from Glocester in Massa & brought me a letter from Sister Sukey.

15. Dr Weatherspoon, Gen. Reed & Colo. Harnett[1] dined with us.

16. I met a number of Gentlemen of Congress at evening at the City Tavern on business.

17. The auditor Gen[l] & commissioner of Loans dined with us.

18. General Morris[2] and Colo. Lee supped with us.

19. I met our club society at evening.

20. Sabbath day. Mr Dufell delivered a good sermon. Mr Colwell preached in the afternoon, but he spoke so broad I could not understand him. Rec'd a letter from Miss[t] Holten, Mr Putnam & Mr Kittell from Danvers.

21. Congress sit late. I dined at M Stephen Collins's with the Delegates of our State & Gen. Arnold, Mesrs Deane, Marchent & Colo. Bartlett.

23. I walked out with Mr Gerry. Met our club at evening.

25. I dined with the President, Congress Resolved to send 3,000 troops into the States of South Carolina & Georgia.

26. I dined with Mr Mease ye Clothyer Gen[l] & walked up to see the aloes tree.

27. Sabbath day. Docr Weatherspoon & Mr Duffel preached.

28. Rec'd a letter from the Revd Mr Wadsworth and also a letter from Colo. Hutchinson. Colo. Bartlett & Mr Gardner dined with us.

29. I wrote to Mr Francs Nurse[3]. Samuel Cooper, a prisoner from New York, dined with us. He belongs to Boston.

[1]Cornelius Harnett, delegate from North Carolina.
[2]Lewis Morris (1726-1798) of New York.
[3]Of Danvers.

20. After I had dined, I walked out with Mr Gerry & drank tea at Doctr Shipin's.

Oct. 1. Dr Shippen, Judge Draton,[1] Colo. Harrice & Mr Smith dined with us.

3. Toward night I walked out with Mr Adams, Mr Gerry, General Robodeau & Mr Brumfield to the aloes tree.

4. Sabbath day. Heard two good sermons. Mr Brumfield Dined with us. Monsieur Gerard pd us an evening visit.

5. Congress were informed that ye enemy were endeavoring to distroy ye vessels & stores at little egg harbour in the State of ye Jerseys.

7. I rode out with Mr Adams above 3 miles.

11. Sabbath day. The Revd Mr Sprout preached.

12. I met the Medical Committee. Eastern post not come in.

13. The city of Philadelphia met this day to choose their Representatives.

14. Mr Lovell is ill.

15. A Manifesto or Proclamation from the Comrs of the British King appeared in the papr of this day offering a General Pardon, but I believe there is but few people here want their pardon.

16. The articles respecting the surrender of the Island of Dominic to his most christian Majesty came to hand this day.

17. I dined with Dr Shippen. Genls Lee & Lincoln[2] dined at the Doctor's. I wrote to Mrs Holten by Ca pt Andrew of Salem.

18. Sabbath day. Gen. Lincoln & his aid dined with us. The French minister & Gen. Lee paid us an evening visit.

19. Congress received accounts from Lord Sterling that the enemy were preparing for a grand movement from New York, but where is uncertain.

20. Gen[l] Lincoln & his aid dined with us.

21. The Marquis Fayette, Mr Mathews,[3] Dr Wither-

[1]William Henry Drayton, leading delegate from South Carolina.
[2]General Benjamin Lincoln of Massachusetts.
[3]John Matthews, delegate from South Carolina, and later Governor of that State.

spoon, Dr Browne & one other Gentleman Dined with us.

22. Genl Lincoln dined with us and we rode out with the General.

23. Genl Lincoln spent the evening & supped with us.

24. Genl Lincoln sit out from this city to take the command of the southern army. I met a Comt at 5 o'Clock.

25. Sabbath day. Mr Sprout & Dr Rogers preached good sermons.

26. Colo. Lewis, Mr Hudson, Mr Smith & Monsr France dined with us. By the Boston papers I perceive I am again elected to a seat in Congress.

27. I wrote to the Hon. Mr Austin & Mrs Holten. I spent part of the evening at Mrs Dunkins with Mr Gerry.

28. Congress spent some time this day considering the State of our money & finances, which I find is very difficult to put upon a Just & respectable footing.

29. Colo. Norton from Martin's Vineyard (Massa Bay) dined with us.

30. This day Congress published a manifesto & ordered it to be sent to our enemies.

31. Congress received a packet of letters from France.

Nov. 1. Sabbath day. Revd Mr Sprout preached.

2. Received a letter from Mrs Holten, one from Dean Putnam and one from my daughter Polly.

3. I wrote to Mr Hancock. Mr Mathews, Mr Merchant, Mr Peters[1] & Majr White dined with ns.

4. I dined with Mr Peters and my worthy colleagues & the members of South Carolina.

5. Genl Whipple came to board with us & Mr McKean[2] dined with us.

6. The delegates from the Massa Bay dined with the president.

7. I received a number of Resolutions from our Court, one appointing me a delegate from our state & some instructions.

[1]Richard Peters (1744-1828) of Philadelphia, member of the War Board, and a noted wit.

[2]Col. Thomas McKean (1734-1817), delegate from Pennsylvania, one of the "Signers." He was the only man who served through all the sessions of the Continental Congress, and was later Governor of Pennsylvania.

8. Sabbath day. Dr Duffield preached.

10. I wrote to Dea. Putnam and my daughter Polly. Mr Lee, Mr Smith & Judge Drayton dined with us.

11. Mr Governur Morris[1] & Mr Sherman[2] dined with us.

12. I dined with Dr Potts, Mr Gerry, Mr Lovell & Genl Whipple.[3]

13. I rode out in the morning with Mr Adams and Mr Ellsworth.[4] Met a Comt at 5 o'Clock on a number of merchants' petitions.

15. Sabbath day. At Doctr Duffield's.

16. Congress Resolved themselves into a Comt of the whole house to consider the state of our money & finances.

17. Wrote to my daughter Sally.

21. The Hon. Mr Ellsworth dined with us.

22. Sabbath day. Dr Duffield preached.

23. Congress sit in the evening untill after 10 o'Clock. I received a letter from Misst Holten per ye post.

24. I sent to the Council of Massachusetts the treaty of alliance with France.

26. Mr President & his son, The vice Prest of this State, Baron Steuben, Genl Reed, Colo. Frost,[5] Colo. Lee, Dr Scuder,[6] Mr Hudson & Colo. Allen dined with us.

28. I wrote a letter to the Council of Massa Bay signifying my acceptance to a seat in Congress for the year 1779, in answer to their request.

29. Sabbath day. Heard two good sermons.

Dec. 1. I wrote to Mr Wyat & Mrs Wyat by the post. John Temple, Esq., arrived here from Boston.

2. Congress sit in ye evening. Mr Temple from Boston dined with us.

[1]Gouvenour Morris (1752-1816), famous member of the bar, from New York.

[2]Roger Sherman (1721-1793), Judge of the Supreme Court of Connecticut, one of the "Signers" and United States Senator.

[3]Gen. William Whipple (1730-1785), delegate from New Hampshire.

[4]Oliver Ellsworth (1745-1807), delegate from Connecticut, and afterwards Chief Justice of the United States Supreme Court.

[5]George Frost (1720-1796), merchant, a nephew of Sir William Pepperell, and a delegate from New Hampshire.

[6]Nathaniel Scudder, delegate from New Jersey.

3. Congress sit in ye evening & confirmed the sentence of ye Court Martial upon Genl Schuyler[1] and acquitted him of the charges brought against him.

4. Congress sit in ye evening & took into consideration G. Lee's affair. Mr Hubbard of Connecticut & Capt. Brown of Boston dined with us. Dr Shippen & his lady, son & Daugh^r supped with us.

5. I received a packet of papers from Mr Shrip^n Hutchinson of Boston, respecting the Brigg^t Prudence. Capt. Johnson dined with us.

6. Sabbath day. Rev. Mr Sprout preached.

7. Congress sat till 10 in ye evening.

8. Wrote to my daughter Kittell by ye post.

9. The Hon. Mr Laurens, the President of Congress, resigned the chair as president. Mr Ellery[2] dined with us.

10. I dined with my colleagues & Genl Whipple at Mr Hopkinson's. The Hon. Mr Jay[3] was chose president of Congress.

11. Mr Ellsworth dined with us.

12. Colo. Hendley dined here.

13. Sabbath day. Dr Duffield preached.

14. There was a grand ball at the city Tavern this evening, given by a number of French Gentlemen of distinction. I had a card sent me but declined attending. I think it is not a proper time to attend balls when our country is in such great distress.

15. The post not come in.

16. I was taken in Congress in the evening very ill & for about 10 hours was in the utmost distress, my life much dispaired of.

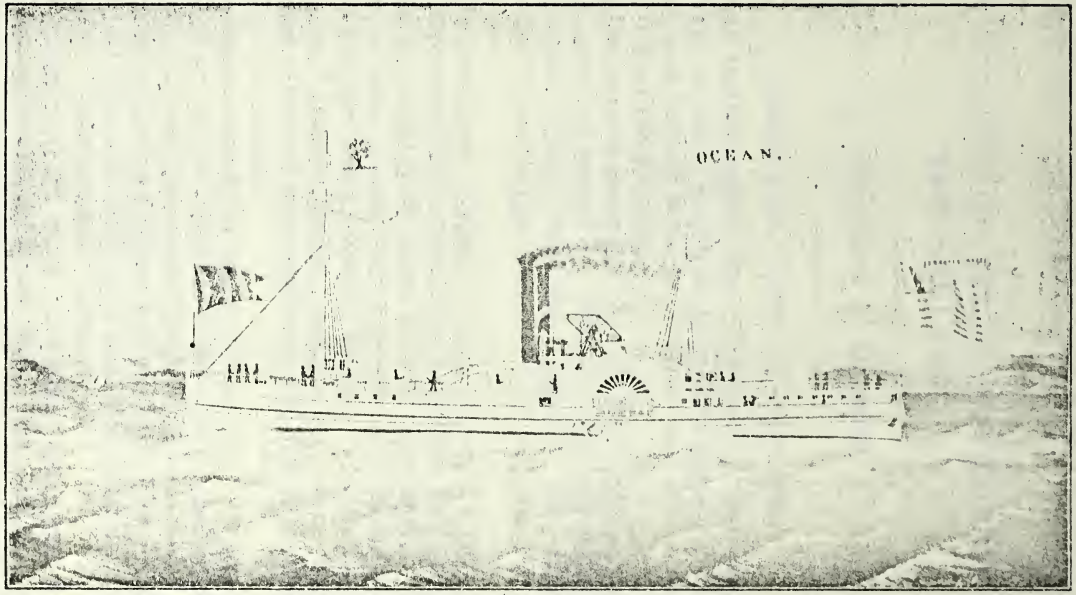
18. I think I am some better in health than I was yesterday, tho' very weak. Gen. Roberdeau has visited me this evening.

[1]Philip Schuyler (1731-1804), who directed operations against Burgoyne, and on account of the evacuation of Ticonderoga, unreasonably fell under some suspicion.

[2]William Ellery (1727-1820), delegate from Rhode Island, a "Signer," afterward Chief Justice of the State.

[3]John Jay.

(To be continued)



STEAMBOAT "OCEAN," built in 1848

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SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(*Continued from Volume LV, page 128.*)

A very small steamer, the "Waterville," also made a few trips up the Penobscot during the season of 1825; she had been built at Bath in 1823-24, and was intended for service on the Kennebec.

The first regular steamboat line connecting Boston with eastern ports was started in 1823 by the indefatigable Capt. Seward Porter with the "Patent." On July 8, 1823, the Portland Argus has the following notice of her arrival:—

"The steamboat 'Patent,' Capt. Seward Porter, arrived here yesterday, in four days from New York, having touched at a number of places to land passengers. Her engine has been proved, is of superior workmanship, and propels the boat about 10 miles an hour. From the perseverance of Captain Porter, we have no doubt but he will meet with good encouragement and find it profitable. We wish him success."

In a report made to the stockholders the "Patent" is described as of 200 tons, 100 feet long, and costing $20,000; she was low and without a hurricane deck; her boiler and engine were below, and she had a heavy balance wheel half above the deck, and an arrangement by which the paddle wheels could be disconnected.

Her cabins were all below; the ladies' cabin was at the stern, but had no skylights on deck; the entrance to it was through the gentlemen's cabin. The stern was broad, like all vessels of that period; the quarter-deck was clear, with seats all around.

Daniel Dod of New York, one of the early marine

engine builders, constructed and fitted her machinery. He had built a copper boiler for this vessel, to be worked under what was then considered high pressure steam, but on a trial of the machinery on May 9, 1823, owing to the imperfect design of the boiler, the front head was blown out,—an all too frequent occurrence in the early history of steam navigation. Five persons were killed and two injured, and among the former was Mr. Dod himself. It is interesting to note that a few years before, in 1819, he had built the boiler for the "Savannah," the first steamer to cross the Atlantic ocean.

The Boston Courier of August 12, 1823, notices the arrival of the "Patent" on the 8th from Portland in 17 1-2 hours (distance 110 miles) against a head wind and with seventeen passengers. Like most of the early steamboats, the "Patent" did not run continuously on the Portland route, for the Boston Columbian Centinel in the summer of 1825 advertises her as plying between Boston and Nahant, as before noted. One author says the "Patent" was built at Medford, Mass., in 1821, but this is undoubtedly a mistake, for there is every reason to believe she was built in or near New York City in 1823.

In 1823 the Kennebec Steam Navigation Co. was formed and went actively to work. It bought the "Patent" and ran her between Boston and Bath; while the "Maine" ran between the latter place and Eastport, and sometimes to St. John (although it seems incredible that such a crudely designed craft could be much good for "outside" service), touching at the intervening ports of Boothbay, Owl's Head, Camden (Rockland then formed part of Thomaston), Belfast, Sedgwick, Cranberry Isles and Lubec. Thus as early as the spring of 1824 there was a more or less regular line of steamboats connecting the principal ports of Maine and New Brunswick with Boston.

Early in 1826 the Kennebec (or Kennebeck as it used to be spelled) Steam Navigation Co. sold a considerable amount of stock to various Boston business men, and found itself able to purchase the steamboat "Legislator." According to the New York Custom House records, she was built of white oak, locust and cedar, by Noah Brown,

at New York, in 1824, schooner rigged, measured 170 tons, 111 feet long, 22 feet beam, 7 feet depth of hold; the engine was of the "cross-head" type, and was quoted as 60 horse power (nominal). The "Legislator" had been originally intended for the New York and New Brunswick, N. J., line, but owing to the explosion of her boiler she achieved a bad reputation, and her former owners were, no doubt, glad to get rid of her.

She had two cabins for gentlemen and one for ladies, all "fitted up in elegant style, and finished in mahogany and cut maple;" a low hurricane deck extended from the engine aft, and there was the usual bar for the sale of all kinds of liquors, which was a great source of profit to the steamboats of those days.

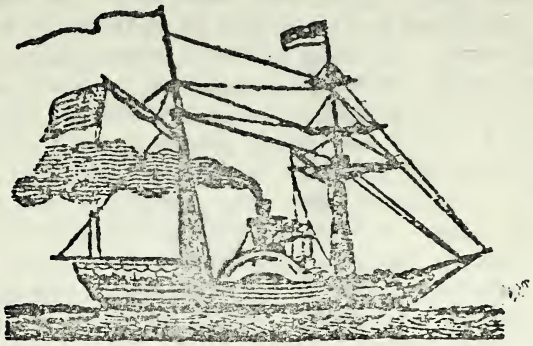
On the arrival of the "Legislator" at Boston, to enter upon her route, the city authorities were treated to an excursion down the harbor in her. At the dinner given to the guests during the trip, Mr. Owen, President of the Company, offered the toast, "the 'Legislator,' may she receive the patronage of the legislators, local, state, and national; may they so manage their steam as not to burst the boiler." The toast of the President received point when, a few years later, Capt. Porter petitioned the Legislature for a lottery charter in aid of his line, and for the gift of a section of South Boston flats for a wharf to accommodate his boats.

In 1828 the Kennebec Steam Navigation Co. went out of business after an existence of only five years; its property was sold at auction in October of that year; the "Legislator" was taken to New York, and for many years plied on the Hudson river to Hudson.

The "Patent" was purchased by Captain Porter and run by him between Boston and Portland until about 1830. She was afterwards running on the Penobscot as late as 1835, and it is said ended her days upon the southern coast.

Fares at this time were, from Boston to Portland, with meals, $5; to Bath, $6; Augusta, $7; Eastport, $11. The fare between Boston and Portland by stage at the same date was $10; and as late as 1840 this was the quickest way to reach either place. A traveller could

take the mail stage which left Portland at two o'clock in the morning, and if the roads were in good order, he would reach Boston by ten o'clock at night, with aching head and bones. Small wonder that those who were in no great hurry preferred the water route.



THE steam packet NEW-YORK will leave Boston every 10th, 20th, and 30th, for Portland, Belfast, and Eastport; and returning, leave Eastport every 5th, 15th, and 25th.

☞ Passengers can always be landed at any intermediate point on the coast, or rivers, by previous agreement.

☞ For passage or freight apply to JOHN BENSON, No. 39, Central Wharf.

May 24. eptf

Early in 1824 a curious little craft called the "steam brig 'New York'" was running between Boston and Maine ports. It has been said that she was at first a sailing vessel and that an engine and paddle wheels were afterwards supplied her, but this is exceedingly doubtful, for she measured 281 tons, which would have been rather large for a brig-rigged sailing vessel. At any rate, she was built at Norfolk, Va., by W. A. Hunter, and launched May 22, 1822. Her owners were, the builder, Richard Churchill, captain, George Rowland, Thomas B. Rowland, and others.

The "New York" was fitted with a "working" beam engine of 50 horse-power (nominal), built by Daniel Dod, before mentioned, of Elizabethtown, N. J.; this was one of the very early engines of this type, and it is said the beam itself was made of wood. This curious little craft had full round lines, flush deck, a long scroll head, like the packet ships of that day; her name was painted on the paddle boxes, with the addition: "New York and Norfolk Packet," for she plied between those two ports until sold and brought round to Boston early in 1824.

At this time, or shortly after, the "New York" was owned by a Mr. Bartlett of Eastport, Maine, who spent quite a sum fitting her with new machinery. The files of the Boston Courier for 1824 (from which the somewhat crude but undoubtedly correct woodcut of the vessel is taken) advertise her as running between Boston and various ports in Maine. With the exception of a short time in 1825, when she returned to New York, the "New York" continued on "down East" routes until her loss by fire at sea August 20, 1826. The causes thereof afford such a striking commentary on the crude way in which our early steam vessels were navigated that an account of the occurrence, written by a passenger and taken from the files of the Essex Register of Salem for August 31, 1826, is well worth reproducing:—

"Nothing material occurred until she ran on shore going up the Kennebec. She was got off on the next tide, and proceeded to Bath. . . . She then sailed for Belfast; in the evening, near Owl's Head, she met the steamer "Patent" from Belfast to Portland; both vessels came in contact, and the "Patent" receiving injury was taken in tow by the "New York" and returned to Belfast. The "New York" then proceeded to Eastport, having about 32 souls on board. On the same evening, between nine and ten o'clock, about 8 miles to the eastward of Petit Menan Light, a glimmering light was discovered around the funnel. Only two men were on deck; one at the helm and one at the bow. *No engineer or fireman was at his post, and but one bucket could be found on deck.*

Before assistance could be had, the fire had got the

upper hand, and the engineer could not stop the machinery. No fire engine, hose, or buckets could be found to throw a drop of water. The passengers escaped in the boats, and landed about midnight at the lighthouse, and from thence to the mainland."

This was long before the first, absurdly crude, steamboat inspection law was passed by Congress, July 7, 1838. Many of the engineers on the early steamers were grossly ignorant and careless men; some of them hardly knew more than how to stop and start the machinery. There were no lynx-eyed inspectors about and no limit was placed on the amount of steam to be carried, nor were boilers tested, or the hulls of the boats examined for seaworthiness. The results were the frequent boiler explosions so often mentioned in the newspapers of eighty or more years ago; they happened less often on "down East" routes simply because there was less competition and racing than on the Hudson River or Long Island Sound.

But on the other hand, it is well known that many of the early steamers brought to northeastern New England from comparatively placid inland waters were notoriously wanting in strength and seaworthiness for open sea navigation, and the habit was persisted in until not so very many years ago. As regards the deck department, too, on our early steamboats, the only qualifications thought necessary for captains and pilots were those required by their "owners". That there were many able and daring steamboatmen in those days there is no doubt, but there were also some who did not come up to the mark, and the effects of intemperance on deck and engine officers were more marked than in our time.

In April, 1829, Captain Seward Porter, together with his brother Samuel, bought in New York the steamer "Connecticut" to run between Boston, Portland and Bath. During a portion of the season of 1834 she ran from Boston to Bangor, commanded by Capt. Seward Porter. Again, during portions of 1837 and 1838 she took the place of the "Bangor", first of the name, while that boat underwent repairs.

It has been stated that Capt. Menemon Sanford, a lead-

ing proprietor of Eastern steamboat lines for about forty years following, was interested in this boat, and that this was his first venture in steamboats. She was 150 feet long, 26 feet beam, 351 tons burden,[1] and was built at New York in 1816 by Noah Brown. She ran between that city and New Haven, Conn., with the "Fulton," and they were the first steamers on Long Island Sound. The hull, painted white with green trimmings, was enormously strong, but the "Connecticut" had neither upper saloon, state rooms, or hurricane deck.

Her machinery was of the "square" or "cross-head" type, of the design adopted by Robert Fulton; the wheels were turned through a cog-wheel with teeth five inches long, they also had couplings by means of which they could be thrown out of connection with the engine, but when in motion the noise was terrific. The fuel used was pine wood burned under a large copper boiler, kept polished to the last degree of brightness.

To help the machinery, the "Connecticut" was equipped with two masts, fore-and-aft sails, and a large square sail bent to a yard; these were always used when the wind was favorable, and all the coastwise steamers used sails until comparatively recent years. When on the coast of Maine she was commanded by Captain William Porter, a brother of the owners. Later he was United States consul to the Barbary States. Such was one of the earliest sea-going steamers in the United States.

In 1832, Amos H. Cross, of Portland, placed on this route the "Victory", which was chartered in New York. She had more speed than the "Connecticut", but had seen her best days, and was therefore worsted in the contest. Mr. Cross in April, 1833, brought out the "Chancellor Livingston", the last vessel designed by Robert Fulton and considered his masterpiece. She was built in New York in 1816, after Fulton's death, by the celebrated ship-builder Henry Eckford, and was 496 tons gross, 157 feet long, 33 1-2 feet beam, 10 feet depth of hold, and 7 1-3 feet draft. So much timber was put into the hull of the vessel that eventually she could not cross

[1]Records of the N. Y. Custom House.

the bar of the Hudson River below Albany when she was in the river service from 1817 to 1826.

The "Chancellor Livingston" was entirely remodelled in 1827 and re-engined and from then on plied on Long Island Sound until she was brought to Boston. She then had her third "cross-head" engine, which had a 56-inch cylinder, 6 feet stroke. Her speed had originally been 8 1-2 miles an hour, but it was greater after rebuilding. Three smoke stacks placed "thwartship" (when first built she only had two), three masts, a bowsprit and jib-boom, with fore-and-aft sails and a huge square sail on the foremast made the "Chancellor Livingston" look like a formidable vessel for the coasting trade.

Her cabins, freight accommodations, etc., were on a larger scale than on any steamer previously on the coast of Maine. Capt. Lemuel Weeks, a much respected ship-master of Portland, was her commander. It was always supposed that Cornelius Vanderbilt had some ownership in her, but doubtless the shrewd old "Commodore" soon turned his share into cash. As for Mr. Cross, he kept the boat until she ruined him.

She passed in 1834 into the hands of the Porters, who ran her on the same route with the "Connecticut," which had begun to extend her trips eastward, having visited Bangor several times in the previous year. The Porters the same year (1834) formed the Cumberland Steam Navigation Co., which in the autumn began to build in Portland a steamboat that received the name of that city. Her engine came from the "Chancellor Livingston", which was now dismantled and turned into a dwelling house on shore.

A few words concerning the management and internal arrangements of our early steam vessels may not be out of place here. The very earliest steamers had been mostly unattractive appearing craft, but by 1830 a great change had come over steamboating on our coasts, which lent a new and alluring aspect to navigation. At this time most of the boats were bright with white and green paint, the latter of the most vivid hue, decorated with various stripes of brown, yellow, and sometimes gold. The paddle

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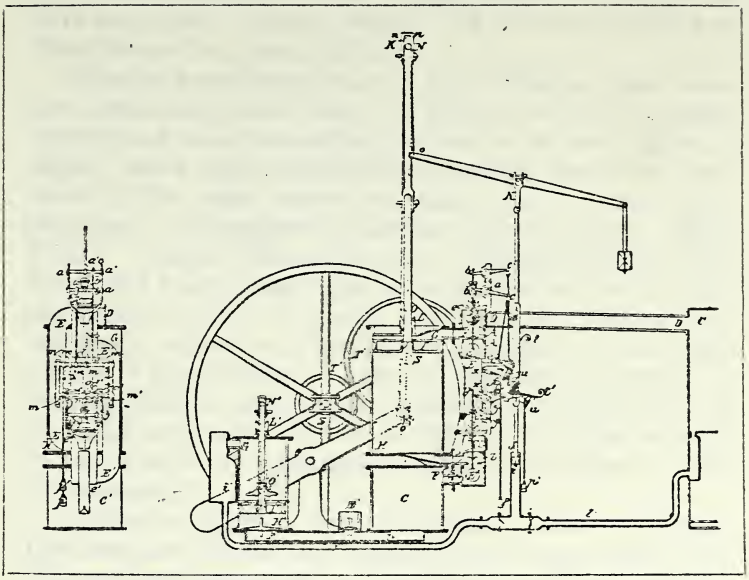

THE SECOND ENGINE OF THE STEAMBOAT "CHANCELLOR LIVINGSTON"
Fitted in 1828

wheels were painted red, and at the bow was quite often a figure head, which sparkled in a variety of colors. As yet there were no pilot houses, or if there were anything of this character it was merely a skeleton covering or framework of the lightest possible construction. Generally the steering wheel was located amidships, behind the smoke stack, where it must have been nearly impossible for the helmsman to see what was going on ahead. The first steamboat to have a pilot house is thought to have been the "United States" of the New York and New Haven line, about 1825.

Whistles were unknown, and yet collisions were rare. Not until many years later (in 1852) were government regulations made compelling the use of colored lights at night; but it must be said that this had been done voluntarily for some years previously by a great many steamers. To Stephen D. Collins, engineer of the "King Philip" (Capt. Thomas Borden), running between Fall River and Providence, belongs the credit of introducing the steam whistle. It was in 1837, and Mr. Collins having seen a whistle on a locomotive, ordered one to be made for the "King Philip." Like all other improvements, it was not liked at first, but its usefulness as a signal led to its rapid adoption. As late as 1882, Mr. Collins was still in active service on Narragansett Bay, as engineer of the "Canonicus."

Unlike the boats of but a few years' earlier construction, the new vessels had houses on their main decks, with an overhead promenade at the stern, and gay awnings were stretched over this, as well as over the bow. Neat railings surrounded all decks, and the possibilities of enjoyment and comfort on the boats of the present day, in pleasant weather, cannot be said to be greatly advanced over the comforts possessed by the early steamboats. Owing to many disasters, there was constant uneasiness manifested over danger from boiler explosions, a feeling that we, in late times, do not experience when we travel on steamboats.

The main cabins were always situated in the hold, and here also were the berths—or "births," as spelled before

1830—for night passengers. There were always two cabins, one for ladies and one for gentlemen. The former was much better, naturally, and occupied the after part of the boat, while the gentlemen's cabin was in the forward hold. On the larger steamers long halls on either side of the machinery space connected the two, but on the smaller boats, on account of cramped quarters, ingress and egress was had from the main deck. Often, however, and especially at about this time, the cabin which was built on the main deck aft became the ladies' saloon, and that aft in the hull the men's cabin, while the forward compartment was used by the second class or immigrant passengers.

A feature of nearly every trip by steamboat in early days was the setting of tables for meals. It took so long for the boats to go from point to point that meal hours were sure to come during the passage. The tables were generally spread in the after hold, or ladies' cabin, and passengers were supposed to partake of the feast as it was included in the price of passage. Just about this time, when competition was keen and the prices of passage cut to a low figure, the method of charging for meals was adopted by several lines, and this rapidly became the almost universal custom on coastwise boats, and has so remained to the present day except on the long southern routes. Not much can be said for the food provided on the early "down East steamers"; it consisted generally of fried fish, or ham and eggs. But what was lost in eating was made up in drinking. To-day the steamers have bars, but liquor is dispensed with discretion, and the table is equal to that of the ordinary hotel.

Just which steamer was first equipped with staterooms cannot now be exactly ascertained; probably it was the side-wheeler "John Marshall," bought by the Portland Steam Packet Co. in 1847. When their steamer "Forest City" came out as a new boat in 1854, she was fitted with 28 staterooms, for the use of which one dollar each was charged. J. F. Liscomb, for so many years agent and general manager of the Portland and International lines, told the writer many years ago that when staterooms

were first introduced it was next to impossible to sell them, for most people not only considered it the height of extravagance to hire one, but preferred the free berths as more "sociable," where friends could be met and gossip and politics talked over.

To-day each steamer is fitted with 200 or more staterooms, and during the summer these have to be engaged many days ahead. It is doubtful if the old-time steamers were, as a rule, kept as clean as the modern ones, for a New York newspaper in 1839 referred to the "Lexington," the then crack Sound steamer, as commonly called the "buggy," owing to the legions of bedbugs that infested her.

The freight capacity of the older steamers was also much reduced by the extreme bulk of the quantities of cordwood used for fuel. Much of this was piled on the upper decks, and this shows plainly in many of the old pictures. Coal (anthracite) as fuel was first tried on steamers in 1828, and the use of it progressed but slowly, due to the furnaces and boilers not being fitted to burn coal, and in many cases owners were unwilling to go to expense of changing them over. Wood was cheap, and old-fashioned prejudice also helped to keep back the use of coal.

The "Portland I," built in 1834, was the first coast of Maine steamer to burn coal. This was tried with but indifferent success at first, but worked better after she was fitted with a fan blower, which obtained its power from a belt on a drum on the main shaft. Capt. J. B. Coyle, the veteran steamboat engineer, owner and manager in Portland, was for some time the engineer of this steamer, and it is said first tried the use of coal on her.

The "Portland I" was of 400 tons burden, 163 feet long, 27 feet beam, and 10 1-2 feet depth of hold, having at first one mast, afterwards two; she was a very solid boat, setting deep in the water, and consequently slow. Her first trip to Boston was in August, 1835, and for several years she served as the connecting boat on the Bangor line, but rarely made trips east of the Kennebec. In 1842 the "Portland" was sold to James Cunningham

of New York, who ran her between Boston and Portland in connection with the "Bangor I", in whose line he had become a partner; she was in active service as late as 1850.

All steamboats plying between Boston and eastern ports were during the season of 1836 run under the name of the "Eastern Steamship Mail Line." "Commodore" Vanderbilt appears to have taken an interest in the water transportation facilities in this section of the country, for in 1837 he placed the "Augusta" on the Boston and Portland route; followed a little while later, to meet the competition of the regular line, by the "C. Vanderbilt" (not to be confused with a later steamboat of the same name, owned by him), his crack boat from New York. Both these steamers were of course side-wheelers; the "Vanderbilt" was 175 feet long, 24 feet wide, with a beam engine 41 inches by 10 feet stroke. All the steamboats along the coast at this date were open on the forward main deck, and the height between the decks was no greater than was thought absolutely necessary.

The "Commodore" soon tired of this field of operations, for his boats ran but a short time and then retired in favor of those owned by the Sanfords, James Cunningham, etc. An old boat named the "McDonough," that had formerly run between New York and Hartford, was brought to Portland in 1833 and run in opposition to the "Porter" line, but they soon bought her themselves. She was 146 feet long and had a "square" engine. Captain Sidney K. Howard commanded her and J. B. Coyle was the engineer. For a short time the "MacDonough" ran to the Kennebec, with an occasional trip to Bangor, but she was soon after sold to go to Cuba, and wrecked on the way there.

In November, 1842, the Eastern Railroad was opened to Portland, greatly diminishing the passenger business of the Portland boats, and as the railroad also controlled the steamers "Huntress" and "M. Y. Beach," that ran from Portland east, a war of rates was soon precipitated. The steamboat owners formed a consolidation of interests which resulted in the incorporation, in 1844, of the Port-

land Steam Packet Co. (capital $100,000), so long and favorably known to the New England travelling public and shippers.

They built two small wooden propellers, *the first ever seen in New England*, and many people not used to marine affairs wondered what made them go. The first of these, the "Commodore Preble," made her initial trip in May, 1844. She measured 286 tons, 150 feet long, 24 feet deep, and the machinery consisted of what was then called "a pair of 50 horse power high pressure engines," having two cylinders each 17 inches in diameter, 24 inches stroke, driving a two-bladed propeller 7 feet in diameter. Probably the "high pressure" consisted of about thirty pounds of steam. Both the "Commodore Preble" and her slightly larger sister ship, the "General Warren," resembled the modern steam-lighter in appearance; being intended primarily for freight, their passenger accommodations were very limited. Each steamer made three round trips weekly, and they were advertised as the "Propeller Line, passage $1.00." Joseph Brooks was the Boston agent, and he was succeeded by William Weeks, who filled the position for a great many years.

At first the company had an uphill time, they had the opposition of the railroad and of the sailing packets, but by skillful management and great perseverance, by their regularity and promptness, and moderate rates of transportation, they made rapid progress in business and public favor. This induced them to give increased facilities of communication by adding side-wheel and larger steamers to their line. The first of these was the "John Marshall," a former Chesapeake Bay boat, bought in 1847, and she ran a few years in conjunction with the propellers. Some idea of the amount of business done by the company may be learned from their annual report for 1848, which stated that in that year they had carried 25,000 passengers and that the freight receipts amounted to $40,596.

When the great boom and rush to California took place in 1849, due to the discovery of gold, there arose a large demand for coastwise steamers on the Pacific coast. Many

steamers were sent out direct from New York via Cape Horn. Among them were several from the coast of Maine; both the "General Warren" and "Commodore Preble", the side-wheeler "W. J. Pease" (from the Bangor line), "Senator" (from the St. John service), and even the stern-wheeler "Governor Dana", that had run on the upper Penobscot River to Oldtown. Strange to say, she reached the other side in safety, as did the "Senator," the "Preble" and the "Warren"; the two latter were about nine months each on the voyage. The "W. J. Pease" was condemned at Montevideo on the way, several other lightly built steamers from the Hudson River and Long Island Sound had the same fate, or foundered at sea. Luckily there was but small loss of life, but it is a miracle how any of these vessels, not constructed for very heavy weather, ever lived to reach their destination. It is said there was no difficulty in securing their crews, but this was doubtless owing to the allurements of the California gold fields.

In 1850 the "St. Lawrence," and, two years later, the "Atlantic" were built for the Portland Steam Packet Co.; they were each 216 feet long, 28 feet beam, 10 feet depth of hold, with beam engines having 40-inch cylinders and 10 feet stroke; not large power for vessels of that size on an outside route. The "Forest City" followed in 1854, the "Lewiston" in 1856, and the "Montreal" in 1857; these boats were each about 235 feet long, with beam engines of 52 inches by 11 feet stroke. Probably no steamer ever had such long continuous use as the "Forest City," over forty years, and nearly the whole of it on the Boston—Portland line. She and her captain, John Liscomb, will always be memorable by the part they took in the capture of the Confederate naval raiders in Portland harbor on June 27, 1863.

Amid the many larger and better known engagements and raids of the Civil war, this one, although daring enough, has almost passed into the limbo of forgotten things. On May 6, 1863, during the course of her cruise, the well known Confederate naval steamer "Florida," Capt. John Newland Maffitt, had captured the brig "Clar-

ence." She was converted into a tender, and a small crew, commanded by Lieutenant Charles W. Read of Mississippi, was placed on board. Soon after, on June 12, the barque "Tacony" was taken by the "Clarence," and as the former was a much faster, abler vessel, Lieutenant Read retained her and burned the "Clarence." A raid on the fishing fleet on Georges Bank (June 24) followed and caused the destruction of six vessels. One alone was spared to enable the crews to reach the shore.

Learning that the Federal cruisers were after him, and fearing recognition, as the "Tacony" had become quite well known, Lieutenant Read captured the schooner "Archer" of Southport, Me., transferred everything to her, and burned the "Tacony." The "Archer" was then headed for Portland, for the purpose of cutting out the revenue cutter "Caleb Cushing," then lying there, and destroying the incompleted United States gunboats "Pontoone" and "Agawam" moored at Franklin wharf, and what other shipping might be found in the harbor.

While on the way two fishermen were captured by Lieutenant Read, whose intention was to use them as pilots, but they refused to serve and were put in confinement. The "Archer" arrived off Fish Point at about sunset and remained there until two o'clock in the morning, when a detachment of her crew approached the "Caleb Cushing" in a boat with muffled oars, boarded her, and disarmed and gagged the watch. Lieutenant Davenport, the officer in charge, was seized as soon as he came on deck, and the crew, about twenty in number, placed in irons. The cutter was then towed out of the harbor by an unfrequented channel to avoid the forts. At ten o'clock on the morning of June 27, Lieutenant Read and the "Cushing" were about fifteen miles from the city, when the wind died away and left them becalmed.

As soon as the news of this audacious raid reached Portland, the whole city was in arms, and energetic measures were taken by Mayor McClellan and Collector of Customs Jewett. The steamers "Forest City," Captain John Liscomb, and "Chesapeake" (of the New York and Portland line, a little later on to be herself

captured by the Confederates) were hastily pressed into service and manned by volunteers and two companies of troops from Fort Preble. Two brass field pieces, protected by cotton bales, were placed on the "Forest City."

As there was little or no wind, the two steamers rapidly overtook the "Cushing." The latter mounted a heavy pivot gun, and Lieutenant Read intended to defend himself, but to his dismay found that there was plenty of powder but only one shell on board. This was hastily loaded into the gun, which was fired at the pursuers, the shot falling just short of the "Forest City." Read at once gave orders to free the prisoners, set the "Cushing" on fire, and put off in her boats. The "Forest City" and "Chesapeake" soon picked up friend and foe alike, and this ended the bloodless battle. The "Cushing" blew up and sank stern first in thirty-three fathoms of water. The captured Confederates were taken to Fort Warren, Boston harbor, and exchanged about a year later.

Lieutenant Read's short report to the Confederate secretary of the navy, S. R. Mallory, is well worth reproducing, more especially as it is believed it has never before been printed, except in the Official Records of the War of the Rebellion, published by the U. S. War Department.

Report of Lieutenant Read, C. S. Navy, in command of C. S. tenders "Clarence," "Tacony" and "Archer."

Fort Warren, Boston Harbor, July 30, 1863.

Sir: On the 6th of May last I was detached from the C. S. Florida by Commander Maffitt and ordered to take command of the prize brig Clarence and to proceed on an expedition. I received from the Florida one howitzer and twenty men, including one engineer.

On the tenth of June, when off Cape Hatteras, I received such information as convinced me that it was impossible to carry out the instructions of Commander Maffitt. On the 12th of June I captured the Yankee bark Tacony, and as she was a much better vessel than the Clarence, I transferred everything to the former and burned the latter vessel.

Between the 12th and the 24th of June I burned and bonded nineteen sail. On the morning of the 25th of

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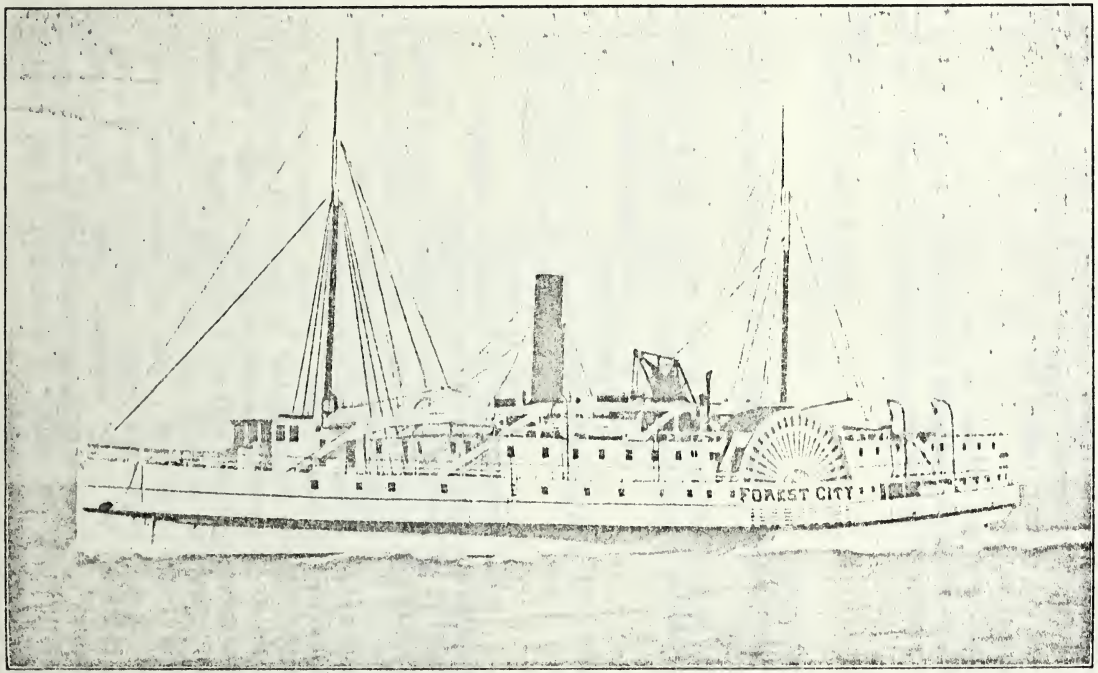

STEAMBOAT "FOREST CITY," built in 1854

June I burned the Tacony and transferred everything to the prize schooner Archer.

On the 26th, at sunset, I anchored in the harbor of Portland, Me., and at 1.30 the following morning boarded and captured the U. S. revenue cutter Caleb Cushing. Day dawned before the cutter could be got out of the range of the forts, and I was in consequence hindered from firing the shipping in the harbor. At 11 A. M., when about 20 miles east of Portland light, we were attacked by two large steamers and three tugs. After expending all our ammunition, I blew up the cutter and surrendered in small boats. I will report to you more fully when I return to the Confederacy.

As all our clothing was distributed as relics to the people of Portland, I beg that you will, if possible, remit to Assistant Paymaster Nizson a sufficient sum of money to purchase my men a change of clothing.

Very respectfully, your obedient servant,

Chas. W. Read,

2nd Lieut., C. S. Navy.

Hon. S. R. Mallory, Secretary of the Navy, Richmond, Va.

(Endorsement)

(U. S. S.) Hetzel, New Berne, N. C.

Copy of Lieut. Read's report to Mr. Mallory, sent from Fort Warren to General Foster and by him communicated to me.

Respectfully submitted for the information of the Navy Dept.

S. P. Lee,

Acting Rear Admiral

(U. S. Navy).

After this episode and until the war ended the crews of the coastwise steamers went heavily armed, but it did not prevent the seizure of the "Chesapeake," as will be seen later on.

In the annual report of the Portland Steam Packet Co., dated November, 1863, it was stated that in twenty years of operation their boats had made 11,200 trips, carried 1,400,000 passengers and 2,500,000 tons of freight, and until the loss of the "Portland" in November, 1898,

it was their proud boast, like that of the Cunard Co., that they had never lost the life of a passenger committed to their care. Such is the product of skill, care, and faithful and honorable management. It is hardly necessary to add that this line not only paid regular and large dividends, but more than refunded the capital invested.

About 1865 the Portland Steam Packet Co. bought the side-wheeler "John Brooks," built in 1859, which had formerly run from New York to Bridgeport. She was 900 tons gross, 250 feet long, 34 feet beam, 11 feet depth of hold; the machinery consisted of a vertical beam engine having a 56 inch cylinder, 12 feet stroke. Originally the "Brooks" had had two boilers on the guards, but when on the Portland line this arrangement had been changed to one boiler in the hold; she turned out a very fast, able boat, and remained in service until sold in 1890.

The "Lewiston" was sold to the Portland, Bar Harbor and Machias Steamboat Co., and the "Montreal" burnt at her wharf in Portland on August 9, 1873. They were replaced by larger steamers, all side-wheelers, the "Tremont" in 1883, the unfortunate "Portland" II in 1890, and the "Bay State" in 1895. The "Portland" was built of wood by the New England Shipbuilding Co., at Bath, Maine, measured 2283 tons gross, 1517 tons net, 291 feet long (over all), 42 feet beam, 15 1-2 feet depth of hold, 10 feet draft, fitted with a beam engine of 62 inches by 12 feet stroke, constructed by the Portland Engine Co.; she had a freight capacity of 400 tons and room for about 700 passengers, and was considered roomy and comfortable and for that type of steamer was a fairly good sea boat; the "Bay State," that came out in 1895, was of the same size and appearance and practically a sister boat.

As the loss of the "Portland," with every soul on board, in the ever memorable storm of November 26, 1898, was one of the worst maritime disasters that ever happened along the New England coast, some account of it will be found interesting. Saturday morning, November 26, broke "brite and fare," as the fishermen used to enter it in their logs. There was a light air from the west, but the weather chart, however, indicated two brewing storms, one over northern Ohio

and one in the Gulf region. The first intimation of the approach of the hurricane was when the wind came out northeast and it began to snow in Boston about dark, but at seven o'clock, the sailing hour of the "Portland" for her 100 mile run down the coast, the weather was not exceptionally bad, nor had the weather experts discovered, as they did a couple of hours later, that the Lake and Gulf storms had united and begun one of the worst and most destructive storms in the history of New England.

Capt. Hollis Blanchard, the commander of the "Portland," had only held that position a very few days; the death of Capt. Charles Deering, for many years on the Portland line, at his home in East Boston on the Thursday preceding the disaster, had necessitated several changes of employees, and among others Captain Blanchard had been promoted, he previously having been first pilot on the steamers.

Some years ago, former general manager J. F. Liscomb told the writer that on that fatal Saturday evening, as the weather looked worse and worse, he telephoned from Portland to Captain Blanchard to hold the "Portland" in Boston until he, Liscomb, should arrive there in a few hours by rail, to which place he was bound to attend Captain Deering's funeral. Capt. Alexander C. Dennison (now dead), master of the "Bay State," which was to leave Portland on the same night, also talked by telephone in the same sense with Blanchard, and stayed in port with his steamer.

After some hesitation and the delay of about an hour (which some people now think spelt destruction to the "Portland" and death to those on board), Captain Blanchard, probably thinking he could run down the coast ahead of the storm, as had been so often done before, finally gave orders to cast off the lines shortly after eight o'clock, and the ill-fated ship steamed down Boston harbor. Her crew numbered 68 persons and she had a passenger list of 108. It was then blowing fresh, but not strong, from the northeast. Rounding Deer Island light, the "Portland" headed for Cape Ann, some thirty miles away; at about ten o'clock she was passed some three miles this side of Thatcher's Island by the Gloucester

fishing schooner "Maud S.," inbound, and her skipper, Capt. William Thomas, says he is the last one who saw her.

In the meantime the storm was making up rapidly, but moving slowly; the centre of the disturbance was about 75 miles off Cape Cod, making the wind northeast along the coasts of Massachusetts, New Hampshire and Maine, and northwest in New York. As the "Portland" was making fourteen to fifteen knots, midnight must have seen her past the Isles of Shoals and well up to Boon Island. Captain Williams, keeper of the Boon Island light, said that the gale was heavy at midnight, but did not become intense until an hour or two later. Surely the "Portland" must have passed Boon Island.

How much further she went one can only conjecture, although the weather records at the city of Portland, forty miles beyond Boon Island, show that at midnight it was only blowing twenty miles an hour, twenty-six miles at two o'clock, and twenty-eight miles at four o'clock, or at about the hour the "Portland" was due at her dock. The extreme wind velocity in Portland throughout the storm was only forty-four miles at seven o'clock on the morning of the 27th, or a moderate gale. Under these conditions it will be seen that the "Portland" had a chance of getting at least within sighting distance of that glow in the northeast which marks an approach to the city of Portland.

Somewhere off Kennebunkport, at about two or three o'clock on the morning of the 27th, the "Portland" probably ceased to make headway, although by that time the snowstorm had shut in so thick that very likely her own officers did not realize that she was being dragged to the southward. One can scarcely picture the next twelve hours on that fated vessel. Probably her coal supply was exhausted in the forenoon, and the freight and interior fittings were used to keep the paddle wheels turning, when the upper works, racked and torn by twelve hours of hammering, succumbed and went by the board.

We do know that shortly after seven o'clock in the evening of the 27th, or within a short while of twenty-four hours after the "Portland" left Boston, surfman

John J. Johnson of the Race Point station picked up a lifebelt marked "Portland" on the beach half a mile east of the station. Twenty minutes later he found a big creamery can, and from that time until nearly midnight every breaker carried dumb messages from the steamer until there were several tons of wreckage piled on the beach between Race Point and High Head stations. Several bodies also came ashore Sunday evening at North Truro.

Charles F. Ward, correspondent of the Boston Herald, at Chatham, Mass., was told of the circumstances at North Truro, for the storm had entirely destroyed the telephone system. The news came to Ward on Monday afternoon, and he immediately started for Boston, for the hurricane had demoralized the telegraph wires. Neither were railroads in much better condition, and after a hard and adventurous journey, part of it on horseback, Mr. Ward reached the Herald office early on Tuesday afternoon, bringing to Boston the first news of the terrible disaster. Had the wireless telegraph then been in common use, the loss of the "Portland" would not have remained a mystery of the deep.

As it is, several theories have been put forward by competent seamen regarding this memorable disaster. One is that Captain Blanchard, finding it impossible to put back into Gloucester harbor, put about to run for the sheltering lee of Cape Cod's tip, which forms the harbor of Provincetown. From the fact that all the bodies recovered came ashore on the Cape Cod sands, and also because the keeper of the Race Point life-saving station near Provincetown heard in a lull of the storm, early Sunday morning, three blasts of a steamer's whistle, as if calling for aid, the theory that the "Portland" finally went down on or near Stellwagen bank, roughly half-way between Cape Ann and the end of Cape Cod, is as good as any other. Some believe that the steamer collided with the big coal schooner "King Philip," which was never heard of after the same storm; that they "locked horns" and went down. As some of the wreckage from both vessels was found together, this fact lent some

color to the latter theory, but the generally accepted explanation of the disaster is that the steamer was simply overwhelmed by the hurricane.

Who was to blame for the fearful sacrifice of human life and the large property loss entailed by this dreadful event? The courts went into every detail of the disaster in all its phases, for many suits were brought against the Portland Steam Packet Co. to recover damages for the loss of relatives. Judicially the question was answered when the court sustained the defence set up by the defendant company that the loss of the "Portland" was in consequence of an "act of God." That settled the matter legally, and all suits were withdrawn.

The sea has kept well the secrets of this dreadful shipwreck. In a summer house on Cape Cod are the "Portland's" big double hand steering-wheels, which came ashore near Provincetown a few days after the storm had subsided. At other places along the Cape shore are to be found furnishings from her cabins, etc.; and the writer has in his possession a small piece of the crest (copied from the crest and arms of the City of Portland) from the top of the steamer's paddle-box. Fishermen on Stellwagen bank have from time to time pulled up in their trawls such articles as bed-springs, milk cans, and a steam gauge known to have formed part of the "Portland's" equipment.

The officers of the steamer at the time of her last ill-fated trip were: Captain, Hollis H. Blanchard; First Pilot, Lewis H. Strout; Second Pilot, Lewis Nelson; Purser, F. A. Ingraham; Clerk, J. F. Hunt; First Mate, Edward Deering; Second Mate, John McKay; Watchmen, R. Blake, T. Sewell, and J. Whitten; Chief Engineer, Thomas Merrill; Second Engineer, John T. Walton; Third Engineer, C. Verrill; Steward, A. B. Matthews; Second Steward, Eben Huston.

First Pilot Strout, First Mate Deering and Clerk J. F. Hunt obtained permission to stay ashore to attend Captain Deering's funeral, to which fact they owe the preservation of their lives. Captain Strout has commanded steamers of the Eastern Steamship Corporation

for many years, and Mr. Hunt has been for a long time purser in the same employ.

During the fifteen or twenty hours that the hurricane raged in which the "Portland" was lost, 141 other vessels were wrecked and 469 persons, including those on the ill-fated steamer, sacrificed their lives. Another coast of Maine steamer, the "Pentagoet," a small propeller, Capt. Mark Ingraham, bound from New York for Rockland and Bangor, was never heard of after that awful night. The "Portland" disaster was a terrible blow to the friends of the paddle-wheel type of steamer for the New England coastwise traffic, and although they are still today in use to a certain extent, it is mostly in the summer season, and then the greatest care is exercised as regards weather conditions. In the run east from Boston to Portland, Rockland, St. John, N. B., etc., the wooden side-wheel steamers had to make the trip in the trough of the heavy seas, which at times pounded up under the guards in a manner that threatened to lift the deck-house from the hull. Stories were told by members of the crews of these steamers at the time of the loss of the "Portland" to the effect that in rough winter weather, after leaving Boston, cargo had to be shifted to the lee side of the vessels to bring the windward side of the steamer well up in the air to avoid the pounding, and frequently the trip to the nearest port was made with only one paddle wheel propelling the vessel.

The Portland Steam Packet Co. replaced the "Portland" by the steel hull propeller "Governor Dingley," built in 1899 by the Delaware River Iron Shipbuilding Co., at Chester, Pa. She is 3826 tons gross, 2856 tons net, 298 feet long, 60 1-2 feet beam, 17 1-2 feet depth of hold. The machinery consists of a triple expansion engine having cylinders 27 1-2, 44 1-2 and 70 inches in diameter, 36 inches stroke; the indicated horse-power is 2500 and speed about 15 knots. Although a fairly good sea boat, the shape of her hull causes the "Governor Dingley" to roll badly. Her best time between Boston and Portland, distance about 110 miles, is as follows: Feb. 7, 1900, Boston to Portland, 6 hours, 18 minutes; March 22, 1900, Boston to Portland, 6 hours,

17 minutes; July 1, 1900, Portland to Boston, 5 hours, 55 minutes. On this last trip she faced a fresh head wind and used all her four boilers; average time, using three boilers, 7 hours and thirty minutes.

As the Portland Steam Packet Co., in November, 1901, went into the Eastern Steamship Co. consolidation, effected by Charles W. Morse, the "Governor Dingley" proved to be the last steamer built by them. Of late years she has run, during the summer, on the Boston-St. John route with the propellers "Governor Cobb" and "Calvin Austin," and soon after the United States entered the war against Germany, in 1917, all three boats were taken by the government as training ships for merchant marine apprentices.

The "Tremont" was sold to the Joy line in 1900, and in 1910 the Eastern Steamship Co. practically rebuilt the "Bay State." She was swept clean at the main deck and everything above that was new. Her beam was widened, new feathering paddle wheels replaced the old radial kind, and at the same time the paddle shaft was lowered. Twenty-eight new staterooms were also added, and after these alterations the "Bay State," with the side-wheeler "Ransom B. Fuller" (originally built for the Kennebec Steamboat Co.), kept up the summer service between Boston and Portland until the former steamer was wrecked. While bound east in a dense fog, she grounded off Cape Elizabeth, Maine, early on the morning of Sept. 23, 1916, and owing to her exposed position and damaged condition, it was found impossible to get her off, and she rapidly became a total loss. No harm resulted to the 150 passengers, but none of the cargo was saved.

Capt. Levi Foran was blamed by the government steamboat inspectors for the accident and his license was suspended for three months. The sentence was thought to be very unjust by the officials of the Eastern Steamship Corporation and in marine circles generally. The lighthouse officials had removed the Portland lightship from her station for repairs and had substituted therefor a combination gas and whistling buoy. Not sufficient notice of the lightship's removal was given, and Captain

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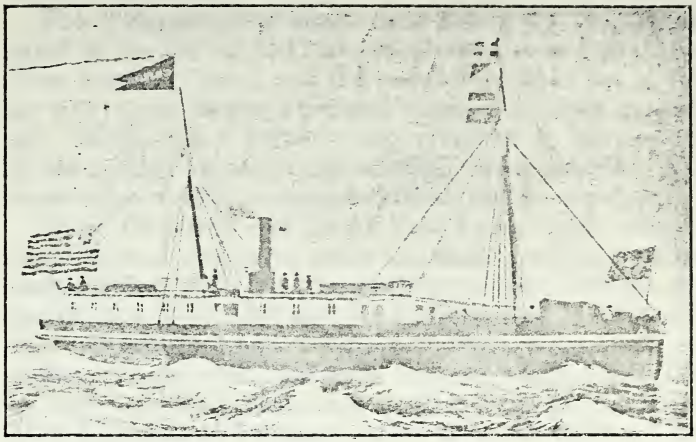
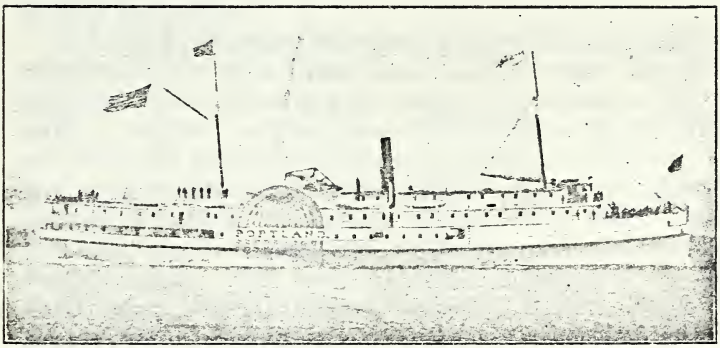


STEAMER "COMMODORE PREBLE," built in 1843
The first propeller on the New England coast



STEAMER "PORTLAND," built in 1890, lost in 1898

Foran mistook the whistling gas buoy on Old Anthony's rock for that on the spot where the Portland lightship is usually anchored.

The "Ransom B. Fuller" was taken by the Government in the fall of 1917 and used as a naval barracks at New London, Conn., and the result was that for a time service on the Boston-Portland line was entirely suspended. When the "Fuller" was returned to her owners in the spring, however, the schedule was resumed, with three trips weekly in each direction, and so continues.

H. B. Cromwell and Co. of New York, who owned a large fleet of steamers, most of them small propellers, running from New York to Baltimore, New Orleans, etc., started the New York and Portland service in 1856 with the "Caledonia" and "Totten." They were small propellers of about 400 tons each, originally built about 1850 to carry coal from Baltimore to New York for the Parker Vein Coal Co., and consequently they were often referred to as the "Parker Vein steamers." Later on, when Cromwell and Co. bought the whole fleet, fifteen steamers in all, a limited amount of passenger accommodations was added, but the boats being primarily intended for freight, were very slow and depended a good deal on their sails to help the engine.

In 1860 the Cromwells appear to have formed a distinct corporation for their Maine line, for that year the New England Screw Steamship Co. was incorporated in Maine with a capital ranging from $100,000 to $1,000,000, and with the privilege of steam navigation to Europe or any ports in America. Several Maine men were directly interested in this enterprise, among them Capt. John B. Coyle, who was president of the company, and Henry Fox, treasurer. The board of directors consisted of: St. John Smith, John B. Brown, James O. Brown, Mark P. Emery, Henry Fox, Henry B. Cromwell, and John Baird. It was proposed to put a large side-wheeler on the line as better fitted for passenger service, but as far as can be learned this was never done.

The Portland business directory for 1861 advertises "The splendid and fast steamship 'Chesapeake,' Capt. Sidney Crowell, will until further notice run as follows:

"Leave Brown's Wharf, Portland, every Wednesday, at 4 o'clock P. M., and leave Pier 9, North River, New York, every Saturday, at 3 P. M. This vessel is fitted up with fine accommodations for passengers, making this the most speedy, safe, and comfortable route for travelers between New York and Maine. Passage, $5.00, including fare and stateroom. Goods forwarded by this line to and from Montreal, Quebec, Bangor, Bath, Augusta, Eastport, and St. John. . . . For freight or passage apply to Emery and Fox, Brown's Wharf, Portland, H. B. Cromwell & Co., No. 86 West Street, New York."

The "Chesapeake" was a wooden propeller of 460 tons, built in 1849. She is best remembered by the fact of her seizure off Cape Cod, Dec. 7, 1863, by a party of Confederate adventurers, under the leadership of one Braine. Their plan was to obtain coal at a New Brunswick or Nova Scotia port and then attempt to run the steamer through the blockade into Wilmington, N. C.; this bold scheme did not, however, have the sanction of the Confederate government, and it therefore came under the head of piracy. A man known as Capt. John Parker—although his real name was Locke—had been commander of a small Confederate privateer, the schooner "Retribution." His vessel was condemned as unseaworthy in the West Indies, and without occupation he had drifted to St. John.

The British Provinces harbored many Confederates during the war, and Parker soon met kindred spirits at St. John in the persons of John C. Braine and H. A. Parr, who claimed to have been officers in the Confederate navy. A plan was soon perfected by the three for seizing the "Chesapeake," and twelve young men, natives of Maine and New Brunswick, were enlisted to serve under Braine, while Parker remained at St. John to secure coal for the prize. The latter had been a prisoner of war in Fort Warren, Boston harbor, at the same time that Lieut. Charles Read, C. S. N., leader of the raid on Portland harbor, was there, and from him a knowledge of the character of the "Chesapeake" was undoubtedly obtained.

Travelling by steamer to New York, the party presented themselves on board the "Chesapeake" just before

she sailed for Portland on the evening of Dec. 4. There were five other passengers, seafaring men bound for Maine, and they saw nothing to excite their suspicions in the party under "Captain" Braine. The adventurers appeared regularly at meals and had little to say. On the evening of Dec. 6 they retired to their berths early, and long before midnight quiet reigned in the ship's saloon. Although the night was dark, the weather was clear, and after passing Cape Cod, Captain Willett, commander of the "Chesapeake," retired to his room, leaving the ship in charge of Chief Mate Charles Johnson; the Second Engineer, Owen Shaffer, was on duty in the engine room.

About 1.20 A. M. Johnson started from the pilot house for the pantry to get a lunch, when he saw several figures running forward. At that moment Shaffer emerged from the engine room door, and as he did so several shots were fired at him and he fell, with a bullet through his head. While Johnson leaned over the prostrate form of the engineer, he received two shots, one in the arm and one in the knee. The shooting had aroused Captain Willett, who came running forward amid a rain of bullets. Not being hit, he made for the pilot house, but as he reached the steps he was seized from behind, quickly bound and borne to his room, where an armed man stood guard over him. The shooting now ceased, and the other members of the crew of fifteen surrendered. A piece of iron was tied to the body of Shaffer and it was thrown into the sea.

Before daylight the vessel's course was changed, and later in the day Captain Willett saw from his window that the "Chesapeake" was steaming along the coast of Maine, east of Portland. December 8 the "Chesapeake" put in at Seal Cove harbor, Grand Menan Island, and "Captain" Braine went ashore. Her coal was now nearly gone. Off Dipper Harbor, about twelve miles below St. John, the ensign was hoisted union down, to attract the attention of a pilot boat that was waiting for the steamer.

The boat came alongside, and Captain Parker climbed on board the "Chesapeake," reporting that he had been unable, for lack of funds, to obtain any coal. It was now decided by the adventurers to land their prisoners and

the passengers, and the party was put on board the pilot boat, with the exception of the steamer's two remaining engineers and one fireman, who were kept on board to man the ship's engine room. The pilot boat was towed up the river to Partridge Island, a few miles below St. John, and there cast off. On reaching the city, Captain Willett at once telegraphed an account of the affair to his owners in New York. In less than ten hours several United States gunboats were steaming east from Boston and New York in search of the "Chesapeake."

After crossing the Bay of Fundy, the "Chesapeake" proceeded to Shelburne, N. S., where she was detained two days by a gale, and meanwhile the telegraph carried the news of her presence there to Halifax. One of the searching men-of-war, the "Ella and Annie,"—a former blockade runner captured off Wilmington—arrived at Halifax December 13, and steamed thence to Shelburne, only to find that the "Chesapeake" had departed. Returning to Halifax, the steamer's commander learned that the "Chesapeake" had put in at Sambro. Proceeding to that point the "Ella and Annie" found the "Chesapeake" coaling from a schooner. The prize was boarded, but only two men were found on board; the others had disappeared in the woods, and a third man was found on the schooner. As the "Ella and Annie" was towing the "Chesapeake" out of the harbor the U. S. S. "Dakota" appeared, and her commander being the senior officer present ordered the steamer taken to Halifax. Here the vessel and three prisoners were turned over to the authorities. The prisoners were released and immediately decamped.

The Provincial authorities were much incensed by the apparent violation of neutrality attending the seizure of the "Chesapeake" in a British port. A point was made by the United States naval officers that they were succoring a United States vessel in distress. The affair caused some friction, but on Feb. 25, 1864, the vessel was ordered by a Canadian court to be surrendered to her owners. Meanwhile three of the adventurers were apprehended at St. John, and the United States demanded them as pirates.

Agents of the Confederacy sent to Richmond to secure commissions for the leaders, failed to show that they were officers of the Confederate navy. The Confederate authorities ordered Mr. Holcomb to proceed to St. John and lay claim to the steamer, which, with her cargo, was worth nearly $100,000. Before he could reach Halifax via Bermuda, the "Chesapeake" had been released, and the men held at St. John liberated on a writ of habeas corpus.

The "Chesapeake" remained for many years on the New York and Portland line, and April 27, 1881, she was finally lost by stranding in the Sound. Other steamers on this line were the propellers "Potomac" (afterwards burned at sea), "Dirigo," "Franconia," "Eleonora" and "Winthrop." They were but slightly larger than the pioneer boats, and were followed by the "Cleopatra." She was a wooden screw, built in 1865, and had larger passenger accommodations than the earlier vessels. About 1880, a call both ways was made during the summer season at Cottage City (now Oak Bluffs), on the island of Martha's Vineyard; this was done to meet the increasing demand of tourist travel. H. B. Cromwell and Co. now gave up their interest in the line, and the company was reorganized as the Maine Steamship Co., the president and moving spirit of which was Capt. John B. Coyle.

In 1890-91, they had constructed by the New England Shipbuilding Co. at Bath, Maine, two much finer and larger propellers than had ever before been on the line; but they still clung to the wooden hull. The "Manhattan" and "Cottage City" measured each 1892 tons gross, 233 1-2 feet long, 40 1-2 feet beam, and 24 1-2 feet depth of hold; their machinery consisted each of a triple expansion engine having cylinders 22, 34, and 56 inches in diameter, 36 inches stroke. It was becoming, however, more and more evident that the days of wooden steamers, even for coastwise traffic, were numbered. The "Manhattan" and "Cottage City" not having proved entirely satisfactory, the latter was disposed of to the Pacific Coast Steamship Co., and the former's cotton cargo caught fire while she was lying at the Portland wharf and the ship was entirely destroyed.

The "Horatio Hall" and "John Englis," the first

really modern ships of the Maine Steamship Co. were built of steel in 1898 by the Delaware River Co. at Chester, Pa.; they were each 3168 tons gross, 297 feet long, 46 feet beam, and 17 feet depth of hold. Powerful triple expansion engines worked at a pressure of 180 lbs. of steam gave these steamers a speed of a little over 16 knots, so that in favorable conditions they made the passage from New York to Portland, 390 miles, in about twenty-four hours. Their passenger accommodations were very fine, with dining saloon on the upper deck, etc., and in the summer they were well patronized, as by this line tourists from New York could reach the resorts on the Maine coast without the discomfort of changing cars and the heat and dust of a journey by rail.

During the Spanish-American war the "John Englis" was bought by the government for a hospital ship and retained in the service under the name of the "Relief." The "Horatio Hall" was sunk by collision with the Metropolitan liner "H. F. Dimock" on March 10, 1909, in a dense fog in Nantucket Sound. This left the "North Star," built in 1901, and practically a sister ship of the two former boats, alone on the line until the "North Land" was built in 1910 by the Harlan and Hollingsworth Co. at Wilmington, Del., to replace the "Horatio Hall." She is really an ocean steamer in every sense of the word, and measures 3282 tons gross, 304 feet long, 47 feet beam; has seven water tight bulkheads, and the triple expansion machinery develops 4000 indicated horsepower.

During the misfortunes and various reorganizations of the unfortunate Eastern Steamship Co. and Corporation, the Maine Steamship Co., under its control, went through various gyrations of interlocking ownership. In this period the "Old Colony" was transferred to the New York and Portland line; she has a steel hull originally built in 1907 by the Cramp Shipbuilding Co. at Philadelphia as a freight ship, for a subsidiary company of the New York, New Haven and Hartford R. R. Co. After she was rebuilt in 1911 for passenger service, the "Old Colony" measured 4779 tons gross, 375 feet long, 52 feet beam, 31 1-2 feet depth of hold; her turbine ma-

chinery, which uses coal for fuel, indicates 5000 horsepower. The steamer is also a luxurious first-class passenger carrier, accommodating 775 persons. She is fitted with every modern safety appliance, such as wireless telegraph, submarine signals, and an automatic sprinkling system in case of fire.

Both the "Old Colony" and "North Land" were commandeered by the government at the outbreak of the war in 1917, and the Maine Steamship Co. division of the Eastern Steamship Lines practically suspended operations.

Capt. Albert Bragg was probably the best known commander on the New York and Portland line. This route is considered one of the worst, owing to fog in summer and snowstorms in winter, besides a portion of it is a menace to steamers that are obliged to make time to keep up their schedules by reason of innumerable shoals in the vicinity of Nantucket and large fleets of sailing vessels that are in their path in thick as well as clear weather. Therefore it is all the more creditable that Captain Bragg should have passed through forty-seven years of it, making an average of two trips a week, without a serious accident or the loss of a single life. He retired in 1912, and died the following year at his home in Portland.

The earliest steamers running regularly to the islands in Casco bay from Portland were the "Express" and "Gazelle" owned by the Peak's Island Steamboat Co. After a time the company became the Forest City Steamboat Co. The "Gazelle" was lengthened and rebuilt and her name changed to "Forest City." Then the Union Steamboat Co. was started as an opposition line to the Forest City Co. Their first boat was the "Emita," and their second the "Cadet." Some time later the Union line changed its name to the Star Line Steamboat Co.

At this time the well known Capt. B. J. Willard of Portland was general manager of the Forest City Co., and after two or three years he effected a consolidation of the two lines under the name of the Casco Bay Steamboat Co., and Mr. C. W. T. Goding was elected general manager. In July, 1887, the company put on a new steamer, the propeller "Forest Queen"; she is a large, safe boat, and run all the year round. Their present steamers are

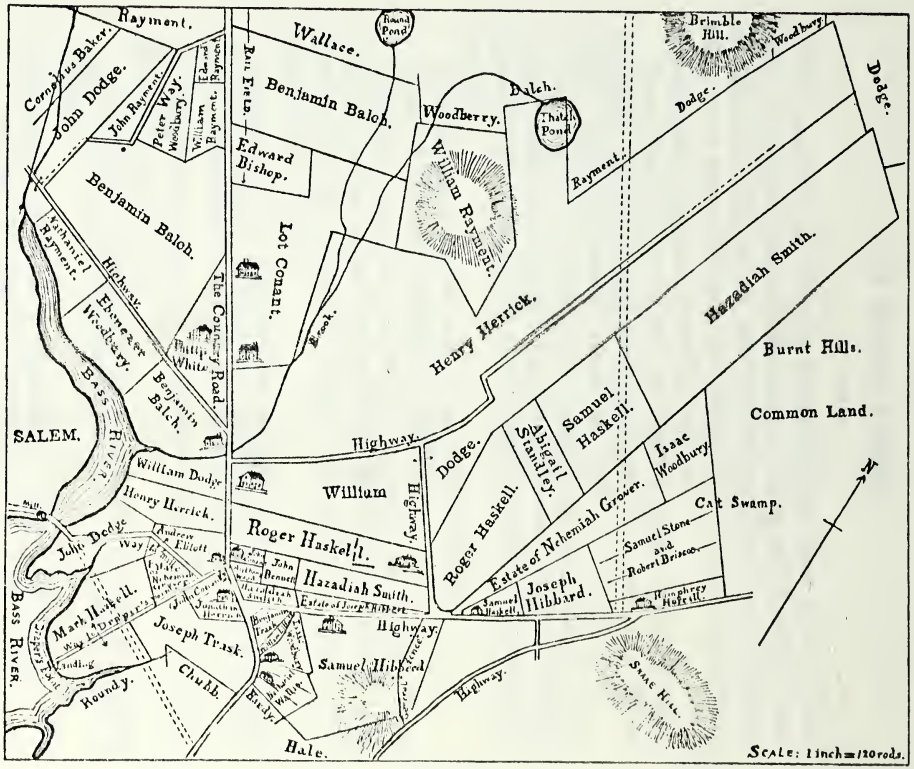
the "Forest Queen," "Pilgrim," and "Merryconeag," all propellers.

The first tugboat owned in Portland was the propeller "Tiger," built in Philadelphia, and owned by William Willard of Portland; she began towing in November, 1851. From the very first this enterprise was entirely successful, and Captain Willard was often called upon to tow ships out of the Kennebunk and Saco rivers, and from places as far east as Yarmouth, Freeport and Brunswick. At this time there were very few propeller tug boats except in Boston; side-wheel towboats were employed entirely at New York, Philadelphia and Baltimore. Another old Maine towing enterprise, the Saco River Towboat Co., dissolved in January, 1918, after an existence of over thirty-five years, during which time one man, Frank W. Nutter, filled the office of manager and treasurer.

During part of the year 1847 the "steam schooner Decatur" was advertised to run between Boston and Kennebunk, Me., and twenty years later (1867) the Boston papers announced that the propeller "Enterprise," Capt. F. W. Leavitt, would leave Battery wharf, Boston, every Thursday, for Saco and Biddeford, Me. Both these enterprises had but a short existence and probably collapsed for lack of financial support.

A few facts regarding early lighthouses on the coast of Maine may not be out of place here. The construction of Portland Head lighthouse was begun in 1788, and it was first lighted January 10, 1791. This light has been twice cut down twenty feet (the last time in 1883), and the power was reduced from second order to a fourth order lens, so that by 1895 shipmasters and pilots complained that the light could not be seen far even in clear weather. After continual protests, Portland Head light was again raised twenty feet and a second power lens put back. The building of Half Way Rock lighthouse was begun in 1869, and it was first lighted August 15, 1871. It is a very valuable beacon to masters and pilots coming into Portland from the east, and no doubt has saved many lives and a large amount of property.

(*To be continued*)



BEVERLY IN 1700 No. 2

208a

BEVERLY IN 1700. NO. 2.

BY SIDNEY PERLEY.

THIS section of Beverly extends from Bass river on the west to Beaver pond on the east, a distance of about one and three-fourths miles, and from the northern end of Balch street to a short distance southerly of Gloucester crossing, a distance of one and one-third miles.

Bass river was so called as early as 1635; the mill pond in 1699; the mill pond and creek which runs into it in 1724; and a salt water creek in 1746.

The section of rough woodland lying between Cat swamp and Beaver pond has been known as Burnt hills since 1719 at least, and Cat swamp was so called as early as 1658.

Thatch pond was so called as early as 1688.

Snake hill was so called in 1673.

Draper's point was so called as early as 1648. This became the terminal of the Salem north ferry about that time, and the town of Salem, at a town meeting held March 12, 1648-9,

> Ordered that the highway be brought from Edmond Grovers through Jonathan Porters and mr Garfords ground to Drapers poynt, if the gen'll Court shall consent thereto.

In the general court, at its session held May 2, 1649, the matter came up, and

> The petition of Salem for removeall of the high way and landing place, from the head of the Basse Ryver to Drapers Point, is granted.[1]

This way is practically Beckford street. It was called "ye road way y^t goes to Draper's point" in 1677.

After the grist mill was established on the river, near the plant of the United Shoe Machinery Company, there arose a difference between William King and his neigh-

[1]Records of the Massachusetts Bay Colony, volume 2, page 265.

bors and Roger Haskell about a highway to the mill and the meeting house, and the selectmen of Salem, Sept. 14, 1657,

ordered that Jacob Barney & Jefferie Massey shall view the said way and make retorne thereof to the select men at their next meeting warning the plaintiffe & deffents to meete with the said Jacob Barney & Jefferie Massey the last day of this instant month at the Mill by niene of the Clock the same day.

Nov. 20, 1657, the selectmen of Salem

ordered that that way from the meeting house on Cape an syde to Lawrence Leach his mill shall be directlie in the Countrie way to Edmund grouers and from thence to the way lying betwixt the said grouers land & the land of Osman Traske & Soe forward through the Land of henerie hericke.

And it was further

ordered that wheras some of the neighbors on Cape an syde doe desyre a way from the said meeting house to the mill through the proprieties of Roger Haskell & others that thayre desyres are graunted provided that before they shall make any Claym thervnto there shall be paid vnto the said Rodger Haskells & the rest of the proprieters full satisfaction as 2 men Chosen by the select men shall apoint the said way not exceeding 4 [poale] ffoote in any pt of it and to be made and mentayned by those that make vse therof.

This way to the mill led from the way to the ferry on Draper's point as shown on the plan. It is still in use. It was called the road way that goes to the mill in 1677; ye highway that leads to ye grist mill in 1721: "the highway going to the grist mill formerly Capt. John Dodge's" in 1724; and "a Road leading to Woodbery's mill" in 1729. The present Elliott street which now leads to the mill site was laid out by the County court upon the petition of John Dyson in 1808. This is shown on the map by parallel dotted lines.

Balch street is a way which was occasioned by a mill farther up the stream. The southerly part of it was "a lane commonly called Woodbury's lane" in 1687; the way to the grist mill in 1700; "a highway to Capt. John Dodge's house" in 1703; "the lane leading to Mr Samuel Woodbury's" in 1740; "a town way; Deacon Balch's lane so called" in 1782; and Balch street as early as 1859. The northerly part of the street was said to be "left for a way to Capt. John Dodge's house," in 1703; "the highway that leads to the corn mill that belongs to the

heirs of Dr. Israel Woodbury of Beverly, deceased," in 1797; and Balch street as early as 1869.

Cabot street was in existence as early as 1636, when the north ferry was established. It was called ye highway or common road in 1668; ye broad way in 1671; the country road in 1684; the country road going towards Wenham in 1688; "the main street leading from Essex bridge to Mr. Oliver's meeting house" in 1789; "the highway leading from the Essex bridge to the Beverly cotton manufactory" in 1796; and was named Cabot street in 1836.[1]

Herrick street was voted to be laid out by the selectmen of Beverly March 18, 1678-9, it being described as

> a drift way beginninge at the bottome of the Lane buttinge uppon the Cuntry Road and soe between farmer Dodges Land and the Land of Henry Herrick and soe unto the north East Corner of saide Dodges field and soe southerly unto the drift way at the afforesaid Childrens fence which way is to be two pole wide excepting the lane that now is which Lane is to be its breadth.

It was called the way that goeth between the lands of William Dodge and Joshua Herrick in 1729; a highway in 1761; "the way leading to Cokers fo called" in 1773; "the town way leading to William Herrick's house" in 1788; ye cow lane in 1788; and the town way called William Herrick's lane in 1790. By the side of the hospital, it was called "an open way sometimes called Herrick's lane" in 1854. Northeasterly from the hospital, it was called "a town way or private way called Herrick's lane" in 1830; and "an old drift way formerly belonging to the owners and proprietors of the large pasture" in 1854. It has been known as Herrick street since 1882 at least.

The latter part of the lay out of the above way, namely, from the northeast corner of Dodge's field "southerly unto the drift way at the afforesaid Childrens fence which way is to be two pole wide" is the present Heather street. It was called a highway in 1709; and a town way in

[1] A change was made in Cabot street between the ends of Balch street, as in a deed, dated March 24, 1807, a lot of land there conveyed by it is bounded on the west by "the highway as lately laid out that leads from Essex bridge to the upper meeting house in Beverly."—*Essex Registry of Deeds, book 181, leaf 89.*

1788. It was called Heither street as early as 1882, and since 1890 has been called Heather street.

Colon street was laid out as a cow lane into the commons. At a meeting of the selectmen of Beverly, March 18, 1678-9, there was recorded

a Cartway beginning at the Cuntry Road nere unto the house of Anthony Wood and soe between the Land of Edmund Grover and the Land of the widdow Trask and soe Easterly thro. the land of Robert Hebbord and the Land of the Children of Roger Hascoll now Deceased and from thence to the Commons which high way is to be two pole wide.

At the same meeting this drift way was extended from said "Hascolls Childrens fence Easterly unto bald hill to witt through Iohn Grovers Lott and through the land of Lieut. Thorndike the saide high way to be two pole wide."

At a meeting of the select men of Beverly on ye 23 of June 1693 at the house of Joane Hebbert Widdow and Relect of Robert Hibbert Late of Beverly deceased & then this Agreement made between sd select men and the abonesd Joane Hibbert with Respect to a Towne Highway Laid out ouer sd Hibberts Land the sd Highway Goeth from ye Countery highway by Hazadiah Smiths Barne Eastward to our Townes Common about seventy six poles ouer sd Joane Hibberts Land and in Breth two poles the which Land of seventy six poles in length & two poles in Breath the sd Joane Hibbert with the Consent of her sons viz John Joseph & Samuell Hibberts doth Alianate sell set over for ever Confirme vnto sd select men to bee for a Town way as aforesd for and in Consideration of three acres and a halfe of sd Towns Common Land next Adjoyneing to ye sd Hibberts Land and the abonesd Joane Hibbert doth for herselfe her Heirs and sugsessors Ingage to make maintaine and keepe vp a sufficiant fence betwixt the sd Hibberts Land now in her possession and the abonesd highway seventy six poles in length as is aboue Expressd and the sd fence to keep vp and mainetayne from time to time for ever and the abonsd way to ly and bee an open driftway after the last of october next Insueing and tel then only for Carting in witnesse whereof wee hane here vnto set our Hands the day and year aboue Written

Signed and delivered
in ye presents of vs
JOHN DODG
SAMLL BALCH

ye mark of
JOANE F HIBBERT
the mark L of
JOHN HIBBERT
the mark of
JOSEPH + HIBBERT
SAMUEL HEBBERD[1]

Colon street was called ye cow lane in 1671; ye town highway in 1686; the country road in 1691; "an high-

[1]Beverly Town Records.

way leading towards ye commons" in 1710; and was named Colon street in 1838.

Brimble avenue is indicated on the map by parallel lines of dashes.

The lots of William Dodge, Abigail Balch and Anna Wallace, on the plan numbered one, and the lots of Benjamin Balch and Edward Bishop, on this plan, numbered two, constituted "the Rail field" as early as 1673; and was known as such for a century. The junction of Cabot and Dodge streets was known as "at the head of the Rails" as early as 1663.

Samuel Stone and Robert Briscoe Lot. That part of this lot lying northerly of the northerly dashes was conveyed by John Tucker to John Stone, sr., of Beverly before 1685. Mr. Stone died in the winter of 1691-2; and his widow and administratrix Abigail Stone, for twenty pounds, conveyed it to Samuel Stone, sr., and Robert Briscoe, both of Beverly, July 6, 1692.[1]

That part of the lot lying between the dashes was conveyed by Thomas Chubb, sr., of Beverly, carpenter, for twenty pounds in silver, to Zachariah Herrick of Beverly, carpenter, July 13, 1685;[2] and Mr. Herrick died in the spring of 1695, having in his will devised his real estate to his son Henry Herrick. Henry Herrick, jr., of Beverly, yeoman, for forty pounds, conveyed it to his brother Samuel Stone, sr., and Robert Briscoe, both of Beverly, mariners, April 8, 1696.[2]

That part of the lot lying southerly of the southerly dashes belonged to John Tucker, who died in 16—; and in the division of his estate this was conveyed to Jacob Manning of Salem, gunsmith, for the portion of the latter's wife, who was apparently an heir of the deceased. Mr. Manning, for fifty pounds, conveyed it to said Samuel Stone and Robert Briscoe April 9, 1696.[3]

Thus the entire lot was owned by Samuel Stone and Robert Briscoe in 1700.

Isaac Woodbury Lot. Isaac Woodbury owned this lot of land in 1700.

[1]Essex Registry of Deeds, book 11, leaf 110.
[2]Essex Registry of Deeds, book 7, leaf 41.
[3]Essex Registry of Deeds, book 11, leaf 111.

Humphrey Horrill House. John Grover, sr., of Beverly, yeoman, for sixteen pounds, conveyed to Humphrey Horrill of Beverly, seafaring man, this dwelling house, barn and lot April 11, 1687.[1] Mr. Horrill died Feb. 9, 1710; and his daughters Sarah Goodale, wife of Thomas Goodale of Kent, Conn., weaver, and Bridget Grey, relict of George Grey, jr., of Beverly, sailor, deceased, released their interest in the buildings and land to their mother Elizabeth Horrell, widow of said Humphrey Horrell, Nov. 21, 1710.[2] How much longer the house stood is not known to the writer.

Joseph Hibbard Lot. David Thomas of Salem, planter, conveyed this lot of land to William Hooper of Salem Feb. 10, 1668;[3] and Mr. Hooper, who had removed to Beverly, fisherman, conveyed it to Edmond Gale of Beverly, seaman, April 23, 1672.[4] Mr. Gale was a fisherman, and conveyed the lot to Nathaniel Wallis, sr., "late of Casco Bay, inhabitant, now resident in Beverly," Feb. 10, 1678-9.[4] Mr. Wallis was a fisherman, and conveyed the lot to Joseph Hibbert of Beverly Nov. 26, 1681.[5] Mr. Hibbert owned it in 1700.

Samuel Haskell House. David Thomas of Salem, planter, conveyed this lot of land to William Hooper of Salem Feb. 10, 1668.[3] Mr. Hooper removed to Beverly, being a fisherman, and conveyed the lot to Edmond Gale of Beverly, seaman, April 23, 1672.[4] Mr. Gale was a fisherman, and conveyed the lot to Nathaniel Wallis, sr., "late of Casco Bay, inhabitant, now resident in Beverly," Feb. 10, 1678-9.[4] Mr. Wallis was a fisherman, and conveyed the lot to Joseph Hibbert of Beverly Nov. 26, 1681.[5] Mr. Hebberd was a planter, and conveyed the lot to his son-in-law Daniel Collins May 23, 1691.[6] Mr. Collins built a house thereon, and, when of Salem, mariner, he conveyed the land with the house thereon to Samuel Haskell of Beverly, tailor, Oct. 13, 1696.[6] Mr. Haskell

[1]Essex Registry of Deeds, book 35, leaf 201.
[2]Essex Registry of Deeds, book 58, leaf 276.
[3]Essex Registry of Deeds, book 3, leaf 50.
[4]Essex Registry of Deeds, book 5, leaf 21.
[5]Essex Registry of Deeds, book 49, leaf 134.
[6]Essex Registry of Deeds, book 54, leaf 271.

conveyed the house and land to William Haskell of Beverly, seafaring man, Aug. 25, 1730;[1] and William Haskell conveyed the estate to John Higginson of Salem, gentleman, March 8, 1730-1.[2] For forty-five pounds, Mr. Higginson conveyed to William Leech of Beverly, cordwainer, the land and dwelling house, "being the late mansion house of Samuel Haskell, deceased," April 26, 1731.[3] Mr. Leech died in the winter of 1734-5, having in his will devised his real estate to his sons John, Joseph, William, Elijah and Benjamin. The land, dwelling house and barn were then appraised at ninety-two pounds, of which twelve pounds was estimated to be the value of the barn. How much longer the old house stood is unknown to the writer.

Estate of Nehemiah Grover Lot. Edmond Grover of Beverly, yeoman, for love, conveyed to his son Nehemiah Grover this lot of land "upon the rockes" July 23, 1677.[4] Nehemiah Grover died Feb. 12, 1693-4, when the lot was appraised at sixty pounds. It belonged to his estate in 1700.

Hazadiah Smith Lot. This lot of land belonged to Hazadiah Smith in 1700.

Samuel Haskell Lot. This lot of land belonged to Samuel Haskell in 1700.

Abigail Standley Lot. This lot of land belonged to Josiah Haskell who died in 1674; and to his daughter Abigail Standley in 1700.

Roger Haskell Lot. This lot of land belonged to Roger Haskell in 1700.

Hazadiah Smith Lot. This lot of land belonged to Edmund Grover in 1678, and to Hazadiah Smith in 1700.

Estate of Joseph Hibbert Lot. This lot of land belonged to the estate of Joseph Hibbert, being in the possession of his widow in 1700.

Hazadiah Smith Lot. That part of this lot of land lying westerly of the dashes belonged to Edmond Grover in 1673; and John Grover of Beverly, husbandman, for

[1]Essex Registry of Deeds, book 55, leaf 136.
[2]Essex Registry of Deeds, book 55, leaf 229.
[3]Essex Registry of Deeds, book 52, leaf 251.
[4]Essex Registry of Deeds, book 6, leaf 53.

love, conveyed it to his daughter Hannah's husband, Hazadiah Smith of Beverly, carpenter, Jan. 28, 1684.[1]

That part of the lot lying easterly of the dashes was conveyed by John Grover, sr., of Beverly, husbandman, for five pounds, to Mr. Smith July 8, 1686.[1]

The entire lot belonged to Mr. Smith in 1700.

Anthony Wood Lot. John Grover, sr., of Beverly, husbandman, for three pounds and ten shillings, conveyed this lot to Anthony Wood of Beverly, weaver, Sept. 22, 1673.[2] It belonged to him in 1700.

John Conant House. This lot of land belonged to John Bennett of Beverly in 1673; and, for one hundred pounds, he conveyed it to John Conant of Beverly, carpenter, with the dwelling house thereon, Sept. 24, 1677.[3] Mr. Conant owned the estate in 1700.

John Bennett Lot. Edmond Grover owned this lot in 1673; and John Grover of Beverly, husbandman, for five pounds and ten shillings, conveyed it to Anthony Wood of Beverly, weaver, June 29, 1678.[4] John Bennett owned it in 1686, and probably in 1700.

Roger Haskell House. That part of this lot of land lying within the dashes, on the westerly side of Heather street, was owned by David Thomas of Salem, planter, in 1661. He conveyed to William Hooper of Salem this lot with a dwelling house thereon Feb. 10, 1668.[5] Mr. Hooper had come from Coker, in England, was a fisherman, and removed to this house. He died by "suddenly falling overboard at sea" about Nov. 8, 1679, at the age of thirty. The house and five acres of land were then appraised at fifty pounds. This part of the lot soon after came into the possession of Roger Haskell.

The remainder of the lot early belonged to John Harding and he gave it to Roger Haskell, his daughter's husband, before 1661. Mr. Haskell died about 1690; and the land came into the ownership of his son Roger Haskell of Beverly, carpenter, before 1700.

[1]Essex Registry of Deeds, book 10, leaf 164.
[2]Essex Registry of Deeds, book 5, leaf 33.
[3]Essex Registry of Deeds, book 5, leaf 20.
[4]Essex Registry of Deeds, book 5, leaf 79.
[5]Essex Registry of Deeds, book 3, leaf 50.

The house and the land around it was conveyed by Roger Hascoll, for one hundred and seventy pounds, to Samuel Herrick of Beverly, tailor, June 14, 1709.[1] The house was gone a few years later.

William Dodge House. This tract of land belonged to Peter Palfrey very early; and was conveyed by George Richerson of Wapping, in England, mariner, by his attorney George Hawkins of Boston, shipwright, for forty pounds, to William Dods (Dodge), Sept. 28, 1644.[2] His son Capt. William Dodge of Beverly died March 24, 1719-20, at the age of eighty, possessed of this house and lot, having in his will devised "my now dwelling house" and land to his eldest son William Dodge of Beverly, yeoman. For love, William Dodge conveyed the house and land to his daughter Anna Clemmons, wife of Dr. Timothy Clemmons of Beverly, part of "my homestead land and my now dwelling house, barn and wash house thereon" May 29, 1729.[3] How much longer the house stood is unknown to the writer.

Henry Herrick Lot. This lot of land was owned by Henry Herrick in 1700.

William Rayment Lot. This lot of land belonged to Capt. William Rayment of Beverly in 1700. The Salem reservoir is located on this hill.

Lot Conant Houses. This lot of land belonged to Roger Conant very early, and he lived in the house which stood upon it. Roger Conant of Salem, yeoman, conveyed to his son Lot Conant of Salem "my now dwelling house" and thirty-two acres of land adjoining Nov. 20, 1666;[4] and the next day Lot Conant leased to his father and mother for their lives the house and three acres of the homestead, for an annual rent of "one Indian corn."[5] The old house stood at the southerly end of the lot Roger Conant apparently survived his wife, and died Nov. 19, 1679.

Lot Conant built a house upon this homestead, and removed thereto from Marblehead about 1670. He died

[1]Essex Registry of Deeds, book 39, leaf 244.
[2]Essex Registry of Deeds, book 1, leaf 2.
[3]Essex Registry of Deeds, book 54, leaf 55.
[4]Essex Registry of Deeds, book 3, leaf 28.
[5]Essex Registry of Deeds, book 3, leaf 29.

Sept. 29, 1674, having devised the house and orchard to his wife Elizabeth for her life. She married, secondly, Andrew Mansfield of Lynn Jan. 10, 1681-2. The homestead went to his son Lot Conant.

Exercise Conant, aged about seventy-two years, deposed March 28, 1710, "that his Father m^r Roger Conant late of Beverly dec^d about Thirty two years past was Seized in his own right of fee Dwelt upon and Improued a certain Farme and Tract of land . . in Beverly . . part of the Towne of Salem next adjoyning and abutting on the Farme and lands of Henry Herrick of the same now alſo Dec^d by all time past . . Seized . . in Fee which ffarme and lands were poſseſed and Enjoyed from his said Fathers Death by his Eldest Son then liuing named Lot Conant during his life and is now poſsest by his Son Lott Conant the Deponant liued many years with his Said Father upon the Said Farme and the deviding line between m^r Conants and m^r Herricks Farmes So alwayes accounted and reputed was a certain brooke Sometimes Denominated the brooke that comes out of the new Close and the Said Conant and Herrick respectiuely Improved the lands on Either Side of said brooke."[1]

In 1717, Lot Conant removed to Ipswich, and died May 14, 1745. In his will he devised his buildings and lands in Beverly to his son Jonathan Conant, who was a currier, and lived upon the old homestead in Beverly. He died June 18, 1749. The next owner and occupant of the ancient homestead was his son Jonathan Conant, who lived here until about 1783, when he removed to the Cherry Hill farm. He conveyed the house, apparently, to Simon Lovett of Beverly, yeoman, about that date; and Mr. Lovett, for two hundred and thirty-six pounds, conveyed the house and barn with the land adjoining them to John Trow of Beverly, yeoman, June 24, 1789.[2] Mr. Trow apparently conveyed the estate to Simeon Brown soon after, and he took the old house down.

The house which was built upon the homestead by Lot Conant about 1670 was probably the house which was conveyed with the barn and land around them to David

[1]Essex Registry of Deeds, book 21, leaf 180.
[2]Essex Registry of Deeds, book 150, leaf 275.

Forniss of Beverly, tailor, April 11, 1783.[1] Mr. Forniss, for one hundred and ten pounds, conveyed the "land" to Capt. Simeon Brown of Beverly, gentleman, Oct. 1, 1792;[2] and Mr. Brown conveyed the land and buildings to Dr Ingalls Kittredge of Townsend April 6, 1803.[3] Doctor Kittredge removed the house.

Edward Bishop Lot. This lot of land in the Rail field, so called, was conveyed by Edward Bishop of Beverly, husbandman, to his son Edward Bishop of Salem, husbandman, Oct. 8, 1673.[4] The lot belonged to Edward Bishop in 1700.

Benjamin Balch Lot. Benjamin Balch owned this lot of land in 1673 and 1700.

Edward Rayment Lot. This lot of land was a part of the lot which was conveyed by John Leach to Henry Herrick, sr., of Salem, yeoman, in or before 1668. Mr. Herrick conveyed it to Peter Woodbury and William Raiment of Salem Oct. 26, 1668.[5] Mr. Woodbury apparently released this part of the lot to Mr. Rayment. William Rayment, sr., of Beverly, yeoman, in consideration of love, conveyed it to his son Edward Rayment of Beverly, cordwainer, April 4, 1695;[6] and Edward Rayment owned it in 1700.

William Rayment Lot. This lot of land was a part of the lot which was conveyed by John Leach to Henry Herrick, sr., of Salem, yeoman, in or before 1668. Mr. Herrick conveyed it to Peter Woodbury and William Raiment of Salem Oct. 26, 1668.[5] Mr. Woodbury apparently released this part of the lot to Mr. Raiment, who owned the lot in 1700.

Peter Woodbury Lot. This lot of land was a part of the lot conveyed by John Leach to Henry Herrick, sr., of Salem, yeoman, in or before 1668. Mr. Herrick conveyed it to Peter Woodbury and William Raiment of Salem Oct. 26, 1668.[7] Mr. Raiment apparently released his in-

[1]Essex Registry of Deeds, book 153, leaf 231.
[2]Essex Registry of Deeds, book 155, leaf 214.
[3]Essex Registry of Deeds, book 172, leaf 136.
[4]Essex Registry of Deeds, book 6, leaf 115.
[5]Essex Registry of Deeds, book 3, leaf 134.
[6]Essex Registry of Deeds, book 22, leaf 262.
[7]Essex Registry of Deeds, book 3, leaf 134.

terest in this part of the lot to Mr. Woodbury, who owned it in 1695 and 1700.

John Rayment Lot. This lot of land belonged to John Rayment in 1700.

John Dodge Lot. Capt. John Dodge of Beverly owned this lot in 1696 and 1700.

Cornelius Baker Lot. This lot of land was owned by Cornelius Baker, jr., of Salem, yeoman, in 1696 and 1700.

Benjamin Balch Lot. This lot of land belonged to Benjamin Balch in 1700.

Philip White House. Nathaniel Conant of Beverly, cordwainer, owned this lot of land and sold it to Philip White of Beverly, carpenter, before 1687. In 1687, after Mr. White purchased the land, there was a house upon it, but it has not been learned how long it stood. He apparently owned the house and land in 1700.

Nathaniel Rayment Lot. John Rayment, sr., of Beverly, yeoman, for love, conveyed this lot of land to his son Nathaniel Rayment of Beverly, yeoman, Jan. 15, 1696-7;[1] and Nathaniel Rayment owned it in 1700.

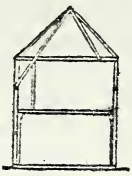
Ebenezer Woodbury Lot. This lot of land belonged to Ebenezer Woodbury in 1696 and 1700.

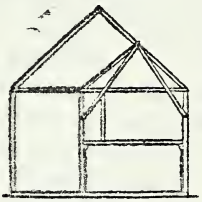
Benjamin Balch House. This tract of land was a portion of the two hundred acres granted by the town of Salem to John Balch, who was from Bridgewater, Somersetshire, England, as one of the Old Planters of original Salem, Jan. 25, 1635-6; and built his house upon this part of his land. The house is still in existence, being the northeastern portion of the "old Balch house," and occupying the same site on which it was erected. It is the only house of an "Old Planter" in existence, and is probably the oldest house in New England. Originally, it was about twenty-three feet long, sixteen feet wide and about nine feet post. The roof was steep, and probably thatched. The original frame is of white oak, and probably intact. In spite of the many changes and additions that have come to the old house little has been taken from its timbers. Originally, the chimney was probably made of stone on the outside of the house and

[1]Essex Registry of Deeds, book 12, leaf 32a.

at its north end. The house was originally like this: About 1645, the first change was made in it. The posts were lengthened about four feet, and new rafters were

placed over the original ones. Thus the house became of two stories. The attic shows these two sets of rafters, one placed above the other, but in the chamber the lower ends of the original front intermediate rafters have been cut away in order to make the chamber clear of them. An examination showed that this had been done at the new beam, and a closet was built on the back side of the chamber, in which the ends of the original rafters are to be seen. Thus the frame of the old house after this change appeared as in this diagram: Sometime about the year 1760, a considerable addition was made on the southern end, and about 1800 another. Apparently, one or two more additions were subsequently made, eventually causing the northern gable to display various changes as follows: There is no cellar under the original part of the house, and the underpinning, is of small stones laid in clay. It has apparently never been disturbed. Most of the space under the other parts of the house is occupied by cellars. The house is of great interest, and an attractive study.





John Balch died in the month of June, 1648. In his will, he devised to his wife Annis (Agnes) "the Roome newly built" and some land, cows, etc., and the homestead went to his son Benjamin. The dwelling house and barn were appraised at sixteen pounds, whille his apparel was valued at fifty-one pounds and ten shilings. Benjamin Balch, sr., of Beverly, yeoman, for love, etc., conveyed to his grandson Benjamin Balch, jr., of Beverly, husbandman, who lived with him, upon his becoming of age, "my dwelling house," barn, orchard, etc., Jan. 4, 1703-4.[1] He was a yeoman, and lived in

[1]Essex Registry of Deeds, book 19, leaf 209.

Beverly. He died Jan. 8, 1749-50; having in his will devised his dwelling house and land to his wife Mercy for her life, and then to his daughters Marcy Lovett, Mary Woodberry, Martha Trask and Deborah Dodge and to his grandson Benjamin Balch Lovett. In the inventory of his estate, the house, barn and land were appraised at one hundred and twenty pounds. This homestead came into the possession of Deborah, daughter of Benjamin Balch and wife of Jonathan Dodge of Beverly. Mrs. Dodge died; and the title descended to her son Cornelius Dodge of Beverly, yeoman. Cornelius Dodge died April 27, 1837, at the age of ninety-four. The home field and the dwelling house and barn thereon were then appraised at eight hundred dollars. The place descended to his son Azor Dodge of Beverly, who conveyed to his son Joshua F. Dodge and his wife Alice a life estate in the premises Dec. 10, 1869;[1] and the remainder to Addie Dodge and Martha Dodge, children of said Joshua F. Dodge, Dec. 13, 1869.[2] Addie F. Dodge married Charles H. Herrick. Martha Dodge died Jan. 14, 1880; and her mother, then Mary Alice Lufkin, inherited her half of the premises. Mrs. Lufkin released her interest in the house and land to her daughter Mrs. Addie F. Herrick, who owned the other half interest, April 30, 1913; and thus Mrs. Herrick became the sole owner of the estate. In the autumn of 1915, interest in the preservation of the old house became aroused upon the discovery that it included the original dwelling of John Balch on this site; and, June 8, 1916, Mrs. Herrick and her husband transferred the title thereto to Joseph Balch of Westwood, John Balch of Milton, Franklin G. Balch, Francis N. Balch and William Sumner Appleton, all of Boston, and Franklin Balch of Topsfield and their survivors. These men hold the title jointly to raise money for and cause the reconstruction of the original dwelling. The war has hindered the consummation of this purpose hitherto, but it is hoped that this cherished design may be prosecuted soon.

William Dodge Lot. This land was probably a portion of the tract of land granted by the town of Salem to

[1]Essex Registry of Deeds, book 787, leaf 144.
[2]Essex Registry of Deeds, book 787, leaf 145.

Peter Palfrey Jan. 25, 1635-6, and it belonged to Dea. William Dodge in 1700.

Henry Herrick Lot. This lot of land belonged to Henry Herrick, sr., of Salem, yeoman, in 1668, and he died possessed of it in the winter of 1670-1. In his will, he devised to his son Benjamin Herrick this "pasture land, called my english field, wch joyneth on the east syde to Andrew Eliott, lyeing between the countrye high way & the mill River," to "remaine in the hands of my sonn Henry to improve vntill Beniamyn be 21 years of age and in case he dye before he be 21 years of age I give the sayd land to my sonn Henry." Benjamin Herrick died without issue in 1677, probably under age. The inventory of the estate of Henry Herrick has this item: "the English pasture wth the marsh & orchard in itt, 80 li." The son Henry Herrick owned the lot in 1700, when he was of Beverly, yeoman.

Andrew Elliott House. This lot of land belonged to Henry Herrick, sr., of Salem, yeoman, May 26, 1668, when he conveyed that part of the lot lying within the dashes at the southeastern corner to Andrew Elliott of Salem, cordwinder, a native of Somersetshire, England.[1] The remainder of the lot subsequently came into his hands. Upon the southeastern corner he erected a house, in which he lived. Mr. Elliott died March 1, 1703-4; having devised the homestead with the dwelling house thereon to his grandson Andrew Elliott, son of the deceased son William Elliott, the latter (William) being then in possession of the homestead as a tenant. Andrew Elliott, jr., lived here, and died, possessed of the estate, Jan. 25, 1743-4, intestate. The real estate was not divided until Sept. 3, 1764, when the easterly part of the house and homestead was assigned to his eldest son Robert Elliott and the westerly part to his son Andrew Elliott. Robert Elliott lived here, and was a mariner. He died in the winter of 1767-8, intestate, possessed of his part of the house and land. In the inventory of his estate, the "one half Part of an old dwelling House" was valued at eighteen pounds, and "a ſmall Barn" at ten

[1]Essex Registry of Deeds, book 3, leaf 38.

pounds. He left two children, Robert and Jane, who owned this part of the estate in 1788. How much longer this house stood is unknown to the writer.

John Dodge Lot. This was called Bushnell's lot before 1669; and John Leach of Salem, miller, conveyed it to John Dodge, jr., of Beverly, husbandman, Sept. 2, 1669.[1] Mr. Dodge owned it in 1700. This lot included "a little hill encompassed by his own marsh near Mr. Friend's mill" granted by the selectmen of Salem to Henry Skerie Feb. 20, 1653-4.

Estate of Nehemiah Grover Lot. This lot of land belonged to Edmond Grover in 1648. When of Beverly, yeoman, for love, he conveyed it to his son Nehemiah Grover July 23, 1677.[2] Nehemiah Grover died Feb. 12, 1693-4, intestate. In the inventory of his estate, this lot of five acres was appraised at thirty-five pounds, and the dwelling house and barn at thirty pounds. The estate was undivided in 1700.

Mark Haskell Lot. This lot of land was probably granted to Nicholas Draper; and it belonged to Jarvis Garford of Salem, gentleman, in 1648. Mr. Garford had a house there, and, for eighty pounds, conveyed the house and land to widow Elizabeth Hardy of Salem Sept. 26, 1653.[3] She gave her "son" Roger Haskell half of the house and land, as he had paid to Mr. Garford part of the money for it. When this house disappeared is unknown. She died in the autumn of 1654, having in her will devised to her daughter Elizabeth, wife of Roger Haskell, the other half. The will was defective, and on a division of the real estate this portion of the land was assigned to Mr. Haskell. Roger Haskell died in June, 1667, having in his will devised one-half of this land to his wife and the other half to his sons Roger, Josiah and Samuel. Josiah Haskell and Samuel Haskell apparently released their interest in this lot to Roger Haskell, as he owned it in 1700.

John Conant Lot. This lot of land was a part of a lot which belonged to Edmund Grover in 1648. It belonged

[1]Essex Registry of Deeds, book 3, leaf 69.
[2]Essex Registry of Deeds, book 6, leaf 53.
[3]Essex Registry of Deeds, book 1, leaf 20.

Courtesy of Wallace Nutting

BENJAMIN BALCH HOUSE

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to John Grover of Salem, husbandman, Aug. 8, 1677, when, for sixteen shillings, he conveyed it to John Benet of Beverly, weaver.[1] Mr. Bennett, for twenty shillings, conveyed it to John Conant of Beverly, carpenter, Oct. 3, 1677;[1] and Mr. Conant owned the lot in 1700.

Jonathan Herrick House. This was a part of a lot of land which belonged to Edmund Grover in 1648. This lot belonged to John Grover of Salem, husbandman, in 1677. John Grover died in 1695, intestate. In the inventory of his estate, his dwelling house and orchard were appraised at thirty pounds. His widow Margaret Grover, as his administratrix, for twenty-nine pounds, conveyed the land and dwelling house thereon to Jonathan Herrick of Beverly, blacksmith, Nov. 20, 1696.[2] Mr. Herrick, for one hundred and eighteen pounds, conveyed to Hazadiah Smith, sr., of Beverly, house carpenter, the land with the dwelling house, barn and a smith's shop thereon April 28, 1715;[3] and Mr. Smith, for love, conveyed to his son Samuel Smith of Beverly the land with the dwelling house thereon Jan. 5, 1724-5.[4] How much longer the house stood is unknown to the writer.

Joseph Trask Lot. This lot of land belonged to Joseph Trask in 1698 and 1700.[5]

Benjamin Trask Lot. Osmond Trask of Beverly died in the winter of 1676-7, possessed of this lot of land; and his widow Elizabeth Trask married, secondly, John Gyles of Beverly. Mr. and Mrs. Gyles conveyed this lot, as she was the administratrix of the estate, to her son Samuel Trask Jan. 18, 1688;[6] and Samuel Trask apparently conveyed it to his son Benjamin Trask before Oct.

[1]Essex Registry of Deeds, book 5, leaf 20.
[2]Essex Registry of Deeds, book 20, leaf 14.
[3]Essex Registry of Deeds, book 72, leaf 207.
[4]Essex Registry of Deeds, book 57, leaf 7.
[5]There may have been a house upon this lot in 1700. Joseph Trask of Beverly, yeoman, conveyed this land with a dwelling house upon it to Samuel Trask of Salem Dec. 1, 1713 (Essex Registry of Deeds, book 36, leaf 44). Samuel Trask of Salem, blacksmith, conveyed the house and land to his son Samuel Trask of Beverly, weaver, Dec. 8, 1718 (Essex Registry of Deeds, book 36, leaf 46); and Samuel Trask of Beverly, weaver, conveyed the same premises to Samuel Bell of Salem, mason, March 1, 1736-7 (Essex Registry of Deeds, book 73, leaf 120).
[6]Essex Registry of Deeds, book 36, leaf 45.

10, 1680. Benjamin Trask owned it in 1700. There was a house upon this lot in 1706, but when and by whom it was built is unknown.

William Elliott Lot. Osmond Trask of Beverly died in the winter of 1676-7, possessed of this lot of land; and his widow and administratrix, who had married John Gyles of Beverly in 1679, conveyed it to her son Samuel Trask Jan. 18, 1688.[1] Samuel Trask, "then living in Salem," blacksmith, for eight pounds in silver, conveyed it to William Elliott of Beverly, cordwinder, Oct. 10, 1689;[2] and Mr. Elliott owned it in 1700.

Isaac Woodberry House. This lot of land was possibly owned by Osmond Trask of Beverly in 1675. He died in the winter of 1676-7; and perhaps it was subsequently owned by his son Samuel Trask. Robert Hibbert probably owned it next.

That part of the lot lying westerly of the dashes was owned by John Swarton of Beverly, tailor, April 27, 1687, when, for fifty dollars, he conveyed the land, with the house and barn thereon, to Isaac Woodberry, jr., of Beverly, mariner.[3]

That part of the lot lying easterly of the dashes belonged to Robert Hibberd of Beverly as early as 1668. He died May 7, 1684, having in his will devised it to his wife Joane for her life and then to his son Samuel Hibbard. His wife Joane Hebbard and their son Samuel Hibbard, for fifteen pounds and four shillings, conveyed this part of the lot to Mr. Woodberry May 26, 1691.[4]

Mr. Woodberry died possessed of the entire lot and the buildings thereon at Bristol, England, Aug. 14, 1701, at the age of twenty-one.

His father, Isaac Woodberry of Beverly, mariner, stated in his will that his wife Mary bought the house and barn and land in the name of his said deceased son. The father died March 11, 1725-6, at the age of eighty-four, having devised the buildings and land to his son Joshua Woodberry. How long the house stood is uncertain.

[1] Essex Registry of Deeds, book 36, leaf 45.
[2] Essex Registry of Deeds, book 9, leaf 78.
[3] Essex Registry of Deeds, book 12, leaf 96.
[4] Essex Registry of Deeds, book 12, leaf 95.

Nathaniel Wallis House. This lot of land was owned by Robert Hibberd, sr., of Beverly, bricklayer, as early as 1668.

The middle portion of the lot was conveyed by Mr. Hebberd to his daughter Abigail, wife of Thomas Blashfield of Beverly, fisherman, June 20, 1676;[1] and Mr. Blashfield built a house upon the lot that summer. Mr. Blashfield became a husbandman, and, for sixty-five pounds, conveyed the house and land to Nathaniel Wallis of Manchester Aug. 31, 1680.[2] Mr. Wallis removed to this house. He was born in Cornwall, Great Britain, about 1632.

The northwesterly corner of the lot, being orchard, was conveyed by Mr. Hiberd, for twenty shillings, to Mr. Wallis Sept. 30, 1680.[1]

The southern portion of this lot was conveyed by Joseph Hibert of Beverly, husbandman, to Mr. Wallis Nov. 26, 1661.[3]

Robert Hibberd died possessed of the northeastern part of the lot May 7, 1684; and his widow Joan Hebberd and their son Samuel Hebberd, to whom he had devised it, for six pounds and fifteen shillings in silver, conveyed it to Mr. Wallis March 13, 1689-90.[4]

Mr. Wallis died possessed of the entire estate Oct. 18, 1709. The house and land were then appraised at ninety-one pounds. In his will he devised it to his sons Caleb and Joshua. Joshua Wallis of Wenham, husbandman, conveyed to his loving brother Caleb Wallis of Beverly, cordwainer, his half of a mansion house and barn and the land, "being the dwelling house, barn and homestead that our honored father Nathaniel Wallis, late of Beverly, yeoman, deceased, died seized of," July 11, 1711.[5] Caleb Wallis died Nov. 1, 1714, intestate. In the inventory of his estate this property is described as "six acres of land with an orchard and the dwelling house and barn thereon which was formerly the homestead of Nathaniel Wallis, father of the deceased," and valued at eighty pounds.

[1]Essex Registry of Deeds, book 7, leaf 106.
[2]Essex Registry of Deeds, book 7, leaf 107.
[3]Essex Registry of Deeds, book 7, leaf 95.
[4]Essex Registry of Deeds, book 9, leaf 96.
[5]Essex Registry of Deeds, book 26, leaf 88.

The real estate was divided Dec. 26, 1722, and this house and lot was assigned to his son Joshua Wallis. Joshua Wallis was a tailor and lived in Beverly. For one hundred and forty pounds, he conveyed the lot with the house, barn and orchard thereon to Peter Groves of Beverly, joiner, Jan. 7, 1722-3.[1] Mr. Groves died March 14, 1755; having in his will devised the homestead to his wife Mary and after her decease to his son Freeborn Groves, and if the latter should die without issue then to the testator's grandson Peter Groves of Beverly. The dwelling house was then appraised at twenty pounds; the barn at five pounds; the shop at two pounds; and the five acres of land at eighty pounds. Freeborn Groves died, intestate, in 1783; and his homestead of four and a half acres of land with the dwelling house, etc., was then appraised at two hundred and twenty-five pounds. How much longer the house stood has not been learned.

Samuel Hibberd House. This lot of land was owned by Robert Hibberd of Beverly, bricklayer, in 1668. He lived here, and died May 7, 1684. In the inventory of his estate, the dwelling house, barn and orchard were appraised at sixty pounds, and the thirty-four acres of land near the house at one hundred and nineteen pounds. In his will he had devised to his wife Joane his now dwelling house, barn, tillage and pasture land, being his homestead, for her life, and then gave the homestead to his son Samuel Hibberd, "if he doth behave himself dutyfully & obediently to his mother." Samuel duly behaved himself, apparently, and possessed the estate after the decease of his mother. He was a husbandman, and lived here. He died in the spring of 1702, intestate. In his inventory, the dwelling house was appraised at ten pounds, and the thirty acres adjoining at thirty pounds. Deborah Hibberd conveyed her one-sixth interest in the estate to Peter Groves of Beverly, joiner, Sept. 30, 1709;[2] and Mr. Groves conveyed it to Robert Hale, Esq., of Beverly, physician, Jan. 22, 1710.[3] Samuel Hibberd's daughter Abigail, wife of Daniel Eaton of Lynn, con-

[1]Essex Registry of Deeds, book 44, leaf 130.
[2]Essex Registry of Deeds, book 59, leaf 12.
[3]Essex Registry of Deeds, book 30, leaf 70.

veyed her interest in the estate to Mr. Hale, with "a mansion or dwelling house" thereon, May 30, 1710.[1] The real estate was divided Feb. 5, 1710-1; and the house and land adjoining was assigned to Doctor Hale by virtue of these deeds. How long the house stood after this date has not been determined.

The "general fence" which ran through this lot at the northeastern side of Prospect hill was the fence which included the common land in 1668. That portion of this lot lying easterly of this fence was granted by the town of Beverly to Mr. Hibberd in 1693.

DOCUMENTS RELATING TO MARBLEHEAD, MASS.

(*Continued from Volume LV, page 80.*)

[4 May 1696]

Captaine Legg

Upon application made by yourselfe and other Gentlemen concerned in the Fishery I was ready to gratify you with a convoy so far as might be consistant with the other Service proposed for his Majestys Ships into the Bay of Fundy which I made express mention of unto you, and did accordingly order Captaine Paxton to attend that Service, he then acquainting me only with the want of fifteen men and I understood you were ready to Supply them rather than to faile of his assistance, and I expected it had been done, and that he had been gone to Sea. But I have this day received a Letter from Captaine Paxton at Marblehead in which he advises me of the want of thirty men or more to compleat his number, and that he has not yet received any from yourselfe and the others

[1] Essex Registry of Deeds, book 23, leaf 174.

and therefore expects positive orders from myselfe to proceed that notwithstanding his falling so short of men, which is hard to put me upon, lest any misfortune should happen and he says then to return your men again will render him uncapable of future service. Besides the time is so far Spent beyond Expectation, That I fear his pursuing his orders already given him will dissapoint the other Service intended for him to the Bay of Fundy. I am very sorry it so falls out; But I can do no other than to refer it to himselfe to consider what number may be sufficient to adventure his Majestys Ship abroad with safety If therefore he thinks he may go forth with the men he has and convoy the Fishing Vessels to the Fishing Grounds and so to return back to see to make up his complement for the other designe I have so directed. The French Privateer Sloop being taken and sent forth again in search for the Shallop and vessell, I would hope if she be surprized you will probably be secure to attend their business. I am sincerely desirous to assist you in this affair so far as will consit with his Majesties Service, and am

Your Loving Friend

[Not signed, but in Stoughton's hand.]

Mass. Archives, vol. 62, pp. 89-90.

Unto The Honoured Generall Court now Sitting at Boston the petision of Nicholas Pickett of Marblehead townshipp: humbly Sheweth: that he the said Pickett was pressed out of the said town: and that in the Late expedition against the french in March Last past in His Majesties Service and the Countrys un- Captain Cauley he did then and their received a Shott which wounded him in suchwise that his wound made him uncapable of Stiring himselfe and by that means he became frozen and thereby hath Sufered extream Dolourous and exquisite paine and torment and at last for the preservation of his life was forced to endure the Cuting of his foott and Now Contineth very weake and uterly uncapable of doing any thing to help himselfe; or fall into any way to gaine A livelihood; and he being A very poor man having neither housing, Land, or other estate to relieve him and in A

very poor, miserable, and deplorable Condition he doth humbly suplicate and beseech this Honoured Court out of their Comiseration and Christian Compassion to consider his miserable and needy Condition and for the reasons aforesaid that this Honoured Court will be pleased to grant him some sutable suply for his future maintenance (he being a decriped man) in such maner as you shall see meett and your poor suppliant shall for ever pray for your prosperity

Nicholas Pickett

September 6th 1697.

September 10th 1697 Read in the House of Representatives

October 26, 1697 Read and voted in the house of Representatives that he shall be paid Ten pounds for this year: and five pounds per Annum afterwards out of the publick Treasury of this Province until such time as this Court shall so Cause to order it, otherwise: and that the charge of his Cure be payd by the province.

Sent up for Concurrence.

Penn Townsend Speaker

26th October 1697, Read and Voted a Concurrance.

Isaac Addington Secretary.

Mass. Archives, vol. 70, p. 356.

The Humble Petition of the inholders, and Retailors of the County of Essex to the Honorable Lieutenantt Governour, & Councill, & Representatives Convened, February 12, 1700/1.

Humbly sheweth that whereas the honerable Generall Court Convened in May 1700 passed an act to his Majesty for the excise upon all wines, Luicours, & strong drinck, sould by Retail, thereto obligeing all licensed persons, to render an account upon oath of what strong drink they had in their houses, or dependencies thereof for retaile which act is very severe & hard upon the subject; it being impossible for us to sweare *sic* to what stong drink we had in our custody for sale on the twenty ninth day of June last,. Because we did not take an exact account of what we had then in our Custody; not

knowing any such Law was extent, as did oblidge us thereto The consideration of the impossibility of Rendering of such an account upon oaths as also the multiplicities of Oaths, accruing thereby, doth force us to pray your Honours; that you would superseede said act, & grant us liberty to pay what shall become due either as we paid formerly or else by agreement with the Comissioner of said County Francis Wainwright well respected of our said County of Essex, chosing to pay rather more excise, in this way of an agreement than than to be exposed partly to an impossibillity, & also to the multiplication of oaths. Praying that your Honours will redress us in this matter & not lett us be exposed to forfeitt our Recognicances which otherwise will certainly follow We humbly pray for your Favour in this & will beg your belessing on all accounts.

John How	Thomas Fiske
Abraham Peirkins	Thomas Freann ?
Thomas Perley	Nathaniel Ingersoll
Samuell Hasaltine ?	Waltere Phillips
Francis Crumpton	Joseph Ingalls
Daniell Rindge	Robert Brisco
Nathaniel Rust Junior	Richard Trevet
Joseph Hartt	Will Watrs?
Mary Geffords	William Woods

February 20th 1700 Read

Mass. Archives, v. 111, p. 68.

To The honourable Leutenantt Governour Councill and Representatives In Generall Courtt etc.

The Petition of Nicholas Pickett a Souldier wounded in his Majesties service, An Inhabitant of the Towne of Marblehead

humbly Sheweth

That whereas att a Generall Courtt Upon the 26th day of May 1697, and Continued by prorogations unto the 13th day of October Following, Itt was then Votted that there should bee Allowed outt of the publick Treasury Unto Your poore Petitioner the summe of tenn poundes for that Yeare, And Five poundes per Annum Afterwards, till farther order, and alsoe the Charge of

the Cure to be defrayed by the Publick, as by said Vote may Appeare, and whereas your poore Petitioner being now Fifty six Yeares of Age and more and not able to doe anything to help himselfe towards a Livelyhood, and findeing that Five poundes a Yeare is not sufficient Maintenance, butt must Inevitably suffer, Doth there-for most humbly Pray Your honours etc. well to Consider my Low Condition, and Grant mee such farther supply toward my Maintenance, as may bee in some Measure sufficient for mee in Aged Estate and Weake Condition as alsoe for the Cureing the wound which is not yett Perfected.

And Your honours Poore Petitioner shall ever pray as in duty bound etc.

Marblehead May 20th 1701 N. P.

June 27th Read 1st and 2d time and third time in the house of Representatives

And Resolved, that hence forward there be paid the petitioner out of the Publick Treasury a Stipend of Seven pounds per year annually in Lieu of the five pounds per annum formerly granted him

Sent up for Concurrence

Nehemiah Jewett Speaker.

In Council June 27th 1701, Read and past a Concurrance. Isaac Addington Secretary.

Mass. Archives, vol. 70, p. 524.

The Towne of Marblehead humbly Supplicates The honourable Leutenantt Governour, Councill and Representatives etc. Dewly and Trewly to Consider off, and seasonably to provide for, the miserable decayed state of Theire Fortifications, and stores of Warr (Perticular accompt of which hath bin already sent to the Commissary General) Prayeing well to Consider the scituation and Accomodation of the Portt for ships and Martt of Fishery (which his Majestic hath alwaise desired to Incouridge) And wee Farther pray that noe Ill Representation may prevent the Fortifieing soe Commodious an In Lett to the Danger of the province, or to Damnify the Principall Manufactory of itt.

And your Poore Petitioners
shall Ever pray etc.

Att a Towne Meeteing of Marblehead June 23 1701 etc. Itt was ordered that the Select men signe this Pettition on behalfe of said Towne

	John Browne
Select men off	John Stasey
	Benjamin James
Marblehead	Richard Trevet
	George Jackson

In Council 5th September 1701, Read and sent down.

In the House of Representatives, September 6th 1701 Read, The Question being Put whether any Allowance be made in Answer to the above Petition? It Passed in the Negative.

In the House of Representatives, February 24th 1701, Read and Resolved, That the Sum of forty Pounds be Allowed and Paid out of the Publick Treasury to the Town of Marblehead toward the repair of their fortifications, and for stores of War, Provided said Town Advance and Expend the sum of sixty Pounds more for the service aforesaid so as to make the whole an hundred Pounds.

Sent up for Concurrance

Nehemiah Jewett Speaker

In Councill February 24th 1701

Read and past a Concurrance and Consented to

	Elisha Cooke
	John Hathorne
Eliakim Hutchinson	Elisha Hutchinson
Penn Townsend	Samuel Sewall
John Appleton	Peter Sergeant
Nathaniel Byfield	John Foster
Benjamin Browne	Jonathan Corwin
	John Walley
	Nathaniel Thomas
[All autographs]	John Higginson

Mass. Archives, v. 70, pp. 530-1.

(*To be continued*)

ALPHEUS CROSBY.

BY ROBERT S. RANTOUL.

Professor Alpheus Crosby, the second principal of the State Normal School at Salem, came of a family by no means inconspicuous in its origin or its achievements. The name is supposed to be a form of "Crossburgh" or "Crossbury," by which name the Danes designated the hamlets marked with a Cross, planted by them along the Eastern Shore of England. Eight such towns are traced in the North of the Island, at each of which the Danish settlers are said to have planted a Cross in token of their occupation. The Crosby family runs back, of record, to 1204. Savage and other genealogists find the stock at Cambridge, then Newtowne, in 1635,—Simon being a freeman in 1636,—selectman in 1637, 1638,—his estate passing to one Brattle, and since occupied by the Brattle House. From Cambridge they spread to the Merrimac Valley, into New Hampshire, and to Maine. In two centuries, they had sent a dozen graduates through Harvard and as many through other New England colleges. They have borne their share as pioneer farmers and Indian fighters, besides bearing commissions in the old French and British wars, but mostly they have been physicians, surgeons and preachers. The name Alpheus first appears in 1739. One of the family named Alpheus witnessed the execution of André. They have intermarried with the Fitches, one of whom was Governor of Connecticut,—one the first president of Williams College, and one applied steam power to navigation. It is not without interest to note here that a Crosby married a Stoddard of Salem, another a Pierce of Salem, and that the first wife of Colonel Samuel Cook Oliver was a Crosby.

Professor Alpheus Crosby, the subject of this memoir, was a worthy scion of such a stock. He was born, Oc-

tober 13, 1810, at Sandwich, a hill-town of New Hampshire, where his father had acquired a homestead farm twenty years before and had built up a wide, general practice in surgery and physic. There were six brothers of them, all more or less distinguished. One of them, Nathan, Police Justice at Lowell for thirty years, was a valued contributor to our Historical Collections.

Professor Crosby died at Salem, April 17, 1874. He was twice married. His first wife was Abigail Grant Cutler, born at Newburyport, where they were married, in August, 1834, and where she and the Professor lie buried. She died in 1837, in France, where they were journeying for her health. He married, later in life, Martha Kingman, sometime a teacher in the State Normal School at Bridgewater, of which she had been a graduate, who before their marriage had become an assistant in the Salem Normal School, and who survived him more than forty years. She died at Bridgewater, in her eighty-third year, in 1915, after a service of twenty-five years on the local School Board, in which office she acted as the Superintendent of Schools for Bridgewater until the function was discontinued. When, in 1911, ill-health constrained her to retire from the Board, the town recorded a vote of sympathy and veneration.

Professor Crosby was graduated at Dartmouth at the age of seventeen, in the class of 1827. He was a tutor there for three years, and then spent a year or two in the Andover Theological Seminary. He was licensed to preach in 1833, but in that year became Professor of Latin and Greek at Dartmouth. In 1836 and 1837 he was travelling in Europe. By 1849, heterodox theological views had made his position at Dartmouth an uncomfortable one, but he retained his home in Hanover until 1854, when he became the Agent of the Massachusetts Board of Education and State Lecturer in the Teachers' Institutes, making his home in Boston. In 1857 he took charge of the Salem Normal School, which had been in operation but three years. This was its formative period. Horace Mann had been, at his own expense, in 1843, scouring Europe in search of hints for the better development of the Massachusetts system. The first Normal

School had been opened at Lexington in 1839, and removed to Framingham in 1855. The Salem school was the fourth in date. Methods were crude. Public confidence in the scheme of state education was yet to ripen. Strong men were needed to recommend the system,—men experienced in approved methods of teaching,—men of practical, good sense, and unerring judgment in educational matters, and high ideals. Professor Crosby was one of these. He had been a successful superintendent of schools at Newburyport. He had an instinctive intelligence as to what a public school system might fairly be expected to effect, and what it was bound to discard. His genius for imparting knowledge was as great as was his genius for absorbing knowledge. He was that rare phenomenon of nature—a petted infant prodigy grown to be a well-balanced man.

Professor Crosby was a born educator. He grew up with broad views of what education means, and his family history shows that these views were ingrained. He had a grandfather who commanded a company in the battle of Bunker Hill, while his father was a New Hampshire country doctor, with a family practice bounded by a radius of twenty miles—no bad schooling for a healthy altruism. When the son cast in his lot with us in 1857, it was felt that the working forces which made for social betterment in this community had gained a notable accession. The Commonwealth and every section of it needed such men to carry forward to its legitimate issue the costly and momentous experiment then in hand. Essex County was not without such men. Henry Wheatland was one of them. Professor Crosby was a welcome ally, for he was devoted and well equipped. Besides being eminent in general scholarship, he was so well known among linguists as to be assigned a place on the Greek Examining Board at Harvard College, where his services, according to Wentworth Higginson, another member, who had also known him in educational matters at Newburyport, "were simply invaluable."

He had entered Dartmouth in 1823, not yet thirteen. He was at the head of his class, in which he was the youngest of some fifty odd members and without a rival,

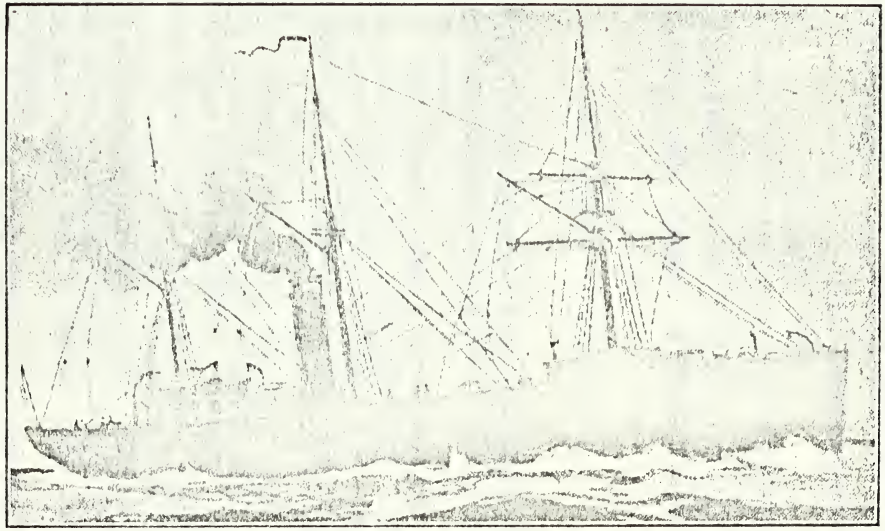
—accepted from the start as "*facile princeps.*" Upon graduation, he taught a preparatory school in Hanover for a year, and had then been for three years a college tutor. Two years at the Andover Theological Seminary followed, and before he was twenty-three he had returned to his *Alma Mater* as Professor of the Classics. His success as the ideal teacher is attested by a host of scholars whose marked careers began under his instruction and guidance. He resigned his professorship in 1849, and devoted some years at Newburyport to the care of his late wife's invalid mother, now a widow. His Greek grammar, theological investigations and the superintendency of schools at Newburyport occupied his time until, in 1854, he entered the service of Massachusetts as agent of the Board of Education, visiting schools and lecturing on educational topics. The New England Journal of Education printed at the time of his death an appreciation of him from the pen of his successor, Professor Hagar, to which this memoir is much indebted. When he was nine and one-half years old he had read the Greek Testament and all the Latin required for admittance to Dartmouth. He had mastered all the earlier branches of English, arithmetic, algebra, geography and grammar. What to do with such a phenomenon was a puzzle. "He showed no sign of fatigue,"—"never had to be told a thing twice,"—"loved fun and sports,"—"his health was perfect." His brother took him to Hanover for a roommate in his senior term in 1820. Rufus Choate instructed him in Greek, and James Marsh, later President of the University of Vermont, in Latin. Professor Adams tested him in Euclid, and joined with the other two tutors in their astonishment at his powers. They found him qualified to enter college, but advised against that course as not promising the best use of collegiate opportunities. In 1822 he entered Exeter Academy for a year. He was recognized abroad later in life, especially at Edinborough, as one of the few great Greek scholars the country had produced. He made a tour of Europe and a tour of our Southern States. His theological study at Andover carried him so far as to be licensed to preach

by that conservative body. He published a Greek Lexicon. At Dartmouth, while a professor, his heterodox leanings had to some extent impaired his standing with the faculty. While domiciled in Boston, he was, with John A. Andrew and Julia Ward Howe, an attendant on the preaching of James Freeman Clarke. He was then acting as an agent of the State Board of Education in recommending to the people at large, through public addresses and teachers' institutes and serial publications, the new school system, which had not then quite won its way to general favor. Charles W. Upham and Nathaniel P. Banks had preceded him in this function, and I think he was succeeded by George S. Boutwell. Although he came to Salem as a stranger, he was soon made superintendent of the First Church Sunday School. While in Salem he was a trustee of the Lyceum, an active officer of the Institute, and, for ten of his eighteen years' residence, the president of the Athenaeum. The interests of the Normal School he made his own. Fatigue and rest seemed to have no place in his vocabulary. His means made him independent of his salary, and if he discovered a lack of anything at the school, be it books, school appliances, charity funds, or what not, so far as he could he supplied it. One might well define "a public-spirited citizen" by pointing to Professor Crosby. No passionate devotee of the Greek civilization could well be other than a public-spirited citizen.

Professor Crosby was in Salem throughout the crucial four years of the Civil War. No public exigency arose in which he was not promptly ready to bear his part. He took an outspoken stand upon all the ugly questions which were daily cropping up, and what he said weighed, because we all saw him to be a student of public affairs and absolutely genuine in his love of country. It was in this connection that I saw most of him. To those of us who were busy trying to have war-problems rightly understood and solved, he was a tower of strength. He stood like a rock in his silent rebuke of the self-seekers who do so much to debauch our political life, and who attach themselves, as though they were the born daughters of the horse-leech, to every noble cause. When he could

not throw himself with his whole soul into a projected movement, he held himself entirely aloof. His tongue knew the shibboleth of no party, cult or sect.

At last the war was over and he had closed his work in the school. He gave the ten years of life that remained to the revision of his many textbooks in Greek and Mathematics which had been received with favor,—to the preparation of a primer for the use of illiterate freedmen,—and to the conducting of the journal the declared object of which was, "Reconstruction on Equitable Principles."



STEAMER "CHESAPEAKE" BUILT IN 1849
Seized by the Confederates in 1863

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HISTORICAL COLLECTIONS

OF THE

ESSEX INSTITUTE

VOL. LV OCTOBER, 1919 No. 4

A GENEALOGICAL-HISTORICAL VISITATION OF GROVELAND, MASS., IN THE YEAR 1863.

BY ALFRED POORE, M. D.

Went with Amos B[oynton] to Groveland Nov. 27, 1863, and the water was so high that we could not come across the ferry.

Dec. 4. John Merrill came here and says that William Duty who resided on our place was a very courageous man. He was in the Bunker Hill fight and stood close by Maj. McClary of Chichester when a four pound ball struck him in the back and killed him. William Duty had a sister Eunice who could take up a barrel of cider and drink out of the bung; also a sister who was the wife of William Rowell of Salem. Children: Washington, James, Moses, Duty, Polly, who mar. Alfred Snell; Levina, who is widow of Jona. Rowell; and William, who mar. a Merrill and had children, one of whom mar. John Deny's daughter. Obadiah Foster, who married a daughter of William Duty, had a brother John Foster who lived in Hudson.

Leonard Merrill's place used to belong to Simon Johnson. Smith sold it to John and his father Joshua, and they sold it to Leonard Merrill.

NOTE. This is a continuation of the house-to-house journeys made by the author in various Essex County towns in search of genealogical information and family lore. The Andover visitation was published in the Historical Collections, volumes XLVIII-LV.

Rev. John Page, grandfather of Mrs. Brickett Bradley, was born in Salem, N. H., near Temple Roberts', and died in 1782, aged about 45. He married Molly Stevens, a half sister to Daniel Huse of Methuen, who was brought up and adopted by Maj. Wright, who resided near Thomas Webster's. Joseph Wright, his first son, was named for Maj. Wright, b. Feb. 2, 1765, and d. Jan. 20, 1845. Mrs. Bradley's mother died Mar. 30, 1850, aged 78. Mrs. Bradley has an aunt on her father's side (Peak, who is widow of Samuel Morse), now alive in Hampstead, and two uncles on her mother's side (named Little), now living, one in Danvers and one in Bangor.

Aaron Copp once lived in a small cottage just between the Atkinson farm house and Downing's. He was a great story teller and could repeat all of Aesop's fables. He died about May, 1810, aged 90, when Capt. Smith and John J. Merrill were about 12 or 14 years old, and they watched with him. His wife died some years before him. Old Mrs. John Head, who came from Connecticut and lived at one time in the Brickett house, kept his house. Aaron Copp's only child that we hear of was Joshua, who married a Jameson from Windham, a sister to old David Jameson, and lived near Oliver Taylor's mill. Children: Moses; Joshua, who now resides in Derry; Aaron, who d. unm.; and Melinda, who married some one after she had had several illegitimate children. Old Aaron Copp was in the Revolutionary army and had a pension.

Eben Parker, who came from Boxford or vicinity, bought John Spofford's place, where David Dustin now resides, in N. Salem, and had a son Edward whose widow is in the poor house at Salem.

Jan., 1864. John Spofford above came up from Georgetown or vicinity, and his wife was a sister to Mr. J. J. Merrill's mother, and had among their children Betsey, who died unmarried, and Thomas.

David Nevins, grandfather to Mr. Nevins of Methuen, resided up by Policy Pond, and was a great story teller to please the young.

Leverett S. Ordway, with his brother boarding with

him, removed from his mother's house up to the old Bacon farm that they have purchased April 15, 1863. Charles Watson Brown came to live with them Monday before Thanksgiving, 1863, from Mrs. Langley.

Benjamin Pike enlisted in the autumn of 1863. John Pike left Mrs. Langley's in the spring of 1863 and went to Danvers, and since that has married —— Page of Salem and resides there. Thomas Stickney left Mrs. Langley's in the spring of 1863, and his wife keeps house in Newburyport.

Joshua Ordway left the Bacon farm when Ordway came and is in East Haverhill near the ferry.

Ezra Hardy's family same except that Jacob's daughter (Hannah ?) came home Jan. 7, 1864, with a husband and three children.

Rufus C. Hardy and three sisters still remain the same. He did not keep school but a few days in the spring of 1863-4.

In the house belonging to widow Cook's heirs has resided since May, 1863, Nathaniel H. Downs, from Georgetown, whose wife died at P. Jacques' house about August, 1862, when he was in the army. He has a housekeeper Sophia, daughter of —— Carter, who has two children by William McCrillis.

Nathaniel Hayes, son of Thomas Jefferson and Abigail (Hayes) Downs, born in Rochester, N. H., in 1814, married Lydia Ann Hull, a sister to Mrs. Jaques, who died May 26, 1863, aged 47. Children: Warner, b. Jan. 30, 1838, in East Bradford, where Benjamin Jaques now resides, m. Emma Jane Dobson in Taunton and resides in Taunton, no children; Thomas Jefferson, b. in Mary Parks' house Nov., 1834, unm., probably in Danvers; Susan Maria, m. Moses B. and resides in Groveland, b. E. Bradford, where Nelson resides; Hannah Leavitt, b. Danvers, Feb., 1844, unm., at home; Samuel Hull, b. Georgetown, Sept., 1847, at home; Fred Plummer, b. Georgetown, April, 1850, at home; Charles Edwin, died young.

Sophia (Carter) McCrillis has had three children: Hannah Elizabeth, died young; Woodbury Colby, b. in

Rochester, N. H., August, 1850, and resides in Lebanon, Me., with his uncle George McCrillis; Frank Pierce, b. in Lebanon, Me., Oct., 1852, and resides in Jackson, N. H. Mr. Downs enlisted in a company of Lancers, but they could not get it full, and he went into the 14th Mass. Regiment, Co. L, Feb. 19, 1862, and was discharged, on account of having his hip injured, July 16, 1862. Came from Georgetown Aug. 9, 1863. Mrs. McCrillis was a daughter of Robert and Lydia (Perkins) Carter, b. in Jackson, N. H., March 3, 1826, and came to G. July 9, 1863.

Enoch Harriman's family is the same. Widow Sewell Hardy has Henry, Mansel, Sewell, Caroline, Mary and Darius Hardy, Nelson's wife and her daughter Lydia Eliza. Mansel was in the 48th Regiment, in the same company that Darius was in when he was killed at Port Hudson. A letter published in the Newburyport Herald gives an account of him.

John Hardy, son of Sewell, removed his family to South Groveland when he was in camp. Aaron W. Hardy moved into his house and has three children now. He also had a son, Mansel, b. May 5, 1863, and d. about May 27th.

John Cook and his father are the same.

Henderson's family same except Leonard who boarded at home and his wife in Georgetown. Caroline has tended store for her uncle Harrison Harris for about two years.

John Harris' family same, two children unmarried.

Irena (Hardy) Nelson went out to her place July, 1863, from Eben Jewett's, where she had been since the spring before.

Henry Fegan went to Erastus B. Stickney Feb. 3, 1863, and now Jewett Hardy after they had buried two children there.

William Page, m. Mary Ann, daughter of James Fegan, and resided on the Benjamin Nelson place, and they have a daughter Imogene, b. Nov. 19, 1863, in Groveland, son of William Thomas, b. N. H., and Mary Ann, b. Georgetown.

John B. Hardy, w. Mary, and her Mary and George B.

Asa married William Dorkins' daughter Maria about August, 1862, and she boarded at his father's until Nov., 1863, and went to West Newbury to reside with Eben Carleton. He was nine months in the 48th Regt., Co. B. No children.

Aaron W. Hardy moved out of the house next to his father Feb., 1863, and David Daniels came from West Newbury into it in the spring of 1863. Fish dealer and has children.

Josiah Ricker's family the same. Aaron W. Nelson the same. Eli Knox same. Ira Hardy same. William Ricker same, except Sarah, who married Frank Hull, son of Gilman and Adeline (Rogers) Hull, and came from Georgetown to Groveland, Nov., 1863. They have a daughter, b. Georgetown, 1862.

Frank Jaques, wife and three children. Rogers, whose wife died in 1863, has with him a widow, and they have each two children.

Mrs. William Fowler, Jr., went to board with E. P. Jewett in the winter of 1863-4.

Moses Stickney same. Eliezer Savary in Moses' house same. Mrs. Capt. Stickney, Betsey, and Mrs. Searl. The teacher boards with Mrs. Stickney.

O. Emeline Hardy kept the summer school. Abel Stickney the same. Moses Adams, wife and Charles. Charles came home from Concord, N. H., about Nov., 1863, where he had been since Sept., 1862, for one year. George Adams same, except he has enlisted in the navy, but sick in hospital.

Samuel Harriman, wife and Hiram. Moses was drafted, but got a substitute, and gone to Bradford and let himself to Albert Kimball, April, 1862.

Charles Harriman's son Charles died in Marlboro, Nov. 20, 1863, and they have a daughter Mehitable, b. Oct. 12, 1863. Martha has been gone to Marlboro since Dec., 1862. Samuel is in Springfield, Ill.

Moses Hardy, son D. Sumner, enlisted, and his wife still resides with Perkins Hardy.

Al. Colby and Henry Woodman removed up to Stick-

ney's from the Quaker Hill house and John Hill came.

Hoyt, Nathaniel, is at home. John has enlisted again.

Sarah, wife of Harrison Elliott, came home and died Aug. 31, 1863, just ten years after her mother. Her husband is a machinist. Children: George, b. about 1847, and Lora, a daughter.

Brown's child died 1863.

Enoch S. Noyes has a child, Emma Frances, b. May 24, 1863, mother b. Rowley, Mass.

Saunders same. Joseph Banks a pair of twin daughters.

Albert Hardy and his mother the same.

Jameson went from John Colby's to Capt. Brown's. Mosely M. Bailey came to Mr. Colby's and have two children. Capt. Jenny same.

Sides left the old almshouse. Mary Alfred and Boynton went to J. S., West Newbury.

John Burbeck, born Groveland, and Ann, born Byfield, had Edward Griffith, born Nov. 31, 1863, died Apr. 30, 1863.

David Daniels came from West Newbury to the J. B. Hardy house, May, 1863. He is a son of David Daniels, born in Madbury, N. H., Apr. 18, 1818, and Abia, daughter of Jerry Ricker, born in Milton, N. H. He married Abigail, daughter of Thomas and Abigail (Hardy) Pierce, born in Boston, Nov. 21, 1822. Her grandfather was Henry Pierce of Newburyport, where Thomas was born. Mrs. Daniels' mother was a sister to Benjamin Hardy near John George's, and she married Henry Pierce for her first husband. Children: Henry, b. Beverly, married, and resides in Barnstead, N. H., and had George, Mary, Thomas, died young, and two others; Nancy, married John A. Moore of Concord, N. H., a shoemaker, and had William and Eliza H., and one between them that died young; Mary married Samuel Perkens and resides in Georgetown, and had Abby, Harrison, Thomas, married in Ipswich, Ruth, now out West, and Abigail (my informant), the last. Mr. Perkins. who was a ropemaker, died in Boston in the summer of 1825.

David Daniels had children: Mary Jane, b. George-

town, Nov. 21, 1840, unmarried, resides in Saugus; Emeline Amanda, b. Groveland, Feb. 7, 1842, married William Wallace Ingalls of Methuen and resides in Lynn. They had William, Arthur and Emma. He is a shoemaker, but he enlisted in November and is now in Camp Fort Independence; Charles Henry died young; Eliza M. died young; Sarah Elizabeth, b. Dracut, Mar. 10, 1847, resides in Haverhill, unmarried; George Henry, b. Derry, N. H., Aug. 18, 1849; Ellen Augusta, b. Chester, N. H., June 2, 1852; John Willis, b. Chester, Nov. 6, 1854; Cassa Bell, b. West Newbury, Dec. 30, 1860.

Aaron W. Hardy moved out about three months before Daniels came in. Gilman Richardson and Deborah George, both born in Groveland, have a daughter Annie Louisa, b. Groveland, June 11, 1863. Thomas Sides went to West Newbury Jan. 4, 1864, from the house where Richardson resides.

Moody Morse Bailey came from West Newbury to John Colby's Apr. 1, 1863, when Jameson left. His father was Joshua Bailey, a brother to Daniel, the blacksmith, and his mother was a Morse, a sister to Edmund and John Morse of Haverhill. Moody M. was born in Salisbury about Mar. 23, 1826, and married Nancy Fowler, and they have resided in West Newbury since. Children: Lucy Stevens, b. May 10, 1858; Edmund Morse, b. May 6, 1860.

William Fowler, Jr.'s wife has boarded with Eb. P. Jewett since about Dec. 15, 1863. Lewis Braman Rogers moved from Byfield about April and went to Groveland about Oct., 1863. His wife was Emily Colby, and she died in the Quaker Hale house about July, 1863. E. S. Noyes' son Edward in the army.

John, son of John and Elizabeth (Knapp) Hill, moved into the Quaker Hale house Nov. 24 from Georgetown. He was born in Byfield, July 9, 1822, and married Sarah Ann, daughter of Moses and Nancy (Ayer) Morse, born in Methuen, where Amos Emerson now resides, June 30, 1826. Children: Sarah Elizabeth, b. Newburyport, July 25, 1850; Everett Eugene, b. Salem, N. H., Feb. 20, 1853; John Kenniston, b. Salem, N. H.,

Apr. 13, 1855; Jerome K., died young; Clarence LeRoy, b. Salem, N. H., Dec. 24, 1859.

Alfred Boyden, a brother to John Hill, came to the Hale house Nov. 28, 1863, from Georgetown. His wife Margaret Maria, a daughter of Aaron and Phebe Anna (Pierce) Kneeland, was born in Topsfield, Jan. 26, 1837. Her father was a son of John and Rebecca Kneeland, born in Rowley, and her mother a Pierce, born in Rindge, N. H. Her father, who has married a second wife, now resides in Topsfield. Children: Sivella Maria, b. Georgetown, Oct. 23, 1854; Emily Ann, b. Salem, N. H., Aug. 31, 1857; Fredda Boyden, b. May 15, 1860, in Georgetown.

Joseph Banks has twins, Laura and Flora, born Nov. 10, 1863, in Groveland. Their daughter Lydia Ann married, first, Daniel Downer; second, Eben Kimball, son of Jerry and Abigail (Salisbury) Danforth, b. Ipswich, Apr., 1840. He is a shoemaker. She had never removed, but her husband has been with his mother some of the time. Anna Maria, their daughter, was born here at J. Banks', her father's, Apr. 12, 1863. Eben K. Danforth went out about the same time his father went in the 19th Regiment, in the company that went from Newburyport, and returned when his father died. Their son Joseph has been with the 33d Regiment and was in the battle in Tennessee.

Thomas Wood's daughter Martha Paris has a daughter Mary Lizzie, b. Oct. 7, 1863, in Groveland. Her husband, Orlando S. Paris, is in the navy. Osgood has a son, Frank Ray, b. Aug. 1, 1863. Samuel Cummings was out in the 19th Regiment and discharged. Charles Wood went from Woburn in the 5th Regiment. Elbridge F. Richardson is at his father's with his four children since he was discharged from the Massachusetts Regiment.

Farrington same except that Augustus Noyes and wife boards with them. Daniel Noyes and two children, Emma and Frank, at home. Enoch Adams died in the fall of 1863, and his wife went to reside with Robert.

(*To be continued*)

JOURNAL OF SAMUEL HOLTEN, M. D.

While in the Continental Congress, May, 1778, to August, 1780.

(*Continued from Vol. LV, page 176.*)

19. Gen[l] Whipple & M[r] Ellery have visited me & spent part of the evening.

20. Sabbath day, being indisposed did not attend public worship but walked into y[e] parlor.

21. This day I attended in Congress. My health much better.

23. Congress sit from 9 till 3 and from 6 till 9.G. W. arrived here last evening.

24. Gen[l] Washington was admitted into Congress & informed that Congress sent for him to consult with him about y[e] affairs & operations of y[e] army the coming year.

25. Christmas day. I dined at the Presidents of this State.[1] Gen[l] Washington & his lady & suit, the president of Congress,[2] Colo. Lawrence, my colleagues, General Whipple & Don Juane dined with us.

27. Sabbath day. D[r] Duffield preached.

28. Great free mason day. Congress adjourned in y[e] morning. I dined with M[r] de France & my colleagues.

29. Gen[l] Washington, The Pres[t] of Congress, The minister of France, the pres[t] of this state, The Rev[d] M[r] White[3] & several other Gentlemen dined with us.

30. Thanksgiving day. I attended public worship & dined at the city tavern. The Pres. of Congress, The

[1]Gen. Joseph Reed.

[2]John Jay.

[3]Rev. William White (1748-1836), one of the few clergy of the Church of England who supported the colonists, and the first Bishop of Pennsylvania. His sister was the wife of the merchant, Robert Morris.

minister of France, Gen[l] Washington & about 60 other Gentlemen dined with us. M[r] de France invited y[e] Com. to dine.

31. I dined with M[r] de Miralles, a Spanish Gentleman. M[rs] Washington & 7 other ladies dined there. G. W. and about 40 other Gentlemen of the first character dined with us. The entertainment was grand & elegant & at M[r] Gerard's house.

Jan. 1, 1779. I drank tea at M[r] Dolley's.

2. The Delegates of South Carolina invited y[e] Congress & Gen[l] Washington to dine with them at y[e] city Tavern. Financing Published.

4. The eastern post arrived but brought nothing from Boston later than y[e] 10th Dec[r].

5. Gen[l] Washington invited Congress to dine with him at the city tavern & we dined accordingly.

6. Congress spent part of y[e] Day considering y[e] publication of Com. Sense on M[r] Deane's affairs.

8. Congress sit till 4 o'Clock & then dined at the city tavern, where they had invited Gen[l] Washington & a number of other Gentlemen to dine with them.

10. Gen[l] Green[l] & Doct[r] Brown dined with us.

12. Congress sit till 6 o'Clock. The Hon. M[r] Ellery dined with us.

13. The Hon. Mes[rs] Duane,[2] Searle[3] & Root[4] dined with us, and the Hon. M[r] Adams & myself drank tea at M[r] Dolley's. I wrote to the Hon. Council of Mass[a] Bay & the Hon. M[r] Austin.

14. I wrote to M[r] Elias Elwell Warner by the post.

16. I dined with my worthy colleague & Gen[l] Whipple at M[r] Mease's.

17. Sabbath day. D[r] Duffield preached. The Hon. M[r] J. Adams dined with us.

[1]Gen. Nathaniel Greene (1742-1786), one of the most distinguished Generals of the war, who at solicitation of Washington had taken charge of the quartermaster-general's department.

[2]James Duane (1733-1797), a wealthy New York delegate, later chosen the first mayor of New York and Judge of the United States District Court.

[3]James Searle (1730-1797), a Philadelphia merchant and delegate.

[4]Jesse Root (1737-1822), delegate from Connecticut, later Chief Justice of the State.

18. Congress adjourned without doing any business, there being but 8 states present. My Colleagues, Gen[l] Whipple & myself dined with M[r] Holker, y[e] Consul of France. Two years this day since y[e] decease of my honored father.

20. I dined with y[e] Hon. M[r] Jay, President of Congress. I wrote to the Rev. M[r] Holt[1] of Danvers.

21. The Hon. M[r] Briant, vice President of this state, and the Hon. D[r] Shippen dined with us.

22. We have account of Savannah being taken by the enemy.

23. Gen[l] Knoks,[2] Maj[r] Clark[3] & y[e] Gen[ls] aid dined with us.

24. Sabbath day. M[r] Sprout preached. I attended at the Episcopal church in the afternoon.

28. Hon. M[r] Paca,[4] M[r] Carmichael & M[r] Smith dined with us.

Feb. 3. I wrote to the Hon. D. Hopkins p[r] the post.

4. M[r] Bell from Boston dined with us.

5. M[r] Holker, the consul of France, brought me a letter from D[r] Cooper.

6. Being y[e] anniversary of y[e] alliance with France, Congress dined at the city tavern & the minister of France & several other Gentlemen of distinction dined with us.

7. Sabbath. Heard two good sermons. Rec'd a letter from y[e] Hon. M[r] J. Sullivan & one from Colo. Mason of Springfield.

8. The President drunk tea with us. N. B. Dunkertown in this state, they neither marry nor are given in marriage.

12. I dined with the Hon. R. Morris, Esq[r] & 14 other members of Congress dined there.

14. Sabbath. M[r] Sprout preached.

15. Congress was resolved into a committee of y[e]

[1]Pastor of what is now the South Church, Peabody.

[2]Henry Knox (1750-1806), a distinguished Massachusetts General, afterward Secretary of War.

[3]Abraham Clark (1726-1794), delegate from New Jersey, called the "Poor Man's Counsellor," because of his habit of giving legal advice gratuitously.

[4]William Paca (1740-1799), delegate from Maryland, one of the "Signers," and later Governor of the State.

whole & the Minister of France was admitted to a private conference for some time. I wrote to Mr Preston of Danvers.

16. I wrote to the Hon. Mr Sullivan. Received a letter from Capt. Batchelder, Saml Freeman, Esq.[1], E. E. Warner & Joseph Hall, Junr pr the post.

17. I wrote to Doctr Cooper, Mr Kittill & Mrs Holten. Genl Lee dined with us.

18. Genl Neilson,[2] a Delegate from Virginia, attended & took his seat.

19. The Hon. Mr Elsworth dined with us. I understand Mr Gerard is going to return to France on account of his health.

20. Colo. R. H. Lee dined with us.

22. Wrote to Saml Freeman, Esqr. Yesterday Capt. Cunnacome arrived here from France. I took a walk with Gen. Whipple.

23. Rec'd a letter from Colo. Hutchinson, Mr Wiatt & his wife, Mr Kittell & Mrs Holten.

24. Mr R. Temple from Massa Bay arrived here.

25. Congress sit late. Mr R. Temple, Governour Morris, Genl Mifflin & Colo. Webb from Connecticut dined with us.

27. Doctr Crague arrived here from Boston & brought a letter from ye Gen. Court to the delegates from Massachusetts Bay.

Mch. 5. Mr Trumble visited us.

6. Jona Trumbell, Esq.[3] & Mr Hodgkins of Boston dined with us. Having sold Dr Wild one of my horses, Jere delivered him this day.

7. Sabbath. Hon. Mr Hudson & Majr White dined with us.

8. Congress adjourned before 3 o'clock. I dined with the president.

[1]Samuel Freeman (1743-1831), Representative to Massachusetts General Court from Portland, and at this time Postmaster of that town.

[2]Thomas Nelson, Jr. (1738-1789), a "Signer," and later Governor of Virginia.

[3]Jonathan Trumbull (1740-1808), of Connecticut, Secretary to Washington, and later Governor of his State.

9. Baron Steuben dined with me.

10. I dined with Gen[l] Lee. M[r] Adams, M[r] Gerry, Gen. Whipple & Colo. Lee dined with the General. N. B. The dinner & the economy of his house was as odd as the Gen[l] is.

12. Congress received a letter from Maj[r] Gen[l] Lincoln, giving an account of a battle with some part of his army, which terminated in our favor.

13. I dined with the Hon. M[r] Paca & about a dozen members of Congress.

16. Wrote to Maj. Epes[1] & M[rs] Holten.

17. I spent the evening in M[r] Adams' Chamber with D[r] Witherspoon & Colo. R. H. Lee.

18. I dined with Colo. Laurens & the Minister of France.

20. M[rs] Clark is much indisposed.

22. I dined with M[r] Gerard. Wrote to the Council of Mass[a] Bay & to M[r] Avery & M[r] Warner.

24. Maj[r] Clarkson[2] was reprimanded by the president of Congress for writing a disrespectful letter to the Council of Pennsylvania.

25. M[r] Vandike dined with us.

26. M[r] Gorham,[3] M[r] Wales[4] & M[r] Inches a committee from the General Court of Mass[a] Bay arrived here.

27. I dined with M[r] Thomas Smith.[5] Received a letter from M[r] Jonathan Kittell.

29. I took a walk with the Hon. M[r] Gerry.

30. I dined with the president of Congress. Wrote to M[r] Hancock.

31. Hon. R. H. Lee & D[r] Whitherspoon dined with us.

Apr. 1. The com[s] from Mass[a] Bay set out home. I wrote with my colleagues to the court. I rode out.

[1]Daniel Epes of Danvers.

[2]Probably Matthew Clarkson (1758-1825), aide-de-camp to Benedict Arnold.

[3]Nathaniel Gorham (1738-1826), of Massachusetts, delegate to the Provincial and Continental Congress, and at one time president of the latter.

[4]Samuel Wales (1748-1794) of Milford.

[5]He was a Scotchman, a colonel during the Revolution; and a delegate from Pennsylvania.

2. Congress met, but it being what is called good friday, Congress adjourned without doing business.

3. Congress sit late. I rode out with the Hon. Mr Gerry & Mr Whipple.

5. I wrote to ye president of ye Council of Massa Bay by Mr Brewer.

6. I wrote the Revd Mr Holt & Colo. Hutchinson.

7. No public intelligence. I went & gave directions about a shay.

8. Received a letter from the Honble Thomas Cushing, Esqr of Boston.

9. I wrote to John Avery, Esqr, by Mr Allen. I walked out with Mr Gerry.

10. We had a letter from ye Governor of S. Carolina, inclosing ordr from Genl Lincoln, the news not very agreeable. I rode out with Mesrs Gerry & Whipple.

12. I rec'd a letter from the honble Mr Hopkins & one from Mr Kittell giving me an acct that he had a young son born the 19th of March last.

13. I wrote to Dea. E[dmund] Putnam.

14. Mr Newman dined with us. I went upon the top of ye state house and took a view of the city.

16. I wrote to Mrs Holten by the hone Mr Frost. Mr Searl dined with us, a delegate from Pennsyla.

17. Mr Hudson and a Gentleman from ye southward dined with us.

19. I received a letter from ye Hon. Mr. Palmer & Mr E. E. Warner.

20. I wrote to Capt. Gardner of Salem, Mr Nathan Goodale & Mrs Holten.

22. I dined with the Chief Justice of ye State of Pennsya. Congress sit late.

23. I dined with the President of Congress.

24. Congress adjourned at 2 o'Clock. I ride out with ye Hon. Mr Gerry.

26. Received a letter from Colo. Hutchinson, Mr Kittell & Mrs Holten. Genl Green dined with us.

27. Rec'd a letter from Capt. Batchelder and Mr Joseph Hall, Jr.

28. I ride out with ye honr Mr Gerry. Docr Scuder dined with us.

30. Congress spent this day debating a motion for recalling Doc^{r} Lee.[1]

May 1. I ride out with Mr Gerry & Mr Whipple.

2. Sabbath day. Heard Dr Duffield and Mr Sprout. Mr Law[2] spent ye evening with us.

3. Congress sit till five o'Clock. Mr Daulten dined with us. I rec'd a letter from Mr Warner dated Ap^{l} 22.

4. I wrote to the hon^{r} D. Hopkins, Mr Warner, Mr Kittell & Mrs Holten. Congress rec'd a letter from the King of France informing of the birth of a Princess.

5. The president of Congress, the minister of France, the president of this state, Mr Laurens, Mr Vandike, Dr Witherspoon, Don Juan, Mr Daulton & Mr Austin dined with us.

6. Fast day. I attended public worship at Doct^{r} Duffield's & heard 2 good sermons. I did not dine this day.

7. I visited Mr Langdon.[4] Mr Trumbull spent the evening with me.

8. Congress sit late. I took a walk with Mr Adams.

10. I dined with Mr Smith. I attended the medical com^{t} in ye evening.

11. Gen. Howe and a number of other Gentlemen dined with us.

12. I dined with the Hon. Mr Laurens in company with my colleagues, Gen. Whipple & several other Gentlemen.

14. I walked out with Mr Gerry.

15. Colo. Bigelow[5] dined with us & the hon^{r} M^{r}

[1]Arthur Lee (1740-1792), of Virginia, studied medicine at Edinburgh, and at this time was minister to France. He served later as Secretary of the Treasury.

[2]Richard Law (1733-1806), son of Jonathan Law, Colonial Governor of Connecticut, a delegate to the Continental Congress, and later United States District Judge.

[3]Tristram Dalton (1743-1817), member of Massachusetts General Court, later United States Senator, and a wealthy resident of Newburyport.

[4]John Langdon (1741-1819), of Portsmouth, N. H., continental agent for New Hampshire for building ships for the navy, and later delegate to Congress and Governor of his State.

[5]Col. Timothy Bigelow (1739-1790) of Worcester, who assisted at the capture of Burgoyne.

Ellery & Colo. Wigelsworth.[1] I ride out to Germantown.

16. Mr Daulton & Mr Lowell dined with us.

17. I received the acct of Doctr Winthrop's death.

18. I write a letter to ye honr Council of Massa Bay & to Saml Freeman, Esqr.

19. It is said 4,000 of the enemy is landed in Portsmouth, Virginia.

20. I took a walk with Mr Lowell.

21. Congress agreed upon a tax of 45,000,000 dollars to be paid by the 1st of Januy next.

22. I ride out with Mr Lowell. Capt. Hardy dined with us.

23. I rec'd a letter from ye honble Mr Frost, Capt. Batchelder & honl Mr Austin.

25. The people met as a body to lower the prices of the necessaries of life.

26. Genl Election, Boston. Congress rec'd a petition from President Read & a number of others respecting financing.

27. Hon. Mr Smith, Mr Plaiter,[3] Mr Morris, Mr Carmichael & Mr Fleming[4] dined with us.

28. Congress has spent part of this day on finance. I walked out with Mr Gerry.

31. Received a letter from Mr F. Nurse.

June 1. I wrote to the Hon. Mr Frost & Mr Avery.

2. Capt. Hardy & Capt. Tucker dined with us.

3. Doctr Whitherspoon, Hon. Mr Duane & Mr de France dined with us.

4. I met the medical committee. Colo. Pickering spent the evening with us.

5. By accounts from Genl Washington, the enemy is proceeding up ye North river.

8. Wrote to ye hon. Council of Massa Bay & to Mr F. Nurse. I dined with the Hon. Mr Laurens.

[1]Col. Edward Wigglesworth (1746-1826) of Newburyport.

[2]John Lowell (1744-1802), native of Newburyport, Mass., a Boston lawyer, and appointed by Washington, Judge and later Chief Justice of the First Circuit.

[3]George Plater (1736-1792), a delegate from Maryland, and later Governor of that State.

[4]William Flemming, delegate from Virginia.

(To be continued)

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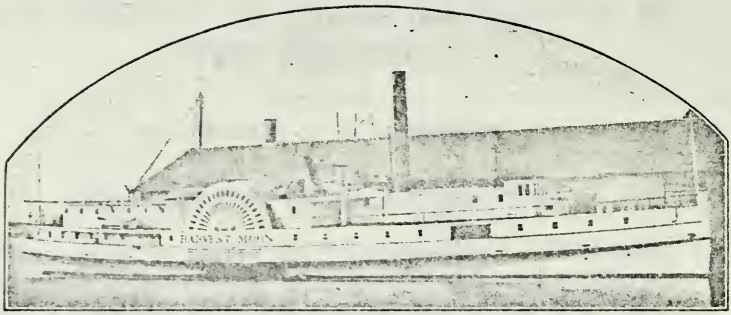
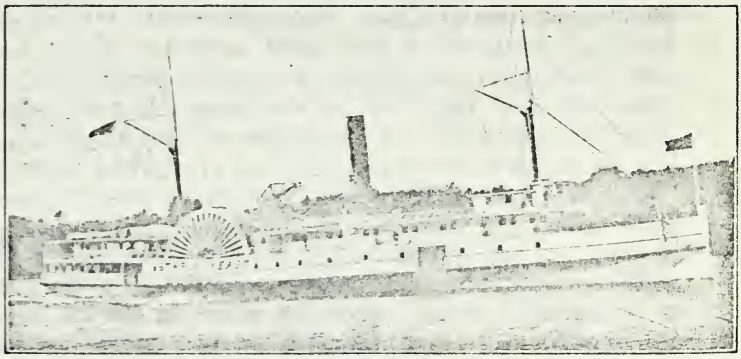


STEAMBOAT "HARVEST MOON," BUILT IN 1863
Blown up by the Confederates in 1865



STEAMBOAT "STAR OF THE EAST," BUILT IN 1866
Rebuilt in 1890 and renamed "Sagadahock"

SOME ACCOUNT OF STEAM NAVIGATION IN NEW ENGLAND.

BY FRANCIS B. C. BRADLEE.

(*Continued from Volume LV, page 208.*)

From 1829 to 1833 the "Connecticut," "Chancellor Livingston" (previously mentioned), and the "Charter Oak," a steamboat that had seen service on the New York and Hartford line, made sporadic trips between Boston and Bath, but no permanent service except by connection at Portland, was undertaken until 1835, when a company was formed, the moving spirit of which is thought to have been Capt. Menemon Sanford. They placed the steamer "MacDonough" on the line, followed later by the "New England." She came to the coast of Maine with a bad name, for on October 9, 1833, before she was a year old, the "New England," while in the Connecticut River on her way from New York to Hartford, exploded both her boilers, killing and scalding several persons. The accident caused a great stir at the time, and the result was a prolonged investigation by Professors Silliman, Olmstead and others into the proper construction of, and pressure borne by, marine boilers. The "New England" lived up to her reputation, for on May 31, 1838, while on her passage to Bath from Boston, she was run into at 1 o'clock in the morning, fifteen miles southeast of Boon Island, by the schooner "Curlew," from Thomaston to Boston. When a short distance from the steamer, the schooner, which had been to leeward, luffed up with the intention of passing her bow, but before this could be effected she struck the port bow of the steamer, and after getting clear, passed on.

Finding that the "New England" was badly injured and rapidly sinking, the pilot hailed the schooner, which

lowered her sails, and the steamer ran alongside. The passengers, some seventy in number, among them fifteen ladies, were by this time on deck, and when the boat reached the "Curlew" a general rush was made to board her. In their eagerness several jumped too soon and fell overboard, but they were all picked up unharmed, with the exception of a Mr. Standish of Providence, who was crushed to death between the two vessels. His remains were recovered and brought up in the "Curlew."

The steamer sank as low as the promenade deck, in which situation she remained, and her boats were launched with the intention of saving as much of the baggage and freight as possible, Captain Kimball and several of the crew remaining in them for this purpose. Two vessels which came up before the "Curlew" left, stopped at the request of Captain Kimball to receive what might be recovered. On board the "New England" there was between $70,000 and $80,000 in specie and bills,—$45,000 of which had belonged to the unfortunate Mr. Standish.

The "Huntress," Capt. W. H. Byram, a very fast side-wheeler, took the place of the "New England"; the former was 172 feet long, 23 feet beam, equipped with a beam engine having a 36 inch cylinder, 12 feet stroke she ran to Boston, and a smaller boat, the "M. Y. Beach," to Portland. Both these boats were soon after controlled by the Eastern and Portland, Saco and Portsmouth Railroads, and constituted what was known as the "Railroad Line."

Besides the steamers, the Eastern Railroad owned extensive wharf property at Hallowell, Me., and in March, 1840, the steamer "John W. Richmond" was bought in its interest for $52,500, and run between Boston and the Kennebec river, while the "Huntress" plied to Bangor and sometimes to St. John.

The "Richmond" was built in Providence, R. I., in 1837, and had been the crack boat on the Sound, and at this time was by far the largest and most able steamboat on the coast of Maine. Her dimensions were 202 feet long, 24 feet beam, 10 feet depth of hold, tonnage 500; the engine was of the "cross-head" type, having a 48-

inch cylinder, 11 feet stroke. On Sept. 30, 1843, the "J. W. Richmond" caught fire while lying at her wharf at Hallowell and was totally consumed. She was replaced by the "Penobscot" I (1844), the "Kennebec" I, and later by the "Admiral," side-wheelers of about the same size as the "Richmond," but having vertical beam engines.

All these steamers were controlled by Capt. Menemon Sanford, who by this time had also acquired the Boston and Bangor line, with the result that the various vessels were often changed about. Captain Sanford's brother, T. B. Sanford, and the former's son Edward H., were captains, and another of their commanders, Capt. Nathaniel Kimball, was financially interested in the enterprise. Although the water transportation business from Boston east was at that time in rather an uncertain state, due to the rapid extension of railroads, it was controlled by men of larger financial means than had formerly been the case, and the few opposition lines that developed had but a short existence.

The Sanfords in 1849 placed a still larger and faster side-wheeler on the Boston-Bath route, the "Ocean," considered a very fine steamer for her day; her length was 220 feet, beam 28 feet, and she had a vertical beam engine of 48 inches by 11 feet stroke. On Nov. 24, 1854, while bound east, the "Ocean" was run into in Broad Sound, Boston harbor, by the Cunard steamship "Canada," bound in. The shock of the collision upset the stoves and lights on the "Ocean," and she began to sink and burn at the same time. Five passengers jumped overboard and were drowned, and over one hundred others were picked up by other steamers in the vicinity.

In 1851, the small propeller "Eastern State," originally built for an opposition line to Bangor, ran to the Kennebec river for a short time. She was owned by Capt. James Wakefield and others, and commanded by Capt. S. T. Donnell, and was a most curious looking craft, rigged as a three-masted schooner, and part of the engine was exposed on deck. Later on the "Eastern State" was on the Yarmouth, N. S. route.

The "splendid and fast sailing" steamboat "Governor" took the place of the "Ocean" on the Boston and Bath route until the "Eastern Queen" was built especially for the line by John Englis at New York in 1857. She was 700 tons gross, 220 feet long, 29 feet beam, and had a vertical beam engine with a 48-inch cylinder, 11 feet stroke; her commander and part owner was Capt. Jason Collins, so long and favorably known on the Kennebec line.

During 1857-58 great competition prevailed on this route; the "Governor" had changed ownership and her new managers ran her between Boston and Gardiner against the "Eastern Queen," whose terminus was Bath. At the outset the opposition management made a substantial cut in fares and rates of freight. The cut was met by the old line, and then the warfare waxed fast and furious.

Further cuts were made from time to time until people began to wonder when and where they would end. At length the agent of the "Governor" announced: "Fare to Boston, 25 cents," which was followed by the quotation and sale of round trip tickets on the "Eastern Queen" for 50 cents. Not an expensive rate for a voyage of 300 miles, and it is said that during the considerable time it prevailed nearly the entire population of the Kennebec valley visited the metropolis of NewEngland.

The climax, however, was reached a little later, when one day the town of Gardiner found itself placarded with the announcement: "12 1-2 cents to Boston per steamer 'Governor.'" The regular line had no time to get out a counter announcement, but it met the rate of its competitor to all who chose to patronize it. This was the last cut of the season and the lowest rate ever made for passage from Gardiner to Boston, and soon after the "Governor" succumbed. Capt. Seward Porter, the pioneer steamboat owner on the Maine coast, died in Gardiner in 1858.

In the spring of 1860 the "Eastern Queen" was badly damaged by fire while undergoing repairs at Bath, and the "State of Maine" was chartered from the Fall

River line to replace her. During the course of the Civil war the former steamer was taken over by the government for a transport, and for some time there was no direct boat between Boston and Bath.

At this time an exceedingly fast and able steamer, the "Harvest Moon," Capt. W. R. Roix, owned by Spear, Lang and Delano of Boston, plied between the Kennebec river towns and Portland. She was built at Portland in 1863, and measured 541 tons, 193 feet long, 29 feet beam, 10 feet depth of hold, and had a beam engine of 41 inches by 10 feet. Like the "Eastern Queen," she was taken by the government and improvised as a naval steamer, became Rear Admiral Dahlgren's flagship on the South Atlantic blockading squadron, and was blown up by a Confederate mine in Winyah bay, near Georgetown, S. C., on March 1, 1865. Her place was taken on the coast of Maine by the steamer "Scotia."

At the close of the Civil war the Kennebec Steamboat Co. was organized in Bath and Gardiner, and had built at New York, in 1866, by John Englis, the famous steamboat builder, the "Star of the East," of 1413 tons gross, 244 feet long, 35 feet beam, and 12 1-2 feet depth of hold, and equipped with a vertical beam engine nominally of 700 horse-power. She was commanded by Capt. Jason Collins, and was so large a boat that she could not pass through the drawbridge at Gardiner, and so made that place her terminus, but the "Eastern Queen," which had found her way back to the line at the same time, ran through to Hallowell.

In 1867 another opposition steamboat line from Boston to the Kennebec river developed. Spear, Lang and Delano of Boston, well known owners of steam vessels, had bought from the government at the close of the war the "Daniel Webster" and "Eastern City" (named "Cossack" while in the government service). The former had before the war run on the Eastern Railroad line between Portland and Bangor, and the latter had plied between Boston and St. John. Their new owners placed both steamers in opposition to the "Star of the East;" the usual war of rates resulted, fares were again lowered

to 25 cents, but the latter boat was newer and faster than her competitors and had stronger financial backing, and after two seasons Spear, Lang and Delano retired from the contest practically bankrupt. Both the "Daniel Webster" and "Eastern City" were sold for use on the St. Lawrence river, the former was renamed "Saguenay" and the latter "St. Lawrence."

After this and for many years the Kennebec Steamboat Co. had the field all to itself; in 1889 it had a new wooden steamer, the "Kennebec," built for it by the New England Shipbuilding Co. of Bath. She was of the usual side-wheel type, measured 1652 tons gross, 256 feet long, 37 1-2 feet beam; the machinery consisted of a vertical beam engine having a 60-inch cylinder, 132 inches stroke. Owing to the influence of Capt. Jason Collins, who was part owner in the company, the "Kennebec's" boiler was placed on the main deck instead of in the hold; this was afterwards felt to be a great mistake, as the steamer was thus rendered somewhat top heavy and rolled more than was necessary. After the "Kennebec" came on the route the "Star of the East" was renovated and renamed "Sagadahoc" and continued to run for some years.

In 1896 the company thought that it would pay to run a steamer all winter (previously the Kennebec boats were laid up each year from about December to March), and so had had constructed in 1897 by the New England Shipbuilding Co. the wooden propeller "Lincoln." She was a twin screw of 997 tons gross, 203 feet long; the motive power consisting of two triple expansion engines, with steam worked at a pressure of 160 pounds.

The "Lincoln," however, was not a success, and only ran a year or two, when she was sold to the Florida East Coast Railway, and renamed "Martinique." A few years later she was owned by the Joy line, which operated her between Providence and New York, being then called the "Kentucky." Under that name she was again sold to go to the Pacific coast, and on the way there, in the autumn of 1910, foundered at sea off the coast of South Carolina.

The last steamer ordered by the old Kennebec Steamboat Co. was the "Ransom B. Fuller," a wooden side-wheeler, built in 1902, also by the New England Shipbuilding Co.; she was of 1862 tons gross, 277 feet long, with a vertical beam engine indicating 1600 horse-power. Before this steamer was finished, however, the Kennebec Steamboat Co., like many of the other coastwise lines, was literally forced into the Eastern Steamship Co.'s "combine," and the "Ransom B. Fuller" was soon transferred to other routes, so that she plied but a short time to Bath. She was lengthened 45 feet in 1910, a very unusual thing for a wooden side-wheel steamer.

The service was kept up for some time by the "Kennebec," after which the discarded boats from the Bangor line, the "Penobscot," "City of Bangor," and "City of Rockland" were thought good enough by the Eastern Steamship Co. for the Kennebec river service. In the meantime the "Kennebec" and "Sagadahoc," were sold and both steamers found their way to the Hudson river, where they were operated until a short time ago by opposition lines, the former under the name of "Iroquois" and the latter the "Greenport."

The "City of Bangor" caught fire at Foster's wharf, Boston, July 19, 1913, and was almost totally destroyed; she had to be practically rebuilt the next year. Very soon after this mishap a scathing editorial appeared in the Boston Transcript concerning fire risks on the wooden side-wheel steamers. It was headed, "Three Deckers Afloat," and compared the construction of the "City of Bangor" to the flimsy wooden tenement houses known as "three deckers." The conclusions reached in the editorial were the same as those held for many years by the "initiated," that had the fire broken out when the "City of Bangor" was twenty or thirty miles at sea, nothing could have prevented a dreadful catastrophe with awful loss of life.

Since the outbreak of the war with Germany in 1917, no steamers have run between Boston and Kennebec river towns, for so many of the Eastern Steamship Corporation's fleet were taken by the government that a much re-

duced service to Portland and Bangor was kept up with great difficulty.

In 1833 the Boston and Bangor Steamship Co. was formed; about two hundred Boston merchants were stockholders, but only a few persons in Bangor. The company had built in 1833, by Brown and Bell of New York, the side-wheel steamboat "Bangor," of 400 tons burthen and 160 feet in length. This was the first actually new boat, as well as the fastest, that had ever come to the Maine coast. She was rigged with two masts and fore-and-aft sails, and was provided with two powerful force pumps with suction hose, a fire engine to be kept on deck to operate on any part, five large boats, a number of India rubber and cork mattresses (each capable of sustaining five persons in the water), and a large quantity of life preservers.

The "Bangor's" machinery was of the "cross-head" or "square" type, having a 36-inch cylinder, 9 feet stroke, and she consumed about 25 cords of wood on each trip between Bangor and Boston. Capt. George Barker of Bangor superintended her building and commanded her for a short time, when he was superseded by Capt. Samuel H. Howes. It was reported that her average number of through passengers between Bangor and Boston during the early part of the season was one hundred and twenty, both going and returning. The fare each way was $6, which included meals and berth. This made the snug little sum of $1,440 for passengers alone on each round trip. The "Bangor" ran on this route until November, 1841, after which she plied on the route east of the Penobscot.

In 1842 she was sold to the Turkish "Civil List" (Government), renamed the "Sudower," and used by them in carrying passengers between Constantinople and the Princes' Islands, in the sea of Marmora; at one time she also conveyed Mohammedan pilgrims to Alexandria on their way to Mecca. She left Boston on her transatlantic trip August 16, 1842, calling for coal at Halifax, N. S., Pictou, N. S., Fayal, Gibraltar, and Malta. On this voyage her lower cabins were converted into coal bunkers and her upper cabins removed. It is said that when

the "Bangor" first arrived in Turkish waters not a Mussulman would go on board of her, as she was painted white, their mourning color, but after she received a coat of black paint, all their objections disappeared.

During 1835, Capt. Seward Porter ran the "Sandusky" between Bangor and Boston. In August the proprietors of the latter boat also put on the route the steamer "Independence," Thomas Howes, master. The fare to Boston, which had been fixed at $7, was now reduced to $5. All the steamboats plying to Maine ports from Boston during the season of 1836 were run under the name of "The Eastern Steamship Mail Line." The "Bangor" continued on her route and the "Independence" was an opposition boat. The next season the "Bangor" was the sole boat on the Penobscot river, making three trips a week to Portland, where she connected with the "Portland" for Boston.

Early in 1842 the "Bangor" was taken off the Bangor route and ran for a while from Portland to Calais, touching at Belfast, but during this season she took her final leave of the western continent. In November, 1842, the Eastern Railroad was opened to Portland, greatly diminishing the business of the Boston boats. The "Portland," which formerly ran to Boston, succeeded the "Bangor" on the Penobscot, plying between Bangor and Portland with the "Huntress," Capt. W. H. Byram, owned by the Eastern Railroad, as an opposition boat on the same route. In July, 1842, Capt. Menemon Sanford brought out the fast steamer "Express," built by himself the previous year, 172 feet long, 23 feet beam, and operated her between Portland and Penobscot river towns.

The next year Sanford and James Cunningham of New York (a marine engine builder), who owned the steamer "Charter Oak" of 440 tons, brought her to Boston and placed her on the "outside line" between Boston and Bangor direct. She had previously run on the Sound between New York and Hartford, but her owners found the competition of "Commodore" Vanderbilt a little too strong. There was great opposition, also, about this time on the coast of Maine between what were called the "Railroad boats" and those operated by Sanford. Dur-

ing the seasons of 1842-43 the fare to Bangor from Boston, which had previously been as high as $6 or $7, was reduced to $1 and then to 50 cents from Bangor to Portland. The Eastern Railroad retaliated in May, 1843, by putting on an express train between Portland and Boston, with fare reduced to $1 as against the regular rate of $4.

We now come to the famous iron screw steamer "Bangor" (second of the name), and as this vessel marks the beginning of a great epoch in the annals of American shipbuilding, a detailed description of her may not be out of place. It was reserved for the firm of Betts, Harlan & Hollingsworth of Wilmington, Del., to build the steamer "Bangor,"—the first iron seagoing propeller steamer constructed in the United States. She was begun in October, 1843, and launched in May, 1844; and was completed and delivered to her owners, the Bangor Steam Navigation Company of Maine, E. C. Hyde, agent, in 1844, eight months after the keel was laid. Her hull was formed by bar iron ribs or frames secured by numerous wrought iron clamps, and her plating was put on in the lapped or "clinker" style, instead of the modern "inside and outside" method.

The "Bangor" measured 231 tons burden, and her general dimensions were as follows: 120 feet length between perpendiculars; 23 feet breadth of beam, moulded; 9 feet depth of hold from base line amidships. On deck she was about 131 feet in length over all. Her sheer was an average one, rather fine forward on account of the bowsprit rig. She had three wooden masts, schooner-rigged, with bowsprit and jibboom, carrying a suit of eight sails. The accommodations were as follows: The crew's quarters were located forward in the hull, accessible from the deck by a scuttle or booby hatch. The passengers were carried aft on deck in a commodious house fitted up in a style of elegance unusual in those days, and considered particularly handsome by her owners and builders. The interior of this house was a comfortable saloon, surrounded by sleeping accommodations intended for night service. There were but two deck houses upon the vessel at the time she was built, the third or forward house having been added afterward.

In the midship or boiler house were the galley, pantry and store, lamp and other rooms, etc., as was customary. The pilot house was located well aft for seagoing purposes, and had one room abaft for the use of the commander and pilot. The hold, with the exception of the spaces taken up by the forward quarters described, was devoted to the carriage of freight, which was lowered down through the forward hatch. The fuel was also stowed in bunkers in the hold in the customary manner. Altogether, her arrangements were not far different from those in vogue at the present time for vessels of her class. She carried no ballast. Her machinery consisted of independent twin screw propeller engines, having cylinders 22 inches in diameter by 24 inches stroke of piston. The propeller wheels were of the Loper type and 8 1-2 feet in diameter. Her boiler was placed in the hold and was of iron, 20 feet in length, of the type known as the drop flue boiler.

At the launching of the "Bangor" an accident occurred, caused by the breaking of the launching timbers at the moment of her gliding into the water, and owing to which the vessel fell over on her side upon the soft bank of the stream,—no other injury than a few scratches and scars to the hull being sustained and no one being hurt. Fortunately the steamer righted herself as she slid into deep water, and thus narrowly saved her credit.

The next event of importance in her career was her trial trip, which took place in the spring of 1844, and was attended by a numerous and rather notable party, including many of those pecuniarily interested in her, as well as several ladies aud others who shared the excursion as a holiday pleasure trip. The course was from Wilmington to Cape May, thence to Philadelphia, and afterward returning to Wilmington. Between 150 and 160 citizens from Wilmington were invited by the firm, and they were taken to the Delaware Capes and back, under conditions of festivity and merrymaking which were well suited to the season and the event.

An excellent brass band furnished the music on board, and every provision was made for the comfortable entertainment of the guests, except in the matter of sleeping

accommodations. The meagre outfit of berths were, of course, allotted to the ladies of the party, while the gentlemen sought such quarters as could be found about the boat or hastily improvised from the surroundings. The trip began at 9 A. M. one morning, and the destination was reached between 3 and 4 o'clock P. M. of the same day. That night was spent at anchor in a little sheltered cove about three miles above Cape May Landing, and called "Aunt Rhody's." At about 10 o'clock on the following morning the return run was begun, making the wharf at Wilmington about 7 P. M. that evening. No mishaps of any kind marred the perfect pleasure of the company, and but for the rattling of the engine, which worked very roughly and noisily all the way, it could be said with truth that not a jar was felt in any feature of the trip. Capt. Alexander Kelly was in charge of the machinery department, though Engineer Harry Dockery was stationed at the starting bar. The steamer was in command of Capt. Alexander Parker, who subsequently ran her in her regular service.

Returning to the actual performance of the boat, we cannot do better than to recall the report printed at the time by some of the gentlemen on board, and certifying the exact facts of the trial as follows :—

"Trial of speed of the Steamer "Bangor" on the Delaware, from the Navy Yard, Philadelphia, to Fort Mifflin, and back to the Navy Yard. During the trial the tide was against the boat when going from Philadelphia to the Fort and in her favor returning.

	H.	M.	Sec.	M.	Sec.
"Left Navy Yard Shears,	5	27	30		
"Arrived at Fort Mifflin,	6	22	15	54	45
"Left Fort Mifflin,	6	28	15		
"Arrived at Navy Yard,	7	2	22	34	7

"Distance run, 16 miles per government survey. Average speed per hour, 10.61 miles. The first five miles run with low steam, making 44 revolutions. Pressure of steam was under 46 pounds during the whole trip. Trip up, the speed per hour was 14.07 miles. Deduct 2 1-2

miles for tide, gives actual speed through the water 11.57 miles per hour."

On her second trip the "Bangor" left Boston August 31, 1845, with thirty-four passengers and freight valued at $20,000. The next day, when in Penobscot Bay, she caught fire in the boiler room, and was beached at Islesborough, about seven miles from Castine, in order to save the crew and freight, and here she was burned as she lay. She was afterward adjudged a wreck, the insurance settlement was effected, and she was towed to Bath, Maine, where she was repaired and rebuilt. She afterward continued to run on the same line until December, 1846, when she was purchased by the United States Government at a cost of $28,975, and renamed the "Scourge," at the time of the Mexican War. During her employ as a war vessel she was equipped with three guns; and the whole cost of the change from a merchant to a government steamer was $15,885. After two years of war service she was, on October 7th, 1848, finally sold by the government, through their agent, Vespasian Ellis, of the city of New York, to one John F. Jeter, of the city of Lafayette, La., the consideration money named being the sum of $2,300. From the date of her transfer at New Orleans, all trace of her has been lost. Thus, after a career of only four years, this pioneer steamer disappears from view, having in the brief period of her existence shared in the pursuits of peace and war, cruised in all waters from Maine to Texas, serving three sets of owners, being wrecked, burned, rebuilt, altered throughout, and finally sold into oblivion—a fitting type of the phenomenal and meteoric rise, triumph and decline of the American marine.

In 1845 Capt. Sanford transferred the "Penobscot" (first of the name) from the Kennebec river route to that between Boston and Bangor, and this line, which was at once called "Sanford's Independent Line," retained that name until 1882, when it was incorporated in Massachusetts as the Boston and Bangor Steamship Company. Capt. Thomas G. Jewett was master, and Capt. William Flowers, pilot of the "Penobscot."

The first trip of the new line was made on the night of June 17, 1845, from Boston to Bangor by the "outside" route; that is the course was made from Cape Ann to Monhegan direct,—it never had been attempted before by a steamboat. Capt. Flowers now ran the "Penobscot" altogether by the method of "time and courses," and soon it was generally adopted and is now the universal practice.

A new steamer, the "Governor," was brought out the next year (1846) to run between Portland and Bangor in the railroad interest. She was of the usual side-wheel type, built by Samuel Sneeden of New York, 203 feet in length, 29 feet beam, having a 48 inch vertical beam engine, 11 feet stroke. Eventually this steamboat plied on nearly every route on the coast of Maine, and besides was chartered several times by the Fall River line. While a government transport carrying troops to the Port Royal expedition during the Civil war, the "Governor" foundered off the South Carolina coast, November 2, 1861, but luckily every soul on board was saved by the U. S. frigate "Sabine."

Another new steamer was built by Capt. Sanford in 1846, to run on a branch line from Belfast (where she connected with the Boston boat) to Ellsworth, Mount Desert, etc. This was the side-wheeler "T. F. Secor," 130 feet long. A fine model of this steamboat owned by the author shows that she had a very large and curious safety valve placed near the exhaust pipe on deck. This may have been done to reassure the passengers, as in those days many travellers on steamboats were made nervous by reason of frequent boiler explosions. The "T. F. Secor" remained on the coast until taken by the government for a transport in 1862, and in May of the next year she was burnt while lying at Hilton Head, S. C.

Nothing further of material interest occurred on the Bangor line until 1848, when to meet the increasing business Sanford had built the new steamer "W. J. Pease" at New York, and she ran on alternate trips with the "Penobscot." They found a sharp competitor in the splendid new steamboat "State of Maine," built at New

York by Bishop and Simonson in 1848 especially for the Eastern and Boston and Maine Railroads. She is described as being by far the largest (840 tons) and best fitted boat ever seen up to that time on the coast; her length was 248 feet, beam 32 feet; the vertical beam engine had a 54 inch cylinder, stroke 11 feet. The "State of Maine" had two iron return flue boilers on the guards, instead of in the hold, a new and novel arrangement in this part of the country.

It is said that when, a few years earlier, the Hudson river boats began having their boilers placed on the guards the "runners" on the New York wharves announced as an inducement to intending passengers, "that there was no danger from explosions as now the boiler was no longer in the vessel itself at all!" When the "State of Maine" was first placed in service, passengers could leave Bangor by her at 5 A. M., and by taking the railroad at Portland reach Boston the same evening. After running a short time, however, she was found to be too large and expensive a steamer for the business, and was soon disposed of to the Fall River line, in whose service she remained for many years.

On July 4, 1849, the Portland and Kennebec Railroad was opened to Bath, and the Sanfords feeling that the water-borne traffic would thereby be greatly reduced, removed the steamer "Kennebec" from the Bath route and placed her on the Bangor line, taking the place of the "Penobscot," with which boat they started a new service, kept up by them for many years, between New York, Cape May and Philadelphia. The "Penobscot" was renamed "City of Norfolk," and she was lost off the capes of the Delaware in a heavy gale, September 12, 1857. The "Kennebec" eventually joined her on the Cape May line, and many years later, April 9, 1870, was burnt while lying at Gloucester Point, Va. It was on the "Kennebec," in August, 1849, that the Asiatic cholera first made its appearance in Bangor; her commander, Capt. A. M. Sanford, being one of its victims, he was succeeded as master by Capt. Flowers.

For fifteen years preceding the Civil war a rich harvest prevailed for steamboats on the Penobscot. There was

no railroad from the western part of the State to Bangor until 1857, and so the steamers had all the business. Some famous boats ran between Boston and Bangor in those days; the Sanfords brought out in 1850 the "Boston," said to have been the twenty-second steamer built for them. She was constructed at New York by William H. Brown, and was launched fully completed and with steam up, quite an unusual thing. The "Boston" was 630 tons burthen, 225 feet long, 28 feet beam, 10 1-2 feet depth of hold; the machinery consisted of a vertical beam engine of 40 inches, 11 feet stroke. Her passenger accommodations were on a much larger scale than on previous boats; she had 157 berths in the gentlemen's cabin, 42 in the ladies' cabin, besides 20 staterooms, which included two "bridal" rooms.

This steamer had a long career on the Bangor line, commanded by Capt. T. B. Sanford, but eventually she was transferred to the Cape May route, and while a transport during the Civil war was lost, May 25, 1864, near Hilton Head, S. C. The vessel went aground, and it being found impossible to get her off, she was set on fire by the United States troops to prevent her falling into the hands of the Confederates.

Capt. Menemon Sanford, founder of the lines bearing his name, died in New York, June 24, 1852, aged sixty-three years. For thirty years he had been a steamboat commander and owner, and he was well known as a man of character, ability and enterprise, and at his death was one of the most extensive owners of steam vessels in the country. Besides the Boston and Bangor, and Boston and Kennebec river lines, Capt. Sanford operated steamers between New York and Philadelphia, as before noted, and also from Philadelphia to Norfolk, Va. He is also believed to have had an interest in the Portland Steam Packet Co.

After his death the business was continued by his sons and nephews, and Capt. Charles B. Sanford became the moving spirit in the eastern lines. At this time and for many years after, William B. Haseltine, at Foster's wharf, was the Boston agent of the line.

(*To be continued*)

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BEVERLY IN 1700—No 3

BEVERLY IN 1700. NO. 3.

BY SIDNEY PERLEY.

THIS section of Beverly comprises the central portion of the city, containing an area of about one square mile. It extends as far north as Summer street and northeasterly to Bisson street.

It contains no hill of any considerable size, and the only one bearing a name is Stephens hill, lying between Cabot and Rantoul streets, near Broadway. It was so called in 1842.

Tuck's point consisted of a sand bar, and was called Barr point in 1698; and Tuck's point as early as 1788. Goat hill early belonged to the Ellingwood family, and was known as Ellingwood point in 1700.

A deep swamp lies northerly of Stone street, between Bartlett and Lothrop streets, which was called Root's swamp in 1701 and Bartlett's swamp in 1793. Grove's hollow, at the foot of Summer street, was so locally known about two centuries ago; and Trask's hollow, which was farther north, where the Gloucester branch of the Boston & Maine Railroad now runs, just west of Gloucester crossing, was so called about the same time.

The ocean off this section of Beverly was called ye river and the sea in 1671; at Tuck's point, ye river or harbor in 1686; and ye Ferry river in 1698.

The harbor was called the north harbor in 1681; and, westerly of the Essex bridge, the salt sea in 1733; and, at the bridge, ye salt water of Salem ferry in 1721.

Bass river was so called as early as 1635. It was called the river that runs between Royal's side and Emery's lot in 1706; ye sea in 1711; the salt river between Beverly and Ryal's side in 1725; Beverly river in 1747; and Back river in 1798.

Corning's cove was called a creek in 1739; Corning's cove in 1752; and Corning's pond in 1768. There was a landing place there in 1752.

Roundy's cove was called a creek in 1698; and Roundy's cove in 1783.

The oldest road in this section of the city is Hale street and that part of Cabot street between Hale and Beckford streets. Its course was determined probably under the reservation of a highway along the water front of all lands granted by the town of Salem. It was in use as early as 1640, and was undoubtedly an old trail when the English began to settle that region. It connected the settlement at Salem with that at Jeffries creek (Manchester) and Cape Ann. Oct. 26, 1646, the town of Salem appointed a committee to make a way to Manchester.

At a generall towne meetinge held the 26th day of the 8th moneth [1646] . . . Ordered that William Woodburie & Richard Brackenburie Enſigne Dixy Mr Conant & Liuetenn Lothrop & Laurance Leech ſhall forthwth lay out a way betweene the ferry at Salem & the head of Jeffryes Creeke & that it be ſuch a way as men may trauell on horſe back & driue cattle. & if ſuch a way may not be found then to take speedy Courſe to ſett vp a foote bridge at Mackrell Coue.

This committee's report is on file in the office of the clerk of courts at Salem. It is as follows:—

We whose names are underwritten being imployed by the towne of Salem to find out a way from the towne towards Manchester doe testify that we found out a way & made it sufficient

the marke of
WM S DIXY

Hale street was called the highway towards Manchester in 1646; the country highway in 1671; "ye Roade yt Leades from Beverly to Manchester" in 1706; and Hale street in 1838.

That part of Cabot street between Hale street and Essex bridge was laid out to connect the country road with the ferry when the latter was established where Essex bridge is now situated. The ferry was removed hither from Draper's point, and a map[1] of the region made about 1677 shows the location of the ferry house on the

[1]Printed in the current volume of the Historical Collections of the Essex Institute, page 54.

highland near the ferry. It was called the country road in 1677; the common road or highway in 1692; the country road or highway running from the ferry place in 1693; "ye country road that goeth to Salem ferry" in 1709; the street in 1752; the publick road leading from the lower meeting house in Beverly to the ferry in 1782; the main street in 1793; the country road leading from Salem to Newbury in 1793; the county road leading from Essex bridge to Ipswich in 1796; the road that leads from Essex bridge to Wenham in 1797; Main street in 1811; and was named Cabot street in 1838.

In 1700, the way to the southern part of Ipswich, from the meeting house in Beverly, was by way of Briscoe and Essex streets. It was called ye highway in 1677; ye town highway in 1697; and the town or country road or highway which extends from ye meeting house along by the house of Nehemiah Stone in 1722. The Briscoe portion of it was called ye road that goes over ye hill in 1732. A new road was made from the junction of Briscoe and Essex streets to the meeting house in or before 1833. This new part was called "the new county highway lately located there" in 1833; the new road from Beverly to Essex in 1835; and a highway lately located near the first parish meeting house in 1836. The whole length of Essex street was called the Essex street in 1832; Briscoe street was called the old county road from Beverly to Essex in 1835; and was named Briscoe street in 1838.

Bartlett street was a way to George Tuck's house, and subsequently extended to Tuck's point. It was called "ye Lane that goes from ye Country Road to George Tucks house" in 1708; a highway in 1734; an highway lately laid out adjoining to land of Samuel Stone, William Gage and John Stevens in 1740; way leading down to the new wharf in 1764; Bartlett's lane so called in 1785; the road leading to Tuck's point so called in 1788; and was named Bartlett street in 1838.

The way to Tuck's point, now partly obsolete and partly a portion of Lothrop street, was called "ye way that leads along by ye water Side" in 1714. Front and Lothrop streets were respectively so named in 1838.

Water street was laid out along the harbor front from the ferry landing to the foot of Bartlett's lane. It was called the road leading to Tuck's point so called in 1788; and was named Water street in 1838.

Thorndike street was laid out by the county court in November, 1741, in connection with the division of the estate of Benjamin Lovett of Beverly among his children. It was named Thorndike street in 1838.

Central street was laid out by the heirs of William Lovett of Beverly for a private way fifteen and one-half feet wide in or before 1773. It was called land reserved for a public way in 1781; and was named Central street in 1838.

Pleasant street was laid out twenty-eight and one-half feet wide by the heirs of John Tuck of Beverly in or before 1794; and was known as Pleasant street as early as 1860.

Rantoul street was laid out before 1853, when it was so called.

Park street was laid out as a way forty feet wide by the Eastern Railroad Company in agreement with Augustus N. Clark and others in or before 1857; and was called Park street as early as 1865.

Myrtle street was so called in 1871.

Summer street was a private way leading from Cabot street to Rantoul street in 1869; and was called Summer street the next year.

Elliott street was laid out in 1808 as a section of a more direct route from Cape Ann to Andover and vicinity; and was named Elliott street in 1838.

Dane street was called the highway on the north side of the training field in 1829, and Dane street in 1834.

Federal street was called a street to be laid out and called Federal street in 1807. It was in use the next year, and has ever since borne that name.

Chapman street was laid out by Nathan Dane and Abner Chapman forty feet wide in or before 1807; and was called Essex street from that time. Since 1866 it has been called Chapman street.

Home and Creek streets have been so called since 1871.

Bow street was so called in 1857.

Wallis street was so named in 1838.

Milton street was a private way so called in 1859. Broadway was known as the new town way known as Broadway in 1873.

Vestry street was a lane in 1831; and Elm square was a private way so called in 1844.

Railroad avenue was so called in 1855. Railroad square was a public square laid out by the Eastern Railroad Company in agreement with Augustus N. Clark and others in or before 1857.

Fayette street was known as Fayette place in 1853; and as Fayette street in 1868.

Edwards street was so called in 1855.

School street was called Schoolhouse lane in 1804; a private way leading to the South District schoolhouse in 1834; and was named School street in 1838.

Cox's court was a road twenty-five feet wide lately staked out in 1801; a lane that runs from the county road near Essex bridge northerly for a privilege way in 1802; and was named Cox street in 1838. It was Cox's court in 1848; and a lane or private way court in 1868.

Charity court was the way to the workhouse in its rear; and was named Charity street in 1838. It was called Charity court in 1848.

Lothrop street was a way laid out from Washington street to Tuck's point in 1832; and was so named in 1838.

Lovett street was so named in 1838.

Back street was so called in 1870.

Stone street was an open way known by that name in 1853.

May street was a private way called May street in 1865.

Washington street was laid out by the selectmen of Beverly in March, 1803, over land of Elisha Whitney from the main street to the sea; and has been called Washington street ever since.

Brown and Abbott streets were so named in 1838.

Butman street was so called in 1871.

Charnock street was a road forty feet wide in 1805; and was named Charnock street in 1838.

John Hale Lot. William Dodge, sr., of Beverly or

Bass River, husbandman, conveyed to Mr. John Hale, pastor of ye church at Beverly, this tract of pasture land Jan. 28, 1668;[1] and Mr. Hale died possessed of it in 1700.

This was called the "outlet" as early as 1675.

Samuel Hardy House. This lot of land belonged to Richard Haynes of Beverly, husbandman, Dec. 29, 1671, when he conveyed it to John Sampson of Beverly, husbandman.[2] At a town meeting in Beverly Aug. 23, 1675, Mr. Sampson agreed to release it with other land to the town for a school house; and the town gave it to Samuel Hardie, schoolmaster, in consideration of his continuance for seven years as a teacher in the town, April 11, 1676. Mr. Hardie was son of Robert Hardie, "Citizen and Haberdasher, of London," and he married Mary, daughter of Samuel Dudley of Exeter, Jan. 24, 1675. Samuel Hardie taught school here for many years, and about 1698 became a student in physic, although he had a family consisting of his wife and four children. He died while he was thus studying in the spring of 1700, possessed of this house and a small barn and land, all of which was then appraised at thirty-five pounds. In his will, he devised to his wife the house and land for her life and then to his children, Robert, Mary, Theophilus and Elizabeth. The names of this family disappear from the records of Beverly at this date (1700). How much longer the house stood has not been learned.

John Lovett Lot. This lot of land belonged to Richard Haynes of Beverly, husbandman, Dec. 29, 1671, when he conveyed it to John Sampson of Beverly, husbandman.[2] At a town meeting of Beverly Aug. 23, 1675, Mr. Sampson agreed to release it with other land to the town for a schoolhouse; and, in 1678, the town let these two acres of land to John Swarton for seven years. The lot belonged to John Lovett, sr., of Beverly, husbandman, in 1693; and there was then upon the lot a house which had been built by his daughter Susanna and her husband William Sikes and in which they then lived. Mr. Sikes died, possessed of the house, in or before 1706, when his

[1]Essex Registry of Deeds, book 3, leaf 52.
[2]Essex Registry of Deeds, book 5, leaf 36.

widow married Thomas Cole of Marblehead. She was appointed administratrix of Mr. Sikes' estate May 20, 1717; and the inventory of his estate mentions "a small house standing on John Lovett's Land." In the account of her administration is included "an old houſe ſtanding on John Lovetts Land," four pounds and eighteen shillings. Mr. Lovett died Sept. 10, 1727, at the age of about ninety-one; having in his will devised the southern half of the lot, which the dwelling house then stood on, for her life to his wife, with power of disposal of the same for her support, and if she died possessed of it it should go at her decease to her son William and her daughter. William Lovett of Beverly died Feb. 28, 1756, intestate, leaving widow Bethiah. The inventory of his estate shows the eastern half of the dwelling house, etc., appraised at forty-five pounds, and a barn at two pounds. Nothing more is known of the house.

John Trenance House. That part of this lot of land lying northerly of the dashes was granted by the town of Beverly to Tobias Trow Nov. 6, 1682, "upon this Condition viz that he do live in the town and Improve it tenn years or be taken away by death though before the ten years be expired having lived in the town while there, then the said Land to be to him and his heirs forever but If the said Trow should remove out of the towne before the ten years be expired then the said Land to returne to the towne." The lot was laid out by Ensign Corning and Andrew Elliott, sr., who were then selectmen, March 18, 1683-4. Mr. Trow was a cordwainer, and built upon this part of the lot, before 1690, a dwelling house, in which he lived.

That part of the lot lying southerly of the dashes, with the town pound thereon, was granted to Mr. Trow by the town of Beverly Feb. 13, 1690-1, provided "him selfe & his heirs Doth hereby promise & ingage to build vpon occasion & keep in good & suffitiant repaire sd Town Pound at his or their own proper Cost & Charges from henceforth & for Ever for ye vse of ye town."

For fifty pounds, Mr. Trow conveyed the entire lot of

land with the house, barn and shop thereon to John Trenance of Beverly, mariner, Feb. 28, 1693-4.[1] Mr. Trenance died in the spring of 1704, intestate, leaving widow Martha and children Elizabeth, Rose and Martha. The house and land were then appraised at forty-five pounds. The widow died March 5, 1717-8, having in her will devised her dwelling house, barn, orchard and land to her "son" in law John Webber. How much longer the house stood has not been determined.

Hazadiah Smith Lot. Richard Haynes of Beverly, husbandman, for twenty-five pounds, conveyed this lot of land to John Bennett of Beverly, weaver, Nov. 18, 1676.[2] Mr. Bennett removed to Middleborough, and, for forty pounds, conveyed it to Hazadiah Smith of Beverly, carpenter, June 27, 1694;[3] and Mr. Smith owned the lot in 1700.

Thomas Chubb Lot. This lot of land belonged to Thomas Chubb, sr., in 1676, and to Thomas Chubb of Beverly, husbandman, in 1689 and 1700.

Emma Woodbury House. This lot of land belonged to Richard Haynes in 1676. The principal part (nine acres) of the lot was conveyed by David Perkins of Bridgewater, blacksmith, with the dwelling house and barn thereon, for one hundred and two pounds and ten shillings, to Andrew Elliott of Beverly, cordwainer, June 15, 1689;[4] and, for love, Mr. Elliot gave the estate to his daughter Emma Woodbury, wife of Andrew Woodbury of Beverly, mariner, in or before 1697, but did not convey it by deed until Aug. 14, 1702, when she was the wife of Rev. Thomas Blowers of Beverly.[5]

That part of the lot lying within the dashes marked "1" at the western corner (one-fourth acre) was conveyed by Thomas Chubb of Beverly, husbandman, for thirty-two shillings, to said Andrew Woodbury March 11, 1690-1.[6] Mr. Woodbury died in the winter of 1694-5, leaving widow Emma Woodbury.

[1]Essex Registry of Deeds, book 9, leaf 269.
[2]Essex Registry of Deeds, book 5, leaf 71.
[3]Essex Registry of Deeds, book 10, leaf 165.
[4]Essex Registry of Deeds, book 73, leaf 94.
[5]Essex Registry of Deeds, book 16, leaf 158.
[6]Essex Registry of Deeds, book 16, leaf 157.

That part of the lot lying within the dashes marked "2" was conveyed by Thomas Chubb to Mrs. Woodbury May 12, 1694.

That part of the lot lying within the dashes marked "3" was owned by Christopher Read of Beverly, husbandman, in 1689, and he conveyed it, with the dwelling house thereon, for fourteen pounds and ten shillings, to Mrs. Woodbury March 7, 1696-7.[1]

That part of the lot lying within the dashes marked "4" was conveyed by Thomas Chubb to Mrs. Woodbury April 21, 1697.

Rev. Mr. Blowers died June 17, 1729; and his widow Emma Blowers conveyed the house, barn and land to Joseph Scot of Boston, merchant, Sept. 9, 1755.[2] On the same day, Mr. Scot conveyed the estate to Mrs. Blowers' daughter Emma Charnock of Boston, widow of John Charnock.[3] The house was probably gone a few years later.

Hazadiah Smith Lot. Jacob Manning of Salem, gunsmith, and wife Sarah owned this lot in 1694; and, for thirty-two pounds, they conveyed it to Hazadiah Smith of Beverly April 6, 1697.[4] Mr. Smith owned it in 1700.

Samuel Stone Lot. This lot of land belonged to Samuel Stone, sr., of Beverly, mariner, in 1700.

Robert Roundy House. Mark Haskell owned this lot of land in 1678; and, for one hundred and eighty pounds, Mark Haskell of Rochester, carpenter, conveyed the house, barn and land, "where I formerly lived," to Robert Roundy of Beverly, yeoman, Oct. 11, 1698.[5] Mr. Roundy lived here and became a coaster. He died Nov. 16, 1715. His dwelling house, barn and homestead land were appraised at three hundred and fifty pounds. In his will, which was made the day before he died, he devised his housings and lands to his minor son Benjamin Roundy, providing that if Benjamin died before he became of age, leaving no issue, the property should go to three daughters of the testator, Elizabeth Pickett, Mercy

[1]Essex Registry of Deeds, book 34, leaf 193.
[2]Essex Registry of Deeds, book 102, leaf 221.
[3]Essex Registry of Deeds, book 102, leaf 220.
[4]Essex Registry of Deeds, book 20, leaf 133.
[5]Essex Registry of Deeds, book 19, leaf 123.

Smith and Hester Roundy and his son John Roundy's son Robert Roundy. Benjamin lived, however, and died March 7, 1753. How long the house stood is not known to the writer.

Thomas Chubb Lot. That part of this lot of land lying southerly of the dashes was conveyed by John Grover of Beverly, husbandman, to Thomas Chubb, sr., of Beverly, carpenter, June 29, 1678.[1]

That part of the lot lying northerly of the dashes belonged to Mr. Chubb in 1678, but no deed conveyed it to him until William Hascall of Gloucester delivered one to him June 21, 1682.

The entire lot belonged to Mr. Chubb in 1700.

William Trask Lot. John Trask owned this lot of land in 1678 and William Trask in 1698. William Trask of Beverly, tailor, conveyed it with the dwelling house thereon to William Leach of Salem Aug. 9, 1706.[2] The house may have been upon the premises in 1700.

Jacob Griggs House. That part of this lot of land which lies southerly of the dashes was conveyed by Osmond Traske of Beverly, yeoman, for six pounds and seven shillings, to William Cleeves of Beverly, fisherman, March 27, 1675;[3] and Mr. Cleeves, for six pounds, conveyed it to David Perkins of Beverly, blacksmith, Jan. 10, 1676.[4] Mr. Perkins erected a dwelling house thereon; and, for eighty-five pounds, he conveyed the house and land to Robert Roundy of Beverly, husbandman, May 5, 1680.[5] Mr. Roundy, for fifty-three pounds, reconveyed to Mr. Perkins the land with the dwelling house thereon March 1, 1684-5; and, for forty pounds and ten shillings, Mr. Perkins conveyed the same estate to Jacob Griggs of Gloucester, cooper, April 27, 1685.[6]

That part of the lot lying northerly of the dashes was owned by Osmond Trask in 1675. John Trask, sr., of Beverly, seafaring-man, owned it in 1678; and, for six

[1]Essex Registry of Deeds, book 6, leaf 125.
[2]Essex Registry of Deeds, book 24, leaf 197.
[3]Essex Registry of Deeds, book 7, leaf 8.
[4]Essex Registry of Deeds, book 4, leaf 171.
[5]Essex Registry of Deeds, book 5, leaf 80.
[6]Essex Registry of Deeds, book 7, leaf 55.
[7]Essex Registry of Deeds, book 7, leaf 57.

pounds and fifteen shillings, he conveyed it to Mr. Griggs, who had removed from Gloucester to Beverly, and was then living in the house on the other part of this lot, March 15, 1687-8.[1]

Mr. Griggs removed to Salem and conveyed the dwelling house and land to William Leach of Beverly, cordwainer, Jan. 26, 1712;[2] and Mr. Leech died, possessed of the estate, in the autumn of 1734. In his will, he devised to his wife Tryphosa all his estate until her remarriage or death; and then to his five sons, John, Joseph, William, Elijah and Benjamin, absolutely. In the inventory of his estate, "One old House formerly bought of William Trask" was appraised at twelve pounds. The old house probably disappeared soon afterward.

Estate of John Stone Lot. This lot of land belonged to John Stone as early as 1675; and he died possessed of it in the winter of 1691-2. It belonged to his estate in 1700.

Estate of Roger Haskins House. This lot of land belonged to Ens. Samuel Corning in 1673, and with the house thereon to Roger Haskins of Beverly, mariner, at the time of his death, Jan. 3, 1693-4. The dwelling house, barn and land were then appraised at seventy-eight pounds. It remained in the possession of his widow Ruth Haskins until June 1, 1714, when his children, Samuel Haskins, ferryman, Ruth Martin, Susannah Hooper, Johannah Haskins and Abigail Belcher and the widow, Ruth Haskins, all of Beverly, for seventy-three pounds, conveyed the house and land to John Corning of Beverly, innholder.[3] Mr. Corning became a turner, and died Feb. 28, 1733-4, intestate. In the inventory of his estate, "the old House that was Hoskenses" was appraised at eighteen pounds, and "the House plot of land that was bought of Hoskinses" was appraised at ninety-two pounds. In the division of his estate, April 9, 1736, the house and land adjoining was assigned to his son Andrew Corning. Andrew Corning was apparently never married, and was "cast away at Salisbury" March 7,

[1]Essex Registry of Deeds, book 9, leaf 110.
[2]Essex Registry of Deeds, book 27, leaf 45.
[3]Essex Registry of Deeds, book 28, leaf 26.

1738. How much longer the old house stood has not been determined.

Nathaniel Hayward Lot. This lot of land belonged to Ens. Samuel Corning of Beverly very early; and was conveyed by Nathaniel Stone of Beverly, husbandman, to Nathaniel Hayward of Beverly, house carpenter, Oct. 29, 1673.[1] With the consent of his wife Elizabeth, daughter of Ens. Samuel Corning, Mr. Hayward, then of Salem, joiner, conveyed the lot to his son Samuel Hayward of Salem, cooper, Aug. 24, 1699;[2] and, for forty pounds, twelve shillings and six pence, Samuel Hayward conveyed it next day to his brother Nathaniel Hayward of Beverly, carpenter.[3] Nathaniel Hayward owned it in 1700.

Nathaniel Hayward Lot. This lot of land early belonged to Ens. Samuel Corning, sr., of Beverly, yeoman, who died in the autumn of 1694, intestate. In the division of his real estate, March 7, 1694-5, this lot was assigned to Nathaniel Hayward, sr., of Salem, husband of his daughter Elizabeth; and Mr. Hayward owned the lot in 1700.

Samuel Corning House. This lot of land, with the house thereon, belonged to Ens. Samuel Corning, sr., of Beverly, yeoman, who died in the autumn of 1694, intestate. His real estate was divided March 7, 1694-5, and this lot, with the housing thereon, was assigned to his son Samuel Corning, 2d, of Beverly. Samuel Corning, 2d, died May 14, 1714, intestate. The estate then passed to his son John Corning of Beverly, turner, who died Feb. 28, 1733-4, intestate. The house was then standing, but how much longer it remained the writer does not know.

Nathaniel Stone Lot. This lot of land belonged to Ens. Samuel Corning, sr., of Beverly, yeoman, in 1681; and he died possessed of it in the autumn of 1694. In the division of his real estate, March 7, 1694-5, this lot was assigned to Nathaniel Stone, sr., to whom it belonged in 1700.

William Elliott Lot. Samuel Corning, sr., of Beverly, husbandman, for ten pounds, conveyed to Capt. John

[1]Essex Registry of Deeds, book 14, leaf 112.
[2]Essex Registry of Deeds, book 16, leaf 98.
[3]Essex Registry of Deeds, book 27, leaf 4.

Higginson, jr., of Salem, merchant, this lot of land, it being a part of his homestead where he now liveth, May 11, 1692;[1] and, for twelve pounds, Colonel Higginson conveyed it to William Elliott of Beverly, cordwainer, Aug. 1, 1699.[2] Mr. Elliott owned it in 1700.

Nathaniel Wallis Lot. This lot of land was a part of the Josiah Roots lot in 1680. Mr. Roots, then of Beverly, died in the summer of 1683, having devised his real estate to his son Jonathan Roots, who was to maintain his mother Susanna Roots. In 1700, it belonged to Nathaniel Wallis, a native of Cornwall county, in Great Britain.

William Elliott Lot. This lot of land was a part of Emery's lot, and belonged to Robert Hibbert in 1667; and to his son Joseph Hibbert in 1681. Joseph Hibbert conveyed that part of the lot lying easterly of the dashes to William Elliott in 1686.

That part of the lot lying westerly of the dashes was owned by David Perkins of Beverly, blacksmith, in 1686; and, for eight pounds in silver, he conveyed it to Mr. Elliott of Beverly, cordwinder, who owned the other part, Dec. 10, 1687.[3]

Mr. Elliott owned the whole lot in 1700.

Nathaniel Wallis Lot. This was a part of Emery's lot, so called; and was owned by Robert Hibberd in 1667. It was conveyed by his son Joseph Hibbert of Beverly, husbandman, to Nathaniel Wallis of Beverly Nov. 26, 1681.[4] Mr. Wallis owned the lot in 1700.

Andrew Elliott Lot. This lot of land was part of the ten acres conveyed by Nathaniel Marsters of Salem, tailor, to John Lambert, sr., of Salem, fisherman, May 8, 1667;[5] and the lot belonged to Mr. Lambert in 1670. He died in November, 1684; but no real estate is mentioned in either his will or inventory. The lot belonged to Lt. Andrew Elliott, sr., a native of Somersetshire, England, from 1686 to 1700.

Caleb Wallis Lot. Nathaniel Stone, sr., of Beverly, yeo-

[1]Essex Registry of Deeds, book 9, leaf 142.
[2]Essex Registry of Deeds, book 13, leaf 164.
[3]Essex Registry of Deeds, book 9, leaf 77.
[4]Essex Registry of Deeds, book 7, leaf 94.
[5]Essex Registry of Deeds, book 3, leaf 13.

man, owned this lot of land in 1687; and, for sixteen pounds in silver, conveyed it to Caleb Wallis of Beverly, cordwainer, June 2, 1691.[1] Mr. Wallis owned it in 1700.

John Lovett Lot. This lot of land belonged to John Lovett, sr., of Beverly, husbandman, in 1687 and 1700.

Roger Haskins House. That part of this lot of land lying northerly of the dashes was the western part of the lot conveyed by Nathaniel Marsters of Salem, tailor, to John Lambert, sr., of Salem, fisherman, May 8, 1667;[1] and it belonged to his son John Lambert, jr., in 1682.

That part of the lot lying southerly of the dashes was owned by William Hoare of Beverly, fisherman, in 1667; and, for ten pounds, he conveyed it to John Lambert, sr., of Beverly, fisherman, Aug. 10, 1670.[2] Mr. Lambert, for love, conveyed it to his grandson John Lambert, jr., of Salem, mariner, Nov. 3, 1682.[3]

John Lambert conveyed the whole of the westerly part of this lot to William Swetland of Salem, tailor, May 5, 1686.[4] John Lambert became a pirate on the high seas, and was executed for piracy in Boston June 30, 1704. Mr. Swetland, for twenty-eight pounds, conveyed it to Roger Haskins of Beverly, mariner, Jan. 21, 1687-8.[5]

That part of the lot lying easterly of the dashes belonged to Josiah Roots in 1667. Mr. Roots died in the summer of 1683, having devised his real estate to his son Jonathan Roots. Jonathan Roots of Marblehead, fisherman, for four pounds and ten shillings, conveyed it to Mr. Haskins, who owned the other part of the lot, Jan. 23, 1687-8.[6]

That part of the lot lying within the dashes at the southeasterly corner belonged to Josiah Roots in 1667. Mr. Roots lived in Beverly, and died in the summer of 1683, having devised his real estate to his son Jonathan Roots, who was to maintain his mother Susanna Roots. Jonathan Roots of Marblehead, fisherman, conveyed it to

[1]Essex Registry of Deeds, book 24, leaf 268.
[2]Essex Registry of Deeds, book 3, leaf 96.
[3]Essex Registry of Deeds, book 6, leaf 84.
[4]Essex Registry of Deeds, book 7, leaf 75.
[5]Essex Registry of Deeds, book 8, leaf 36.
[6]Essex Registry of Deeds, book 8, leaf 35.

William Sikes of Beverly, weaver, Jan. 30, 1687-8;[1] and, for twenty shillings, Mr. Sikes conveyed it to Samuel Clements of Salem, mariner, Aug. 20, 1689.[3] For twenty shillings, Mr. Clements conveyed it to Mr. Haskins, who owned the rest of this lot, Jan. 20, 1689-90;[2] and thus Mr. Haskins became the owner of the entire lot.

Mr. Haskins built a house upon the lot, and mortgaged the whole lot with the housing thereon Oct. 26, 1693. He died possessed of the estate Nov. 21, 1712. How long the house existed is unknown to the writer.

Andrew Elliott Lot. This lot of land belonged to Richard Haines in 1670. David Perkins owned it in 1686; and he conveyed it to Andrew Elliot, sr., of Beverly, cordwainer, who owned it in 1687. For forty-five pounds in silver, Mr. Eliot conveyed it, including his interest in a highway to this lot (lately bought by said Perkins and others of Jonathan Rootes), to his son Andrew Elliott, jr., of Beverly May 23, 1688.[3] Andrew Elliot, jr., owned it in 1700.

Mary Gale Lot. This lot of land belonged to Josiah Roots in 1667; and was recovered on execution from him in 1684(?) by Henry Kenney, sr., of Salem Village. Mr. Kenney conveyed it to Ambrose Gale of Marblehead, administrator of the estate of Thomas Roots, deceased, and guardian of Mary Roots, his only heir and daughter, June 23, 1697.[4] Mary Roots married Azor Gale in 1697; and it belonged to her in 1700.

William Dixie Lot. Capt. William Dixie owned this lot of land in 1683 and 1688, and probably in 1700.

Andrew Elliot Lot. This lot of land belonged to William Dixie of Beverly, yeoman, quite early. For six pounds, he conveyed it to Andrew Elliot, jr., of Beverly, mariner, Oct. 26, 1683;[5] and Mr. Elliot owned it in 1700.

Estate of Roger Haskins House. This lot of land was called the Ferry Great field in 1695. The town of Salem

[1]Essex Registry of Deeds, book 8, leaf 19.
[2]Essex Registry of Deeds, book 8, leaf 148.
[3]Essex Registry of Deeds, book 8, leaf 121.
[4]Essex Registry of Deeds, book 13, leaf 1.
[5]Essex Registry of Deeds, book 8, leaf 165.

had granted this lot of ten acres to Richard Stackhouse Nov. 26, 1638; and appointed him to keep the ferry, commencing June 30, 1653. Richard Stackhouse of Beverly, yeoman, in consideration of love and grantor's support, conveyed it with the dwelling house, barn and fruit trees thereon to his son-in-law Roger Haskins and his wife Ruth, daughter of the grantor, Feb. 21, 1692-3.[1] Mr. Hoskins was a mariner and lived in Beverly. He died Jan. 3, 1693-4, intestate. In the inventory of his estate, the ten acres of land was appraised at sixty pounds, and "one Dwelling house & one Barn standing vpon sd Land which is ye homestead nere ye fferry" at fifty pounds. His son Samuel Haskins died Nov. 11, 1716, at the age of about twenty-six; and he had apparently lived in the house with his father after his marriage with Miriam Stone March 15, 1715-6. An agreement was made by Ruth Hoskins, widow of the deceased Roger Hoskins, their only surviving daughter, Mrs. Abigail Belcher, and the son Samuel Hoskins' widow Miriam Hoskins for herself and the daughter of her deceased husband and herself, July 4, 1717, in which the widow Ruth Hoskins should have the ten-acre homestead lot "that was her father Mr. Richard Stackhouse's near the ferry" and the house and barn thereon, except that said widow Miriam Hoskins should have the right to live in the lower room of the west end of the house, etc., while she improved the ferry and also the ferry boat. Mrs. Ruth Haskins, for two hundred pounds in money, conveyed this ten acres of land with "the appurtenances thereon standing" to her daughter Abigail Belcher of Beverly April 8, 1720.[2] She was very sick in the spring of 1722, but rallied and married, for her third husband, Nathaniel Clark a year later. She died in the winter of 1730-1, having in her will devised all her housing and lands to Richard Ellis, son of Thomas Ellis. In her inventory the dwelling house and barn and the ten acres of land were valued at three hundred pounds. The premises were in possession of Thomas Ellis of Beverly Sept. 1, 1738, when Mrs. Miriam Haskins, who had married Jona-

[1]Essex Registry of Deeds, book 9, leaf 101.
[2]Essex Registry of Deeds, book 38, leaf 107.

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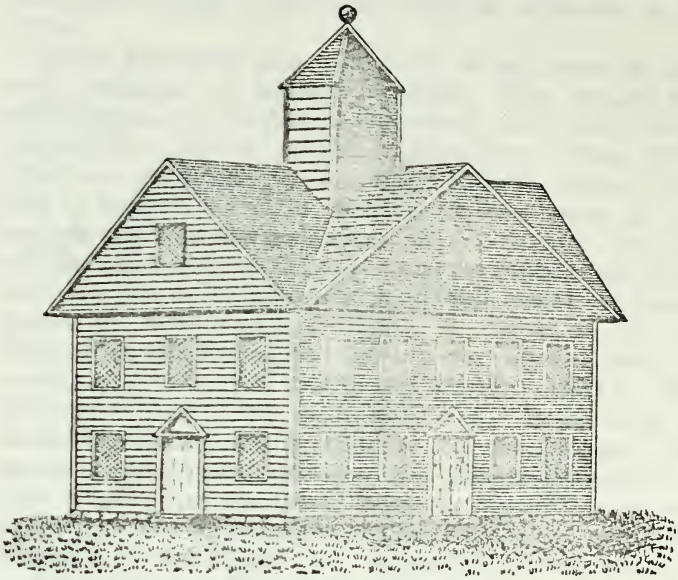

BEVERLY MEETING HOUSE, 1700

than Cole Jan. 1, 1722, conveyed her interest in the estate to Thomas Ellis.[1] Richard Ellis of Beverly, yeoman, conveyed the land and buildings, for four hundred pounds, to Paul Jewett of Rowley, yeoman, April 28, 1769;[2] and, for five shillings, Mr. Jewett reconveyed the estate to Mr. Ellis Oct. 5, 1769.[3] Mr. Ellis conveyed the property to Joseph Hodges of Salem, merchant, June 15, 1774.[4] How much longer the house stood is unknown to the writer.

Ralph Ellenwood Lot. This lot of ten acres of land early belonged to Robert Moulton. This lot and the adjoining lots of Benjamin Ellenwood and Mary Smith became the property of Ralph Ellenwood before 1659. The town of Salem, in January, 1659-60, agreed with him to support a certain pauper for two years for ten pounds and "all the waſt lande that is comon from the eſt ſide of his lott to the poynt and ſoe rounde before the riuer ſoe farr as his lande goeth withall marſh or Creek thatch and further he hath libertie to fence on the eaſt ſide of his lott Downe to a lowe water marke," and the selectmen granted the land to him March 6, 1661-2. Mr. Ellenwood died in the spring of 1674. In his will, he devised to his son Ralph, when he became of age, "the ten akres which was formerly old Robert Moltons lot." The inventory of the estate mentions the following real estate: "The lot commonly called Molton's lot, with the building, orcharding," etc., appraised at one hundred and thirty-five pounds, and "plowabell Land, pasture, with part of the orchard," at one hundred and thirty pounds. The real estate was divided among the children April 17, 1695, and this lot was assigned to Ralph Ellenwood according to the terms of the will.[5] In this division there was "Laid Out for Our owne Conveniency a high Way athwart all our land . . in breadth Twenty four foot begining at Ralph Ellinwoods Easterly line to be Extended Westerly to John Smiths Cove." Ralph Ellenwood owned the lot in 1700.

[1]Essex Registry of Deeds, book 146, leaf 241.
[2]Essex Registry of Deeds, book 126, leaf 149.
[3]Essex Registry of Deeds, book 130, leaf 42.
[4]Essex Registry of Deeds, book 134, leaf 289.
[5]Essex Registry of Deeds, book 11, leaf 192.

Benjamin Ellenwood House. This lot of land belonged to Ralph Ellenwood as early as 1659-60. In January, 1659-60, the town of Salem agreed with him to support a certain pauper for two years for ten pounds and "all the waſt lande that is comon from the eſt ſide of his lott to the poynt and ſoe rounde before the riuer ſoe farr as his lande goeth withall marſh or Creek thatch and further he hath libertie to fence on the eaſt ſide of his lott Downe to a lowe water marke," and the selectmen of Salem granted the land to him March 6, 1661-2. Mr. Ellenwood died in the spring of 1674; and his real estate was divided among his children April 17, 1695.[1] His son John Ellenwood of Beverly, husbandman, conveyed his interest in the estate to his brother Benjamin Ellenwood of Beverly June 12, 1694;[2] and this lot was assigned to Benjamin for his and his brother John's shares. Benjamin Ellenwood subsequently lived upon this lot, and died March 28, 1731. How long the house stood is uncertain.

Mary Smith House. This lot of land belonged to Ralph Ellenwood in 1660. In January, 1659-60, the town of Salem agreed with him to support a certain pauper for two years for ten pounds and "all the waſt lande that is comon from the eſt ſide of his lott to the poynt and ſoe rounde before the riuer ſoe farr as his lande goeth withall marſh or Creek thatch and further he hath libertie to fence on the eaſt ſide of his lott Downe to a low water marke," and the selectmen granted the land to him March 6, 1661-2. Mr. Ellenwood died in the spring of 1674; and his real estate was divided among his children April 17, 1695.[1] This lot was assigned to his daughter Mary, wife of John Smith of Beverly, coaster. Mr. Smith built a house upon the lot, and, for one hundred pounds, conveyed to Robert Hale, esquire, of Beverly, physician, "my house, outhousing & Land Being that whereon I now Dwell Scituate . . In Beverly . . near ye ferry place," Nov. 19, 1702.[3] Mr. Smith removed to Middleboro. Dr. Hale, for one hundred and ten pounds, con-

[1]Essex Registry of Deeds, book 11, leaf 192.
[2]Essex Registry of Deeds, book 10, leaf 3.
[3]Essex Registry of Deeds, book 15, leaf 261.

veyed the dwelling house, barn and land to Benjamin Ellingwood of Beverly, coaster, Jan. 5, 1703.[1] Mr. Ellingwood died March 28, 1731. How long the house stood is uncertain.

Samuel Stone Lot. This lot of land early belonged to Capt. William Dixie of Beverly, yeoman. He died in the spring of 1690, having in his will devised his real estate to his five daughters, Mary Woodberry, Anna Judkin, Abigail Stone, Elizabeth Morgan and Sarah Gale.

That portion of this lot lying southerly of the dashes became the estate of this daughter Mary, wife of Hugh Woodberry of Bristol, Mass., mariner; and, for love, she conveyed it to her daughter Ann Woodberry of Bristol March 11, 1691-2.[2] For twenty-one pounds, Miss Woodberry conveyed it to Samuel Stone of Beverly, mariner, March 13, 1692.[3]

That part of this lot lying northerly of the dashes became the estate of Captain Dixie's daughter Abigail, widow of John Stone, sr., of Beverly; and, for twenty-eight pounds, she conveyed it to her son Samuel Stone of Beverly, seafaring-man, Jan. 20, 1698-9.[4]

Mr. Stone owned the entire lot in 1700.

Edmund Gale House. This lot of land early belonged to Capt. William Dixie of Beverly, yeoman; and he conveyed it to his daughter Sarah and her husband Edmond Gale and such of their children as they might appoint April 29, 1685.[5] The house of Mr. and Mrs. Gale then stood on the lot. In his will, subsequently, Captain Dixie provided that the real estate he devised to his daughters, with one exception, should be conveyed only to their children, that is, each to some one of her children. Edmond Gale of Beverly, fisherman, for five pounds, conveyed to Charles Johnson of Beverly, weaver, and his wife Miriam, daughter of Mr. Gale, "ye Little Dwelling house thereon Standing now in ye Occupation and Tenure of Samuel Elliot" and the land adjoining it Feb. 15,

[1]Essex Registry of Deeds, book 21, leaf 96.
[2]Essex Registry of Deeds, book 11, leaf 129.
[3]Essex Registry of Deeds, book 11, leaf 130.
[4]Essex Registry of Deeds, book 14, leaf 119.
[5]Essex Registry of Deeds, book 10, leaf 36.

1708-9;[1] and Mr. Johnson became a clothier. With his wife Meriam, Mr. Johnson conveyed, for thirty pounds, to Simon Willard of Boston, merchant, this small dwelling house, shop and land Oct. 8, 1709.[2] How much longer this house existed is not known.

John Standley House. John Raymond, sr., of Beverly, yeoman, owned this lot of land in 1681; and, for fourteen pounds in silver, conveyed it to John Richards of Beverly, weaver, April 26, 1688.[3] Mr. Richards built a dwelling house and barn thereon, and, for forty-five pounds, conveyed the house, barn and land to John Standley of Beverly, mariner, Feb. 1, 1694-5.[4] Mr. Standley became a weaver, and, for sixty pounds, conveyed the dwelling house and land to George Tuck of Beverly, coaster, April 1, 1707.[5] For one hundred and fifty-five pounds in money, Mr. Tuck conveyed the house and land around it to William Tuck of Beverly, coaster, Jan. 16, 1730-1.[6] The "old house" was standing in 1763.

William Haskell House. This lot of land was granted by the town of Salem to James Standish of Salem in or before 1649.

May 1, 1652, the selectmen of Salem

Granted to James Standish the litle spruce swamp lying neare his house pvided it shalbe free for any Inhabitant to make vse of any of the wood or trees in it while any doe remayne growing there

For thirty-five pounds, which was paid equally by William Dixey and his son-in-law Hugh Woodbury, Mr. Standish conveyed to William Dixie this land and swamp thereto adjoining Dec. 22, 1652;[7] and Mr. Woodbury built a house upon this lot and lived in it. Mr. Dixey, who then lived in Beverly, and Mr. Woodbury divided the property, Mr. Dixy releasing to Mr. Woodbury this lot and half of the swamp July 27, 1681.[8] For eighty pounds, Hugh Woodbury of Beverly, mariner,

[1]Essex Registry of Deeds, book 38, leaf 135.
[2]Essex Registry of Deeds, book 22, leaf 193.
[3]Essex Registry of Deeds, book 10, leaf 150.
[4]Essex Registry of Deeds, book 10, leaf 151.
[5]Essex Registry of Deeds, book 39, leaf 251.
[6]Essex Registry of Deeds, book 54, leaf 248.
[7]Essex Registry of Deeds, book 1, leaf 16.
[8]Essex Registry of Deeds, book 6, leaf 10.

conveyed to William Hascoll of Beverly, mariner, this lot with the dwelling house thereon and his half interest in the swamp and his interest in the road running by the house July 29, 1681.[1] Capt. William Dixie of Beverly, for forty shillings, conveyed to William Hascoll of Beverly his half of the swamp Oct. 12, 1683.[2] Mr. Hascoll died in 1695. His will was made at sea Aug. 11, 1694, and proved Nov. 5, 1695. In it, he devised to his eldest son William Hascoll (under sixteen years old) his now dwelling house and tract of land thereto adjoining. The house, barn and land and swamp were then appraised at one hundred and thirty pounds. William Haskell died about 1715, when administration upon his estate was granted to his brother Robert Haskell of Beverly, mariner. Robert Haskell and his wife Mary conveyed the estate to Benjamin Ober of Beverly, coaster, May 10, 1721. Mr. Ober died "att the house of Thomas Blashfeld, at Barwick in Nechewaneck," Nov. 17, 1723. The house, barn and land were then appraised at three hundred and fifty pounds. His daughter Ann Hale of Beverly, widow, for three hundred pounds, conveyed to William Bartlett, jr., of Marblehead, mariner, her now dwelling house and land, in the possession of Daniel Batchelder, Sept. 8, 1740.[3] William Bartlett, late of Beverly, "now being and residing in the County of Westmoreland in the State of Pennsylvania merchant," for two hundred and fifty-five pounds, conveyed to Robert Haskell of Beverly, mariner, the house, barn and land adjoining Feb. 15, 1793.[4] Mr. Haskell died June 19, 1799; having in his will devised his real estate, after the death of his widow Sarah, to his son Robert Haskell. The house, barn and land adjoining were then appraised at fourteen hundred dollars. Robert Haskell lived in Beverly, being a yeoman, and died Sept. 8, 1842. In the inventory of his estate, this house and the land adjoining was appraised at fifteen hundred dollars. In his will he devised the same to his son Andrew and daughters Sally

[1]Essex Registry of Deeds, book 9, leaf 186.
[2]Essex Registry of Deeds, book 9, leaf 185.
[3]Essex Registry of Deeds, book 79, leaf 187.
[4]Essex Registry of Deeds, book 155, leaf 205.

and Mary Ann, and the survivor of them, if any of them died before himself or his wife. Andrew had died, of consumption, May 8, 1842, and Sally died, of palsy, the day before her father's death. Mary Ann Haskell thus became the sole owner of the estate under her father's will; and she conveyed the dwelling house and land adjoining to Josiah L. Foster of Beverly, merchant, June 30, 1845.[1] Mr. Foster removed the old house about 1875.

Mary Gale Lot. This lot of land belonged to Josiah Roots about 1680; and was recovered on execution from him in 1683(?) by Henry Kenney, jr., of Salem Village. Mr. Kenney conveyed it to Ambrose Gale of Marblehead, administrator of the estate of Thomas Root, deceased, and guardian of the latter's daughter Mary Roots, who was then his only heir, June 23, 1697.[2] Mary Roots married Azor Gale in 1698, and the lot was owned by her in 1700.

Joseph Drinker Lot. This lot of land belonged to Thomas Tuck in 1665, and to Joseph Drinker of Beverly, shipwright, perhaps as early as 1684 and as late as 1700.

Thomas Cox Houses. That part of this lot of land lying westerly of the dashes was early owned by William Dixsy, who, in or before 1665, conveyed it to John Porter, sr., of Salem Village. Mr. Porter died Sept. 6, 1676. His wife Mary was the executrix of his will, and she gave this lot by deed to "my nephew" Thomas Gardner, son of Thomas Gardner and "husband of my daughter Mary," June 28, 1678.[3] For eighteen pounds, Thomas Gardner of Salem, mariner, conveyed it to Thomas Cock of Beverly Feb. 13, 1695-6.[4]

That part of this lot lying between the dashes, with the house thereon, was conveyed by William Dodge, jr., of Salem, yeoman, for thirty-six pounds, to William Woodbury of Salem, mariner, April 27, 1665.[5] The next conveyance of this part of the lot is from John Rayment, sr., of Beverly, yeoman, for thirty-two pounds, to Thomas

[1]Essex Registry of Deeds, book 361, leaf 126.
[2]Essex Registry of Deeds, book 13, leaf 1.
[3]Essex Registry of Deeds, book 5, leaf 2.
[4]Essex Registry of Deeds, book 12, leaf 84.
[5]Essex Registry of Deeds, book 2, leaf 113.

Cox of Beverly, mariner, March 18, 1698.[1] A house upon the premises was conveyed by this deed; and it disappeared soon afterward.

That part of the lot lying easterly of the dashes was owned by Christopher Croe as early as 1665; and on a judgment obtained against him by William Browne, sr., of Salem, esquire, it was set off on execution about 1678. It was in the possession of Nathaniel Wallis in 1678. For fifteen pounds, Mr. Browne conveyed it, with a house thereon, to Mr. Cox Feb. 2, 1686-7.[2]

Thus the entire lot came to be owned by Mr. Cox. He died in the winter of 1709-10, intestate. His then homestead of two and a half acres of land was appraised at twenty pounds, and the "Old houſe & Barn y^r^on" at eleven pounds and ten shillings. The real estate was divided Jan. 29, 1732-3, and the eastern half of the house and land was assigned to his widow Hannah Cox as a part of her dower in his estate, and she then dwelt in this house. That half of the house was then valued at two pounds. The remainder of the house and land adjoining was assigned to his second son Richard Cox. The house was apparently gone about 1740.

John Tuck House. This lot of land belonged to Thomas Tuck of Beverly; and, for thirteen pounds and fifteen shillings, he conveyed it to his son John Tuck Nov. 21, 1677.[2] John Tuck built a house thereon, in which he lived, being a husbandman. He died in the spring of 1723, having in his will devised "my now dwelling house and barn" and land to his son John. The land, comprising about ten acres, was appraised at two hundred and seventy-eight pounds, five shillings and nine pence; the house at forty shillings and the barn at the same amount. John Tuck, the son, lived here, being a coaster; and for eighty-one pounds in current money he conveyed the house and land to his sons Samuel, Ralph and Thomas Tuck, all of Beverly, mariners, Jan. 29, 1735.[3] Ralph Tuck of Beverly, fisherman, for twenty-five pounds, released his interest in the estate to his brothers Samuel

[1]Essex Registry of Deeds, book 13, leaf 244.
[2]Essex Registry of Deeds, book 6, leaf 39.
[3]Essex Registry of Deeds, book 71, leaf 44.

and Thomas Tuck, both of Beverly, coasters, March 14, 1737.[1] Samuel Tuck died Feb. 7, 1740; and his brother Thomas Tuck, the owner of the other half of the premises, became the owner of Samuel's half. This half of the house was then appraised at thirty-five pounds. Thomas Tuck died March 18, 1775, being a yeoman. His estate was not divided until April 7, 1784, when the northwestern half of the house and land was assigned to his daughter Anna Masury, and the southeastern half to his daughter Jane Elliot. The house then included the west lower room, the east lower room, kitchen, the west great chamber, the east chamber over the kitchen, garret, etc. How much longer the house stood has not been determined.

John Lovett Lot. This lot of land belonged to John Lovett, sr., in 1688 and 1700.

Estate of Roger Haskins Lot. This lot of land belonged to Jonathan Roots in 1687; and, March 26, 1688, Jonathan Roots of Beverly, fisherman, for seven pounds, conveyed it to Roger Hoskins of Beverly, mariner.[2] Mr. Haskins died Jan. 3, 1693-4, intestate; and it belonged to his estate in 1700.

John Lovett Lot. Jonathan Roots of Marblehead, fisherman, for four pounds, conveyed this lot of land to John Lovett, jr., of Beverly, husbandman, Feb. 8, 1687;[3] and it belonged to Mr. Lovett in 1700.

John Lovett Lot. Thomas Whiteridge of Beverly, carpenter, owned this lot of land in 1687; and, for twenty pounds, conveyed it to John Lovett, sr., of Beverly, husbandman, Jan. 4, 1689.[4] Mr. Lovett owned it in 1700.

John Lovett Lot. John Lovett owned this lot of land in 1689, and his son Simon lived in the house which stood thereon. John Lovett died Sept. 10, 1727, having devised the lot to Simon (who was living there in 1723) for his life, and then to the latter's sons William and Abraham. The house was gone in 1756.

John Lovett House. This lot of land belonged to Jo-

[1]Essex Registry of Deeds, book 75, leaf 149.
[2]Essex Registry of Deeds, book 8, leaf 35.
[3]Essex Registry of Deeds, book 8, leaf 26.
[4]Essex Registry of Deeds, book 8, leaf 170.

seph Roots in 1651; and Josiah Roots, sr., of Beverly, husbandman, for three pounds, conveyed it to his (son-in-law?) John Lovett, sr., of Beverly, cooper (the grantor having already conveyed two acres of three described and conveyed in this deed to his daughter (Bethiah?), March 30, 1677.[1] Mr. Lovett apparently had built a house upon this lot some years before. Mr. Lovett died Sept. 10, 1727, at the age of about ninety-one. In his will he devised his dwelling house and barn and fourteen acres of land adjoining, between the country road and the sea, with the orchard, etc., to his son Benjamin Lovett "who now liveth with me." The will is dated May 17, 1723. Benjamin Lovett was a husbandman, and lived here. Mr. Lovett died June 10, 1740; having in his will devised to his son James his house, barn and shop and land. The dwelling house and shop or workhouse adjoining to it was valued at two hundred pounds; the barn at twenty-four pounds; and "ye homestead land, whereon ye said dwelling house and barn now standeth," being fifteen acres and eighty rods, at four hundred and thirty-four pounds. The house was probably standing in 1700.

John Lovett Lot. This lot of land belonged to Nathaniel Bishop of Salem Aug. 10, 1651, when, for eight pounds, he conveyed it, with the house thereon, to William Hore, fisherman.[2] Mr. Hoar lived here, and died in or before 1696. All that remained of the house at the time of Mr. Hoar's decease, in 1696, was "a small parcel of old Timber & a small parcel of old Boards being ye Remaind^r of an old houſe formerly the said Hoar's," which were valued at ten shillings. Mrs. Sarah Price of Salem, widow of Capt. John Price of Salem, administratrix of the estate of Mr. Hoar, for twenty-two pounds, conveyed this land to John Lovett, jr., of Beverly, fisherman, June 23, 1696;[3] and it belonged to Mr. Lovett in 1700.

John Lovett Lot. This lot of land belonged to Thomas Roots in 1651; and Thomas Roots, sr., and George Hodges, both of Salem, conveyed it to John Lovett, jr.,

[1]Essex Registry of Deeds, book 4, leaf 188.
[2]Essex Registry of Deeds, book 1, leaf 10.
[3]Essex Registry of Deeds, book 11, leaf 134.

of Beverly Feb. 16, 1678-9.[1] Mr. Lovett owned the lot in 1700.

Robert Briscoe House. Nathaniel Marsters of Salem, tailor, conveyed this lot of land to John Lambert, sr., of Salem, fisherman, with "my dwelling house" and orchard "near the meeting house on Bass river side, May 8, 1667;[2] and Mr. Lambert, then called of Beverly, for love, conveyed to his grandson John Lambert, jr., of Salem, mariner, this "my now dwelling house" and land Nov. 3, 1682.[3] John Lambert, jr., of Salem conveyed the same house and land to William Swetland of Salem, tailor, May 5, 1686;[4] and Mr. Swetland removed to this house. For seventy-two pounds and fifteen shillings, Mr. Swetland conveyed to Robert Briscoe of Beverly "my homestead nigh the meeting house, I bought of John Lambert," Feb. 27, 1687-8.[5] Mr. Briscoe apparently owned the estate in 1713; but how long the house stood has not been learned with certainty.

Burial Ground. The town of Beverly procured of John Lovett, jr., this acre of land for a burial place May 8, 1672; and it has been used for that purpose ever since.

Meeting House. The first meeting house on Cape Ann Side or Bass River Side was built about 1656. It had a pulpit and a gallery, but its size is unknown.

A fort was built of stones about the meeting house in the autumn of 1675, the time of the Indian war.

As the population increased the meeting house became too small, and in 1682 a new building was erected, fifty feet in length and forty feet in width. Its cost was three hundred and fifty pounds in silver. The building committee were Mr. John Dodge, Sergeant Hill, Corp. William Raiment, Thomas Woodbury and William Dodge, jr. Its site was "by the old meeting hous between said old meeting hous & Roger Haskins his hous." The old meeting house, with the exception of the pulpit, was sold in 1684, and the stones around it (the remains of the

[1]Essex Registry of Deeds, book 5, leaf 63.
[2]Essex Registry of Deeds, book 3, leaf 13.
[3]Essex Registry of Deeds, book 6, leaf 84.
[4]Essex Registry of Deeds, book 7, leaf 75.
[5]Essex Registry of Deeds, book 8, leaf 44.

fort, probably) were used to make a wall about the burial ground. The new meeting house was used for public meetings of the town, and in 1727 a room was built in it in which to keep the town's supply of ammunition. This edifice served the parish until June 27, 1770, when it was taken down to make room for a new and larger one.

That part of this lot of land lying southwesterly of the dashes belonged to Samuel Corning in 1687, and was then lying common; and it remained common as late as 1691.

Joseph Morgan House. This lot of land belonged to Robert Morgan in 1672. He died in the winter of 1672-3; having devised to his son Samuel Morgan that part of the lot lying southwesterly of the dashes, and to his son Joseph Morgan that part lying northeasterly of the dashes. Samuel built a dwelling house upon his part of the premises. Joseph Morgan owned his portion of the estate in 1700; and Samuel Morgan, who was a cooper, died possessed of the house and his part of the land about the first of December, 1698. In his will he devised the west end of the house to his wife Mary Morgan for her life. In the inventory of his estate "one large dwelling house and barn" are appraised at sixty pounds. The house and that part of the land became the property of his brother Joseph Morgan before 1700, when it belonged to him. How long the house stood is not known to the writer.

Samuel Lovett House. This lot of land was owned by Robert Morgan, sr., in 1671. He died in the winter of 1672-3; having in his will devised the western part of it, including the west end of the house, to his son Benjamin, "as he was at charges to build that part," and the rest of the house and land to his wife and daughter Bethiah and the survivor of them. The homestead, with the buildings thereon, were then appraised at one hundred and sixty-one pounds. Margaret Morgan, widow of the deceased, married, secondly, Samuel Fowler, sr., of Salisbury, shipwright; and Mr. and Mrs. Fowler conveyed to Samuel Weed of Amesbury, cordwainer, who had married the daughter Bethiah Morgan, said widow's interest

in the estate of Mr. Morgan May 26, 1690.[1] Samuel Weed, for fourteen pounds, conveyed to Joseph Morgan, jr., of Beverly, tailor, one-third of this lot "devised to him" in the will of Robert Morgan and "confirmed to me by an execution levied thereon" and delivered by the under sheriff to Joseph Morgan, sr.;[2] and Joseph Morgan, jr., conveyed it to Samuel Lovett of Beverly, who then owned the lot by deed, as below stated, March 12, 1701.[3] For fifty pounds, Joseph Morgan, sr., of Beverly conveyed it to Samuel Morgan of Beverly Feb. 3, 1698;[4] and Samuel Morgan of Beverly, cooper, for one hundred and two pounds and ten shillings, conveyed it to Samuel Lovett of Beverly, seafaring-man, Aug. 31, 1699.[5] Mr. Lovett removed to Norwich, Conn.; and, for three hundred pounds, conveyed the house, barn and land to Josiah Lovit of Beverly, mariner, May 27, 1729.[6] How much longer the house stood is not known to the writer.

Joseph Butman Lot. Thomas Pickton of "Bass river in Salem, planter," owned this lot of land in 1667; and it was owned by Joseph Butman of Beverly, cordwainer, in 1699 and 1700.

Matthew Butman Lot. Thomas Pickton of "Bass river in Salem, planter," owned this lot in 1667; and Matthew Butman in 1700.

John Hale Lot. Mordecaiah Creford owned this lot of land in 1652; and with his wife Judith and John Pride, all of Salem, mortgaged it to Thomas Savage, sr., of Boston, merchant, in or before 1661.[7] Captain Savage obtained judgment for possession of the premises in the Salem quarterly court June 30, 1663; and, for forty-three pounds, conveyed it to John Hale of Beverly, clerk, Sept. 21, 1671.[8] Mr. Hale owned the lot in 1700.

[1]Ipswich Registry of Deeds, book 5, page 221; Essex Registry of Deeds, book 11, leaf 87.

[2]Essex Registry of Deeds, book 20, leaf 80. This deed is not dated, but was acknowledged Jan. 27, 1698.

[3]Essex Registry of Deeds, book 20, leaf 81.

[4]Essex Registry of Deeds, book 15, leaf 203.

[5]Essex Registry of Deeds, book 13, leaf 195.

[6]Essex Registry of Deeds, book 52, leaf 41.

[7]Essex Registry of Deeds, book 2, leaf 33. This deed is not dated, but was acknowledged Dec. 27, 1661.

[8]Essex Registry of Deeds, book 8, leaf 126.

George Standley Lot. This lot of land belonged to Robert Morgan; and he died possessed of it in the winter of 1672-3. In his will he devised it to his widow Margaret and his daughter Bethiah. Mrs. Morgan married, secondly, Samuel Fowler, sr., of Salisbury, shipwright; and she and her husband released their interest in the premises to the daughter Bethiah's husband, Samuel Weed of Amesbury, cordwainer, May 26, 1690.[1] For six pounds, Mr. Weed conveyed the lot to George Standley of Beverly March 9, 1692-3;[2] and it belonged to Mr. Standley in 1700.

John Hale House. That part of this lot of land lying within the dashes was conveyed by Thomas Pickton "of Bass river in Salem, planter," to "the company of Bass river" for a minister about 1659.

That part of the lot lying within the southeastern dashes was the property of John Gally and Henry Bailey of Bass river, planters, very early; and they sold it to "the company of Bass river" for Mr. Hale about 1659. No deed was given, however, until John Gally of Beverly, planter, conveyed it to "the Inhabitants of Bass river now Beverly" April 22, 1674.[3]

That part of the lot lying northerly of the dashes was conveyed by John Gally and Henry Bailey to Rev. John Hale to give him "an outlet into ye highway by Mr. Livermore's corner, a pole wide, and thence running about twenty rods easterly from said outlet bounded by our land," Feb. 28, 1667.[4]

That part of this lot lying southerly of the highway was owned by Thomas Pickton of "Bass river in Salem," planter, very early. He conveyed it to Rev. John Hale Feb. 28, 1667.[4]

That part of the lot lying westerly of the western dashes was conveyed by Thomas Pickton of Beverly, planter, to Rev. John Hale April 21, 1674.[3]

[1]Essex Registry of Deeds, book 11, leaf 87; Ipswich Registry of Deeds, book 5, page 221.
[2]Essex Registry of Deeds, book 11, leaf 88.
[3]Essex Registry of Deeds, book 4, leaf 58.
[4]Essex Registry of Deeds, book 3, leaf 34.

The parsonage was built on this lot; and the town of Beverly voted Oct. 10, 1693, that Rev. John Hale, its minister, "shall haue ye dwelling houſe he now liueth in with the Two acres of Land house Lot thereunto adjoyning," in fee.[1] Mr. Hale died May 15, 1700; and the estate descended to his son Robert Hale, Esq., of Beverly, physician. How long the house remained is unknown to the writer.

John Giles House. John Giles of Beverly, yeoman, owned this lot of land in 1687. His son Eliezer Giles of Beverly, carpenter, and son-in-law John Wheeler of Beverly, cooper, conveyed to Capt. Thomas West, Capt. Joseph Herrick and Lt. Robert Briscoe, in behalf of the town of Beverly, who were chosen to receive the title Feb. 19, 1705-6, the western part of the lot to "Remain for the Publick uſe of Said Towne Especially for millitary Exercise for Euer," March 13, 1705-6.[2] Mr. Wheeler's wife joined in the deed July 6, 1706.[3] Thomas Hardee, 3d, of Bradford, cordwainer, for one hundred and seventy-one pounds, conveyed the dwelling house and land to Eleazer Giles, jr., of Beverly, wheelwright, Feb. 14, 1729-30;[4] and Mr. Giles, for one hundred and seventy pounds, conveyed the house, barn and land to Rev. Joseph Champney of Beverly March 4, 1734-5.[5] Mr. Champney died Feb. 23, 1773; and the estate belonged to his heirs in 1784. How long the house stood is unknown to the writer.

John Bond House. This lot of land was probably the ten-acre lot granted to Henry Bayley by the town of Salem in 1638. He lived in the house which stood upon the lot, being a yeoman; and conveyed "my now dwelling house," barn and ten acres of land to his son-in-law John Bond of Beverly, husbandman, for the support of himself and wife, Nov. 14, 1687.[6] Mr. Bailey died May 15, 1678; and his widow Dorothy was living in 1694. John Bond

[1]Essex Registry of Deeds, book 9, leaf 271.
[2]Essex Registry of Deeds, book 17, leaf 110.
[3]Essex Registry of Deeds, book 19, leaf 66.
[4]Essex Registry of Deeds, book 52, leaf 146.
[5]Essex Registry of Deeds, book 69, leaf 67.
[6]Essex Registry of Deeds, book 13, leaf 174.

died in the spring of 1694; when the land was appraised at eighty pounds, and the dwelling house and barn at sixty pounds. The estate descended to his only son Edward Bond of Beverly, yeoman; who, for seven hundred pounds, conveyed the same to Andrew Woodbury of Boston, mariner, July 28, 1739.[1] William Bartlett of Beverly, shoreman, owned the estate in 1774; and he became a merchant. For seven hundred and forty-five pounds, Mr. Bartlett conveyed the dwelling house and land to Elias Smith of Beverly, mariner, May 1, 1782.[2] It has not been determined how long the house stood.

Jeremiah Butman House. This lot of land belonged to Jeremiah Butman in 1667; and he died Feb. 6, 1693-4. Jeremiah Butman was owning it in 1739; and Jeremiah Butman of Beverly, yeoman, died in the summer of 1768. His dwelling house was then appraised at fourteen pounds, his barn at five pounds, and the land at ten pounds per acre. In his will, he devised the homestead to his four sons, William, Matthew, Thomas and Jeremiah. The latter two had died before Sept. 5, 1778, when the homestead was divided, William Butman being assigned "the remains or part of the old Dwelling house on the premises." This was probably the only part of the old house then standing.

[1]Essex Registry of Deeds, book 78, leaf 118.
[2]Essex Registry of Deeds, book 139, leaf 103.

THE REFUSAL OF REV. JACOB ELIOT.

To the Church and Town of Topsfield—
Honourd and Beloved—

After a further and full Consideration of the Call you have Given me to the Work of the Ministry among you and all the Circumstances thereof: I Cannot see my way Clear to accept it; Since you were so much Divided in your Choice and Remaining so or more so still: as has been manifested in Some Votes Referring thereto In hopes therefore of Greater peace, Love and Union among your selves, I do by these presents Discharge my self of the Obligations I have been under to Supply your Pulpit, & shall not upon ye Present foundation, Continue my Ministerial Labours among you any Longer——So praying that you may fully Unite in your Affections to one another and in Such an one to be your Pastor as may through the Glorious Head of Influences be a happy Instrument of Promoting Peace and Holiness among you; I Remain a fervent Well Wisher of your Temporal and Eternal Happyness

JACOB ELIOT

Boston May ye 2^d^ 1728.

NOTE. Rev. Jacob Eliot, son of Joseph and Silence Eliot, was born in Boston Nov. 14, 1700. He graduated at Harvard College in 1720, and was ordained as the first minister of the third church in Lebanon, Conn., Nov. 26, 1729. He died in office April 12, 1766.

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