

SALISBURY HISTORY

*Compiled By
Carolyn Sargent*

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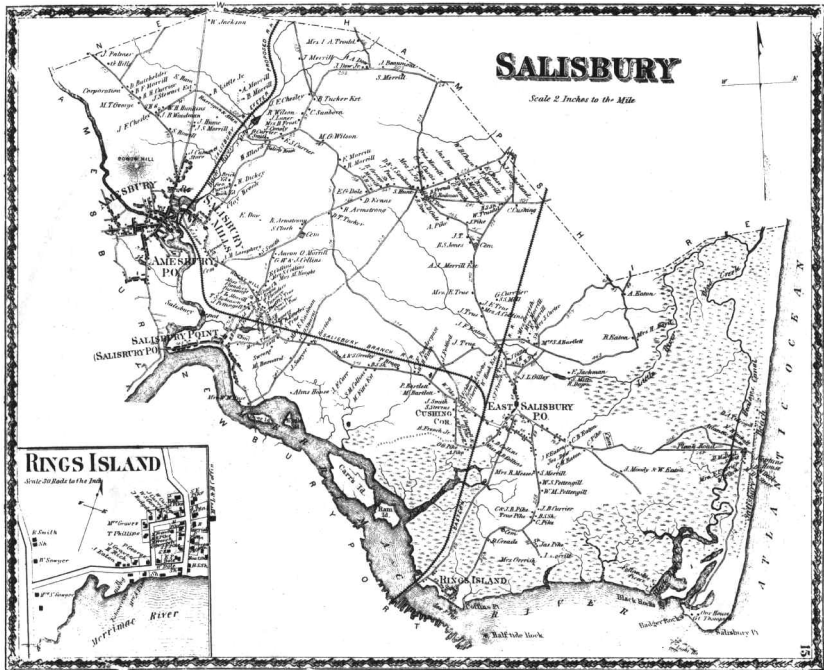
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Map of Salisbury, c. 1872.



Town Seal, Salisbury, Massachusetts.

ABOUT THE AUTHOR

CAROLYN L. SARGENT

Carolyn L. Sargent was born in Amesbury, Massachusetts, the daughter of William Anderson and M. Ellen (Rose) Anderson. She spent her childhood in Kensington, New Hampshire with her parents and three brothers. The family returned to Amesbury for two years prior to moving to Salisbury. Carolyn, known as Carol to her friends, attended Amesbury Junior High and graduated from Amesbury High School in 1945.

She was married to the late Robert Sargent and has one son Gordon Sargent, who is married to the former Terry Crampsey. They have a daughter, Meghan Maria, and an infant daughter, Lauren Samantha.

Mrs. Sargent is a member of the East Parish Methodist Church in Salisbury, where she taught Sunday School for eleven years. A Cub Scout leader of Salisbury Pack #37 for thirteen years, Carolyn was one of the original members and organizers of the Salisbury Mothers Club, organizing and supervising a youth square dance class and a youth bowling league for the club. She was a supervisory aide at the Salisbury Memorial School for several years and for one year taught in the Title I program.

In 1975, and again in 1976, Carolyn and another local woman organized Salisbury's Bicentennial Parade. In 1988 she was a member of the 350th Committee, helping to raise

money and plan events for the celebration of Salisbury's 350th birthday.

Having always been interested in history, Carolyn, with her husband and son, has traveled extensively throughout the United States, visiting many historic sites. She has traveled to Sweden twice to visit relatives on her father's side of the family. Her father lived in Lyrestad Vastergotland, which is approximately one hundred miles west of Stockholm. The most recent trip also took her to Norway.

For many years Carolyn and her husband were avid square dancers. She currently belongs to a line dance club.

Carolyn is currently chairperson of the Salisbury Historical Commission, having held that position for several years. During her fifteen years of membership she has organized the annual "Old Fashioned Days" Craft Fair which is held each Fall. Carolyn is Treasurer of the Pike School Board of Trustees and a Trustee of the Salisbury Historical Society. She has also been employed at Governor Dummer Academy in Byfield for the past ten years.

ACKNOWLEDGEMENTS

In compiling the material for this book of Salisbury history, I have spent many hours in several libraries looking at microfilm, scrapbooks and books on local history. Time has been spent at the Essex Institute, the Registry of Deeds in Salem and in our own town hall. I have interviewed several of our outstanding citizens, gathered pictures and taken snapshots. I have also received help from many local residents.

My appreciation goes to N. Neal Pike, Annie Dawson, Karl Pettengill, Dorothy Eggleston, Rachel Twomey, Gail Lyons, William Fowler, Joseph and Greta Charles, Kendell Eaton, Henry Walker, Grant Morse and Vincent Nobregar. I also wish to thank Wilma Mahoney for letting me spend so many hours in her office looking through town reports and the good people at Harborside Printing Company, whose efforts helped this book along so well.

I have tried to fill in some of the town's history that did not appear in the first book of Salisbury history, *On These Things Founded*. It was also my wish to bring this book up to date with the events of the town's 350th Birthday Celebration in 1988.

While I am certain there is still more history not yet recorded, it is my intent that these two books will give a fairly accurate account of our town of Salisbury.

Carolyn Sargent
1991

PREFACE

The following statement was taken from *The History of Essex County* by W.H.B. Currier:

“Of the settlement of New England, Salisbury ranks among the earliest. In 1638, just eighteen years after the Pilgrims landed, a “Plantation” was begun on the North side of the Merrimac.

It appears by documentary evidence that on September 4, 1639, the town was ordered to be called Colchester. At a session of the General Court held October 7, 1640, the name was changed to Salisbury, and thus the town become incorporated.”

The location for the new “Plantation” was of great advantage to the first settlers. The marshes were a valuable source of food for their cattle. The abundance of clams, fish, fowl and wild game offered a varied diet. There were berries to pick and trees to build houses and sheds. The settlers discovered an area of land cleared by the Indians. Here they planted their corn and built their village.

Our forefathers were determined to start a new life in a wild and uncertain new land. It was not an easy task they undertook, as life was hard and often cruel. Many Salisbury residents today are decendents of those early pioneers. One of the most prominent men of the times was Robert Pike, who came to Salisbury in 1639, and with him we will begin our history.

MAP SHOWING THE ORIGINAL BOUNDARIES OF HAMPTON AND SALISBURY AS GRANTED IN 1638. ALSO THE TOWNS INTO WHICH THE ORIGINAL GRANT HAS BEEN DIVIDED.



Map of Old Norfolk County showing the original boundaries of Hamptons and Salisbury as granted in 1638. Also the towns into which the original grant has been divided.

North of dotted line (Shapley's Line) was Hampton.
 South of dotted line was Salisbury.
 West of broken line was Haverhill.

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Major Robert Pike
1616 - 1706

THE PIKES OF SALISBURY

MAJOR ROBERT PIKE

Robert Pike was born in Langford, England in 1616. He emigrated from London to Ipswich in 1635 on the sailing ship *James*. Accompanying him were his parents, Attorney John Pike and Dorothy Daye Pike, a brother, John, and three sisters. The family settled in Newbury, Massachusetts. Robert moved to Salisbury in 1639 and remained there for the rest of his life.

He made his home on the northeast corner of Salisbury Square, where the Citgo station now stands. He also received allotments of land on the Ferry Road, 100 acres at Batts Hill and a large division of land in Amesbury. He deeded the pasture land on Ferry Road to his younger son, Moses. This property remained in the family for many years, and was referred to as the "Pike Homestead."

Robert Pike married Sarah Sanders in April 1641, by whom he had eight children. Sarah died in November of 1679. His second marriage was to widow Martha Goldwire in 1684. She was the daughter of Joseph Noyce of Salisbury.

It is said that Pike was the most active and prominent man of the times. In 1644, at the young age of twenty-eight, Robert was made Magistrate. In 1648 and 1649 he was a member of the General Court. In 1650 Pike became an Asso-

ciate Judge of Norfolk County, and became Assistant Judge in 1682. He was made a Lieutenant in 1647, Captain in 1663, and a Major General in 1668. By the year 1670, Pike was Commander General of all Massachusetts forces east of the Merrimac River.

Major Pike was a man of strong convictions, which involved him in several controversies. One such controversy was with the General Court when a law was passed stating that no one but an ordained minister could preach on the Sabbath. This law was passed to stop Joseph Peasley and Thomas Macy from preaching to the people. Pike declared that those who voted for the law violated their oaths as freemen. He believed they voted against the liberty of the people.

He so angered the General Court that they ordered him to be disfranchised, prohibited from holding public office, and fined twenty marks.

The proceedings against Pike caused a great deal of resentment in Salisbury, Hampton, Newbury, Haverhill and Andover. Petitions were circulated asking for the revocation of the order. The General Court became further angered and resentful toward the many people from the five towns who acted together in presenting an "unjust and unreasonable request." The Court appointed commissioners in each town to find the reason for such a request. Some, when confronted, would not stand up for what they believed, while others insisted it was their right to petition whenever they saw fit. Those who would not be intimidated were: from Salisbury; Samuel Hollis, Philip Challis, Joseph Fletcher, Andrew Greeley and George Morton, from Newbury; John Emery, John Hall, Benjamin Swett, John Bishop, Joseph Plummer, Daniel Thurston, Daniel Cheney and John Wolcot, and Christopher Hussey and John Sanborn from Hampton.

Reverend William Worcester appeared before the General Court and requested the revocation of the sentence. The Court granted the request and Major Pike had his rights restored. Thus, these few men were the first to speak up for civil rights.

In 1676, a feud developed between Major Pike and Reverend John Wheelwright.

Reverend Wheelwright was born in England sometime between 1590 and 1595, and was preaching there in 1618. He came to Boston in 1636 and preached a sermon so obnoxious he was banished from the area. Wheelwright then founded a colony in Exeter, New Hampshire, but again angered the people and was forced to move, this time to Wells, Maine. The Reverend was not happy there and petitioned Massachusetts to allow him to return. By admitting the wrongful manner of speech in his sermons, Reverend Wheelwright was allowed back in the state.

He soon returned to England and remained there until 1660. In 1662 Reverend Wheelwright returned to New England and became pastor in Salisbury, succeeding Reverend Worcester.

Robert Pike, as Magistrate, held as high a position as the minister. Unfortunately, Reverend Wheelwright failed to recognize this and continually tried to force Pike into obedience through church authority. When Pike felt the pastor had overstepped his civil rights, he rebelled. Wheelwright had Pike excommunicated, but was later compelled to receive him back into the church.

Another argument between Pike and Wheelwright began on a Sunday evening when Pike was on his way to Boston. It was winter and he knew it would be a long trip. Pike was a Deputy of the General Court and had to be in Boston on Monday morning. Therefore, he decided to get an early start.

As soon as the sun went down he started on his journey. After crossing the river though, the sun came back out. Reverend Wheelwright had Pike arrested for working on a Sunday, which was against the law. He accused Pike of knowing it was just a cloud passing over. Pike was fined ten shillings.

Pike believed that church and state should be separate, and told Wheelwright to tend to religious matters while he concentrated on political. Reverend Wheelwright died in 1679 at the age of 85, and was succeeded by Reverend James Allen who served for seventeen years.

Major Pike's third and most outstanding controversy was his opposition to the witchcraft prosecutions in Salem, Massachusetts in 1692. He was seventy-six years old at the time.

No one dared speak up for the Quakers, for to defend them could also mean being accused of being a witch.

Seventy-five year old Mary Bradbury, wife of Thomas Bradbury, one of the more prominent and honorable citizens of Salisbury, was charged with witchcraft.

Mrs. Bradbury had come to Boston from England in 1631 with her parents John and Judith Perkins on the ship, *Lyon*. They moved to Ipswich in 1633 where her father continued in the ministry. It is recorded that her brother, John, at the age of nineteen, saved Ipswich from being destroyed by Indians.

At the time of Mary's arrest in July of 1692, she and her husband had been residents of Salisbury for over fifty years and were lifelong friends of Robert Pike. Their son, Wymond, had married Pike's oldest daughter, Sarah, thirty years before. The Bradburys had ten other children.

When Mary Bradbury was arrested, it was only natural that Robert Pike would take a keen interest and try to help his daughter's mother-in-law.

All his letters and arguments in her behalf could not free

Mary before she went to trial. She was convicted along with five others, four of whom were hanged on September 22 of that year. Mary Bradbury escaped execution, probably because of her advanced age and her high standing in the community as the wife of the Town Clerk, School Master, Representative to the General Court, Associate Judge and Captain of the Training Band.

After months in jail she was released and returned to her home on Mudnock Road. She lived another eight years. Thomas Bradbury died March 20, 1694.

The story of Mary Bradbury is given to us by Reverend James Pike, author of *The New Puritan* and a direct descendent of Major Robert Pike. Reverend Pike was at one time a member of Congress, and for many years a member of the New Hampshire Methodist Conference. During the Civil War he was a colonel and chaplain in the 16th N.H. volunteers.

In the case of Susanna North Martin, daughter of Richard North, Robert Pike was the magistrate who took a portion of the testimony. It was his duty to record the testimony of the witnesses even though they were not required to prove the truth of their statements.

Susanna was married to George Martin, and together they had nine children. George died in 1686 leaving Susanna to manage the farm and their affairs.

In 1692, as told to Robert Pike in the deposition of John Allen, Susanna was accused of being a witch. James Freeze of Newbury was the instigator of the accusation.

Abigail Williams testified that Susanna had often hurt her. John Allen of Salisbury stated that she became angry when he would not use his tired oxen to carry staves for her. He claimed that his oxen grazing at Salisbury Beach ran into the ocean and drowned because of the spell she cast

upon them. John Atkinson testified that he exchanged a cow with Susanna's son. She was not pleased with the transaction and caused the cow to become so mad, it must have been none other than witchcraft. Bernard Peache said that she came in his bedroom window and threw his body into a heap and wouldn't let him up for two hours.

While going to the mill in Salisbury, William Brown of the same town testified that his wife, Elizabeth, met Susanna Martin and right before her eyes, Susanna disappeared. From that time on, she came many times to Elizabeth's house pecking at her legs like a bird. A prickling pain would come into her stomach and rise up into her throat as though to choke her. John Pressy testified that it was Susanna's fault he never prospered because she put a curse on him. Even those who never knew Susanna testified against her. Jarvis Ring stated that while lying in his bed several years ago she approached him and bit his finger.

Many people in those days really believed witches did exist, but an accusation of witchcraft was also a chance to "get even" with those who had treated them unjustly. Whichever the case, the testimonies dealt an unfair blow to Susanna. She was arrested for witchcraft and, upon spending two and a half months in a Salem jail, was executed.

Nancy Rowe Sinton, wife of former Salisbury selectman Lester Sinton, is a direct descendent of Susanna Martin, who was her great, great, great, great, great, great grandmother.

In 1662 a warrant was issued in Dover, New Hampshire by Mayor Richard Waldron: "To the Constables of Dover, Hampton, Salisbury, Newbury, Rowley, Ipswich, Wenham, Lynn, Boston, Roxbury and Dedham and until these vagabond Quakers are carried out of this jurisdiction.

You and every one of you are required, in the King's majesty's name, to take these vagabond Quakers, Ann Coleman, Mary Tompkins, Alice Ambrose and make them fast to the carts tail and driving the cart through your several towns, to whip them upon their backs, not exceeding ten stripes apiece on each of them, in each town. And so to convey them from constable to constable till they come out of this jurisdiction, as you will answer it at your peril, and this shall be your warrant.

per me Richard Waldron, December 22, 1662"

The warrant was carried out in Dover and Hampton. When they arrived in Salisbury, John Greenleaf Whittier told in his poem *How the Women Went from Dover*, Major Robert Pike gave the order, "To loose them and let them go."

There has been some controversy as to whether it was Pike who set them free, or one Walter Barefoot. Charles Ireland Pettingell, in an account of Walter Barefoot, claims it was he who had the constable appoint him a deputy and took the woman aboard a vessel and sailed to Kittery, to the home of the Shapleighs. George Bishop also gives the credit to Barefoot.

In June 1976 during Salisbury's celebration of the Bicentennial, decendents of Major Robert Pike re-enacted John Greenleaf Whittier's Poem *How the Women Went from Dover*.

It was Russel Pike, acting as the Dover, New Hampshire constable, who walked behind the ox-drawn cart with the rope bound quakers, Anne Coleman, Mary Tompkins and Alice Ambrose. They were in reality Kim Paradis, Cynthia Noone and Jane Thomas. Dawn Paradis stepped out of the crowd to offer the quakers a drink, but the cup was knocked from her hand by the constable. At the East Parish Methodist Church was Bruce Pike acting as the Salisbury constable and Donald Pike as Major Robert Pike who came to the defense of the Quakers.

Major Pike died in Salisbury, December 12, 1706 at the age of 90. On the "Green" in Salisbury Square lies a monument in his honor. The stone was once the stepping stone of the Quaker Meeting House in Seabrook, NH erected in 1752 and removed in 1880.

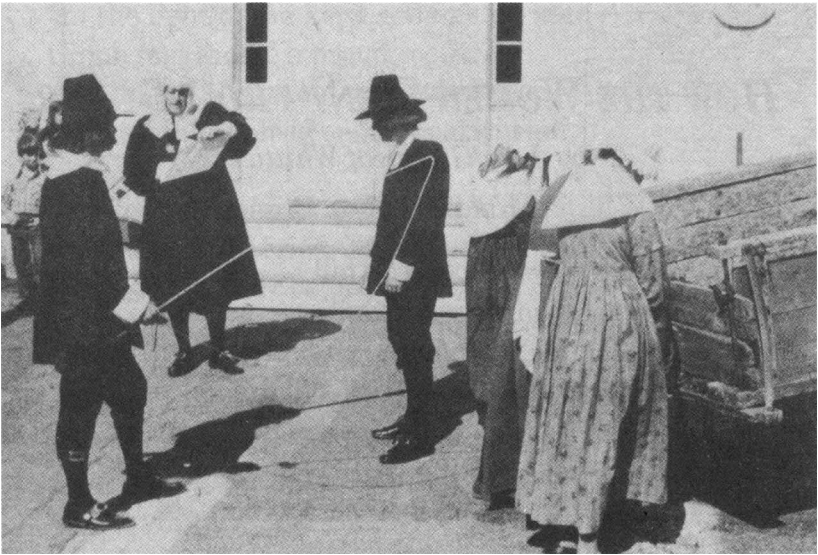
Cynthia Noone explained why the Historical Commission had the stone moved from its former location to the "Green". It had previously been in the island at the beginning of Beach Road and was lost among the road signs.

At a special rededication following the re-enactment, Selectman Walter Morse, with Selectmen Alfred Sargent and Carl LeSage in attendance, thanked those who did the actual work involved. Park Commissioner James Pike was the overseer of the project, with the work being done by George Mason and his crew. After the stone was in place, a hot top walk-way was built around it.

Donald Pike spoke for the Pike family and told a few stories relating to the major. One story told of Pike's horseback ride to Boston at the age of eighty. In the 1600's, such a trip was a two day ride.

The printing of the following poem is through the courtesy of Houghton Mifflin Co., Beacon Street, Boston, MA, publisher of *Whittier's Complete Poetical Works*.

History of Essex County
The New Puritan by James Pike
History of Newbury, Newburyport and West Newbury by Joshua Coffin
Notable Events in the History of Dover, N.H. by George Wadleigh
History of Amesbury and Merrimac by Joseph Merrill



Major Robert Pike reading and denouncing the proclamation ordering the flogging of the three Quaker women, tied to ox cart at right, as they passed through Salisbury. Donald Pike played the role of Major Pike. At left is Russell Pike as the Dover constable and at right is Bruce Pike, the Salisbury constable.

HOW THE WOMEN WENT FROM DOVER

by John Greenleaf Whittier

The tossing spray of Coheco's fall
Hardened to ice on its rocky wall,
As through Dover Town in the chill grey dawn,
Three women passed at the cart-tail drawn!

Bared to the waist for the north winds grip
And keener sting of the constable's whip,
The blood that followed each hissing blow
Froze as it sprinkled the winter snow.

Priest and ruler, boy and maid
Followed the dismal cavalcade,
And from door and window, open thrown,
Looked and wondered gaffer and crone.

God is our witness", this victims cried,
"We suffer for Him who for all men died,
The wrong ye do has been done before
We bear the stripes that the Master bore!"

"And thou, O Richard Waldron, for whom
We hear the feet of a coming doom,
On thy cruel heart and thy hand of wrong
Vengeance is sure, though it tarry long."

“In the light of the Lord, a flame we see
Climb and kindle a proud roof-tree,
And beneath it an old man lying dead,
With stains of blood on his hoary head”.

“Smite, Goodman Hate-Evil! - harder still!
The magistrate cried, ”lay on with a will!
Drive out of their bodies the Father of Lies,
Who through them preaches and prophecies!”

So into the forest they held their way,
By winding river and frost-rimmed bay,
Over wind-swept hills that felt the beat
Of the winter sea at their icy feet.

The Indian hunter searching his traps,
Peered stealthily through the forest gaps;
And the outlying settler shook his head,
“They’re witches going to jail,” he said.

At last a meeting-house came in view;
A blast on his horn the constable blew;
And the boys of Hampton cried up and down
“The Quakers have come!” to the wondering town.

From barn and woodpile the goodman came;
The goodwife quitted her quilting frame,
With her child at her breast, and hobbling slow,
The grandam followed to see the show.

Once more the torturing whip was swung,
Once more keen lashes to the bare flesh stung -
“Oh spare! they are bleeding” a little maid cried,
and covered her face the sight to hide.

A murmur ran around the crowd. "Good folk",
Quoth the constable, busy counting the strokes,
"No pity to wretches like these is due,
That have beaten the Gospel black and blue"!

Then a pallid woman, in wild-eyed fear,
With her wooden noggin of milk drew near.
"Drink, poor hearts!" A rude hand smote
Her draught away from a parching throat.

"Take heed", one whispered, "they'll take your cow
For fives, as they took your horse and plow,
And the bed from under you." "Even so",
She said, "They are cruel as death, I know".

Then as they passed, in the waning day,
Through Seabrook woods, a weariful way;
By great salt meadows and sand-hills bare,
And glimpses of blue sea here and there.

By the meeting-house in Salisbury Town,
The suffers stood in the red sundown,
Bare for the lash! O Pitying Night,
Drop swift thy curtain and hide the sight!

With shame in his eye and wrath on his lip
The Salisbury Constable dropped his whip.
"This Warrant means murder foul and red;
Cursed is he who serves it", he said.

"Show me the order, and meanwhile strike
A blow at your peril!" said Justice Pike.
Of all the rulers the land possessed,
Wisest and boldest was he and best.

He suffered at witchcraft, the priest he met
As man meets man; his feet he set
Beyond his dark age; standing upright,
Soul-free with his face to the morning light.

He read the Warrant: "These convey
From our precincts; at every town on the way
Give each ten lashes," "God judge the brute!
I tread his order under my foot".

"Cut loose these poor ones and let them go;
Come what will of it, all men shall know
No Warrant is good, though backed by the Crown,
For whipping women in Salisbury Town!"

The hearts of the villagers, half released
From creed of terror and rule of priest,
By a primal instinct owned the right
Of Human Pity in laws despite.

For ruth and chivalry only slept,
His Saxon manhood the yeoman kept;
Quicker or slower, the same blood ran
In the Cavalier and the Puritan.

The Quakers sank on their knees in praise
And thanks. A last, low sunset blaze
Flashed out from under a cloud, and shed
A golden glory on each bowed head.

The tale is one of an evil time,
When souls were fettered and thought was crime,
And heresy's whisper above its breath
Meant shameful scourging and bonds and death!

What marvel, that hunted and sorely tried,
Even women rebuked and prophesied,
And soft words rarely answered back
The grim persuasion of whip and rack!

If her cry from the whipping-post and jail
Pierced sharp as the Kenites driven nail,
O Woman, at ease in these happier days,
For bear to judge of thy sisters ways!

How much thy beautiful life may own
To her faith and courage thou canst not know,
Nor how from the paths of thy calm retreat
She smoothed the thorns with her bleeding feet.

NEAL PIKE

Norman Neal Pike, a descendent of Major Robert Pike, was born in Salisbury in 1911 and has earned his own place in the history of Salisbury. Mr. Pike, blind since childhood, attained success in the legal profession at a time when there was virtually no assistance for the handicapped. Instead, there was a great deal of discrimination and no legal recourse.

In 1953 Mr. Pike was successful in filing a bill which allowed blind people to claim real estate tax exemption.

In 1967 he established the James Harrison Pike and Esther Dow Pike Memorial School Fund in honor of his parents. Each year a scholarship is awarded to Salisbury High School Seniors from that fund. In 1973 he established a scholarship fund for the Boston University Law School and in 1975, again donated funds to the university to create a scholarship fund for the school of nursing.

The N. Neal Pike Prize for service to the handicapped was initiated in 1977. The prize is given for recognition of an individual who despite a physical or mental handicap, has achieved notable success, or of an able-bodied person who has greatly helped the handicapped. Recipients of the award include Jerry Lewis, National Chairman of the Muscular Dystrophy Association, Senator Lowell P. Weicker of Connecticut, Leonard and Isabelle Goldenson of A.B.C., founders of the Cerebral Palsy Foundation, Violinist Itzhak Perlman and others.

In 1983 he established the N. Neal Pike Institute for the handicapped at the Boston University School of Law. This is the only such institution which includes all the handicaps; physical, mental, blind, deaf and emotional. Methods for

more normal living and solving problems the handicapped face, such as equal rights and discrimination, are researched. They publish and distribute much literature including bulletins, lectures, symposia, panel discussions and seminars.

Mr. Pike established the James Harrison Pike and Esther Dow Pike Trust Fund for student loans for medical school and the James Harrison and Esther Dow Pike Trust Fund for law school students.

Mr. Pike was appointed to the Boston University National Alumni Council, where one must be an outstanding graduate to receive the appointment. Out of 150,000 graduates, there have been only twenty-one appointments.

He was chosen out of 127 candidates to receive the Alma Mater Award, the highest award Boston University gives.

At his 45th law school class reunion in 1937 Neal Pike was voted the outstanding member of the class, for which he was awarded a gold Cross pen. He was also on the law school advisory board to meet and speak to candidates who were going to attend law school and law students who needed counseling.

In 1974 he received the Alumni Association Award for an outstanding graduate from Boston University.

In June 1987 he was awarded the Silver Shingle, the highest award the Boston University Law School can give.

Neal Pike's name and picture has been entered as a charter member of Boston University Hall of Fame. The picture was taken by Bryon Eaton, professional photographer from Salisbury. Mr. Pike is a member of B.U. Presidents Club and a life time honorary member of the School of Medicine.

For many years the Friends of the Library sent him a May basket, and in return he established a trust fund to

give May Baskets in memory of his father, whose birthday was May 1. Any remaining money was to go to the disadvantaged in Salisbury.

Mr. Pike has set up several trusts to go into effect after his death: A memorial gift in memory of his parents to buy books and magazines for the library: a scholarship awarded to a student of the Senior Class from Seabrook, NH; the Oscar Burwell and Mary Chase Stewart Scholarship in memory of his great Aunt and Uncle; the Luella Hamilton Peace Scholarship for a student nurse at Mass General Hospital; and a trust fund for the East Parish Methodist Church in Salisbury; as well as a Boston University student loan fund to students from any of the colleges comprising Boston University.

On April 1, 1988 he established the Emily (Rose) Peeke Lectureship at Boston University Law School, to honor the Amesbury resident who has done so much for others. It is a permanent endowment within the Pike Institute for the handicapped.

Mr. Pike met Emily Peeke through her volunteer work with the Alpha Chapter Protestant Guild for the Blind, in Newburyport of which he is president.

Mrs. Peeke spends many hours driving the blind to Guild meetings, shopping for the blind who can't get out, accompanying them on trips to help get their meals and to help them get home safely.

Besides helping the blind, she visits nursing homes and hospitals, is active with the Red Cross and is on the Hospital Aid Society. She is an active member of the Market Street Baptist Church in Amesbury, a member of the Christian Service Board, Eastern Star and the Whittier Club.

Neal Pike has devoted his life to helping the handicapped and said he admired Mrs. Peeke for the help she had

given the ill and handicapped.

N. Neal Pike, blind since the age of seven, recalls in an interview with Historical Commission chairwoman, Carolyn Sargent, how it happened.

He had attended the Everett School at Salisbury Plains for one year. July 24, 1918, while visiting with his great grandmother and great aunt at Seabrook Beach during his summer vacation, his great aunt, Mary Stewart had to go for water as they had no water in the house. She hitched the horse and wagon to drive 1 1/2 miles to Randall's well. It was a hot sultry day with the temperature 104° in the shade. Young Neal told his aunt he would "race her to the well." Running beside the wagon, bare footed in the hot beach sand, he ran to the well, and then "raced her back", a total of three miles. That night he became ill with cold chills. His Great Aunt Mary wrapped him in a blanket and drove him home to his mother in Salisbury. When he awoke the next morning in an upstairs bedroom, he called to his mother to bring up a lamp because it was dark and he couldn't see. His mother went upstairs and told him it was nine o'clock, a bright sunny day. Neal replied, "It looks black to me." His mother held up several objects for him to identify but he could not see them.

By this time he was violently ill, so Mrs. Pike called Dr. Charles Warren in Amesbury. Upon examining Neal, the doctor said he was totally blind and should be taken to Doctor Nason in Newburyport, an eye specialist. Neal was so ill she called Doctor George Worcester to come to the house. The doctor told Mrs. Pike her son was vomiting blood from the brain and would die because no medication could stop the bleeding. The doctor called again later to say he was going on vacation and to continue giving Neal the prescribed medicine until he passed away. Doctor Worcester told her it

would do no good to call another doctor as nothing could be done.

It was at this time that Mrs. Pike recalled how Doctor Clarence Hines of Amesbury had saved her husband's life. The Doctor had operated on him for a ruptured appendix, on the kitchen table by lamplight, at two o'clock in the morning. When she called him, Neal was hovering between consciousness and unconsciousness. Neal remembered that Doctor Hines gave him a spoonful of bitter tasting medicine, but it stopped him from spitting blood from the brain.

He saw many doctors, chiropractors, ophthalmologists and even a faith healer who said he had a spiritual guide who got power from God. But nothing helped. A fortune teller told him he would regain his sight following an accident, but of course he never did.

Three weeks before the heat stroke from "racing the wagon", Neal and his mother were visiting a neighbor when an older boy came from behind and pulled Neal's feet from under him. He fell and hit his head on a rock, rupturing a blood vessel in his head. Running in the hot sun that day built up pressure in the body and the cold chills were nature's way of cooling the body. Being wrapped in the blanket intensified the heat going to the head and broke a blood vessel causing blood to clot between the two optic nerves. This resulted in optic atrophy.

Neal continued his education at the Perkins Institution for the Blind. His straight "A" marks allowed him to be admitted to Boston University Law School without taking an entrance examination.

In 1937 he was presented a pewter bowl from Boston University at a reception given in his honor by Dean William Schwartz.

The inscription on the base reads:

Norman Neal Pike '37

In grateful appreciation of his manifold contributions to the Law School and his herculean societal efforts and achievements which are a source of inspiration for all of us.

Dean and Mrs. William Schwartz,

The Law School Community. December 11, 1982.

Neal's parents had nine children and were in no position to help with the expense of a college education. Unlike today, there were no government loans or help from the state. Neal put himself through school earning money by caning chairs, creating rush and log cabin seating, selling eggs in the winter, and during the summer months by washing out fishing boats. He also dug clams at Seabrook Beach, enabling him to save enough to attend Boston University.

When Neal took his bar exam, he was in the top twenty out of more than 600 candidates. He was admitted to the Federal Bar to practice law in the United States District Court for the district of Massachusetts. He was the first blind person to be admitted to practice before the Bar of the U.S. Supreme Court.

In 1953 Neal became the first blind man to be president of the Salisbury Lions Club. He was also the first blind man in Massachusetts to become a member of the Masonic Lodge when he joined St. Marks Lodge in Newburyport.

He is a member of the East Parish Methodist Church, a trustee, and also on the finance committee. Neal is a Member of the Men's Club and past president of the Salisbury Cable Club. He was the first blind man to vote in Salisbury and the first blind man to hold office in town when he was appointed to the school committee in 1937.

He was the only blind lawyer to practice law alone, without a sighted partner. He prepared and tried his own cases.

Neal practiced law for forty five years, and in that time

encountered much discrimination from other lawyers, judges and the public.

Each year Mr. Pike attends the High School graduation at Triton Regional High School to award the James Harrison and Esther Dow Pike Scholarship. In 1987 he was awarded an honorary diploma.

In 1950 he ran a motel and filling station with the help of his brother, Clinton.

Neal was one of the founders of the Salisbury Historical Commission in 1972.

Neal's father, James Harrison Pike, was a Salisbury Selectman for two terms, from 1917-1919. He was also a member of the Board of Health for twenty-seven years and on the regular police force for twenty-eight years. James was also a member of the Town Republican committee, and for several years, the chairman.

When he died on July 27, 1966, there was a sign on the flower truck saying, "James Harrison Pike, our Founder of Salisbury Fire Department." He was born on May 1, 1888. His wife Esther Dow Pike was born February 7, 1893 and died July 29, 1978.

On April 7, 1989 Neal Pike was presented the Claflin Society Medal for his support and interest in Boston University. It was the first time this award had been issued to anyone. Three other people received the award at the same time.

The award was established in memory of Lee Claflin, one of the founders of Boston University, and is issued by the Boston University department of development. It was presented by director of development, Ronald R. Jordon.

On November 16, 1990, Neal Pike established the Major Robert Pike Memorial Endowment Fund with the Trustees at Boston University.

The fund will be defined and administered as follows:

Upon receipt of a minimum of \$10,000 from the donor, a fund will be created as a part of the pooled Pike funds of Boston University to be invested and reinvested for the highest possible income consistent with preserving the safety of the principal. The principal of this fund may not be invaded.

Until the book value of the principal of the fund (including accumulated income) reaches \$200,000, all income is to be returned to principal. Capital gains are to be considered as principal. After the book value of the principal reaches \$200,000, 50% is to be used for the benefit of the Pike Institute for the Handicapped at Boston University. This income distribution arrangement will continue until the book value of the principal of the fund reaches \$400,000. Thereafter, 30% of the annual income is to be returned to principal and the remaining 70% is to be used for the benefit of the Pike Institute. The 30%/70% arrangement will continue in perpetuity.

It is the donor's intention to bring the book value of the principal of the fund to the \$200,000 level within the next four years.

EARLY EVENTS

SALISBURY HAS A SMALL PART IN THE SETTLEMENT OF NANTUCKET

The first white settlement of Nantucket Island dates back to 1642. The island was purchased in 1641 by Thomas Mayhew, a Watertown merchant, and his son, Thomas Jr. They acquired sixteen islands, comprising Nantucket, Martha's Vineyard and the Elizabeth Islands. After acquiring the islands, he wished to have them settled.

Tristram Coffin, born in Devonshire, England in 1609, came to Salisbury, later moving to Haverhill, then to Newbury, and in 1659 moved again to Salisbury where he was listed as commissioner. He and a group of friends and relatives were looking for a new place to settle. Coffin, with Peter Folger, organized a meeting in Salisbury with nine other men making plans to purchase nine-tenths of Nantucket Island from Governor Thomas Mayhew. The price was thirty pounds and two beaver hats, one hat for Mayhew, the other for his wife. At the time beaver hats were the fashion in Europe and in America.

Mayhew retained one-tenth of the island for himself. The group of men, called the Proprietors, consisted of Tristram Coffin Sr., Thomas Macy, Richard Swain, Thomas Barnard, Peter Coffin, Son of Tristram, Christopher Hussey, Stephen Greenleaf, John Swain and William Pike. They held their first meeting in Salisbury in February, 1659. They met again

on July 2 and voted to allow each proprietor to take a partner. The new partners would own half as much land as the first proprietors. These men were John Smith, Nathaniel Starbuck, Edward Starbuck, Thomas Look, Robert Barnard, James Coffin, Robert Pike, Tristram Coffin Jr., Thomas Coleman and Thomas Mayhew Jr. In the records, these men were known as the twenty First Purchasers. The last proprietors meeting was held in Salisbury May 10, 1661.

In the Fall of 1659, Thomas Macy, with his wife and five children, arrived on Nantucket Island. Coming with them from Salisbury were Edward Starbuck, Isaac Coleman, a twelve year old orphan, and eighteen year old James Coffin. They were the first white settlers of Nantucket. During the trip, Macy's wife pleaded with him to turn back, but Macy was determined to make a home in the new land. The Macy children were ages four to thirteen and their first winter on the Island was spent in a small hut. Fortunately, the Indians were friendly and helped the new settlers. Thomas Macy Jr. died while quite young.

In the spring of 1660, Edward Starbuck returned to Dover to give a report and brought back to the Island ten more families. The proprietors found it to be rather a barren land, sandy and impossible to grow crops. There were no trees large enough for building homes. Some, like William Pike, became discouraged and withdrew from the project. Those who stayed were Tristram Coffin Sr., John Swain Sr., Richard Swain, Thomas Macy, Robert Barnard, James Coffin, Thomas Coleman and Edward Nathaniel Starbuck.

It was realized at the last meeting held in Salisbury that a variety of craftsmen were needed on Nantucket. The Coleman family was experienced in the care of sheep and were asked to join the other proprietors. Peter Folger had been teaching the Indians reading and writing. He went as an

interpreter, surveyor and a miller. Folger was later to become the grandfather of Benjamin Franklin. Eleazer Folger was a shoemaker and a blacksmith. The Gardners were also shoemakers. Thomas Macy was a weaver. Samuel Streeter was a tailor and Nathaniel Wyer a farmer. John Bishop was a carpenter, who became a proprietor but later withdrew. William Worth, Joseph Coleman, Nathaniel Holland and John Gardner were seamen and were offered a half share of ownership on the Island.

In July of 1661, house lots were awarded and Tristram Coffin was given the honor of choosing the first lot. After each family had chosen their lot, the rest of the island was kept as open pasture to be used by all the proprietors for their sheep and other animals.

The first child born in the new settlement was a girl to Nathaniel and Mary Coffin Starbuck in March of 1663. In May of that same year, twelve year old Jethro Starbuck was killed when run over by a cart. Isaac Coleman, who had gone to Nantucket with the Macys, drowned while crossing from Marthas Vineyard to Nantucket in a canoe. In the canoe with Isaac were John and Bethia Barnard and an Indian. All were drowned.

James Coffin, son of Tristram, married Mary Severance of Salisbury in 1663. They made their home on Nantucket and had fourteen children.

In 1657, Thomas Mayhew Jr. sailed to England to give a report on the Indians, and to ask for help in their religious education. The ship was lost with the 36 year old Mayhew, as was the entire crew.

Nantucket Odyssey, by Emil Frederick Guba
A Journey into the History of Nantucket
History of Newbury by Joshua Coffin

SALISBURY PLAINS

In 1652, John Gill, owner of a lot on Mudnock Road in the early settlement, sold his land to Thomas Bradbury, the first schoolmaster. Gill then moved to the plains. His son Samuel lived in Salisbury and kept the Gill name alive by rearing a family of five boys. John Gill Sr. died in 1690, leaving his property to four grandsons.

The name Gill is kept in memory by "Gills Corner" where the boy Samuel was captured by Indians.

In 1697, Samuel, who was only ten years old, went to the neighboring woods to pick berries. He was accompanied by Luke Wells, an adult employee of the Gill Farm. While in the forest they were surprised by a band of Indians who captured them both and carried them away.

When the two failed to return, the father became alarmed, and with friends, began searching the countryside. Darkness set in before any trace of them could be found. The search was abandoned until the next day when a fresh start was made.

While exploring the forest at the west of the Gill homestead, they met Wells, who had managed to escape during the night. He explained that he had been unable to free the boy.

Gill, a sergeant in the militia, had organized a band of soldiers to help in the search, but upon hearing Wells' story, the search was given up.

In the meantime, the Indians had taken an easterly course in order to pass through Portsmouth and Dover. They massacred a village just inside the Maine border and took the minister's daughter captive. They then proceeded to Canada.

The boy remained in Canada, joined the Catholic faith and eventually married the captive girl.

All the Gills who subsequently came to this country from Canada were descended from him.

Professor Charles Gill of Montreal spent years trying to trace his ancestry, as did several of the Gill descendants. Eventually the story was revealed through the discovery of an entry in the records of the Colonial legislature where John Gill had sought a permit to organize a military search.

On Baker Road in Salisbury there can be seen the remains of a cellar which once was the home of Roger Eastman and his family. They had previously lived on Mudnock Road opposite the Stevens' farm.

Their daughter, Abigail, planted a rose bush near the Baker Road home. She watered and cared for it, and a hundred years later it was said to still be living.

Abigail Eastman became the mother of Daniel Webster. The Webster family moved from Salisbury, Massachusetts to a settlement in the north, and named it Salisbury, New Hampshire.

Ebenezer Webster's first wife died at a young age from the hardships of frontier life, leaving behind five children.

Ebenezer traveled back to Salisbury, Massachusetts to the home of the Eastmans to talk to Abigail. A neighbor told him the family had gone to Newbury to market, but Abigail was down the road picking apples. He went looking and found her sitting on a branch of an apple tree. Webster called her down, giving her a letter of introduction. His reason for being there, he told her, was to find a new wife. She informed him that she would have to talk it over with her parents.

Some time later she married Ebenezer and traveled with

him to her new home in Salisbury, New Hampshire.

One of their sons was Daniel Webster, born January 18, 1782. He attended Phillips Exeter Academy and Dartmouth College in Hanover, New Hampshire. He became a lawyer and moved to Portsmouth where he became involved in politics. Daniel served as a Representative to Congress, eventually moving to Boston where he established a successful law practice.

In 1827 Daniel was elected to the Senate. He ran for president in 1840, but was not elected. Following the election he again ran for the Senate and was elected.

Daniel Webster died at his home in Marshfield, Massachusetts on October 24, 1852.

Newburyport News Scrapbook

CATTLE DRIVES

One of the favorite tales told by our grandparents concerns the cattle drives of the 19th and early 20th centuries.

Long-settled areas were becoming more crowded. Village homes were replacing farmland. Summer pastures near home were inadequate for the dairy herds of many local farmers. Salisbury suffered with the rest.

Some of the early Salisbury families had moved northward to New Hampshire as first settlers of Salisbury, New Hampshire. There, grazing grounds were still plentiful and kinsmen from the Old Town were welcome to take advantage of that forage.

In New Hampshire the herdsmen were the owners them-

selves, aided by their sons, hired men, and perhaps some of the neighbor boys who went along for the adventure. The herds seldom exceeded fifty or sixty cows. The trip of approximately one-hundred miles usually took five days - about twenty miles a day, depending on good weather. One or two dogs and a two-horse farm wagon accompanied the group, carrying food for the men and fodder for the beasts. The men took turns driving the wagon, and sometimes it was possible for one or two helpers to ride a short distance. Otherwise, the entire trek was by foot. The dogs helped keep the cows in line, and the men, stout staff in hand, plodded along on either side and at the rear of the herd.

The roads were simply dirt paths, dry and dusty or muddy and slippery, according to the weather. They stretched tantalizingly ahead, opening into well-cultivated fields, or winding through a woodland where the new-leaved birches filtered the spring sun, or the dark fir trees shaded the way. On the return trip in the fall, the flaming foliage brightened the trip. Occasionally, a wayward heifer would bolt from the path delaying progress until coaxed back into the herd by the dogs and herders.

Two local residents had vivid memories of that time. Mrs. Alice Currier Charles, who died in 1989 at the age of 101, told of waking in the night to hear the cattle arriving back in the fall after a summer grazing in the lush fields of Salisbury, New Hampshire. Some were fattened for slaughter while others were to supply local households with milk and cream during the long winter months.

George Dow, father of Ellen Dow Pike and Annie Dow Spring, ran a slaughter house in Salisbury Square where the Athletic House once stood. It is now the East Parish Building Block. He later moved the business to his place on Beach Road where Franklin and Ellen Dow Pike lived for a time.

The house, now gone, was replaced by three new houses on the land.

In the early years of this century, the largest herd in Salisbury was owned by Joseph Currier, a cattle dealer, whose large, two-story barn, on Ferry Road held fifty head of cattle. It was his practice to rent cows to summer people at the beach who wanted their children to have fresh milk. Most of the cows sent to greener pastures were from his farm, that of Caleb and John Pike and other large dairymans. Farmers with smaller herds would often add a few cows to make up a proper number for the trip.

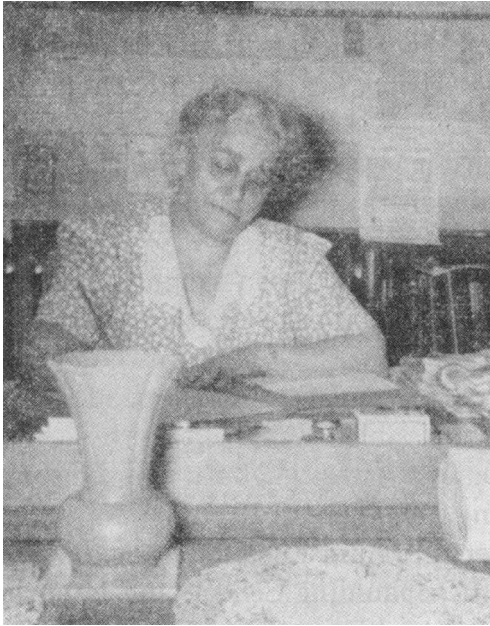
William Merrill, who lived on Lafayette Road, father of Esther Merrill and Rachel Merrill Steele, was the chief herdsman at that time, assisted by Walter Brown, later Dr. Brown, son of Master Brown, the popular Newburyport High School principal.

At the age of 91, Willard Flanders of Amesbury, former Salisbury resident, told of taking part in some of the drives as a young man. He told also of turkey drives when usually, just before Thanksgiving, large flocks of the birds from George Pike's farm would be driven to the larger towns of Newburyport, Haverhill, Salem or even Boston to be sold.

With the rise of trucking, a faster and easier way of transport, the herding of either cattle or birds to distant markets or pastures was discontinued as it was no longer profitable. But the excitement and glamour of that quaint practice still colors the story of our past.

SCHOOLS

MISS JULIA M. NOYES



1888 - 1951

Julia Noyes came to Salisbury in 1914 and taught in the Town Hall School. When the Jacob F. Spaulding School opened, she was the first principal. She left in 1922 for Framingham and returned in 1943.

ANNIE DAWSON

Annie Dawson knew at the age of five that she wanted to be a school teacher. She came to America from Sheffield, England in 1914 at the age of nine, with her parents, Reverend George Henry Dawson and Anne Meredith Dawson. She returned to England in 1923 but found there were few advantages for women teachers, and so returned to America that same year.

In 1931 Miss Dawson graduated from the Aroostook State Normal School in Presque Isle, Maine, then taught in a school near Caribou. She began teaching at Salisbury's Everett School in September 1933 and in December 1940, transferred to the Jacob Spaulding School, teaching there for the next ten years. 1950 to 1951 found her again teaching at the Everett School.

For one year Miss Dawson taught second grade at the Town Hall School. There were two second grades at the time, with a heavy canvas curtain between the two classes. Altogether there were sixty students who had to be bused back and forth to the Spaulding School to have lunch in the cafeteria. Miss Dawson later taught at the Salisbury Memorial School, retiring from there in 1971.

Karl Pettengill's Aunt Elisa Pike was the manager of the cafeteria at the Spaulding School, and later, management was taken over by his mother Annette Marie Pettengill. Mrs. Alice Thomas was later in charge and held the job for many years.

Karl Pettengill was the brother-in-law of Annie Dawson.

In 1970 a class was held at the Star of the Sea Church to ease the over-crowding at Memorial School.



Annie Dawson
Photo courtesy of Winnie Pettengill

THE EVERETT SCHOOL

The Everett School at Salisbury Plains was built about 1884, and was located where the present kindergarten now stands (1991). It was named for Edward Everett, the first Commissioner of Education in Massachusetts.

The school had two rooms, one room for grades one through four and the other for grades five through seven. There were two entrances at the front of the building, the left side for boys, the right side for girls. When first built, there were thirty students attending. Later, the room for the fifth through seventh grade was removed and used as a fire house on High Street next to Felches Store.

The school was heated by a wood stove in each room, the wood coming from Amassa Pike's farm on High Street. The drinking water came from the farm of Ed Dole.

Even after 1917, when the Spaulding School opened, children at the Plains attended the Everett School as parents were fearful of them "going downtown" by trolley.

The price of the trolley from the Plains to the "Square" was six cents.

In the 1920's Grace Brewster was instrumental in having Sunday School classes and church services held at the school. The Baptist Church in Amesbury sent their assistant minister to conduct the services.

On Sunday, June 11, 1944 the Everett School burned to the ground.

Teachers who taught at the Everett School are as follows:

1882 - Ellen Merrill

1886 - E.F.G. Hale

1988 - Mary Morrill

1892 - Aggie Dempsey
1895, 1896 - Miriam C. Smith
1898 - Mary A. Lordin
1900 - Mary E. Emery
1900 - Margaret Allen
1900 - Alice Walton Adams
1901 - Nellie Brown
1901 - Edna Thurlow
1904 - Elizabeth Sawyer
1905 - Madeline S. Rowe
1905 - Charlott M. Hoyte
1908 - Mable Smith
1911 - Miss Lena Neal & Pauline Moody
1913 - Charlotte B. Knowles
1913 - Mable Odella Swanson
1914 - R.P. Muffin
1917 - Miss Zelda Haynes
1918 - Dorothy Packer
1925 - Blanch Knowles Brown
1925 - Mrs. Belva Chase
1929 - Grace Chase
1933-1940 - Annie Dawson
1940 - Mrs. Charlotte Brown

By the year 1871 Salisbury had a high school for which tuition was charged. The large victorian building on High Street, in what is now Amesbury, originally housed only twenty-five students. The first class to graduate in 1875 consisted of only two girls, Marion Clark and Mary Prescott Batchelder. At the graduation ceremonies the speaker was Reverend S. J. Spaulding. The building served as Salisbury's High School until 1886 when the Salisbury West Parish was annexed to the town of Amesbury. It continued as a grammar school for many years.

The Cushing School, built in 1880, was located in Salisbury Square where the bank now stands. The two-story building used the first floor for grades four and five, the second floor for grades eight and nine. Grades six and seven went to the Grange Hall School.

By 1893/94 the school was divided as Cushing School #1, THE upper floor, and #2, the lower floor. Number 1, with twenty-seven students, was taught by J.Q.A. Pettengill who received a salary of sixty dollars a month. Number 2 had an enrollment of thirty-eight students. They were taught by Miss Sarah Matilda Moulton, who received thirty dollars a month.

Other teachers were as follows:

School Number 1:

1892 - J.Q.A. Pettengill

1901 - Miss Elvira Morrill

1901 - Ms. Morton A. Sturtevant

1913 - Miss A.M. Smith & Miss Mary Alcott

Cushing School Number 2:

1892 - Miss Sarah M. Moulton

1894 - Matilda Moulton

1897 - Miss Agnes M. Robinson

1911 - Ethel R. Welch

Eliza N. True

Lillian Greenleaf

1913 - Miss Ruth Mayhew

1914 - Miss S.E. Stover

1913 - Miss Bessie Cleveland, music teacher

1913 - Mrs. Sara Gannett, drawing teacher

1917 - Geogin Blaisdell, drwaing teacher

SEA SIDE SCHOOL

The first school at the beach was in the home of Mr. Peniman. The Salisbury Beach School, known as the Sea Side School, was built in 1893 and was for grades one through three. The carpenter was William Charles Pike. When there was a high tide, the school had to close because of flooding.

Teachers were as follows:

1893 - Miss Gertrude Richards (paid \$4.00 per week plus board)

1894 - Miss Anne Pike

1895 - Miss Elizabeth P. Currier

1898 - Miss Elizabeth M. Bartlett

1898 - Miss Frances Lord

1900 - Miss Bertha M. Knowles

1901 - Miss Abbie Smith

1908 - Miss Mary Cole

1914 - M.E. Sweet

1910-1916 - Francis Bragg Pow

1916-1917 - Katherine Rowe

The Beach School closed in 1917 when the Jacob F. Spaulding School opened.

NORTH SCHOOL

Taken from records dated April 17, 1886 at the Registry of Deeds, Salem, Massachusetts: "Lydia A. Morrill of Somerville, Massachusetts sold to Moses T. Dow of Salisbury, land and building that bordered on the Northerly side

by a fence, on a way laid out for a school house on School House Lane.”

The North School, also known as the True School, was built about 1886 on land conveyed by Moses True, in a deed of gift. Salisbury Town Report for the year ending 1887 describes the school as having “more architectural beauty than any school house in town.”

The school that was for grades one through three has since been converted to a home and is owned by Paul and Corinne Hughes.

Teachers were:

Mary D. French

Miss Etta T. True

1895 - Ellen H. Greeley

1898 - Miss Elizabeth Currier

1898 - Miss Pettengill

Mable Fogg

1911 - Miss Alice George

1911 - Miss Lois Haskill

1913 - Leota Stevens

1914 - A.F. Bragg

TOWN HALL SCHOOL

1908 - Miss Bessie M. Safford

1911 - Miss Mary Shattuck

1913 - Miss Helen Clyde

1914 - Miss Julia M. Noyes

Annie Dawson

THE MARCH SCHOOL

The March School at Rings Island was built in 1892.
Teachers were:

1882 - Maria Smiley

1883 - Mary French

1886 - Hannah B. Coffin

Alice George

1887 - Lucia F. Mulliken

1892 - Nellis Pettengill

1894 - Agnes M. True

1895 - Mrs. Etta T. True

1900 - S. Mitilda Moulton

1913 - M. Alice George

1914 - Winnifred Pearson

1920 - Inez Noyes

In 1883 the schools in Salisbury cost \$230.00 per week to run while in session.

In the same year a male teacher was paid \$76.67 a month and a female teacher was paid \$29.38.

In September, 1918, soon after opening for the fall term, all schools in Salisbury were closed due to an influenza epidemic.

THE PLAINS SCHOOL

The Plains School on Main Street was built in 1945-1946.
The architects were Russell M. Pierce and Alvin W. French.

THE WPA NURSERY SCHOOL

The WPA (Works Projects Administration - created by Franklin D. Roosevelt as part of the New Deal) Nursery School opened in 1938 under the direction of Laurel E. Rud-dock, Dorothy McTeague and dietician Mrs. Julia Bunker. Miss June Austin was an NYA assistant.

The school was held in the firemen's club room, with an adjoining pantry in the police station building at the beach.

Funds and equipment were donated by local peoples, New cots were framed by the NYA boys under the direction of Bert Rowe. A piano was loaned to the school from the High School Lighters Club of Salisbury and a victrola was given by Captain and Mrs. Franklin Randall.

The school opened with 31 children, ages 2 1/2 to 5 years old, primarily from WPA families and low income families.

Each child was given a physical examination by a physi-cian, and weight and height was recorded each month.

Each child was given a light breakfast, a hot lunch and a 1 1/4 hour nap every day. On warm days they had full use of the children's swimming pool. The school was open until April 1943.

MEMORIAL SCHOOL

On August 30, 1951, there was a grand opening of the new grammar school on Maple Street which was an addition to the Jacob Spaulding School. On September 5 of the same year, the school opened for the first day of classes, with two hundred and three pupils in grades five through

eight. The principal was John H. Lawson of Gloucester, Massachusetts.

The architect was Maurice E. Witmer of Portsmouth, New Hampshire. On the building committee were the three Salisbury selectmen, Grant Morse, Glen Clark and Harold F. Congdon. School Committee members were Burton Dow, Morton Wheeler, Peter Souliotis, Eugene Dean, Emily Pike and John Flaherty.

Triton Regional High School opened in September, 1971, with 1,375 students from Salisbury, Newbury and Rowley.

Whittier Regional Vocational Technical High School was built in 1973.

In 1932 the schools in Salisbury, along with schools throughout America, celebrated the two hundredth birthday of George Washington.

In April, the Parent-Teachers Association joined with the schools in a "Washington Festival" with patriotic skits from each class.

In February, special birthday programs were held in the schools by each grade. In May, two Washington elms were planted, one at the Spaulding School, donated by the Salisbury Grange and one at the Everett School, donated by the Salisbury PTA.

Schools from Salisbury Town Reports.

THE PIKE SCHOOL

The Pike School, on the corner of Bridge Road and School Street, is named for Major Robert Pike. It is a one room school built in 1882 and opened September 11 of that year for the fall term. The first school teacher was Miss Judith Bartlett. Later, Miss Emma Brown became the teacher and

taught, until the school closed in 1917.

The annual town report for 1882 reads, "A new school house is needed in East Salisbury and should be built at once. The room hired for the school established by the committee in the spring of 1880, and continued without a dissenting voice by the committee of 1881, was the most suitable and convenient place that could be obtained. There can be no doubt now that the school will be a permanent one, and no advantage can accrue to the town in keeping it in a hired building. Such a house as was built at Allens Corner last year would be suitable and it can be built for the same or a less sum than that cost, and can be built early this spring more cheaply than later in the year. It is the more desirable that it should be done at once, because the people in that section have suffered for many years for want of convenient school privileges. The permanent establishment of the new school in a new building will give them ample school privileges for many years to come."

At an adjourned Town Meeting on April 18, 1882, the record states, "The Committee made the following report for a new school in East Salisbury."

"We recommend that a primary school house be built on land of Mr. Nicholas French at Corner of Bridge Road and Lewis Road of sufficient dimensions to accommodate forty scholars and that the sum of \$1,050 be appropriated for this purpose (voted), that the above report be accepted and adopted."

According to Article 17 of the 1882 Warrant, this was the third school in East Salisbury. The article was proposed by the three school committeemen, N.T. Pike, S.E. Gilman, Wesley Pettengill and five others.

The Pike School was used for the first three grades until 1917 when all students began attending the new Jacob F.

Spaulding School on Maple Street. At this time, the Pike School was converted to a fire station and was used as such until the new fire station was built on Lafayette Road in 1975.

With the closing of the old fire station, the Salisbury Historical Commission asked the selectman to allow them to restore it back to the original one room Pike School. Permission was granted and work began.

Additions which had been added for the fire station, such as a hose tower, office space and large front doors, were removed before restoration could begin. This dismantling was done by Chip Davis and his Building and Wrecking crew with all time and labor donated.

The original windows were found in the attic, as was a desk believed to have been the teacher's. Boards were uncovered with the original shade of paint and many local people who had gone to school there remembered how the desks were arranged and where the stove was. Thus it was restored to the original school.

A large 45 star flag was donated to the school by Betty Stevens, who received it from Arthur Dawes. The last star on the flag was for Utah, which joined the Union in 1896.

A flag pole for the outside of the school was made and donated by Richard Currier and the outdoor flag was donated by Cynthia Noone. Funds for the schoolhouse clock were donated by Ellen Pike in memory of her husband, Franklin Pike.

Other gifts included old deeds given by the Goodridge family, a world globe by Jerard Croteau, a framed picture of President Chester Arthur (1882), donated by Mr. & Mrs. Herbert Eggleston. Records of the school were found and donated by Nelson Gagnon. A trunk with supplies and records dated 1895, formerly the property of Adelaide Eaton,

a teacher, were donated by Rachel Twomey. The pot bellied stove was donated by William Evans. Desks found in the attic of the Spaulding School were not the original Pike School desks. Unfortunately, those were placed in another restored school in the area, but similar desks used in the Pike School were installed. Donations were received from many local residents to build the fence around the school.

On Sunday, November 7, 1976, the restored Pike School was dedicated. Cynthia Noone, Chairwoman of the Historical Commission was mistress of ceremonies. She opened the program by ringing a large handbell used during the 25 years the school was open.

Reverend Alton Mark led the invocation. The flag raising ceremony was conducted by the Salisbury Police Honor Guard, Edward Foote, Everett "Chip" Davis, Gary Lattime, John Mulligan, Gary Ingham and Scouts, James Burchell and Penny Pike.

Chairman of the Salisbury Board of Selectmen, Walter Morse, brought greetings from the town, Henry Christ, Assistant Superintendent of Schools praised the restoration of the school. Thomas Passios, Executive Director of Northeast Region State Department of Education brought greetings from the State of Massachusetts.

Students from grades one through three of the Memorial School, dressed in colonial costumes, took part in the ceremony.

Guest speaker was Ronald Gibbons who had lived in Salisbury and had attended the Pike School from 1904-1907. After the third grade he had gone on to the other grammar schools. He then went to Newburyport High School and after graduation attended Wesley College in Connecticut. He was then accepted by the Board of Foreign Missions of the Methodist Church to teach in Calcutta, India, in the Anglo-

Indian Boys School. He taught there for eleven years.

In 1923 he came home on furlough and married Dorothy Chase of Seabrook, New Hampshire. Her mother, Bernice Chase, was a teacher in Salisbury from 1927-1944. They returned to Calcutta and taught there until 1931.

Mr. Gibbons taught grades seven and eight at the Jacob Spaulding School. He was also school principal. Gibbons spoke on what school was like in his day.

The ribbon cutting ceremony was conducted by Alice Charles, mother of Joseph Charles, who cut the ribbon on the girls side, assisted by Jodi Pike.

William Sherburne Eaton cut the ribbon on the boys side, assisted by Jonathan Pike.

The architect for the restoration was John Daly and the builder was Charles Johnson, Jr.

The Historical Commission members were Cynthia Noone, Chairwoman, Richard Currier, Carolyn Sargent, Russell Pike and Elaine Frascone.

The restoration Committee consisted of Mary Cuddire, Chairwoman, Esther Noyes, Ellen Messenger, Marion Fullford, Dorothy Eggleston and Susan Bayko.



The Pike School, a one room schoolhouse built in 1882.

TRANSPORTATION

STAGE COACH LINE

The first public stage coach line operating on a regular schedule was established by Bartholomew Stovers, with headquarters at the “Sign of the Lighthouse” in the North End of Boston, not far from Old South Church. The route was between Boston and Portsmouth, New Hampshire. In 1761 the first vehicle used was described as a “large stage chair” drawn by two horses and seated four passengers. In less than six weeks, conveyances to accommodate five people were put into use. In May 1763, the “Portsmouth Flying Stage Coach” was launched, carrying six passengers.

The stages and horses were kept in Charlestown and started out every Friday morning to Portsmouth. The return trip started on Tuesday morning, sometimes leaving as early as three or four a.m. The stage never ran on Sunday.

There was a rule that a tavern must be placed near a church, whereas the opposite is the regulation today. Under some regulations, the tavern keeper was obliged to serve liquor. New England Rum was the common drink and sold for 3 to 5¢ a glass.

The Boston to Portland line went through Salisbury Square.

The Dearborn Tavern in Salisbury Square was built in 1804. What is now a small kitchen was the Tavern Room.

When owned by Mr. & Mrs. Charles Davis, numbers on the upstairs bedroom doors were discovered from the days when the rooms were rented to guests from the stagecoach.

HORSE RAILROAD

Enoch T. Northland, operator of the Newburyport and Amesbury Horse Railroad, built a narrow gauge horse car line along Salisbury Beach, called the "Sea Side Railroad." It extended from Salisbury Beach to Black Rocks near the mouth of the Merrimac River, a distance of approximately two miles. It began carrying passengers on July 18, 1879. Its main purpose was to pick up passengers coming by steamer down the Merrimac River and take them to the beach hotels. When Northland's lease ran out in 1883, he sold the railroad to Colonel Edward P. Shaw. Shaw rebuilt the line to standard gauge and organized the Black Rocks and Salisbury Beach Railroad.

In 1888, he built a line from Salisbury Beach to Salisbury Square and the Eastern Railroad Depot. In 1889, Shaw extended lines from Salisbury Square to Newburyport and from Salisbury Square to Market Square, Amesbury. A year later a line was built from Salisbury Square to Browns Park on Lafayette Road, almost to the Seabrook, New Hampshire border.

The main car barn and stables were in Salisbury Square at the top of Beach Road. Another car barn was halfway between the square and the beach, as was a small stable at the foot of Rocky Hill Road in Amesbury. This was due to the need for extra horses to pull the car up the hill.

In the summer of 1891, the "Black Rocks and Salisbury Beach" electrified it's line between the beach and Amesbury.

The line was purchased by the Haverhill and Amesbury Street Railroad company in 1892.

In the spring of 1893, the lines between Amesbury and Salisbury Beach and from Newburyport to Salisbury Square were electrified. Because of a lack of passengers, the line to Browns Park was abandoned. That same year the first through-service from Haverhill to Salisbury Beach began. There were no lines open to the beach during the fall, winter and spring months. Quite often severe snow storms shut down service between Salisbury and Amesbury until the rails were clear. The pay for a motorman and conductor was a dollar and seventy five cents a day.

At about this time the G.A.R. (Grand Army of the Republic) Park on Elm Street in Salisbury was established by the railroad. The park encompassed the land now owned by Ron Francoeur to the Thomas home. This new pleasure resort provided picnic areas, ball games and dances. For many years, Civil War veterans and their families from many miles around, gathered annually for band concerts and picnics. The railroad ran a special train that brought them to the field where they set up their encampments.

At Salisbury Beach, the railroad built a theater where theatrical performances were presented every day except Sunday.

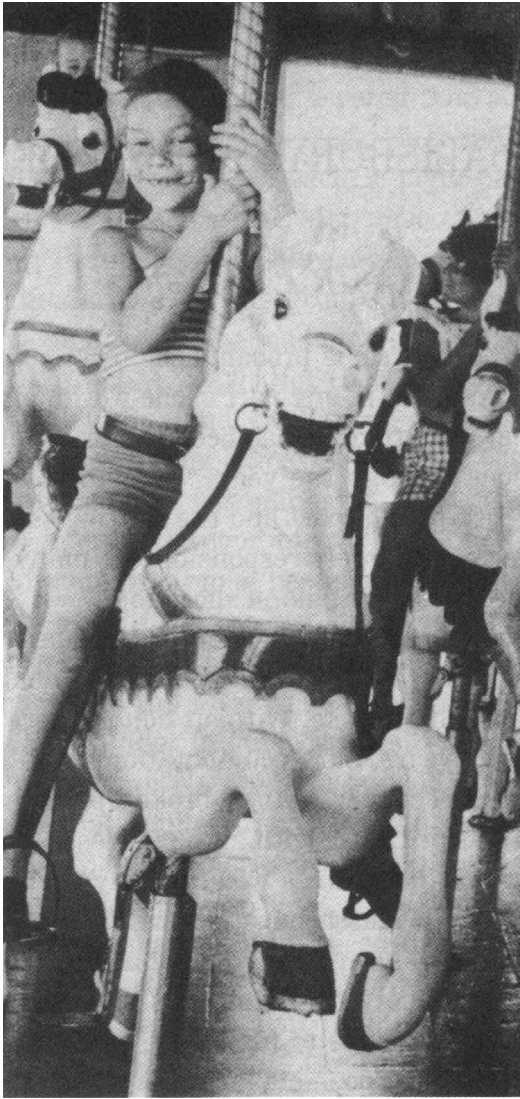
In April, 1899, the railroad began building a line from Salisbury Beach along North End Boulevard to Seabrook Beach. The line was also extended from the square to Smithtown, New Hampshire.

By 1901 the Haverhill and Amesbury line was in much need of repair. Rails were in poor condition and cars needed to be repaired or replaced. Many improvements were planned, but not all took place. Two new cars were purchased from the Newburyport Car Company. New rails were

laid between Haverhill and Amesbury. Several horse cars were kept to use behind the "Steam Dummy Engines." One or two motor cars towed as many as eight trailers. This was called the "boat train." They ran from the beach center to Black Rocks to meet the steamer from Haverhill.

In 1890, horses were replaced by the Steam Dummy Engines because the greenhead flies were just too thick for the horses to endure. There were two cars, one named Ajax, the other Little Rhody. Later a steam engine with a passenger car called "The Jetty" was put into service.

Taverns and Stagecoaches of New England,
Allen Forbes, Essex Institute



THE FLYING HORSE

The Salisbury Beach flying horses were carved between 1885-1890 by Charles Looff, a German immigrant. They were owned by Roger Shaheen, but have been sold to a shopping mall in San Diego, California.

SALISBURY SHIPWRECKS

SIR FRANCIS

Weather, of course, is probably the most popular subject of conversation in any part of the world, and New England weather in particular has been the brunt of all sorts of recriminations through the years. Combined with the dangers of our rock-bound coast and the shifting sandbars of our rivers, it has been largely responsible for many of the shipwrecks along our New England shoreline.

“Breaking Ledge” reefs lie about three quarters of a mile off Salisbury Beach and its name is prominent in several stories of local shipwrecks. Without doubt, there were many such in earlier years, but documentation actually begins in 1852 when the schooner *Halifax* broke up off the reefs in a spring gale on April 10th, with all hands lost.

The steamer *Sir Francis* was an early iron ship of 1500 tons built in Hull, Massachusetts for English merchants in May of 1872. It was captained by John Whitney, a veteran shipmaster with more than 18 years experience and forty Atlantic Ocean crossings to his credit. The ship, on its second voyage, left Liverpool on November 12th with a cargo of general merchandise.

A few days into the voyage a spell of bad weather forced them back to Queensboro for repairs. Leaving that port on December 9th, they were plagued by storms and fog across the North Atlantic. The first land they saw was when the

ship struck on Breaking Ledge about mid-afternoon of January 3rd, 1873. Almost at once the ship filled with water and the captain ordered the life boats lowered. The one lone passenger and thirty men of the crew, in three life boats, attempted to reach Salisbury Beach. Rough, breaking surf however, forced them across the Merrimac to land near the lighthouse on Plum Island. There, the lighthouse keeper made accommodations for the group. It was several days before arrangements could be made by the then British Consular Agent, William A. Davis, for them to travel to Boston and thence home to England. Luckily, all aboard were saved, though the ship was a complete loss.

On the afternoon of November 28, 1878, the schooner *William Carroll*, out of Bangor, Maine, was laboring through heavy seas carrying a cargo of beans and potatoes to be sold in Newburyport. Valuable lumber for Newell Boyd of Salisbury Point was also aboard the schooner.

At the mouth of the Merrimac, the ship's Captain Higgins signaled for a pilot to guide him into the harbor. Pilot Benjamin Pettingell of Newbury responded, and despite an unfavorable tide, attempted to bring in the ship. Finding the water too shallow, he ran her out a short way and anchored to await a higher tide.

Early in the evening it commenced to rain, with heavy winds blowing from the east. Suddenly the anchor chain broke and the ship began to drift rapidly toward the shore. On board, besides the pilot and the captain, were the captain's two brothers and one seaman. They gave the ship more sail but found it impossible to keep her on course. She came about and headed on a northeast course, moving too fast. They took in two reefs and tried to tack¹ again, to no avail. From twelve fathoms of water they went to seven. The ship was filling with water and moving fast toward the

shore and the breakers.

Pettingell knew their only hope lay in beaching the ship. This they did, just south of the North Breaker. It was impossible to launch the life boat in the breakers and the five men took to the main rigging, clinging there for nine hours as the ship broke up around them. The waves were breaking completely over the ship, tearing away the life boats, the house and part of the deck load. When the main mast snapped, the men moved to the rear mast, and when daylight finally broke they ran up a distress signal. By then the tide was low and they could be reached by rescuers.

Three men from Salisbury Point had gone early to the beach expecting to find trouble after the storm. Seeing that there were people still aboard the ship, they procured a dory and took the men off. As they came back into the river, they met the crew from the Life Saving Station who were just answering the distress signal.

The *William Carroll* was a 31-year old schooner owned by B.F. Farmer of Bucksport, Maine.

¹*Tack - nautical term for a series of straight runs making up the zig-zag course of a ship proceeding to the windward.*

JENNIE M. CARTER

The three-masted schooner *Jennie M. Carter* was built in Newton, Maryland, in 1874. It was 130 feet long with a 33 foot beam, drawing 9.8 feet of water and was of 296 tons burthen.

In April of 1894, the ship, loaded with a cargo of stone, was driven from her off-shore course by one of the worst storms in thirty years. Forty miles southwest of Highland

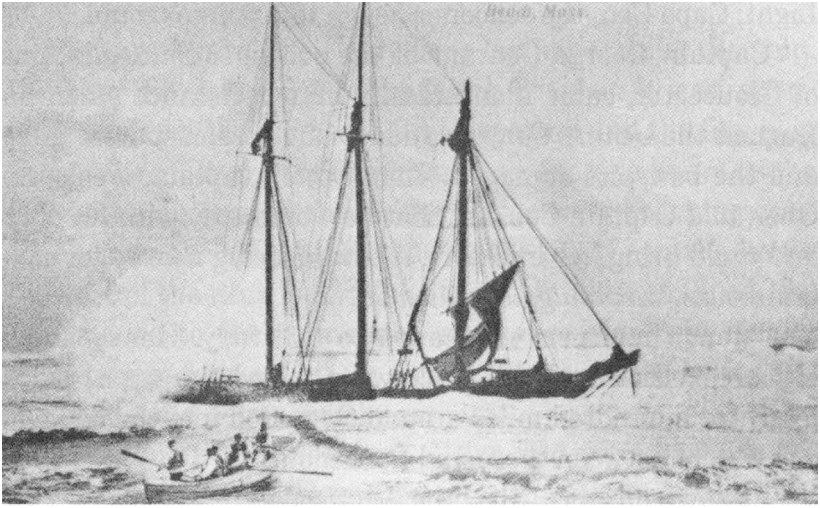
Light, Cape Cod, the schooner began to run into trouble.

Captain George Courant of the schooner *Smuggler*, out of Gloucester, came alongside to offer assistance when he learned the *Jennie Carter's* rudder and foremast were gone and the bowsprit damaged. The *Jennie's* captain, Wesley T. Ober, told Captain Courant that he would stay with his ship and could bring her into port. After lingering nearby for several hours, the *Smuggler* sailed on.

Then, the storm increased to full fury. Heavy snow obscured vision and the fierce wind tossed the vessel helplessly for a hundred miles around Cape Cod into the dangerous waters between there and Portsmouth.

At dawn on April 13th, the *Jennie Carter* lay smashed on the sands of Salisbury Beach. Abel Souther and William L. Fowler rowed out to investigate and found Captain and crew gone. Had they remained on board, they might have been saved, for in the captain's cabin a low fire still burned in the stove and the ship's cat curled in a cushion on the captain's chair.

A picture of the *Jennie Carter* was taken just moments before it sank. Today, at low tide, remains of the wreck are still visible.



Life savers to the rescue of the schooner Jennie Carter in 1894.

FLORIDA

On February 9, 1896 the schooner *Florida*, out of Portland, Maine, was wrecked on Salisbury Beach. Built in Belfast in 1872, she was 133 feet long, 32 feet wide and weighted 286 tons. The ship was owned by Joseph Simpson, Zeb Maker, and Charles Ryan of New York City and Henry Miller of Portland.

The captain of the vessel was Arthur Brown. His books and papers which washed ashore showed the names of three crewmen - A.M. McCullough, age 45 of Maine, William Wiles of the West Indies, age twenty, and Arthur Willianty of St. Johns, New Brunswick, age forty-nine. Three other illegible names had been crossed out. Charles Fowler, who had first observed the *Florida* heading broadside into the breakers, was sure he had seen seven men aboard. He ran to the "Sea Side House" to give the alarm, and word was sent to the Life Saving Station on Plum Island.

The vessel was so close to shore their calls for help could be heard by onlookers. They signalled to the boat that help was on the way. The wind was blowing from the Northeast and snowing so hard they could hardly see.

As soon as the news of the disaster was received in Newburyport, a telephone message to Captain Noyes of the Plum Island Rescue Station asked that the life saving apparatus be sent to the beach. The apparatus was further down the island, and men with horses were sent to get it. Several hours elapsed before they were able to reach the beach.

Meanwhile, at the station, the surf boat had been launched to cross Plum Island Basin to the beach. The boat hit an object hidden in the water and sprung a leak. Rowing

back for another boat, the life saving crew finally made it across the basin, but valuable time was lost.

By the time the apparatus and boat reached Salisbury Beach at seven p.m., it was so dark the ship could hardly be seen. A large bon-fire was built to let those on the schooner know that an effort was being made to help them. The crew tried several times to fire a life rope to the ship, but could not see their exact location. It was apparent that nothing more could be done until morning. With the wreckage coming ashore, it was feared that the men would not survive the night.

The last sign of life on the *Florida* was approximately eight o'clock when a flash of light was seen and a sound like a gun shot was heard. The ship had broken up and wreckage strewn along the beach for more than a mile. All on board were lost.

THE VIRGINIAN

The British two-masted schooner, the *Virginian*, went aground off Salisbury Beach on June 9, 1916. She was loaded with ninety cords of wood and was bound for Lynn, Massachusetts from Clemensport, Nova Scotia.

With a broken rudder, the ship had been drifting helplessly, buffeted by strong northeast winds and high seas. Seeing her predicament, Captain Willard Charles of the Salisbury Beach Life Saving Station had already summoned three regular crew members, Willard Fowler, Alfred Beevers, and Edward Hodgdon, and recruited five civilian volunteers, George Fowler, Fred Andrews, William Fowler, Wallace Randall and Daniel Pierce to form a rescue force.

The *Virginian* struck shore at 6:35 p.m. and a breeches

buoy was soon in service. In those days, a small cannon on shore fired a rope to stranded ships. The rope was attached high in the rigging of the vessel by the ship's crew and it formed a lifeline to the shore. One at a time, the crew members sat in a pair of breeches fastened to a buoy which was attached to the life line, and were hauled ashore. It was sometimes a rough and dangerous ride, but the only way to reach shore safely.

In just twenty minutes, every member of the crew of the *Virginian* was safely ashore.

The next day a tug from Newburyport was able to float the schooner at high tide and haul her into port for repairs.

THE MABLE BIRD

On July 6, 1904, the *Mable Bird* was steaming along the coast while the crew was busy catching Porgies to sell for bait. They had already taken in a thousand barrels of Porgies and were anxious to return to base. The captain headed for the shore of Salisbury Beach.

The chart showed that there was eleven feet of water. The *Mable Bird* was drawing nine feet, so there was safe clearance. The captain didn't know that the sands around Breaking Ledge were always changing. The sand had shifted and there was only six feet of water. The ship struck the sand bar, water came over the side and down to the boiler room, extinguishing the fires and partly filling the hold.

Willard Fowler, a member of the Salisbury Beach Life Saving Force, with his son, Willard, saw the *Mable Bird* and rowed out and went aboard.

Knowing the ship could not get off the sandbar, they went ashore and got Captain Willard Charles, the custodian

of the Salisbury Beach Station, and rowed him to the stranded ship. They then rowed six miles out to sea where they signaled another fishing boat. They boarded and piloted it through the channel. When they were in position they put a line over the *Mable Bird* and tried to pull her off the sand bar. But the ship was so embedded in sand they couldn't move her. Later in the day three other boats and two tugs tried again, but to no avail. The job was finally given up and the cargo was transferred to other boats with the crew and their belongings. All moveable parts were taken off. Only the wheelhouse and some of the machinery was left.

A year later Sewell Fowler found the wheelhouse and towed it ashore. Fowler was one of the first members of the Salisbury Beach Life Saving Station, and later the Coast Guard.

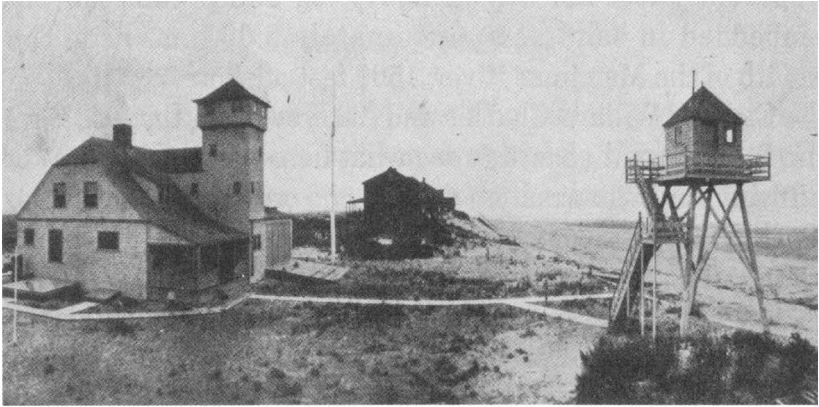
The Life Saving Station at Salisbury Beach was about a mile north of the center of the beach. Its authorization was signed by President Grover Cleveland in June 1896. Construction began in the Fall of the following year.

One of the early captains of the station was Willard Charles, born in Cedar Rapids, Iowa. He had served at Cuttyhunk Island before being transferred to the Salisbury Station in 1903. His Coast Guard career lasted thirty years until he retired in 1920.

Willard Charles was married to Alice Currier of Ferry Road, Salisbury and for their first four years together lived at the Coast Guard Station. After starting a family they moved back to Ferry Road, then bought a home in Amesbury. Captain Charles remained at the station and Alice joined him during the summers.

In 1915 the Charles' built a series of cement block garages and rented them for fifty cents a night. Back then gasoline was eight gallons for a dollar. They also built a

summer cottage and named it *Cuttyhunk*. After his retirement, Willard built a store at the beach and ran it until his death in 1929. Later his wife and son, Willard, ran the store.



Life Saving Station, Salisbury Beach, Massachusetts.

STEAMSHIP GUARABUBA

On August 13, 1918, the Brazilian steamship *Guarabuba* struck a sand bar near the jetties at Salisbury Beach. The steamer, loaded with sugar, was enroute from New York to France in a convoy, but was not fast enough to keep up and had turned around to head for Boston. The captain apparently lost his way in heavy fog and became deeply embedded in sand at approximately 5:00 a.m. near the mouth of the Merrimac River, 1500 feet offshore.

Captain Willard Charles and his crew from the Life Saving Station went aboard to see what help was needed. It was difficult to get information as only one crewman could speak English. Captain Charles could see that the ship was in no danger.

All but one crew member stayed on board. Later that afternoon the ship worked itself off the sand and headed out to sea.

Information on shipwrecks taken from
Newburyport News microfilm.

AREA FIRES AND THE FIRE DEPARTMENT

SALISBURY FIRE DEPARTMENT

as told by Neal Pike

Salisbury, like most early New England settlements, had no fire department until modern times. Each household was expected to own fire buckets and a large linen bag in which to salvage valuables from burning buildings. The constables sounded the fire alarm by ringing the church bell and by using “clackers”—wooden noisemakers. Every able-bodied person was expected to form the “bucket lines” from the nearest source of water, be it well, pond or stream. Full buckets were passed up to those fighting the fire by men in one line, the empty buckets passed back down to the water source by women in the other. With only this awkward method of protection, once a fire gained headway, there was little hope of stopping it.

Such was the case until 1907 when a great grass fire travelled from the Smithtown, New Hampshire line through the woods to Folly Mill Road, Congress Street and Frost’s Corner, devouring all in its path. Charles Dow was Chief of the Fire Bucket Brigade. Shortly after, a fire on the Joy Road swept up Baker Road, across Elm Street and all the way to the Merrimac River. By that time, James Harrison Pike had been appointed Fire Warden by the selectmen. In

fighting the fire, he and several others were overcome by smoke, and Pike spend about a week in the hospital. Though only twenty-one years old at the time, he realized how very important it was for Salisbury to have an organized fire department and worked toward that end.

In 1911, the town was declared a “Pauper Town,” making it eligible for state aid. One of the Warden’s duties at that time was to pass out fire extinguishers to households – a 14-quart for large houses, a 12-quart for medium-sized houses, and a 10-quart for small houses.

There was no fire chief then, but instead, a board of fire engineers consisting of five men. The town was divided into four departments. #1 at Salisbury Square, #2 at Salisbury Plains, #3 at Ring’s Island, and #4 at Salisbury Beach. In 1921 the first fire building was built on Willow Street, near Gill’s Corner.

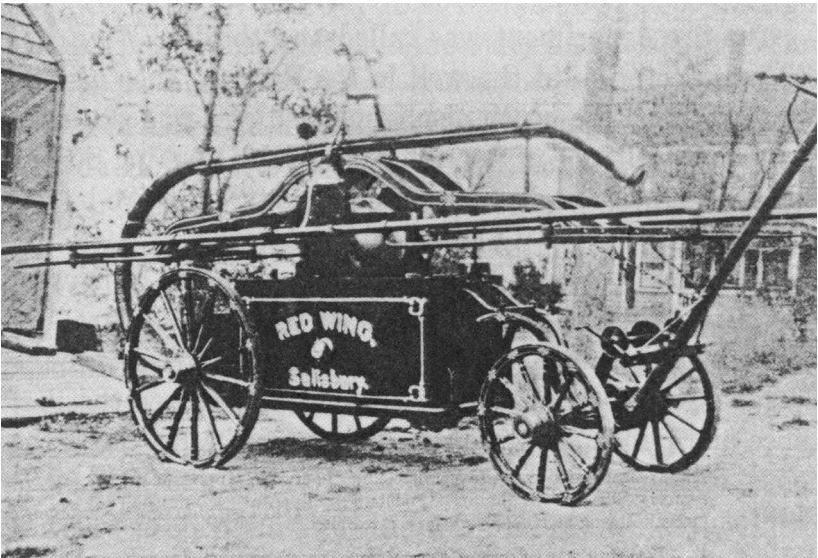
The town did not pay for fire fighting. All help was volunteer and each department had to raise any expenses incurred. Each department had a captain, lieutenant, and a secretary. Because the fire fighters could not always hear the fire bell, “fire phones” were put in each captain’s house and people would call in to report a fire.

Salisbury’s first real fire equipment was a hand pumper built in 1826 by William Hunnerman & Company. It was bought by popular subscription and staffed by a volunteer crew. It was called, the *Red Wing* and was first stored on Ring’s Island. After many years, it was purchased by Governor Dummer Academy of Byfield as part of a collection. It was sold a number of times in intervening years and eventually ended up in the Salem Antique Auto Museum. Redeemed by Snow, Newburyport Antique Dealer, it was returned to Salisbury, again to be housed at Ring’s Island. Completely restored through the efforts of the Gordon D.

Frost family, it has since been a prime attraction in many area Firemen's Musters.

In 1972 Salisbury appointed its first full-time fire chief, Joseph Callahan. He served in this position until 1988. Prior to that time, part-time chiefs had been, Mace Pike, Russell Stevens, Frank Kimball, Simmie Gagnon, William Sanders, Jack Lambert, and George Penniman.

The new Central Fire Department building was built in 1975 on Lafayette Road by Charles Johnson, Jr. The architect was John Daly of Newton, New Hampshire.



The Red Wing, Salisbury's first piece of fire equipment, a hand pumper built in 1826.

AUGUSTUS DOW FARM

The farm of Augustus Dow, consisting of dwelling house, barn, slaughter house and piggery was situated in Salisbury Square where the town park is now. The house was built in 1854 by David Gerrish and was considered one of the best built houses in town. More improvements were added by Mr. Dow when he became owner.

The farm was completely destroyed in June of 1904 by the worst fire to ever hit Salisbury Center. The fire started in the barn at the rear of the house and was first noticed by two men passing by on the electric car. They ran into the barn to try and extinguish the fire, but were unable to do so.

The fire department was called and the *Red Wing* was put into operation at the well in the Square. The Cushing Company from the beach also responded and was stationed at another well, one of them in front of the Cushing School. Both wells soon ran dry. With the head start the fire had, it was impossible to get it under control.

There was danger of loosing buildings on the Northwest side of the Square. Several times they too caught fire, but were extinguished with the use of chemicals. These were the Cushing School, Amos Coffin's store, which housed the Post Office and Public Library. Also, the store of A.H. Clark, the homes of W.H. Harris, Mrs. Moses Kimball and William P. Phillips. On the opposite side of the Square, the house of W.H. Greenleaf was threatened by flying cinders and was kept wet to prevent it from catching fire. The Honorable E.P. Shaw put all his employees to work helping to save neighboring homes.

When it became evident that the Dow home would be

lost to the fire, neighbors rushed in to save the furniture. Also removed and saved were the blinds, windows and doors. With the exception of some pigs in the barn cellar, farm tools and livestock were saved,

Augustus Dow and his family were not home when the fire started. He was working on Beach Road and Mrs. Dow was visiting relatives in Ipswich.

Mr. Dow was notified of the fire and returned to find it completely destroyed. The cause of the fire was unknown, but it was thought to be started by some boys.

SALISBURY BEACH FIRE OF 1908

On October 27, 1908, at 12:30 a.m., a fire swept through Salisbury Beach, consuming sixty-four buildings. The fire was discovered by John J. Burns, owner of the Star Grocery. It had started in the Quartette Cottage in back of the Seaside House. Burn's cries of fire woke Patrick Quinn, William Hart and Fred Andrews. The four ran to put out the fire, which was still relatively small. But by the time they arrived, the cottage burst into flames, setting the next cottage on fire. They ran to the next cottage and managed to push it over, hoping to stop the fire before it spread to the Seaside House. The fire was already beyond their control as the flames leaped from building to building.

Captain Willard Charles of the Beach Life Saving Station had been notified of the fire and immediately called Captain Wells of the Newburyport Police Department. He in turn called Newburyport Fire Chief Osborne, who said his engine was out of commission after putting out two fires in that city. Unfortunately he could not help at the beach. The Salisbury *Red Wing* and the *Cushing* were put into use, but

could do little to stop the fire. Salisbury firemen were hampered by the fact that the water at the beach had been shut off the week before.

A call was sent to Amesbury and they sent a company of men. The fire had gained ground with many buildings already consumed in flames. The Amesbury engine was stationed at the "Creek" just above Bragdon's Dance Hall. It was necessary to pump through several hundred feet of hose. Just as the firemen were beginning to make a bit of progress, a joint burst. When Chief Filman of Amesbury arrived on the scene, he advised his men to concentrate their efforts on the Bowken Cottage, located just behind the beach stables. They were able to contain that portion of the fire, saving at least twelve more cottages, the stables and the flying horse barn.

The group of firefighters were unable to control the rest of the fire. Flames jumped from building to building, sweeping a wide path to the Black Rocks railway tracks.

Superintendent Lynde of the Haverhill, Merrimac and Amesbury line, ordered a special car to run to Amesbury to bring supplies for the engine and food and coffee for the firemen.

It was then announced that the coal supply for the engine was almost gone. If more was not found soon, the engine would have to be shut down. A news reporter and an Amesbury fireman checked cottages on the beach to see if anyone could tell them where to find some soft coal. Superintendent Lynde heard of the need and led the men to a large bin in the back of the Cushing House where several tons of coal was stored. They soon hauled a wagonload of coal to the engine.

By this time, the fire had worked its way down to the Round House, one of the best built cottages on the beach. It

too, was soon consumed by the fire. The next large building to be destroyed was the Harvard Cottage.

Next to the Harvard Cottage stood a large barn. The firemen knew if the fire reached the barn, most of the beach front would be lost. Firemen with axes entered the barn and began to demolish it, ripping off board after board. The fire was fast approaching. It became so hot they were forced to vacate. The barn was almost down when the fire reached it's mark. The flames were kept low over the rubble and with a change in the wind direction, the fire finally stopped.

The fire had crossed the railroad tracks, and the trolley wires on the road to Black Rocks had burned and fallen to the ground. The power was shut off so no one would be electrocuted.

At the beach front, a bucket brigade was formed to put out the burning embers. Several families were left homeless, losing all their belongings.

Some of the buildings burned were: The Wakefield House, Berlin Hotel, Vinton Villa Hotel, Magnolia Meat Market, Hope Chapel, Hollis Restaurant, Dow Restaurant, Pepperel Hotel and many cottages.

It was believed to be a case of arson, and Police Chief Samuel Beckman was to investigate.

Newburyport News microfilm

SALISBURY BEACH FIRE OF 1913

Exploding chemicals at the rear of the Cushing Hotel, in the studio of Arthur Williams, were responsible for starting the Salisbury Beach fire on September 9, 1913. High winds spread the fire to the hotel, which in a short space of time was consumed by flames.

Flames leaped high in the air dropping burning embers on the roofs of adjacent buildings. Soon the flames traveled to the block of stores in the beach center and across the wide roadway to the buildings on the other side. All buildings were ablaze at one time – the Atlantic House, the Flying Horse building, the Roll-A-Way Dance hall, roller coaster, the former Post Office, the Cable House barn, and many small buildings in the area.

Flames were leaping 100 feet in the air, while roofs and timbers fell into the raging fire, sending hot embers to nearby buildings.

Wind blowing from the northeast sent flames from cottage to cottage until all was a raging fury. The season had been dry, and the cottages fed the fire as the tinder-like wood ignited. At one point embers were carried by the wind a quarter of a mile towards Black Rocks.

An attempt had been made to save the railroad station by standing on the roof and dousing it with water as each little fire sprang up. But the firemen soon had to leave as flames took over. The building was rapidly consumed in flames.

The Comet Hotel exploded when fire reached a gasoline storage tank. A tank at the rear of the flying horses also exploded. When the flames reached the stores there were many explosions of oil and gasoline. A soda tank exploded at Carr's Candy Store. At the side of the theater stood a small shed, holding a 100-gallon tank of gasoline. This was tapped and the gasoline allowed to run off before it too, exploded.

The theater was made of cement blocks and withstood the heat of the fire until a small building situated on the south side of it went up in flames. The window sashes ignited and the blaze leaped inside. Fortunately, the building was not gutted. Volunteers had climbed onto the roof to

keep the building wet. The ladder used to climb to the roof was engulfed in flames before they came down.

While Hotel Cushing burned, the night clerk, Joseph Daley of Lawrence, and William McKee, rushed back into the building to check if Miss Mildred Allen had gotten out safely. She had been ill and was not able to make it out on her own. When they reached her room, they found she had been taken out. By this time, the smoke had become so thick it was difficult to find their way out. Spectators believed them to have perished, but they were able to reach safety just as the middle section of the hotel caved in.

Louis Blanchard of Amesbury was forced to jump from a second story window, severely injuring his back. He was immediately taken to the Homeopathic Hospital in Newburyport.

William Fowler, owner of many area cottages, tried to save the furnishings at the "Castle Mona" but was overcome by smoke. He had to be removed from the building and was treated by Dr. Donahue of Haverhill.

At one cottage, a Mrs. George Morse of Haverhill had to be carried to safety by Ernest Brodeau, also of Haverhill. The occupants of the cottage were outside watching the fire when one of them remembered the sixty-year old lady was still inside. Brodeau rushed in to get her.

Just before dusk a crew from the Salisbury Beach Life Saving Station, with Captain Charles, came with a large hook. They tore apart the small buildings to help stop the fire. The heat from the fire was so intense the firemen had a difficult time keeping the hoses from melting. Several hundred feet of hose had already been burned.

Approximately 125 buildings were destroyed by the fire. The Cushing Hotel, Atlantic House, the Anchorage, Castle Mona, the Hotel Comet, the Dance Hall, the Cable House,

Newark Hotel, the Spiral Thriller, the drug store, and many cottages were among the buildings lost.

Assistance came from Amesbury, Newburyport, Haverhill, and Portsmouth, New Hampshire. When Newburyport received a call at 4:00 p.m. that the Cushing House was on fire, Chief Osborne sent engine #4, drawn by four horses and driven by M.D. Broderick, to lend help where needed. A wagon loaded with extra hose was also sent, driven by Albert Bray.

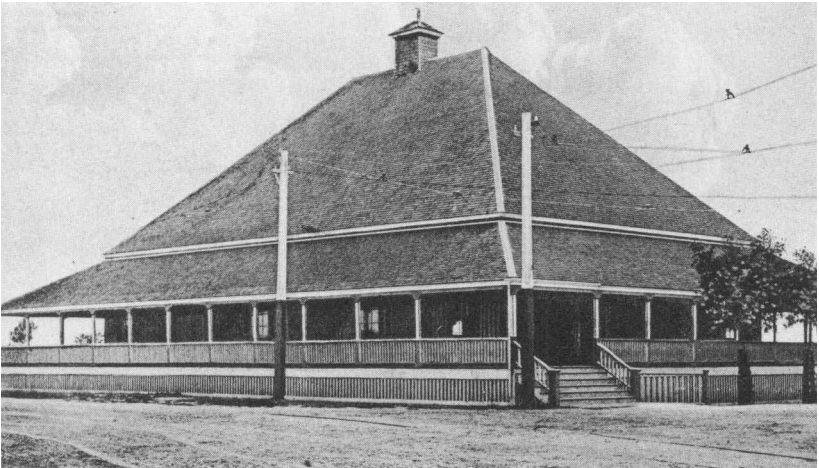
A second fire was discovered that evening at midnight about 1/8 of a mile from where the big fire was checked. The alarm was given by a member of the Life Saving Crew who ran to the center to notify firemen. William Blodgett, a special police officer, was the first on the scene.

A quick response was made with chemicals to put out the fire in the cottage of Steve Huse of Newton, New Hampshire, and the cottage of Louis Muhua of Haverhill. When firemen were unable to extinguish the blaze, a cottage owned by Sidney Carpenter of Haverhill was torn down. This alone kept the fire from spreading over a larger territory.

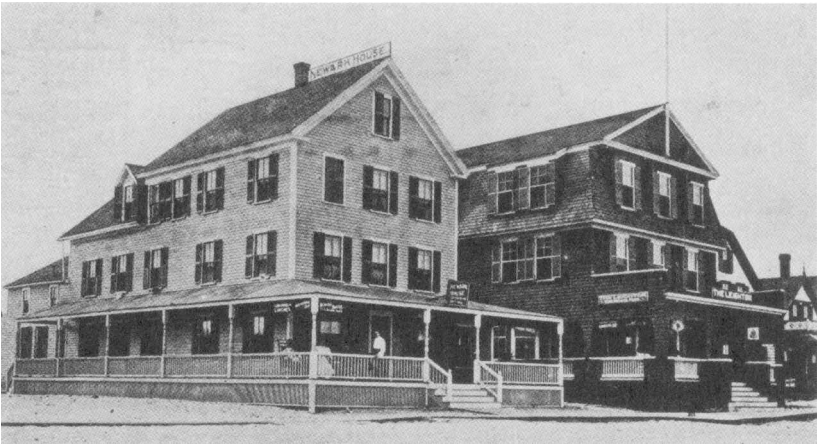
Police Chief Sam Beckman asked the State Police for an investigation as the fire seemed to be of an incendiary origin.



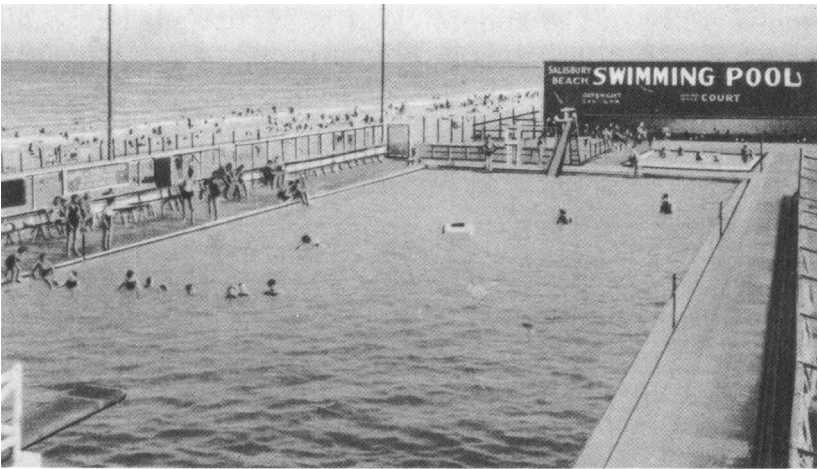
Cushing House, Salisbury Beach



Montgomery Dance Hall, Salisbury Beach



The Newark and Leighton hotels, Salisbury Beach



Swimming Pool, Salisbury Beach

OCEAN ECHO FIRE

On January 15, 1920, the Ocean Echo, owned by Michael and Daniel Cashman, was completely destroyed by fire.

The fire, which was of incendiary origin, started at 7:30 p.m. A strong wind blowing from the northwest sent flames and sparks seaward.

Captain Willard Charles and men from the Coast Guard station hurried to the scene. Firemen and guardsmen suffered from the cold and also from the intense heat. Fortunately there were no casualties.

SALISBURY BEACH FIRE OF 1947

The fire began at approximately 6:15 p.m. Among the first to see it were three young boys, William Pierce, age 16, Robert Pike and Samuel May. The fire covered several acres, starting at a cottage on the south end ocean front near Fowler Avenue. Fanned by forty-mile-per-hour winds, the fire burned buildings on Fowler Avenue, Vermont Street and Railroad Avenue. Three hours later, firemen managed to stop the flames at Railroad Avenue, about 400 yards from the police station.

Because of the direction of the wind, the amusement area was not burned. The rain was torrential, but the fire was so hot it dried out the water soaked buildings, setting them ablaze. From the start sparks and embers were carried onto the houses on Railroad Avenue, Cable Avenue, onto the marshes and into the woods. At one point the three boys who first saw the fire went up on the roof of Mrs. Raymond Hel-

frich's house and beat out flames with brooms to keep her house from burning.

A total of 35 buildings burned, leaving only one family homeless; Mr. and Mrs. Merrill Dow and their two small children, Russell and Merrill Jr. Their furniture was saved due to the heroics of Harold Danielson, Emery Hunt, Fred (Friday) Dow, Kendall Dow and Merrill Dow's father.

Salisbury Fire Chief George Penniman had 200 firemen and 17 pumpers fighting the blaze. Detective Inspector Daniel Murphy, of the State Fire Marshalls' Office was called in by Penniman. He believed it to be arson and began checking suspects.

Salisbury Police Chief Charles Goodrich and his men, Franklin Randall, Alfred Fortin, Ralph Miller, Harry Wilmot, Grant Morse, Leonard French, William I. Hunt, James Pike and Erwin Pike assisted in the investigation.

Pumpers and men were sent from Newburyport, Amesbury, Haverhill, Byfield, Ipswich, Seabrook and Hampton, New Hampshire, Rowley, Merrimac and Georgetown. Lawrence sent apparatus to Haverhill to fill in, in case of an emergency.

Alfred Dorr, a fire captain, had sounded the alarm from the Beach Station.

The Newburyport Red Cross and Salvation Army rushed hot coffee and food to the fire fighters, setting up at the Police Station and Fire Station.

Many firemen received minor cuts and were taken to Dr. Louis Kaplan's office on Beach Road.

Guy Nickerson of the Amesbury Electric Light Co. worked during the height of the rain storm to keep service running. A crew from the Salisbury Water Company, under Superintendent Russell Ruph, worked all day and all night repairing a broken water main. Assisting from Newburyport

were Marshal Sullivan, patrolmen Eugene Sullivan, Thomas Coffey, George Lawler and Daniel F. Readon.

It was estimated that 75,000 people came to the beach to view the ruins the day after the fire.

Daily News Scrapbook, No. 9, Newburyport News

BEACH FIRE OF 1948

On the afternoon of September 9, 1948, fire broke out in William Clark's refreshment stand on Broadway, between the roller coaster and dodgems. It spread to the dodgems and raced on to the Cushing House, a large two-story wooden building. The fire then made its way over to Walton's Ice Cream stand.

A penny arcade, shooting gallery, and the Central Lunch were on the ground floor of the Cushing House. All were damaged by water.

Several people were asleep in the Cushing House and had to be awakened. Ray Trignani, 21, of Lawrence, employed at the Frolics, was rescued by Eugene Carl of the Salisbury Police Department.

The Salisbury Fire Department had their truck pumping water from the swimming pool. Assisting Salisbury were trucks from Newburyport, Amesbury, Hampton and Seabrook, New Hampshire.

The alarm was given by Eugene Carl. Fire Chief George Penniman estimated damaged at \$75,000.

Walton's Ice Cream stand was owned by Kendric Walton of Amesbury. The Penny Arcade was operated by Lillian Kelleher of Newburyport. The shooting gallery was operated by Joseph Haballa of Salisbury Beach and Lawrence. The

Central Lunch was operated by Willima Contagas. The Cushing House was operated by Kate and James McTague.

The Windson House, owned by the Salisbury Beach Association, was evacuated. No flames were to ever reach the structure.

From the Newburyport News microfilm



Standing, from left to right: James Pollard, George Houghton, Kenneth Bell, Brent Lake, Richard Rose, Emery Lake, Steven LeSage, Charles Johnson, Donald Richard, Richard Souliotis, Timothy Oliveira, Richard Young.

Front row: Jeffrey LeSage, Chief Robert Cook, Gordon D. Frost, Edward Lake, Frederick Trofatter.

DECEASED FIREMEN

| | |
|--------------------|----------------------|
| Andrews, Fred | Dore, Albert |
| Arthur, Irving | Dow, Charlie |
| Blaisdell, Charles | Dow, George |
| Brown, Alvin | Dow, Harvey |
| Brown, Charles | Dow, John |
| Brown, Frank | Dow, Othum |
| Brown, Fred | Downs, Charles |
| Brown, Harold | Downs, Charles Sr. |
| Brown, Lester | Downs, Waldo |
| Brown, Osro | Eaton, Lowell |
| Brown, Thomas | Eaton, Sherb |
| Carter, Lawrence | Ellsworth, George |
| Chase, Jim (Pike) | Felch, Fred |
| Chase, Thomas | Felch, Herman |
| Cheney, Robert | Fish, Harry |
| Cheney Robert K. | Flynn, Robert |
| Clark, Glen | Foote, Edward Sr. |
| Coffey, Earl | Fowler, Emery (Babe) |
| Coffin, Fred | Fowler, Frank |
| Cole, Benjamin Jr. | Fowler, Russell |
| Cole, Benjamin Sr. | Fowler, Willard |
| Cole, Harmone | French, Edward |
| Cole, Harry | French, Everett |
| Cole, John | French, Harry |
| Condon, Harry | Gagnon, Simeon Sr. |
| Copeland, Walter | Getchell, Ruel |
| Copeland, William | Goodrich, Allen |
| Crooks, Frank | Greaney, Harold |
| Currier, Bennie | Hansen, Harold |
| Daigle, Arthur | Hawks, David |
| Daley, Michael J. | Helfrish, Raymond |
| DeLong, Harley | Higgins, John |
| Danielson, Charles | Hunt, Edward Sr. |

Hunt, John
Ilsley, Paul
Irving, Arthur
Jackman, Henry
Johnson, Charles Sr.
Kimball, Andrew
Lake, Edward Sr.
Lambert, John
Lamprey, Charles Sr.
Lamprey, Perley
Lattime, Carroll
Lattime, Malcolm
LeSage, Charles
McDonald, Phil
McLaughlin, John
McNeil, Fraser
Merrill, Joseph
Morgan, Frank
Morrill, Charles
Murphy, Eugene
Murrey Alfred, Hiram
Parent, Harold
Peel, Fred
Penniman, Cub
Penniman, George
Perkins, Raymond
Pierce, Daniel
Pike, Clinton Sr.
Pike, Franklin
Pike George Sr.

Pike, Gus (Norman)
Pike, James Harrison
Rich, Gordon
Richard, Wilfred
Rowe, Bert
Rowe, Mert
Ruph, Russell
Sanders, William
Sargent, Jacob
Sawyer
Searles, Fred (Frost)
Salomon, Whitey
Siloway, Orren
Smith, Arthur
Snow, LeRoy
St. Cry, James
Stinell, Robert
Stone, Albert
Stone, George
Thurlow, Woody
Titcomb, Fred
Toney, Malcome
Trombley, Fred
Wales, Robert
Weare, Sam
Wells, Norman
Wilmont, Curtis
Wilmont, Richard
Wilmont, Robert

HURRICANES AND BLIZZARDS

THE HURRICANE OF 1938

A hurricane that struck the Atlantic Coast on September 21, 1938 had winds of 88-100 miles per hour. The storm passed just off the coast of Florida and centered at Cape Hatteras, North Carolina. From there it headed north to Pennsylvania, New York City, New Jersey, Long Island Sound, Providence, Rhode Island, and on to Connecticut, Massachusetts, New Hampshire, Vermont and Maine. All the New England states were hard-hit, with damages of over \$200,000 and approximately 200 people dead.

Trees were blown down, pulling telephone and electric light wires with them. Driving was extremely hazardous for those caught in the storm. Roofs were blown off houses and boats along the coast were smashed and sunk. The apple crop was ruined.

Governor Charles F. Hurley declared Massachusetts in a state of emergency as did other New England governors. All New England states were without electricity or telephones, making it impossible to communicate with other towns. Some stores opened to supply police and civil defense with flashlights. Homes were lighted with candles and oil lamps.

The Merrimac River rose so high it was feared the water would engulf the bridge tenders house at the Deer Island Bridge. The weather bureau officials declared it the highest tide in history.

Edmond Bartlett, of Congress Street, lost two large silos. George Pike lost the roofs off two large hen houses. The

Lieber barn blew down, as did William Pettengill's hen house. A large elm tree was uprooted and fell on the Elm Street home of Mrs. Sadie French.

A large walnut tree on Lafayette Road was uprooted at J. Russell Stevens. A tree at Alex Pike's blew over and rested against the house. On Elm Street, at the home of John Golden, a large pine tree was uprooted. Trees at Browns Park on upper Lafayette Road and John Hunt's at the Plains' were also sited as being uprooted. A light pole snapped off at Theodore Bartlett's, another resident of Elm Street.

Highway men worked all night clearing the highways while Chief William Sanders kept firemen on duty in all of Salisbury's fire stations.

State troopers from Salisbury Beach and the Topsfield barracks were sent to the flood areas until the danger was over.

The danger of dangling electric wires and fallen trees caused school cancellations. Those returning home from work via the Newburyport Turnpike reported large trees down on the highway, taking wires with them. This storm was reported to be the worst in the history of this area to date.

HURRICANE CAROL, 1954

On August 31, 1954, Hurricane Carol hit the New England coast with northeast winds of up to one hundred miles per hour. It was the worst storm to ever hit the area, causing damage to homes, trees, automobiles, and beach property. At 4 o'clock, the only road open from Salisbury Beach was the old County road that parallels Route 1A. The road into the state reservation was also under water.

Police, lifeguards, and volunteers evacuated 400 people

from summer cottages and crowded them into the police station. Huge waves were crashing onto the beach as winds knocked down powerlines all over town. Power was shut off for fear someone would be electrocuted from hanging wires. Some were without power for a week or more, while crewmen were brought in from out-of-state to help restore lines.

Roads were strewn with rocks and sand at the beach. Several cars were stripped of paint as winds whipped sand against them, giving the appearance of having been "sand blasted."

The roller coaster fell and crumbled into a mass of wood and steel. Metal signs were flying around as were awnings and canopies. Many boats were damaged.

Many large trees were downed, blocking roads into and out of town. The highway department kept busy trying to clear the worst of the wreckage.

Total damage to the New England area was \$300,000,000, with 68 lives lost.

HURRICANE EDNA, 1954

Hurricane Edna hit the coastal area at noontime on September 11, 1954, with torrential rains and winds of up to 90 miles per hour. The storm raged for six hours, knocking out electricity and telephone service for several hours. Small trees and limbs covered the streets.

State Police ordered the evacuation of Salisbury Beach when it was reported that the full force of the storm would hit the coast. More than 600 people were crowded into the Salisbury Memorial School where food service was set up in the cafeteria and facilities for sleeping were arranged. Police and firemen worked throughout the night helping people safely off the beach.

Fortunately, Edna proved not to be as fierce as the 125 mile-per-hour winds that had been predicted. Weather forecasts gave sufficient warning of the approaching storm so that area police, fire departments, electric light companies, civil defense, highway departments and hospitals were ready for all emergencies.

HURRICANE GLORIA, 1985

On September 27, 1985, hurricane Gloria hit Massachusetts with torrential rains and winds of up to 100 miles per hour. When the storm left Cape Hatteras at 2:00 a.m., it was packing winds of 130 miles-per-hour, but lost its strength as it traveled north. By the time the hurricane hit Maine, it was downgraded to a tropical storm with winds of 50 miles-per-hour.

In Massachusetts, the storm toppled trees and pulled down power lines. 110,000 homes were without power. Lights went out in Salisbury at 1:30 in the afternoon. Residents along the coast were advised to evacuate their homes. Fifty people from Salisbury Beach stayed at the Memorial School during the storm, returning to their homes later in the afternoon.

A smoky fire broke out in the front office of the Salisbury Police Station when an electrical short-circuit was caused by a telephone line coming in contact with a water pipe. It was extinguished by the fire department who were housed next door.

When the wind was at its peak, many residents living in mobile homes went to stay with relatives, while some went to the school. There were reports of a tornado watch and one tornado did hit the Billerica area, damaging the town hall. Ten people in New England were reported killed due to the storm.

THE BLIZZARD OF 1978

All along the coast, the damage from the storm of February 6, 1978, was the worst snow storm local folks ever remembered. Parts of eastern Massachusetts had twenty-seven inches of snow. Fierce winds of ninety-miles-per-hour drove the snow with such force that it caused zero visibility.

Salisbury Beach encountered fourteen foot tides causing flooding on North End Boulevard, Atlantic Avenue and Railroad Avenue. On Beach Road, it was impossible to tell where the road ended and the marsh began, as the highway was completely under water.

Cellars in homes on Ring's Island, Ferry Road and Bridge Road flooded. Windows were blown out and homes all over town were without power. A tree fell across a home on Seabrook Road and had to be lifted off. Some thirty-five stranded motorists needed assistance, and a Salisbury woman was taken to the Anna Jaques Hospital after her car collided with a Greyhound bus.

Several cottages at the beach were lost due to gale force winds and pounding waves. One cottage lost belonged to the Gary Miles family. Worst hit at the beach was the 5 O'clock Club, owned by Harold Nabham. After two days of being battered by winds, waves and beach erosion, the building collapsed.

Shaheen's Fun-O-Rama Park and Barkers Arcade also received heavy damage, as did the Frolics and the building belonging to Edward Giordano.

Approximately 100 people left their homes and stayed at the Police Station until they could be taken to the Star of the Sea Church where they remained for the duration of the storm.

The storm lasted two days. It took over a week to remove snow and clear debris. Joseph Thomas led a crew of National Guard troops and local crews in the clean-up. Twenty men and six trucks came from Newburyport, working eighteen hours cleaning sand and debris from the beach.

Travel on state highways was banned as a state of emergency was declared by Governor Michael Dukakis. All schools in the state were closed. 300 U.S. Army troops from Fort Devens and 350 soldiers from Fort Bragg, North Carolina were sent to aide the state of Massachusetts. Salisbury, along with the rest of Essex County, was declared a major disaster area by President Jimmy Carter. This made the town eligible for federal disaster funds.

U.S. Representative Michael Harrington toured Plum Island, Salisbury Beach and Rings Island as well as up-town Salisbury. Accompanying him was State Representative Henry Walker, Deputy Commander Albert Zabriskie from the State Department of Environmental Management, Selectmen Alfred Sargent and Walter Morse and Harmon Guptil of the U.S. Army Corp of Engineers. These men reported that Salisbury suffered the worst commercial loss and Rockport sustained the most property damage. Walter Morse estimated Salisbury's damage as 9.2 million dollars.

The area had just recovered from two other severe snow storms. One on January 20, having left over 20 inches of snow and winds gusting to 62 miles an hour. It was the worst January storm since 1897.

Just previous to this, a severe snow storm hit the area on January 9, with winds of 40 miles-per-hour. Waves and high tides caused flooding at Salisbury Beach leaving sand and debris covering Broadway. The waves pounding against the shore exposed concrete walls of the swimming pool which had been filled in with sand and covered some years before.

POLICE DEPARTMENT

THE FIRST POLICE STATION

The first police station was a wooden building at Salisbury Beach. After the new station was built, the previous one was purchased by Fred and Bessie Brow and converted to living quarters. It was moved to 6 Ferry Road in 1942 and is now the home of their daughter and son-in-law, Arlene and John Pow, with their daughter Joanne.

In the town report of 1929, Police Chief Glenn Clark reported that, "the police department would be moving into their new station at an early date. That it would be easier to operate the department, as the present station was inadequate."

Also in 1929, two lifeguards, Willard W. Flanders and Daniel B. Pierce, were commended for their excellent work as there were no drownings at Salisbury Beach that year.

In 1892 Salisbury Police officers were paid twenty cents an hour. There were eleven officers including specials and detectives. The cost to the town for the year was \$380.27. Most of the work was for the summer months at the beach. The names of the officers were: G.C. Gordon, C.H. Lord, O.G. Pike, Charles E. Jackman, Charles Dow, Samuel Coffin, Samuel Merrill, C.F. Peel, A.M. Pike and J.F. Briggs and his brother, who were detectives on a liquor case at the beach.

In the Spring of 1911, when William Heath was police

chief, he heard that the Post Office was being robbed. He went to investigate and was shot and killed. The Assistant Post Mistress, Hanna Coffin, also hearing of the robbery, went to the Post Office armed with a revolver and found the chief dead.

TRAGEDY ON SALISBURY BEACH

A small crowd was beginning to gather on Salisbury Beach in the early morning of June 6, 1927 when the body of a young woman was found. Among the group was sixty year old Arthur Williams, owner of a photographic studio. Williams, fearing it was someone he knew, asked the police officer to see the body. When he did, he told the officer that it was Stella Kale, as he was "afraid it would be."

State Police, led by Lieutenant. John Stockes, set up headquarters at the beach police station. Williams told them that Stella was his studio assistant and had started working just before Memorial Day. She was from Lawrence and had given her age as twenty-two.

Stella had a room behind the studio, and the evening before she told Williams she was going for a walk on the beach. She looked at her watch and told him, "it's 9:30, I shouldn't be gone very long." When she wasn't back by midnight, he said, "I became worried and went out to look for her." Unable to find her, he returned to the studio and fell asleep in a chair. When he awoke at 7:00 A.M. he saw that Stella had not returned. When he saw the crowd gathered on the beach, he feared the worst.

Police were surprised when Williams said she looked at her watch, for she was not wearing one when she was found. Police later learned from her parents that they had given

her a watch for graduation a few years before. She wore it when she left home to begin work at the beach.

Stella's father supplied the police with the make and serial number of the watch. The next day a full description of the watch was published in the newspaper.

Meanwhile, Patrolman Red Foley, of the Salisbury Police Department remembered that he had ordered a "suspicious looking man" from the beach on the afternoon of June 5. The man was bald and had a mustache. After being told to leave, he boarded a street car headed for Hampton Beach. Then Foley left for Hampton on his motorcycle. At the same time a Kensington, N.H. man was headed towards the Salisbury Police Station with Stella Kale's watch.

He told police he was driving through Hampton Beach on June 6, and stopped to pick up a hitch-hiker. The man said he was out of work and offered to sell his dead wife's watch for \$3.00. The man was bald and had a mustache. The Kensington man told police he bought the watch for his own wife. The watch checked with the description of Stella Kale's watch.

Foley went to a drug store in Hampton Beach and noticed a card of sun glasses with one pair of glasses gone, the same kind of glasses found near Stella's body. He asked who the customer was that bought the sun glasses. He was told by the druggist that it was one of the barbers next door. Foley, playing a hunch, asked, "the bald headed one with a mustache." The druggist replied, "Oh, you know him?" The owner of the barber shop, when questioned by Foley, said he had fired him a couple of days before because he drank too much. Not only whiskey, but drank practically his whole supply of witch hazel. An empty witch hazel bottle had also been found near Stella's body. The owner of the shop told Foley the man had given his name as George Harrison.

On July 12, a sheriff in Johnson, Vermont called Massachusetts State Police and told them he had picked up a tramp who gave his name as George Harrison Taylor and said he was a barber. Taylor was returned to Massachusetts and was arrested for murder. He was arraigned before Judge Charles I. Pettingill in the Amesbury Court. He was indicted and held for trial.

Taylor had no funds to hire a lawyer to defend himself, so the state appointed attorney John H. O'Neil of Amesbury.

Taylor's trial was held in October in the Superior Court in Salem, Massachusetts. The case was presented by District Attorney William Clark. Taylor denied killing Stella Kale, but evidence against him was just too strong. Judge Quinn found him guilty in the first degree and sentenced him to the electric chair. His life was ended on March 6, 1929.

CHIEFS OF POLICE

Thomas H. Collins - 1886 (Constable)
Charles Lord - 1889, 1904, 1905
George W. Bragg - 1898
Samuel Beckman - 1896, 1900, 1906, 1907, 1908, 1913,
1915, 1917
Eugene Hunt - 1897, 1910, 1911
Frank N. Pike - 1902
Charles Walton - 1903
William Rogers - 1909
William W. Heath - 1912
Henry Dow - 1914
Fred Tapin - 1916, 1917, 1926, 1919
Henry Rich - 1918, 1919
Wilfred Martel - 1919
Harold Congdon - 1920 to 1924, 1936, 1937, 1939 to 1944
Curtis F. Sanborn - 1925 (Acting Chief)
Glenn Clark - 1928, 1929
Harry Wilmot - 1935, 1938
Charles (Jake) Goodrich - 1945 to 1950, 1960
Grant Morse - 1951 to 1957, 1958, 1961, 1962 to 1979
Merrill Dow - 1957
Eugene Murphy - 1959
Edwin Oliviera - 1980 to 1988
Frank Allen Beevers - 1988 (Acting Chief)
Lawrence Streeter - 1989

GRANT MORSE

Grant Morse was a Salisbury Selectman from 1945-1962. He was Chief of Police from 1951 to 1957, being elected again in 1958, 1961 and 1962. He was voted Life Tenure in 1962 - the only Police Chief to ever receive this status. Morse served until his retirement on December 31, 1979, at the age of 69. He was employed by the Police Department for twenty-eight years.

He was chairman of the building committee that built the "Great Meadow" Housing Development on Beach Road. Morse was elected chairman of the Housing Authority and served from 1977 to 1984.

As a selectman, in 1952, with James Hunt and Henry Walker, he helped plan Salisbury's first shopping Center, The Cross Roads Plaza.

This same Board of Selectmen was instrumental in the building of the Greenleaf Nursing Home on Elm St. Grant Morse said, "There were many months of planning for this project with all town boards, especially the Board of Health members, Robert Sargent, Alfred Sargent and Clinton Pike."



Chief Grant E. Morse

EDWIN OLIVEIRA

Police Chief Edwin Oliveira was born in Cambridge, Massachusetts, January 7, 1927, son of the late Mary (Raporza) and Joseph Oliveira.

He was a veteran of World War II, the Korean War and served one year in Vietnam. He was a member of the Naval Reserve for forty-four years, retiring in 1984.

He was a graduate of Northern Essex Community College with an associate degree in criminal justice.

Oliveira was a member of the Salisbury Police Department for thirty years, attaining the rank of Sergeant in 1975. In 1979, he was appointed acting Police Chief following the retirement of Chief Grant Morse. In 1980 Oliveira was appointed Police Chief.

He was a member of Massachusetts Police Chief's Association, Essex County Chiefs' Association, the Salisbury Lions Club, and Vice President of the Chamber of Commerce. For five years he was president of the Salisbury Police Association and started a drug awareness program in the Salisbury schools.

Chief Oliveira died in September, 1988, leaving his wife Marie, two sons, Timothy and Daniel, and daughters, Sandra Gagnon and Leslie Oliviera.



*Police Chief Edwin Oliveira
Picture courtesy of Tim Oliveira*



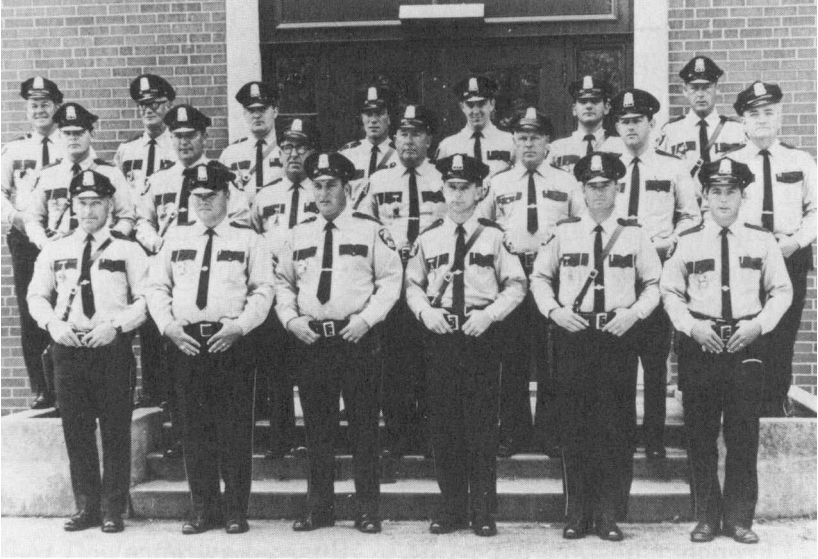
Police Chief Edwin Oliveira being sworn in by Town Clerk Gert Doyle. Picture courtesy of Marie Oliveira.

DECEASED POLICE OFFICERS

Bananian, Sarky
Beauregard, Romeo
Beevers, Herbert
Blaisdell, Burton
Blaisdell, George
Carl, Gene
Cipriano, Donald
Congdon, Harold
Crocker, Charlie
Danusis, Peter
Dennehy, Clarence
Eppa, Bernie
Flanders, Shorty
Fowler, Arthur
French, Chester
French, Leonard
Fullsom, Eugene
Hannigan, Wilbur
Henry, John
Huges, James
Hunt, John
Hussey, "Cap"
Kearney, James

Merrill, Charlie
Morrill, Windy
Murphy, Eugene
Oliveira, Edwin
Parrish, Harold
Papoulias, John
Pike, Franklin
Pike, James
Pollard, Harold
Proctor, Martin
Quill, Jerry
Randall, Red
Reed, Cappy
Richards, Henry
Russo, Lawrence
Sargent, Alfred
Sargent, Jacob
Sargent, Robert
Sturgis, Benjamin
Tappan, Ephram
Tappan, Paul
Warren, Earl
Wilmont, Harry

SALISBURY POLICE RESERVES

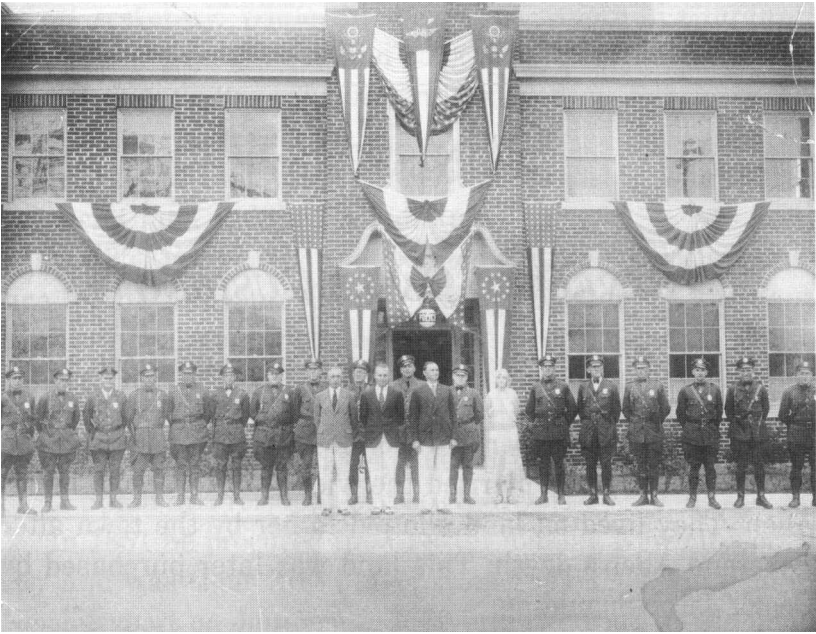


1971

Back row, from left to right: Peter Dannuise, Charlie Teague, Harry Barth, Bernie Cavanaugh, David Knox, John Ceres, Laurance Anderson.

Middle row: Lawrence Russo, Bernie Eppa, Romeo Beau-guard, Bill Esterbrooks, Russell Janvrin, Allen Beevers, Robert Sargent.

Front row: John McCormic, Charlie Merrill, Maxie Cohen, Chip Davis, Robert Adams, Ronald Stanwood.



It is believed that this is the dedication of the Police Station in 1930. Photo courtesy of George Cole and Charles Papoulias. From left to right: Jere Quill, Patrick Sweeney, Charles Hussey, James Pike, George Blaisdell, Hartwell Reid, Harry Wilmont, James Hughes, Selectman Joseph Dailey, Martin Proctor, Selectman Russell Murray, John Henry, Selectman Ross French, Police Chief John Cole, Police Matron Sarah Congdon, John Hunt, William McClure, Burton Blaisdell, Chester French, James Kearney, Eugene Berry.

MINISTERS

REVEREND CALEB CUSHING

Reverend Caleb Cushing was born in Scituate, Massachusetts in 1672, settling in Salisbury in 1698. He was ordained November 9, 1698, and was the fourth minister of Salisbury. He married the widow of Reverend James Allen. They lived on land allotted to her by the town after Reverend Allen's death. This land was later purchased by Doctor Jacob Spaulding.

Reverend Cushing died January 25, 1752, at the age of eighty. He was serving the fifty-sixth year of his ministry. He had one son in the Magistrate and two sons in the ministry. Caleb Cushing Jr. was a Salisbury Selectman from 1735-1736 and Town clerk from 1744 until 1750.

The Reverend Cushing was the great-grandfather of the Honorable Caleb Cushing who was born in Salisbury on January 17, 1800 and moved with his family to Newburyport in 1802.

The Honorable Caleb Cushing became a Representative to the General Court of Massachusetts. Cushing was appointed Minister to China in 1843 and in July of the same year embarked from Washington to China in the new steam frigate *Missouri*. Shortly before his departure, he made a speech saying he was, "going to China in behalf of civilization."

Daniel Webster's son, Fletcher, travelled with Cushing

as his secretary. While the party was ashore in Gibraltar, the *Missouri* caught fire and sank. They continued the trip on the frigate *Brandywine* and arrived on February 27, 1844.

In July of that year a treaty of friendship was signed between China and the United States.

In 1852 the Governor appointed Cushing Associate Justice of the Supreme Court of Massachusetts. President Franklin Pierce appointed him Attorney General of the United States from 1853-1857. In 1868, he was sent to Columbia to work with that government to build a canal across the Isthmus. In 1874, Cushing was appointed Minister to Spain by President Ulysses S. Grant.

In 1851 he procured the Charter making Newburyport a city and was their first Mayor from 1851-1852. He died in Newburyport on January 2, 1879 and is buried in Highland Cemetery.

The Cushing Hotel on Ocean Front at Salisbury Beach was named for Caleb Cushing. The hotel opened on June 26, 1897 and was destroyed by fire on September 9, 1913. Cushing Avenue and the Cushing Post Office were also named for him.

The Honorable Caleb Cushing prepared for college at the home of Michael Walsh, a prominent teacher who lived at Salisbury Point. His summers were spent at the home of his great-grand father in Salisbury.

East Parish Church Records
History of Essex County
Collier's Encyclopedic
1984 Newburyport News

THE COLONIAL BURYING GROUND

In August, 1978, the Historical Commission erected a monument in the 1639 Colonial Burying Ground on Beach Road with the names of the first five ministers to serve Salisbury. There were:

| | |
|----------------------------|-----------|
| Reverend William Worcester | 1639-1662 |
| Reverend John Wheelwright | 1592-1679 |
| Reverend James Allen | 1657-1696 |
| Reverend Caleb Cushing | 1672-1752 |
| Reverend Edmund Noyes | 1729-1809 |

The name of Major Robert Pike 1616-1706, also buried at the Colonial Burying Ground, was listed on the monument.

A new sign at the entrance of the Burying Ground was made by Richard Currier.

There are many stones at the cemetery carved by well known sculpturers - Lamson from Charlestown, Massachusetts, Paul Noyes of Newburyport, John Harthahorne, Millicken and Davis.

There are also wolf slabs, so called because they were placed flat over the graves to keep the wolves out.

Quoting from *The History of Amesbury and Merrimac* by Joseph Merrill, 1639:

“The road to the ‘hog house’ is the present one to Hooks Creek. At the junction of this with the beach road is the ancient Burying Ground laid out with the first lots.”

The first parsonage used by the Congregational and Methodist ministers was built in 1750. It was demolished in 1820 and a new parsonage was built near the location of the

present one. In 1906, when Jacob Spaulding was the pastor, it was moved across the lot to its present location on Elm Street. The ministers to serve the church are as follows:

| | |
|----------------------------|-----------|
| Reverend William Worcester | 1639-1662 |
| Reverend John Wheelwright | 1662-1679 |
| Reverend James Allen | 1679-1696 |
| Reverend Caleb Cushing | 1696-1772 |
| Reverend Edmund Noyes | 1772-1799 |
| Reverend Mr. Williston | 1799-1801 |
| Circuit Riders | 1801-1819 |
| Reverend J. Adams | 1819-1820 |
| Reverend B.R. Lewis | 1821 |
| Reverend S.B. Haskell | 1822 |
| Reverend Amasa Buck | 1824 |
| Reverend Leonard Bennett | 1826 |
| Reverend Zenas Adams | 1827-1828 |
| Reverend Joseph Kellum | 1830 |
| Reverend A.W. Aspinwall | 1831 |
| Reverend W.D. Cass | 1832 |
| Reverend A.H. Worthina | 1833 |
| Reverend John Broadhead | 1833 |
| Reverend. Samuel Norris | 1834-1835 |
| Reverend. James Smith | 1836-1837 |
| Reverend Elizah Mason | 1838-1839 |
| Reverend S. Comberland | 1840-1841 |
| Reverend Samuel Prescott | 1842-1843 |
| Reverend Elijah Mason | 1844 |
| Reverend S.S. Matthews | 1845-1846 |
| Reverend Moses Howe | 1847 |
| Reverend B.R. Hayes | 1849 |
| Reverend William Hewes | 1849-1850 |
| Reverend Iva A. Sweatland | 1851-1852 |
| Reverend Silas Green | 1854 |
| Reverend Elihu Scott | 1855-1857 |

| | |
|-----------------------------|-----------|
| Reverend D.P. Leavitt | 1858 |
| Reverend Eleazer Smith | 1859-1860 |
| Reverend Warren Evans | 1861 |
| Reverend Charles Harding | 1862-1863 |
| Reverend R.S. Stubbs | 1864 |
| Reverend J.W. Guernsey | 1865-1866 |
| Reverend John Currier | 1867-1969 |
| Reverend Nelson Bailey | 1870-1872 |
| Reverend H.P. Copp | 1873 |
| Reverend B.W. Chase | 1874-1875 |
| Reverend N.P. Philbrook | 1876-1877 |
| Reverend Jacob F. Spaulding | 1878-1880 |
| Reverend D.W. Downes | 1881-1883 |
| Reverend Jacob F. Spaulding | 1884-1886 |
| Reverend L.P. Causey | 1887-1889 |
| Reverend J.D. Folsom | 1890-1893 |
| Reverend W.R Webster | 1894-1896 |
| Reverend C.W. Taylor | 1897-1900 |
| Reverend George McLucas | 1901-1904 |
| Reverend I.C. Brown | 1905-1907 |
| Reverend W.J. Atkinson | 1908-1909 |
| Reverend Roscoe Sanderson | 1910-1914 |
| Reverend Herbert Quimby | 1915-1916 |
| Reverend Oscar Reynolds | 1917 |
| Reverend Otto Steele | 1917-1918 |
| Reverend Roger Albright | 1918-1919 |
| Reverend C.C. Chayer | 1919-1920 |
| Reverend Elmer F. Newell | 1920-1923 |
| Reverend A.E. Draper | 1923-1928 |
| Reverend Herbert Quimby | 1928-1935 |
| Reverend Reuben Holthaus | 1935-1942 |
| Reverend Charles Maurer | 1942-1944 |
| Reverend William Davis | 1944-1948 |
| Reverend Paul Pixler | 1948-1952 |

| | |
|--------------------------------|-----------|
| Reverend Wilton Grant | 1952-1953 |
| Reverend J. Carl Williams | 1953-1955 |
| Reverend Charles Ellwood | 1955-1958 |
| Reverend M.E. Van Nostrand | 1958-1961 |
| Reverend A. Edward Dougherty | 1961-1965 |
| Reverend L. B. Pennington, Jr. | 1965-1968 |
| Reverend Scott Kittridge | 1968-1969 |
| Reverend Robert Crabtree | 1969-1974 |
| Reverend Alton Mark | 1975-1976 |
| Reverend Jeffrey Kress | 1977-1984 |
| Reverend John Folley | 1985- |

STAR OF THE SEA CHURCH

Built in 1947, the following Pastors have served the church:

Father Henry Evers (first pastor)
Monsignor William Collins
Monsignor Joseph Beatty
Father Edward Harrington
Father Thomas Croke
Father John Murphy
Father Richard Johnson
Father Thomas Morgan (present pastor, 1991)

OTHER INTERESTING FACTS

Among the most eminent and distinguished of the converts to the Baptist Principles was Dr. Samuel Shep-

herd, born in Salisbury's East Parish in 1739.

By profession a physician, he became a minister and was ordained in Stratham, New Hampshire in 1771, and became pastor of the Baptist Church in Haverhill.

Along with the regular Sunday meeting, Dr. Hezekiah Smith of Haverhill and Dr. Shepherd began holding meetings in private dwellings. When those of the Baptist faith from Salisbury, Amesbury and South Hampton became so numerous, the meetings were moved to the home of Jonathan Clough of Salisbury, one and a half miles from Salisbury Village on the Road to Seabrook.

Historical Discoveries, by B.P. Brown

DR. JACOB F. SPAULDING

Dr. Jacob F. Spaulding was born in Hillsboro, New Hampshire on July 11, 1842, the son of Benjamin and Hannah (Barker) Spaulding. His ancestors took part in the Boston Tea Party and fought in the Revolutionary War.

He was educated in Nashua, New Hampshire. After completing high school he worked in a cabinet shop and studied for the ministry in the evening. Dr. Spaulding preached his first sermon in Antrim, New Hampshire in 1870. He also served the churches of New Ipswich, Londonderry, New Hampshire and Hampton, New Hampshire, each time serving the three year limit allowed a methodist minister. He twice served the East Parish Church in Salisbury, 1879-1880 and 1884-1886, and for twenty years he held services during the summer at Hope Chapel on Salisbury Beach. On his 79th birthday Spaulding was tendered a testimonial by the Salisbury Beach Board of Trade, and was presented an

organ for use at the chapel.

During the first term as minister of the East Parish Church in Salisbury he began the practice of medicine, having trained himself by intensive study. For forty years he served the town as a physician, and established a small hospital at Brown's Park on Lafayette Road in which an office call cost 50 cents. He enjoyed being a doctor and eventually gave up much of the church work to devote most of his time to the sick, always with a word of comfort and prayer.

On June 6, 1921, the town named the new grammar school the Jacob F. Spaulding School in his honor. A petition bearing the names of 500 residents, requesting that the school be named for him, was presented by Mrs. Frances Pettingill. George E. Dow, Chairman of the Board of Selectmen, accepted on behalf of the town. The plaque bearing his name was unveiled by the Spaulding grandchildren, and a poem written by Mrs. E.F. Newell, in tribute to the doctor, was read by school principal Julia Noyes. The dedication prayer was given by Reverend E.F. Newell, D.D. of the East Parish Church, and an address was given by Dr. Frank Wright, deputy commissioner of Massachusetts schools.

After the benediction given by Dr. Spaulding, a school reception was held by Chairpersons Mrs. Pettingill and Mrs. Oberg. A smoking jacket was presented to Dr. Spaulding by the school children, and a tea was given by the Salisbury Grange, with Mrs. E.P. Deal as Chairman. In the evening, a bonfire in the park was the grand finale. The townspeople also gathered around a piano for a community sing, with Albert Lunt of Newburyport, as the leader. Miss Esther Merrill was chairman of the bonfire event.

Dr. Spaulding was on the board of trustees of the Anna Jaques Hospital, trustee of the Institute of Savings in Newburyport, trustee of the Putnam Free School, and president

of the Amesbury Electric Light Co.

The Spauldings lived on Mudnock Road, where the Papoulias home is now. Dr. Spaulding died on October 17, 1921 at the age of 79. He and his wife had been married for 54 years and had six children. She died in 1918. They left a son, Charles Spaulding of Watertown, MA, three daughters, Mrs. G.N. Frothingham and Mrs. Frank Brown of Salisbury, and Mrs. Max J. DeRochemont of New Rochelle, NY. They had 16 grandchildren and 7 great-grandchildren.

A TRIBUTE TO DR. SPAULDING

Minister, Doctor, and Friend.

Through forty long years you have been

Caring for the souls once sick in sin;

Caring for bodies by pain low laid;

No call unheeded but cheerfully made.

A Friend to the friendless, a helper in need-

Minister, Doctor, and Friend.

Minister, Doctor, and Friend.

Your love for our town has been strong and sweet.

The calls have been many for your willing feet;

Your generous hand, your ready smile

We'll miss when you leave us after a while

Our friend of the friendless, our helper in need.

Minister, Doctor, and Friend.

Minister, Doctor, and Friend.

We pause for a moment in the life to bring

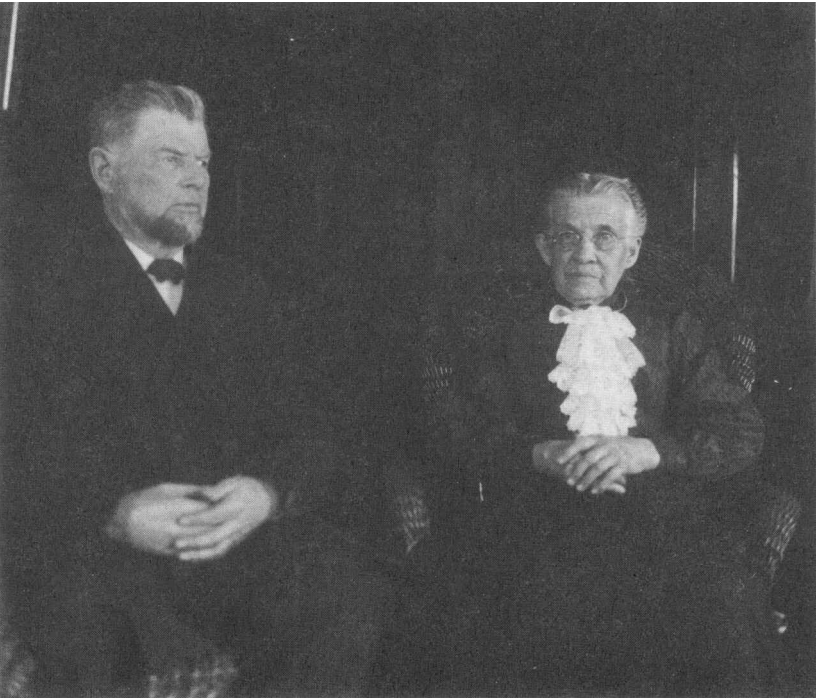
This tribute to you whose honor we sing

We blazon these words both high and clear

And hold you always in memory dear

Our friend to the friendless, our helper in need-

Minister, Doctor, and Friend.



Dr. Jacob Spaulding and his wife, Delia, at their home on Mudnock Road on their 50th Wedding Anniversary, April 7, 1914. Photo courtesy of Peggy Crooks, great granddaughter to the couple.

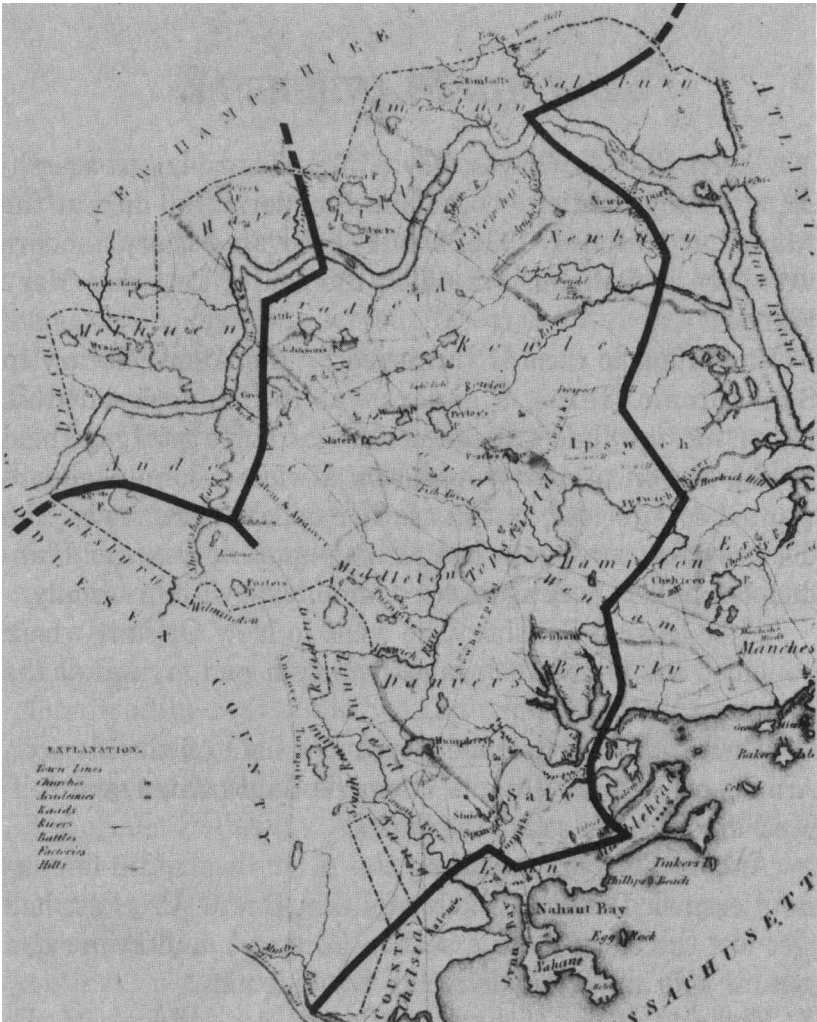
MILITARY

WASHINGTON AND LA FAYETTE

George Washington passed through Salisbury on Saturday, October 31, 1797 on his way to Portsmouth. In his journal he writes, "After breakfasting with Mr. Dalton in Newburyport, and to avoid a wider ferry, more inconvenient boats and a piece of heavy sand, we crossed the river at Salisbury, two miles above and near that further - and in three miles came to the line which divides the state of Massachusetts from that of New Hampshire."

"We stopped at Kittery, then left Portsmouth Wednesday November 4, reaching Exeter at 10:00 a.m. Then on to Kingston and Haverhill. At sunrise set out across the Merrimack River to Bradford and arrived at Abbots Tavern in Andover."

The Marquis de La Fayette passed through Salisbury on September 1, 1824. Thereafter, Lafayette Road was named in his honor.



President George Washington's route through Essex County.

JOHN FLANDERS

In April 1988, A. Wayne David of Salisbury began searching for information about John Flanders, who died at the Alamo on March 6, 1836. David discovered that Flanders was born in Salisbury in 1799, the son of Levi and Mary Flanders.

According to records furnished by the Alamo library in San Antonio, Texas, Flanders was in business with his father, but they had an argument regarding a mortgage held by the son on property owned by a widow. John Flanders wanted to foreclose, but his father opposed the move. The disagreement grew into bad feelings and the younger Flanders left home never again to communicate with his family.

After leaving Salisbury, he went to New Orleans where he joined the famous Gonzales Regiment and arrived at the Alamo on March 1.

There were 182 defenders trying to fight off the Mexican Armies of General Antonio Lopez de Santa Anna, the self-proclaimed "Napoleon of the West."

Among the 182 defending the Alamo were the famous frontiersmen David Crockett and Jim Bowie. Crockett had just lost the election for a seat in Congress, and Bowie had lost his wife and family in a cholera epidemic.

The entire siege of the Alamo lasted eleven days with the 182 men holding off a band of 2,400 Mexicans until the very end. The story of the Alamo can be found in the book, *A Time to Stand*.

The year 1986 was the 150th Anniversary of the Alamo, one of the country's most celebrated battles. In 1989 the Salisbury Historical Commission honored John Flanders with a plaque that hangs in the Public Library.

SALISBURY SERVICEMEN

A monument honoring Salisbury's Civil War Veterans was placed on the green in Salisbury Square by the Historical Commission. It was dedicated in a special memorial service on May 17, 1981. A plaque on the boulder bears the names of the men who served. Research for these names was performed by Carolyn Sargent, chairman of the Historical Commission.

The Honor Guard from the Salisbury Police Department, Boy Scouts of Troop 38, and the Continental Navy of Newburyport marched from the American Legion Home which was then on Elm Street, to the green. Boy Scout flag bearers were Gerald Coyman, Brian Vedrani, Andrew Fowler and Gary Bowlen.

Following the flag raising ceremony, Father Thomas Morgan of the Star of the Sea Church offered the invocation. The unveiling of the monument was performed by Pack #37 Cub Scouts, David Morrill and Eric Dupray.

Former Salisbury selectman Walter Morse expressed grateful appreciation to the Historical Commission for perpetuating the memory of Salisbury's noble servicemen. State Representative Nicholas Costello, in his remarks, noted the youth of the soldiers and called them "the pride of the North, the pride of the nation and the pride of Salisbury." The Continental Navy performed the Rifle Drill "Four Points of the Compass."

The placing of the monument was accomplished with the help of several local people: Dan Bolduc selected and set the stone; Norman Snow attached the plaque; James Pike of the Park Commission selected the shrubbery, which was planted around the boulder by Robert, Harold and Gordon Sargent.

REVOLUTIONARY WAR 1775

Those who served in the army during the Revolutionary War:

* Died in Service

| | |
|------------------------|------------------------|
| Allen, James M. | Bradbury, William H.H. |
| Allen, John. | Bragoon, George W. |
| Allen, John B. | Brooks, John |
| Andrews, Stephen N. | Brown, Alva |
| Appleton, C.A.J. | Brown, Harrison |
| Arthur, Hugh | Brown, Henry M. |
| Austin, Amos P. | Brown, John |
| Bagley, Albert D. | Brown, Josiah F. |
| *Barnard, Edmund E. | Brown, Stephen |
| Barnard, George H. | *Burnett, Robert Jr. |
| Bartlett, David B. | Burgen, John |
| Bartlett, Elias P. | Campbell, Charles |
| Bartlett, Jacob | Campbell, George A. |
| Bartlett, Moses N. | Campbell, James H. |
| Barry, James | Campbell, William |
| Batchelder, George | Cammett, Francis E. |
| Batchelder, Steven s. | Cammett, J. Plummer. |
| Beede, James H. | Carr, George W. |
| Berry, John C. | *Carr, Joseph |
| Berrey, Charles O. | Carr, Joseph |
| Blackstock, David E. | Carruthers, James O. |
| Blaisdell, Jonathan E. | *Christian, George W. |
| Blake, Simon F. | Clark, David T. |
| Blasdell, John | Clough, Benjamin S. |
| *Booth, Job | Coffin, John W. |

Coffin, William O.
Coffin, Samuel
Colby, Charles R.
*Colby, Francis B.
Colby, John B.
Colby, John G.
Colby, John L.
Colby, Joseph
Collins, Enoch
Collins, Jacob B.
Collins, Joseph A.
Collins, Joseph H.
Collins, Warren P.
Cowen, John
Currier, Jonathan B.
Currier, Richard L.
Currier, William H.
Corliss, William H.
Curtis, George A.
Davenport, Simon H.
Davison, John
Dolan, James
Donavan, Timothy
Dow, Aaron M.
Dow, Enoch S.
Dow, Charles W.
Dow, George W.
Dow, John Jr.
Dow, Joseph N.
Dow, Lowell M.
Dow, Moses F.
Dow, Stephen
Dow, William H.
Dowdell, Henry L.
Driscole, Timothy
Duncan, Edward W.
Dunnell, John D.
Eaton, Gustavus H.
Eaton, Joseph M.
Eaton, Joshua W.
Eaton, Samuel
Elkins, Alphonso D.
Emery, James A.
Evans, Benjamin F.
Evans, George H.
Exley, Thomas
Falis, Alonzo
Felrh, Albert B.
Fifield, Nathaniel
Flanders, Charles E.
Flanders, George E.
Flanders, Wallace W.
Flanders, Walter W.
Fogg, Charles H.
French, Davis
Frost, Newell
Fullart, John S.
Gaitte, Hugh
Gale, Dudley D.
George, Robert B
Giddings, William H.
Gilbert, Fredrick
Gillis, Hugh
Gillmore, Bradford
Glispen, Michael R.
*Goodwin, James Jr.

Goodwin, John F.
Greely, Jeremiah A.
Greeley, Samuel
Greenleaf, William M.
Guild, Abner
Hammond, William B.
Hatch, Mansfield P.
Haywood, Orrin T.
Healy, Eldridge A.
Henshaw, James
Hessien, Timothy
Hessien, Thomas
Herbert, George
Higgin, George
Horsey, John R.
Hoyt, William N.
Hunt, Charles W.
Huggins, Frerick F
Jackman, Francis A.
Johnston, Duncan
Jones, Jabez S.
Jones, John
Jones, Thomas
Jones, William B.
Keller, John
Kelly, James
Kelly, William
Kendrick, Cyprus E.
Knight, William H.
Lamb, Thomas
Lamprey, Emery M.
Lamprey, Newelle
Lawrence, George
Lehman, Charles
Lewis, Alvin
Lewis, Richard
Locke, Andrew H.
Love, John
Lowell, Frerick E.
Lundberg, George A.
Lynskey, Dennis
Lynch, Jerimiah
Mansfield, John B.
Manson, George T.
Marlow, James.
Martin, James
McCarthy, John
McDonald, Thomas
McGinley, John
Meara, W.H.
Merrill, Edwin I.
Merrill, George W.
Merrill, Levi J.
Merrill, Perkins
Merrill, Trueman
Moody, Charles
Moody, Gardner L.
Moody, William Jr.
Morrill, Albert
Morrill, Frank P.
Morrill, John
Morrill, John B.
Morrill, John C.
Morrill, John G.
Morrill, George A.
Morrill, George B.

Morrill, George G.
Morrill, George W.
Morrill, Leonard
Morrill, Samuel L.
Moundorf, John
Moulton, Edwin A.
Moulton, Charles T.
Mullen, William
Mulloway, James
Nickolson, William
O'Neal, Michael
Osgood, Charles E.
Osgood, M. Webster
Osgood, Timothy
Osgood, Warren
Page, David
Page, John
Page, William H.
Paisley, William H.
Patten, Albert W.
Pearson, Stephen C.
Peation, Patrick
Perry, Felix D.
Pettingill, William S.
Perkins, Asa E.
Perry, Charles H.
Phillips, Charles T.
Pickering, John D.
Pike, Amasa
Pike, Aaron
Pike, Edwin T.
Pike, George
Pike, Hiram
Pike, Isaiah F.
Pike, John A.
Pike, John N.
Pike, Joseph S.
Pike, William H.H.
Powers, Patrick
Quimby, John N.
Ramsdell, Charles L.
Randall, Henry
Reisa, William
*Rich, Charles T.
Ritter, Adolph
Roberts, Charles O.
Roberts, George N.
Roley, Stephen
Rollins, James B.
Ross, James
Ruddock, Horace
Sanborn, Harvey
*Sanborn, Theophilus
Shaw, Edward L.
Shaw, Jesse W.
Shaw, William
Schmidt, Joseph
Schmidt, William
Schonhutte, William
Schooff, Robinson, N.
Shean, John
Shehan, Napoleon T.D.
*Smiley, Joseph L.
Smith, James
Smith, Justin
Smith, Zadoc H.

| | |
|----------------------|---------------------|
| Stevens, James | True, Jacob E. |
| Stevens, James | Tucker, Charles L. |
| Stevens, Samuel | Tucker, John C. |
| Stevenson, John | Wade, William |
| Stevenson, Joseph H. | Walton, William |
| Stoker, John | Wadleigh, Henry K. |
| Storey, Fredric G. | Welch, Thomas |
| Swett, Nathaniel D. | Wells, J. Russell |
| Tate, George | West, Charles |
| Tibbetts, Calvin E. | Willey, Thomas B. |
| Tibbetts, William H. | Williams, John |
| Tilton, Jonathan K. | Whipple, John |
| Titcomb, Smith | Woodman, S. Foster |
| Thurn, John | Worthen, Charles T. |
| *Trode, Henry | Wright, Abraham |
| True, George P. | |

THE NAVY REBELLION

The following served in the Navy during the rebellion:

| | |
|--------------------|---------------------|
| Colby, George W. | Lowell, Simeon |
| Condon, Edward | Oakes, William |
| Foot, Denville | Page, Daniel |
| George, Herbert W. | Pettengill, John S. |
| George Merrill | Pike, Herbert K. |
| Jones, William V. | Rowell, James P. |
| Kennison, James | Wadleigh, John W. |
| Lamb, David | Weils, Henry P. |
| Lamprey, Oliver | Williams, F. |

THE CIVIL WAR

The following served in the Civil War: * Died in Service

| | |
|------------------------|----------------------|
| Allen, John | Brown, Alvah |
| Andrews, Stephen H. | Brown, Harrison |
| Armstrong, James R. | Brown, John J. |
| Arthur, Hugh | Brown, Josiah |
| *Bagley, Jacob C. | Brown, Stephen H. |
| Bagley, Thomas W. | Buchanan, Francis H. |
| Barnard, Edmund E. | Burgeon, John |
| Barry, Charles H. | Burton, John |
| Barry, James | Cammett, Frank E. |
| Barry, John C. | Cammett, Plummer J. |
| Bartlett, David B. | Campbell, Charles |
| Bartlett, Elias P. | Campbell, George A. |
| Bartlett, Jacob B. | Campbell, James H. |
| Bartlett, Moses M. | Carlton, William C. |
| Batchelder, George E. | Carr, John. |
| Beede, James H. | Carr, Joseph |
| Berry, Charles | Caruthers, James O. |
| Blaisdell, John | Charles, Isaac |
| Blaisdell, Jonathan E. | Christian, George |
| Blake, Charles. | Clark, David |
| Booth, Job | Clough, Benjamin S. |
| Boyd, Daniel | Clough, Henry |
| Boyd, Lewis | Coffin, John W. |
| Bradbury, William H.H. | Coffin, Samuel |
| Bray, Alvin | Colby, Charles K. |
| Brogdon, George W. | Colby, John C. |
| Brooks, John | Colby, John D. |

Colby, Joseph
Colby, William C.
Collins, Enoch M.
Collins, Jacob B. Jr.
Collins, John H.
Collins, Joseph A.
Collins, Joseph W.
Collins, Nathan W.
Collins, Robert
*Collins, Warren P.
Collins, William H.
Coliss, William
Collyer, William T.
Cowan, John
Craig, Harvey
Crosby, Henry W.
Currier, Charles
Currier, Jonathan B.
Currier, William H.
Curtis, George A.
Dandley, John
Davis, John
Dearborn, Samuel
Dennett, Scwall
Donnavan, Timothy
Dow, Aaron M.
Dow, Abraham
Dow, Charles W.
Dow, George
Dow, John
Dow, Joseph N.
Dow, Lowell
Dow, Moses
Dow, Stephen
Dow, William
Dowdell, Henry L.
Driscoll, Timothy
Duncan, Edward W.
Eaton, Benjamin
Eaton, Charles
Eaton, Joseph
Eaton, Joshua W.
Eaton, Samuel
Elkins, Alphonse D.
Emery, James A.
Emory, James A.
Evans, Benjamin F.
Evans, Frank
Evans, George H.
Falls, Alonzo
Felch, Albert B.
Fields, Thornton
Flanders, Charles
Flanders, Wallace W.
Flanders, Walter W.
Follert, Johns S.
Frederick, Lowell E.
*French, Davis
French, Nicholas
Frost, Newell
Fullford, Johnathan
Gale, Dudley E.
Gale, Lloyd G.
Galle, Hugo
Gay, James
Geynan, Nicholas

Giddings, William
Gilbert, Frederick
Gillis, Hugh
Gilman, Samuel E.
Glespin, Michael R.
Goodwin, James
Goodwin, John
Graves, Elbridge
Greeley, Jere
Green, James
Greenleaf, William M.
Hammond, William
Healey, Elbridge A.
Hessian, Thomas
Higgins, Patrick
Hinkson, Benajmin
Huggins, Frederick F.
Humphrey, Emery M.
Hunt, Charles
Hunt, William F.
Jackman, Francis A.
Janvrin, Joshua
Johnson, Jacob G.B.
Jones, Jabez
Jones, John
Jones, William B
Kelley, James
Knowles, Lewis
Knowles, Moses
Lamprey, Emery
Lamprey, Newell, E.
Lehman, Charles
Lewis, Alvin
Lieber, Henry
Lieber, John
Linsburg, George H.
Linsky, Dennis
Littlefield, Wallace B.
Locke, Andrew H.
Love, John
Lundberg, George H.
Manser, John
Manson, George F.
Martin, Dean R.
Martin, James
McDonald, Thomas
McGinley, John
McLeod, Edward
Merrill, Edwin I.
Merrill, George W.
Merrill, Levi J.
Merrill, Perkins
Merrill, Truman
Mondorf, John
Moody, Charles
Moody, Gardner
Moody, Henry
Moody, William
Moore, Barnard
Morrill, Albert
Morrill, Daniel
Morrill, David C.
Morrill, Enock
Morrill, Estrick
Morrill, Frank P.
Morrill, Frank T.

Morrill, George A.
Morrill, George H.
Morrill, George W.
Morrill, Leonard N.
Morrill, Samuel L.
Morse, Wingate
Moulton, Charles T.
Moulton, Edwin
Mullen, William
Mullooney, James
Oakes, William
O'Neil, Michael J.
Osgood, Charles E.
Osgood, Warren
Paddock, James M.
Page, William
*Paisley, William H.
Parker, John
Parry, Felix D.
Patten, Albert W.
Peel, Charles F.
Pettengill, William
Phillips, Charles
Pickering, John D.
Pike, Aaron
Pike, Alfred
Pike, Amasa
Pike, Edwin
Pike, George
Pike, Gile
Pike, Herbert K.
Pike, Hiram
Pike, Isaiah F.
Pike, James
Pike, John B.
Pike, John M.
Pike, John N.
Pike, Joseph S.
Pike, Otis
Pike, William H.
Powers, Patrick.
Ramsdell, Charles
Rand, George L.
Randall, Henry
Robertson, Charles, O.
Robinson, Charles
Roope, Nicholas.
Ross, James
Ruddock, Horace.
Sampson, Colby
Sanborn, Harvey B.
Sanborn, Theophilus
Sargent, George C.
Sawyer, Albert T.
Sawyer, John.
Schaff, Frederick
Schoff, Robinson, N.
Schmidt, William
Schonutte, William.
Shaw, Edward L.
Shaw, William.
Shean, John
Smiley, Joseph L.
Smith, Enoch O.
Smith, James.
Smith, Zodoc, H.

Stearns, Joseph O.
Stevens, Batchelder
Stevens, Samuel Jr.
Stevenson, John
Stone, Fred J.
Storey, Frederick G.
Storey, John T.
Sweet, Nathaniel O.
Thorn, John
Thorne, John
Tibbetts, Calvin E.
Tibbitts, James E.
Tibbets, William B.
Tilton, Jonathan
Titcomb, Smith
Trodd, Henry

True, Jacob E.
True, Samuel
Tucker, Charles I.
Tucker, George J.
Tucker, John C.
Wade, William
Wadleigh, Henry K.
Walton, Edwin
Walton, Joseph H.
Walton, William
Wells, Job R.
West, Charles H.
Wilkinson, James O.
Woodman, Stephen F.
Worthen, Charles T.
Wright, Abraham

WORLD WAR I

The following men and women served in World War I.

Beevers, Alfred E.
Beevers, Frank A.
Bragg, Eva
Bragg, Frank T. Jr.
Brown, Clarence
Brown, Frank A.
Buswell, John W. Jr.
Charles, Willard A.
Coffin, Frederick S.
Cole, Benjamin W.

Cole, Edward M.
Cole, Harmon
Cole, Harry
Congdon, Harold F.
Connors, Walter B.
Copeland, Philip H.
Copeland, William J.
Cote, Arthur J.
Cronin, Frank J.
Cronin, James

Cronin, Raymond
Dickie, Ralph G.
Dow, Charles A.
Downs, Frank O.
Downs, Horace S.
Eaton, George S.
Ford, Joseph F.
Fortin, Ernest
Frazer, Robert B.
French, Everett L.
George, Fred W.
Gibbons, Edward C.
Gibbons, Ronald S.
Goodridge, Loring
Greenlaw, Clifford C.
Hogdon, Edward F.
Hosmer, Ralph C.
Hunt, Frank E.
Hunt, John N.C.
James, Alfred
Johnston, Charles J.
Johnston, Ralph H.
Jones, Arthur W.
Jones, Jabez P.
Knowles, Fred C.
Knox, Leonard C.
Lake, Edward C.
Lamprey, George E.
Mac Connell, Roy I.
Masterman, Charles
McIntyre, Harold E.
McLaughlin, Dean
Merrill, Irving N.
Merrill, Millar W.
Merrill, Ralph D.
Mitchell, Gilbert
Oliver, William
Pike, Charles D.
Pike, Everett H.
Pike, Harry E.
Reynolds, Oscar W.
Rich, Everett E.
Rich, Herman L.
Richardson, Myron T.
Sargent, Elmer F.
Searle, Fred H.
Stone, Joseph E.
Sweeney, John T.
Taylor, Easton A.
Taylor, Weston E.
True, Fred L.
True, Herbert E.
True, Walter P.
Twombly, Fred J.
Wilmot, Herbert W.
Wilmot, Oswald F.
Woodard, Harry

WORLD WAR II

The following men and women served in World War II
*Died in service

| | |
|-----------------------|--------------------------|
| Albers, Joseph F. | Carter, Lawrence I., Jr. |
| Allard, Kenneth W. | Carter, Walther F. |
| Allard, Leonard H. | Carter, Warren F. |
| Anderson, Albin M. | Carbone, Carmen |
| Arthur, Muriel | Carroll, Eugene C. |
| Arthur, Robert E. | Chaisson, Charles S. |
| Ballantine, John M. | *Champoux, Donald S. |
| Barlett, Caroll P. | Chapin, George T. |
| Bartles, William W. | Chapman, Walter J. |
| Barrett, Ralph W. | Charles, Willard C. |
| Beevers, Charles H. | Charles, Joseph A. |
| Berry, Charles F. | *Charles, William S. |
| Bickford, John S. | Chatfield, Charles M. |
| Blaisdell, Emma J. | Chretien, Roland D. |
| Blaisdell, Harley B. | Chretien, William H. |
| Bolduc, Alphonse J. | Clark, Glenn C., Jr. |
| Bowe, John | Clarke, Pauline |
| Bowser, Gordon P. | Clarke, William T. |
| Brady, Rose M. | Coffey, Humphry E. |
| Brault, Robert J. | Collis, Albert E. |
| Bridges, Chauncey C. | Collis, Stanley F. |
| Brown, Donald B. | Congdon, Harold E. |
| Buswell, Marvin T. | Copeland, William P. |
| Buswell, Joseph R. | Corbin, John W. |
| Campbell, Edward V. | Cote, Roland D. |
| Caramagno, Anthony J. | Cote, Roland H. |

Cumming, Richard
Croteau, Albert
Crooks, Frank
Curran, Earl R.
Currick, Raymond A.
Currier, Robert P.
Danielson, Harold
Danileson, Charles A.
Daigle, Edward N.
Dean, Eugene J.
Decie, William N.
Dow, Burton R.
Dow, Ernest F. Jr.
Dow, Donald W.
Dow, Fredrick D.
Dow, George R.
Dow, John a.
Dow, Merrill G.
Dow, Randolph C.
Dow, Richard G.
Downs, Frank R.
Downs, John f.
Downs, Wilfred S.
Dore, Leland P.
Doyle, Joseph E.
Drew, Louis F.
Eaton, Charles A. Jr.
Eaton, Ellsworth M.
Eaton, Herman W.
Eaton, Kenneth M.
*Eaton, Lawrence W.
Eaton, Lowell E. Jr.
Eaton, William M.
Estabrooks, William
Felch, Bernard R. Jr.
Felch, Edward J.
Fellow, Everett L.
*Flaherty, John W.
Flaherty, John W.
Flanders, Everett L.
Folsom, Donald E.
Foote, Edward
Forget, Lionel L.
Forget, Charles E.
Forget, Joseph V.
Forget, Frank W.
*Forget, Nelson V.
Fortin, Alfred J.
Fortin, Eugene H.
Fortin, Fernand E.
Fournier, Charles E.
Fowler, Ernest H.
Fowler, Willard A.
Fowler, William L.
Fowler, George O. Jr.
French, Leonard H. Jr.
French, Everett L. Jr.
French, Wesley E. Jr.
Frost, Earl F.
Frothingham, Everett
Fulford, John M.
Gagnon, Albert L.
Gagnon, Nelson W.
Gagnon, Roland P.
Gagnon, Simeon J. Jr.
Gebo, John F.

Gendrau, Edmund W.
George, Alvin R.
Geroge, Blanche L.
Gilman, Albert N.
Gilman, Alfred P.G.
Gilman, Elizabeth
Gilman, Hetor W.
Goodridge, Allen B.
Goodridge, Harry H.
Gormley, James W. Jr.
Gurney, Paul L.
Haggerty, Charles L.
Hannagan, Wilbur R.
Hanson, Howard K.
Harvey, Richard C.
Hatch, Chester W. Jr.
Hatch, Irma R.
Hawkes, Vincent e.
Hersey, Henry R. Jr.
Hewett, Malcom J.
Heywood, William C. Jr.
Hill, Charles R.
Hill, Harrison A. Jr.
*Hogan, Barbara J.
Hogan, Ronald L.
Holstrom, Theodore A.
Hopkinson, Charles E.
Horgan, John F.
Horgan, Elphege J.
Hunt, James H.
Hunt, Emery N.
Hunt, Frank E. Jr.
Hunt, James H.
Hunt, John M.C.
Hunt, William I.
Huff, Clinton F.
Hussey, Donald A.
Hussey, Edgar W.
Hussey, Norman R.
Kaplan, Louis s.
Kearney, Newey F.
Kearney, John V.
Kellett, George C.
Kenney, Thomas J.
Kennedy, James A.
Kershaw, Raymond
Klien, Ralph J.
King, Bertly L.
King, Malcolm
Langlois, Armand J.
Leclair, Albert P.
Lesage, Charles F.
L'Hereux, Jaques B.
MacLellan, Roderick J.
Maganas, Peter J.
Masoxi, Paul N.
Maurer, Charles D. Jr.
Maxwell, Henry L.
McLaughlin, Gordon B.
McLaughlin, John E.
Merrill, Walter H.
Miller, George G.
Minsky, Sidney A.
Mitchell, Gilbert
Moghabghab, Shafeek
Moaratty, Harold O. Jr.

Mondalto, Joseph G.
Moore, George T.
Morse, Ernest N.
Morse, Leon N.
Morrill, Otis O.
Morrissette, Donald E.
Morrissette, Edmund
Murray, Alfred H.
Murray, William E.
Nabhan, Edward K.
Nealand, Lloyd C.
Needham, Wayne B.
Nichols, Stephan E.
Noyes, Raymond S. Jr.
*Olliver, Lloyd B.
Papoulias, Charles L.
Papoulias, John L.
Papoulias, Nicholas
Papoulias, William
Pattavina, Paul
Patten, James A.
Patterson, Clifford W.
Patterson, Wesley C.
Pearson, Herbert P.
Peel, William H.
Penniman, John E.
Penniman, Leo
Perkins, Clayton E.
Perkins, Clifton L.
*Perkins, Irving R. Jr.
Perkins, Walter E. Jr.
Perkins, Warren A.
Perron, Robert R.
Petralia, Samuel
Pickard, Charles R.
Pierce, Daniel B. Jr.
Pike, Burwell E.
Pike, Clinton T.
Pike, Erwin H.
Pike, George D. Jr.
Pike, Harry E. Jr.
Pike, James H. Jr.
Pike, Jeremiah C.
Pike, Kenneth W.
Pike, Norman P.
Poor, Mildred E.
Portier, Dorothy M.
Porter, Milton S.
Pow, John F.
Proctor, Warren R.
Puglia, John H.
Randall, Calvin C. Jr.
Randall, Francis G.
Reda, Anthony R.
Reid, James E.
Reynolds, Elvington s.
Roblee, John L.
Romeo, Rocco
Rowe, Samuel D. Jr.
Rusk, Harold J.
Sanborn, Adna P.
Sanborn, Jack G.
Sargent, Alfred V.
Sargent Robert P.
Schreder, Howard C.
Searle, Lloyd H.

Shearer, Lester R.
Sheehan, Eugene
Shute, Edward
Smart, Charles
Smith, Frank W.
Smith, George A.
Smith, Robert V.
Snyder, Frank A.
Soloman, Donald
Soloman, Clyde
Spooner, Everett L.
Souliotis, Peter T.
Souther, Frank H.
Souther, Furmer H. Jr.
Souther, Lillian I.
Souther, Richard S.
St. Armand, Doris C.
St. Armand, Paul R.
*St. Armand, Walter D.
Stanley, George F.
Stanley, Samuel
Stevens, John A.
Stone, Barbara J.
Stone, Joseph E. Jr.
Sturgis, Benjamin M.
Sturgis, Chalres L.
Swasey, Edward T.
Taylor, Arthur W.
Taylor, Easton A. Jr.
Thomas, Joseph
Thomas, Roland P.
Tindle, Audrey
Tindle, Floyd M.
Titcomb, Harland F.
True, Bruce C.
True, Charles F.
True, Everett A. Jr.
True, John H.
True, Herbert E. Jr.
Twombly, Fred J.
Twombly, Martin
Walker, Kenneth C.
Warren, Alice
Warren, William H. Jr.
Warner, Charles H.
Welch, Ernest R.
Welch, Edward F.
Welch, Harold, W.
Welch, Louis N.
Welch, Samuel F.
Welch, Victor R.
Welch, Karl R.
Welch, Willfred
Wheeler, Wellesly P.
Wilmot, John C.
Wood, Everett F.
Wood, Harold P.
Woodard, Henry H. Jr.
Woodard, Fred P.
Woodard, Warren N.
Woodman, William P.

KOREAN WAR

The following men and woman served in the Korean War.

| | |
|---------------------------|--------------------------|
| Ackerman, Donald N. | Hill, John A. |
| Baker, Richard B. | Hiskey, Daniel J. |
| Beevers, Frank A. | Janvrin, Daniel E. |
| Bickford, Robert M. | Johnson, Albert J. |
| Bishop, Fred S. | Jones, William W. |
| Brown, Hollis T. Jr. | Kearney, James F. Jr. |
| Cedar, Earle W. | Knowles, Carroll H. |
| Chenney, Earle J. | Landeck, William E. |
| Clark, Sylvia H. | Lattime, Carl W. |
| Cole, Benjamin W. Jr. | Longo, Paul E. |
| Creasey, Charles R. Jr. | May, Samuel E. Jr. |
| Currier, Jean | Marsolais, Jacqueline E. |
| Daigle, George J. | McClure, Arthur R. Jr. |
| Danielson, Charles H. Jr. | Merrill, Charles E. |
| Dow, Frank H. | Moore, Benjamin E. |
| Eaton, Charles L. | Moorehouse, Richard V. |
| Eaton, Manfred L. | Morehouse, Robert T. |
| Eggleston, Herbert C. | Morrill, Charles A. Jr. |
| Evans, John F. | Mulcahy, Francis D. Jr. |
| French, Linwood W. | Mulcahy, Ralph P. |
| Fowler, Carl A. | Murphy, Raymond A. Jr. |
| Furbush, Ralph M. | Murray, George R. |
| George, Warren L. | Papoulias, Alexander |
| Gould, Richard A. | Papoulias, Anthony L. |
| Hall, John R. | Penniman, Charles J. |
| Henry, John W. Jr. | Pike, Charles E. |

Pike, David B.
Pike, Charles S.
Pike, James H. Jr.
Pike, Robert
Ross, Walter E.
Scovill, Carleton C.
St. Cyr, Charles A.
Souliotis, Theodore R.
Stanley, George F.

Stevens, Burley C.
Sullivan, James W.
Tapin, Carol V.
Tilton, Russell C.
Tindle, Robert F.
True, Franklin E. Jr.
True, Murl J.
Welch, Robert E.

Out of the depression and into the rumbles of war, the men and women of Salisbury were called once again to bear arms for their country: World War II, Korean War and Vietnam! They did so with honor.

VIETNAM WAR

The following men and women served in the Vietnam War.

Allen, Herbert M. Jr.
Atherton, Peter A.
Bayco, Andrew N.
Barrett, James E.
Bamford, Gary G.
Bean, Richard F.
Blaisdell, Ernest E.
Bramhall, Russell G. Jr.
Champagne, Denis A.
Christian, George
Chapin, Robert P.
Cole, Benjamin W. Jr.

Daigle, Francis P.
Desmond, Stephen W.
Dow, Robert B.
Drew, David W.
Eaton, William M. Jr.
Eggleston, Gregory B.
Estabrooks, Wm. R. Jr.
Farrell, Michael O.
Farrell, Thomas E.
Felch, Edward F.
Felch, Charles A.
Ferrisco, Anthony, N. Jr.

Fish, Donald A.
Fish, Henry D.
Fish, Richard A.
Flaherty, Richard
Foti, Stephen P.
Foti, Paul S.
Fowle, Melvin D.
Fowler, George O. III
Fowler, Arthur W.
French, Paul E.
Frothingham, Robert L.
Furbush, Melvin A.
Fyfe, Peter J.
Gaynor, Charles J.
Gaznick, Anthony N.
Gilman, Jeffrey P.
Gilman, Charles M.
Goudreault, Philip G.
Greaney, Paul G.
Hamel, Stephen P.
Hamel, Frank N.
Hatch, Richard G.
Hatch, Chester W.
Jackman, Carl F.
Jackman, Henry F.
Jackman, Kenneth M.
Janvrin, Edward T.
Janvrin, Russell A.
Jones, David G.
Jones, Stephen A.
Kearney, Newey F.
Kelly, Douglas J.
Lake, Emery W.
Landeck, Warren
Langmaid, Frank R.
Lavoie, Phillip K.
McLaughlin, Charles E.
Marsolais, Francis L.
Marsolais, Richard L.
Mason, Paul N. Jr.
Morrill, Peter R.
Morse, Paul E.
Philcrante, Jeffry R.
Pike, Gordon L.
Pike, Russell N.
Pike, Thomas J.
Quill, Jere J.
Reda, Richard A.
Richard, Donald F.
Ryan, David W.
Schnieder, Regis G.
Scholtz, William d.
Shook, John K.
Shook, Karl T.
Shore, Randall L.
Snow, Norman F. Jr.
Souliotis, Peter T. Jr.
Souliotis, Robert E.
Souther, Alan L.
Souther, Ernest P. Jr.
Sprague, Kenneth N.
Stanley, Henry R.
Stevens, Burley C.
Sullivan, James W.
Sutherland, Richard C.
Talas Peter S.

Thayer, Bradley C.
True, Frank E. Jr.
True, Henry G.
Watson, Paul G.
Welch, Gary D.
Welch, Henry C.
Welch, Robert E.

Willard, Raymond R.
Wilmot, Richard G.
Wilmot, Robert N.
Wood, Russell W.
Young, Manuel
Young, Ronald C.
Young, Timothy R.

PROMINENT CITIZENS

ANDREW GREELEY

Andrew Greeley was first on the records in Salisbury in 1640. He settled in the part of Salisbury that is now Seabrook, New Hampshire. He built a mill run by three successive Andrew Greeleys.

Samuel Greeley, fourth descendant from Andrew the pioneer, lived in a large house on Elm Street, Salisbury. Tradition says the family hid in closets on the second floor when Indians were roaming about the house.

From here descendants migrated to New Hampshire. Horace Greeley was born in Amherst, New Hampshire in February 1811. At the age of fourteen he became an apprentice on the "Northern Star" at East Poultney, Vermont. Greeley later worked for printers in New York and Pennsylvania. In 1834 he founded the *New York Weekley*, in 1835 the *New York Tribune*, and was also the author of several books. Horace's accomplishments were outstanding when considering his small amount of formal education.

Adolphus W. Greeley, another branch of the family, was born in Newburyport in 1844. At the age of seventeen he volunteered as a Private in the Union Army and rose to the rank of Major during the Civil War. He was commissioned Second Lieutenant in the regular Army in 1867 and assigned to the signal service. In 1881 he was appointed to command an expedition to the Arctic to establish a meteorological station.

logical and magnetic observation post.

Adolphus was made a Brigadier General and became Chief Signal Officer of the Army, developing the telegraph systems of Puerto Rico, Cuba, Alaska and the Philippine Islands.

The Greeley farm on Elm Street was once the Allen homestead. Judith Allen married Samuel Greeley and it was there they made their home. It is said that Judith's grandfather, Allen, almost ninety years old and nearly blind, would go to the fields on his hands and knees to feel if the rows of corn were straight.

During the Revolutionary War, Samuel Greeley was commissioned with General Stark at the Battle of Bennington, and in 1777 and 1778 served with Washington at Valley Forge. He was honorably discharged, but the hardships of war left him in poor health. After a long illness, he died at the age of forty-seven, leaving five children.

Samuel had been a cabinetmaker. After the war he made and sold furniture in a shop at the front of his house. A grandfather clock made by Samuel is said to have stood in the front entry of his home.

In 1922 a monument to Samuel Greeley was placed by his descendants at his burial place in the Colonial Burying Ground on Beach Road in Salisbury.

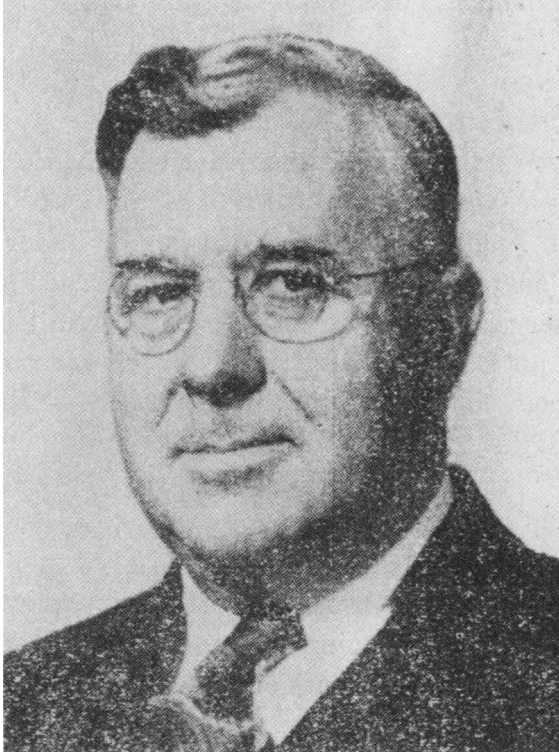
GEORGE E. DOW
1887-1949

George Dow served the town of Salisbury as Assessor from 1924-1925 and again from 1934 to 1938.

He was the Town Treasurer and Collector of Taxes from March 1938 until his death February 7, 1949.

Dow was a member of the fire department for many years and engineer from 1920-1925; Measurer of Wood 1920-1925; Inspector of Animals 1934-1937.

He acted as Moderator at Town Meetings, was the Superintendent of Sunday Schools, and taught boys and mens classes at church. Whenever a new project was suggested his first consideration was, "Is it good for the town?"



George E. Dow
1887-1949

DR. LOUIS SUMNER KAPLAN

Louis Sumner Kaplan was born November 27, 1908 in Boston, Massachusetts, the fourth of ten children. He worked his way through college and medical school by laboring on the fish piers of Boston. He graduated with honors in 1935.

He moved to Salisbury in 1938, and in 1941 married Ruth Sterns of Brookline, Massachusetts.

During WWII Dr. Kaplan joined the Army. He served for four years as Captain in the Army Medical Corp with the Amphibian Engineers in the South Pacific under the command of General Douglas MacArthur. He earned four battle stars for service in: Luzon (on D-Day), Moratai Island, New Guinea, and Bougainville. He also received the Bronze Indian Head, the Phillaphine Liberation Star, the Victory Ribbon and the American Theater Ribbon.

In 1946 he returned to Salisbury with his wife and two sons, Arnold and Richard. It was at this time that he began the life of a country doctor. He served the town of Salisbury for twenty-seven years from his Beach Road home and office.

In 1955 he was appointed to the Board of Health and held that office until his death on May 14, 1966.



Dr. Louis Sumner Kaplan

GLEN CLARK



1899 - 1971

Glenn Clark served as Police Chief from 1928-1929. He served on the School Committee in the 1930's, was a selectman, and was the town's first civil service employee. He was also the Director of Public Welfare. Clark retired from political life in 1969, but volunteered to serve as clerk to the Board of Health.

RUEL S. GETCHELL



Ruel S. Getchell died June 24, 1968. He served as a town official for more than half a century, as Selectman, Highway Surveyor, Assessor, Town Clerk, Tree Warden, Fireman, Fire Engineer, Fire Chief, Special Police Officer, Board of Health Agent, and Justice of the Peace. In 1955 he was appointed to the Board of Health and held that office until his death on May 14, 1968.

GLEN FOWLER ***SALISBURY ARTIST***

Glen Fowler was born in Newburyport, Massachusetts on September 27, 1934, the son of Clyde and Edith (Dobson) Fowler. He was the grandson of the well-known gospel singer Caleb Fowler of Seabrook, New Hampshire.

Glen was sixteen years old, attending Newburyport High School, when an automobile he was riding in hit a tree in Exeter, New Hampshire. With no visible external injuries, it was believed Glen was unhurt. This proved to be untrue. In actuality, he received a broken neck and three broken vertebrae. This left him paralyzed, forcing him to spend the next five years in hospitals and rehabilitation centers.

Glen was determined to rebuild his life. His love of art helped him through those first few years. He turned to painting as a means of supporting himself, no easy task for a paraplegic. He learned to paint holding the brush between his teeth.

While in the hospital school in Canton, Massachusetts, Glen met Joanne Rogers who was taking a nursing course. They fell in love and were married in April of 1958 in the Newburyport Baptist church. They lived on Sandy Lane in Salisbury, and were later blessed with a son, Wayne. Joanne worked with her husband to help him become the artist he dreamed of becoming. She would drive him around while he looked for a scene to paint. Joanne would then take a photograph. From the photo, and from Glen's memory, he would then paint the scene.

In 1957 Glen submitted one of his paintings to the Famous Artist's School in Westport, Connecticut. He won a

“school-by-mail scholarship,” and recognition and praise from Norman Rockwell. In 1961 his work was exhibited among the school’s prize-winning paintings. He received many other awards for his paintings, including a “help the handicapped” poster competition sponsored by the Polio Foundation in 1961.

In 1976 he earned the Smead Award at the Sister Kenny International Art Show for Disabled Artists. His oil painting, “Home for Christmas” was reproduced on the Smead Manufacturing Company’s Christmas card. The Hastings, Michigan company sent out more than 5,000 cards, and the original painting by Glen Fowler is in their permanent collection.

Glen painted other Christmas cards, many of them being sent to his friends in Salisbury. In 1977 he was hired by the Comprehensive Employment Training Act to paint local scenes. Many of his paintings can be seen in the selectman’s office at the Salisbury Town Hall. A painting of the East Parish Methodist Church, done by Glen, hangs in the foyer of the church.

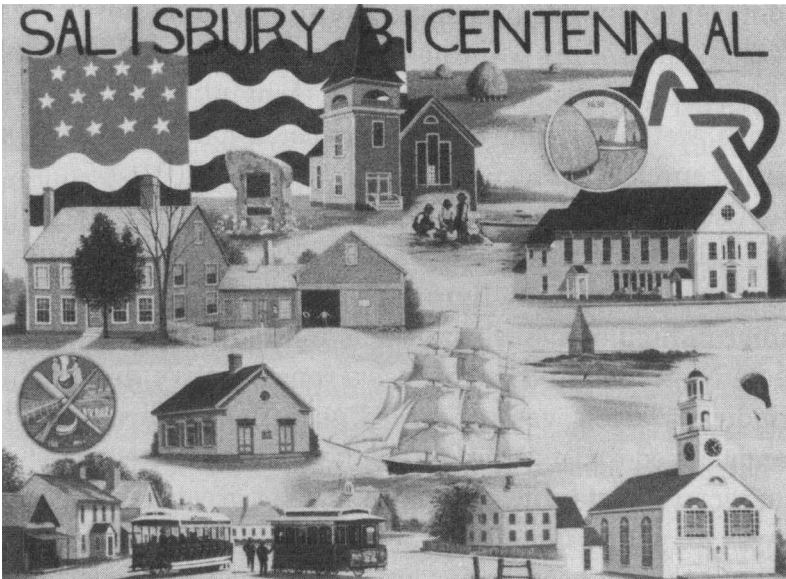
Also in 1977, Glen was honored when presented with his high school diploma by school principal, James Byrne, and Newburyport mayor, Byron Matthews. Glen had been a junior in high school when he was injured, and later continued his studies by sheer perseverance. Active despite his handicaps, Glen was concerned with the welfare of other handicapped artists trying to make a living. He established American Artists, Inc., a firm to market greeting cards, but it was unable to remain active. Striving to support his family, and to be a good father, was uppermost in Glen’s mind. When his son Wayne was a Cub Scout, his parents attended his scout banquets and other activities with him. With guidance from his father, Wayne won first place in a Cub Scout

Safety Poster Contest.

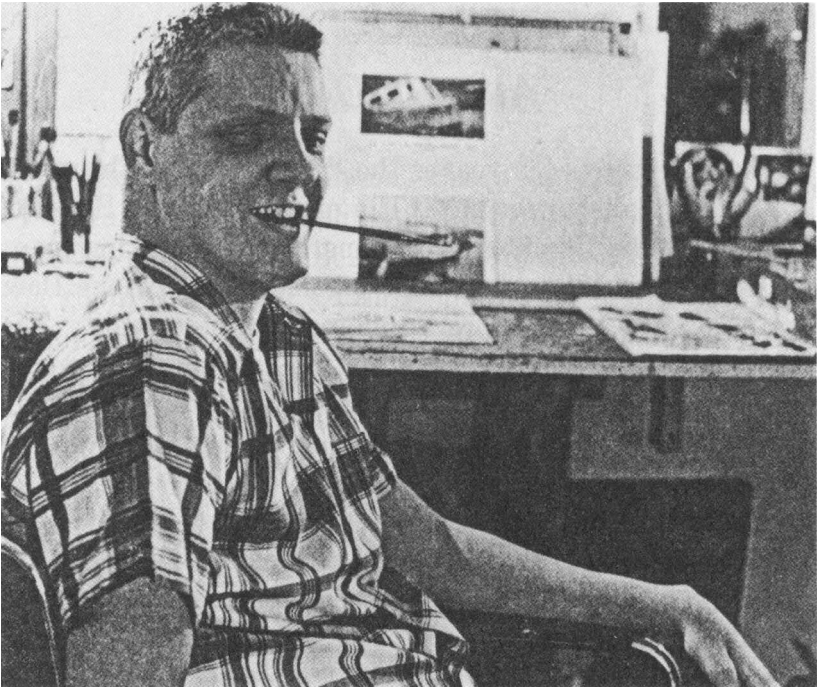
Glen's health was failing, and he suffered from cancer. After several times in Boston hospitals, he was transferred to the Whittier Chronic Hospital in Haverhill where he died on December 9, 1982. His funeral was held in the East Parish Methodist Church, and he rests in the Long Hill Cemetery in Salisbury.

Besides his wife and son, he left his parents and three brothers, Erford and Clyde Jr. of Newburyport and William Fowler of Salisbury.

Glen Fowler was a true man of courage who will long be remembered in Salisbury for his brave approach to life, and for the beautiful paintings which we can all enjoy.



One of Glen's paintings, 1977.



Glen Fowler in his studio.

ARLENE DOW

A special event each year is the lighting of the Christmas tree in Salisbury square. The members of the Board of Trade, now the Chamber of Commerce, were making plans for the tree in 1984 when their president was Arlene Dow. Arlene passed away before the plans became a reality. The Board decided to proceed with the tree lighting in her memory. Her family purchased the tree from Beach Plum Farm and owner Freeman Condon set it up in the "Square." The electrical hook-up was done by Robert Cook.

Every year since 1984, on the first Sunday in December, the townspeople gather around the tree as the lights are turned on by Arlene's grandchildren. Each year a new tree is purchased by her family in her memory and enjoyed throughout the Christmas holiday .

After a message from the Clergy of the East Parish Methodist Church and the Star of the Sea Church, voices are blended together in traditional Christmas carols. On some of the colder Decembers, the open house at the East Parish Church was especially appreciated when all were invited for hot chocolate and pastries.

Most instrumental in seeing to the task of having the lights strung on the tree is Maria Miles of the Chamber of Commerce, her husband Gary, and their three sons, Gary Jr., Joseph and Robert. Her father, Joseph Zappala, a retired electrician, checks the lights each year and replaces any faulty bulbs or wiring. The Miles family also puts up the angels and candles on the light poles, and see to their removal and storage. The pole ornaments were purchased by the Chamber of Commerce, Salisbury Lions Club, and the Historical Commission.

SHERB EATON

William Sherburne Eaton, "Sherb" to all who knew him, was born in Salisbury, Massachusetts in 1900, and lived his entire life on Beach Road. He was born on the dining room table of his family home, with Doctor Jacob Spaulding charging fifty cents for a house call. The house Sherb lived in was built by his father in 1884 on land given his father, by his grandfather.

When Sherb was ten years old he began helping his father open graves for burials in the Long Hill Cemetery. He would later be appointed Burial Agent for the Town of Salisbury.

Sherb attended the one room Pike School when he was young. In 1976 he took part in a special ribbon cutting ceremony when the Salisbury Historical Commission had the school restored and re-dedicated. Previously it had been used as a fire station. When Sherb was seventeen years old he had to discontinue school to work on the farm. The following year, 1918, Sherb's father died and Sherb did odd jobs to help keep the family going. He had learned farming from his father and continued to farm all his life.

When he was very young he began helping his father stack salt marsh hay. He was taught how to make the stacks so they would be water tight. Some of the hay was brought into their barn on sleds while some was brought out on a gundalow built by Sherbs father.

Over the years, Sherb built several boats. He was also a tug boat operator at the Portsmouth Navy Yard.

On April 15, 1981, Sherb was presented a citation from Governor Edward King for an outstanding career, and for

many years of dedicated service to Salisbury.

He had served as a member of the Police Department, Fire Department, and as the Essex County Fire Warden.

The citation was signed by Governor King and Secretary of the Commonwealth, Joseph Connoly.

Sherb Eaton died in 1982.

HENRY “HANK” WALKER

Henry “Hank” Walker was born in Greenfield, Massachusetts on December 7, 1919, son of a railroad engineer. When he was a year old the family moved to Newburyport. He grew up on Marlboro Street near the Joppa Flats. As a teenager, Hank began hunting on the marshes. He became aware of the beauty of the marshes and was greatly interested in the environment.

Hank’s grandfather was an artist who made his living by carving post cards and greeting cards. The cards were made of a material easily worked on with a knife, such as bristol board. He had a great influence on Hank, starting him drawing and painting. Each trip to the marshes gave him new material to be sketched.

Hank was educated in the Newburyport school system. After graduation he attended the Vesper George Art School in Boston. Hank then went on to complete his graduate work at the Ringling Art School in Sarasota, Florida, and at the Rutledge Bate School of Painting at Bearskin Neck, Rockport, Massachusetts.

At the age of sixteen he joined a Civilian Military Training Command at Fort McKinley on an island near Portland, Maine. He was there for six weeks before they discovered he was too young.

In 1936 he tried to join an expedition to the South Pole with Admiral Byrd, but was turned down because of his young age. However, Byrd told him of an arctic sailing expedition to northern Labrador and introduced him to Caswell MacGregor and Ed Goodale. Hank joined the crew with sixteen others, and sailed out of Gloucester in 1937 in a 100-foot fishing schooner. During the trip, seven of the men, including Hank, became lost and used up their food supply. Hank was the only one with a gun. He shot a huge Caribou, thus providing food for the eight days it took them to find their way back to the ship.

On December 8, 1941, Hank joined the U.S. Air Force and took his flight training in California. While flying over northern California he saw that developers were encroaching on wetlands, and became concerned. Later he taught combat crews in Florida and was disturbed that the same thing was happening there.

After his flight training, he returned to Lawrence to marry Alice Hyde on May 27, 1942. He was then assigned to the 8th Air Force 91st Bomb Group, the first active bomb squadron of the United States forces out of England.

During WWII Hank flew thirty-one missions as a bombardier. Every twelfth plane had a deputy who would take over if the lead bombardier was shot down. When the plane was over the target, the bombardier actually took over the flying, using his bomb site to guide him. In 1943 on a mission over Germany, Hank's plane took a direct hit in his bomb site and had to call on his deputy. It was the only mission out of his thirty-one that he didn't lead. Ranked as captain, his tour of duty was over in 1946. He returned to his home on Plum Island, only to rejoin in 1950 during the Korean conflict. This tour of duty lasted until 1953.

Hank now holds the rank of Colonel in the Air Force

Reserve, and that of Brigadier General in the National Guard.

The Walkers moved to Salisbury in 1954, buying a large colonial house on the corner of Main and Congress Street, where Alice Walker's Dress Shop was well known. They have one son, Geoffrey, and two grandsons, Nathan and Joshua. Geoff's wife, Josette, was a Cub Scout den leader, and the family is still active in Scouting.

It was Hank's desire to help save the marshlands which prompted him to become involved in politics. He became a selectman in Salisbury, serving six terms. Developers were already running drag lines across the marsh, digging up the marshland to create boat canals and build roads and cottages. During his term of office protective by-laws were passed to protect the wetlands.

In 1968 Hank was asked by then Governor Francis Sargent, to be his Air Force Military Aide. He held this position for four years before being elected State Representative in 1973. He was also Air Force Military Aide for Governor King. Hank served as State Representative from 1973 to 1978, winning the seat over eight opponents. Two terms were served under Governor Michael Dukakis.

Much of Hank's efforts during that time was spent in protecting wetlands and natural resources.

In 1978 he retired from political life to devote all his time to wildlife paintings and environmental issues. Hank also made hand-carved ducks and geese. His talent has been passed on to his son who now does all of the carving. Grandsons Nate and Josh are also being taught the art of duck carving.

In 1986 Hank Walker was awarded the Bronze Palette and Chisel award for his contributions in support of Ducks Unlimited, the largest wetlands conservation group in the

world. In 1987 he received the Silver Palette and Chisel Award, and in 1988, the gold. He is the only artist in the world who has received all three awards. He has been involved with Ducks Unlimited for many years – his paintings have earned the group nearly two million dollars.

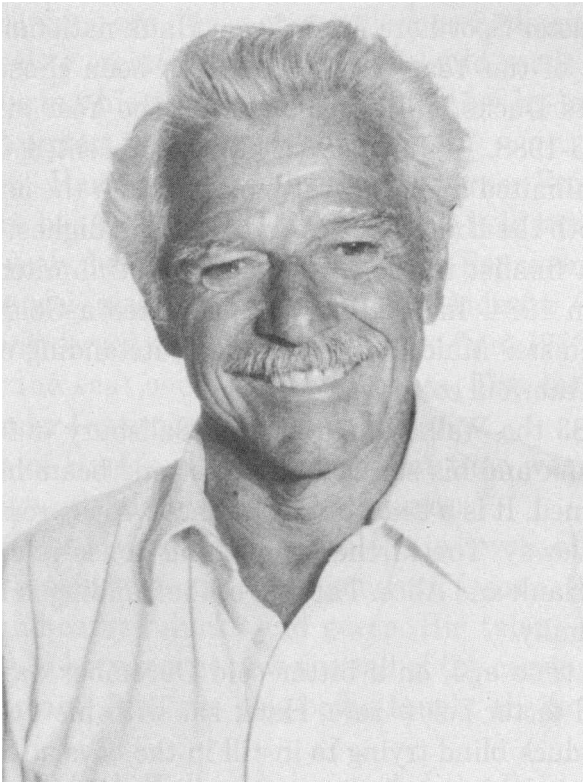
Hank's "Pup" series began when a former colleague from the State House asked for a painting for Ducks Unlimited to raise money. "Pup's First Day out" earned Hank the Ducks Unlimited Artist of the Year Award in 1983. "End of Pup's First Day" earned him the same award in 1984. "Pups First Retrieve" won him Artist of the Year for 1985 and "Pup and Young Master Spot Late Flight" won Hank national acclaim as Artist of the Year in 1986. He has been chosen Massachusetts Ducks Unlimited Artist of the Year six times, from 1983-1988. In June, 1988, he was presented Canada's Ducks Unlimited highest Award, making him the only artist to hold both the United States and Canada's highest awards. He was a finalist in the National Ducks Unlimited Stamp Contest in 1984. In 1988 he was presented a Gold Teel by Prime Minister Mulaney of Canada "outstanding contributions to Waterfowl conservation."

In 1983 the Walkers moved from Salisbury to Newbury where Hank and his son built the post and beam house he had designed. It is a beautiful home that wraps around a circular driveway. The further end of the house is an apartment for Hank and Alice. The rest of the building is for Geoff and his family.

Some time ago, on a bitter cold December day with a wind chill factor below zero, Hank sat with his two grandsons in a duck blind trying to instill in the boys a feeling for the marshes he has, a feeling he puts into all his paintings. His success over the years has been due, he believes, to just that feeling - a feeling of a time long past when hunters fre-

quented quiet rivers or marshes to hunt ducks.

In 1989, Hank was awarded the non-member Sportsman of the Year, by the New England chapter of the Outdoor Winter Association for his work as founder and president of "The Wetlanders," an organization devoted to saving our wetlands. This now is Hank's goal, to preserve our endangered wetlands before they are lost to us and to the animals and water fowl that use them.



Hank Walker

HISTORIC BUILDINGS

JONATHAN DOLE HOUSE

This 1680 house was built by Captain Jonathan Dole for his wife Mary, the only daughter of Captain Robert Ring, for whom Rings Island is named.

Edna St. Vincent Millay, who became one of America's foremost woman poets, lived in this house as a young girl with her mother and two sisters. She was nine years old when she came to Rings Island.

She was born in Rockland, Maine, in 1892. When she graduated from Vassar College in 1917, she had already attained success as a poet. She received the Pulitzer Prize in 1923 for her poems. She died in Austerlitz, New York in October 1950.

The home is now owned by Robert and Marlene Martin.



*1680
Jonathan Dole House, Rings Island*

COFFIN HOUSE

This house on Second Street, Rings Island, was donated to the Salisbury Historical Society in 1989 by its owner Cynthia Wilde, to be used as a museum and a meeting place for the Society.

The original owners, the Gerrish brothers of Salisbury, left the house partially built to go to California and try their luck during the gold rush of 1849. They returned in 1852, and with their new wealth, completed the house.

The house is best known as the Coffin House, which was the maiden name of Mrs. Wilde's mother.

The president of the Historical Society (1991) is Ronald Beattie and the curator is Ronald Pulvino.



Coffin House
Salisbury Historical Society

CUSHING HALL

The land where the Salisbury Town Hall now stands was purchased September 10, 1891 by the Cushing Hall Association for two hundred dollars from owner John A. Pet-tengill and John W. Buswell of Salisbury, and George W. Brown of Newburyport.

The building was constructed in 1892 and was called Cushing Hall. It was used as a function & dance hall. It also housed the town library, a shoe shop, pool hall, Dempsey's store, Searles Barber Shop, and at one time a theater.

On March 22, 1937, at a special meeting of the stock-holders of Cushing Hall Association, it was voted to sell the land and building to the Town of Salisbury for two thousand dollars. The president of the Association, Emma Pike, was authorized to sign, execute and deliver on behalf of the corporation, a deed of the property to the town of Salisbury.

On May 12, 1937, the corporation seal was affixed by Emma Pike in the presence of Martin F. Connelly, Justice of the Peace.

The building was then restored by the W.P.A. and became the town hall.

Around 1695 most town meetings were held at the home of Joseph Fletcher.

On March 26, 1988, Robert Lennard, owner of Ould Colony Signmakers of Newburyport, donated a plaque to the Salisbury Historical Commission to be affixed to the outside of the building. It reads:

Cushing Hall 1881
Became Town Hall 1937.

Registry of Deeds

SALISBURY PUBLIC LIBRARY

In March, 1895, at the annual town meeting, a board of trustees was appointed to establish a library for the town of Salisbury. A meeting was held at the home of Dr. Jacob Spaulding on March 29, at which time J.Q.A. Pettingill was made Chairman and John Q. Evans was the trustees' secretary.

It was the duty of Dr. Spaulding to secure a room for the library and to find a librarian. He reported that he had talked to the Postmaster, Frank Chapin, who agreed to furnish a shelf at the Post Office for books, and would serve as librarian for twenty dollars a year.

In 1896 Frank Chapin was again chosen as librarian at a salary of \$25 a year. Board members in 1899 were J. Q. Evans, J.Q.A. Pettingill, John H. Pillsbury, Mrs. Annie Gibbons, Miss Annie Tucker and Miss Hannah B. Coffin. Mr. Chapin felt he should receive rent for the use of the book shelves and it was voted to pay him five dollars. Mr. Chapin was librarian until January 1, 1900.

Miss Hannah B. Coffin became the new librarian at a salary of \$50 a year and served until December of the same year. Horace E. Carlisle had been appointed a trustee and with Mrs. C. C. Buswell had a responsibility of finding a replacement for Hanna Coffin. Miss Alice Currier was appointed with a salary of \$75.

On June 1, 1907, the library was moved to Cushing Hall. New members of the board of trustees were George Clinton Pike and Samuel Stevens. in 1909 new members were Frederick G. Brown and John W. Buswell.

The rent for the Cushing Hall room that year was \$8 a

month. Miss Currier's salary was increased to \$90, and then to \$100 with the condition that she would repair damaged books. Mrs. Greta Charles tells how her mother-in-law, Alice Currier Charles had recently graduated from high school when she became librarian and had to bring her own wood to start a fire. In 1912 Mrs. Robert Currier became a substitute librarian when the regular librarian was absent. 1913 saw the resignation of Alice Charles.

Miss Esther Merrill was appointed and served until 1918. Mrs. Annie Gibbon filled the vacancy for the remainder of the year, Mrs. Francis Pow until 1922 and Mrs. Gibbons again until 1925.

In June of 1920, the library was moved to the lower floor of the Cushing School and was called the Major Robert Pike Memorial Library. From 1925-1948 Mrs. Francis Pettingill was librarian, and from 1948-1965 Mrs. Dehlia George held the position.

In 1951 the library was again moved to the former superintendents office on Park Street. In 1956 the new library was built "on the green", and Mrs. Lorraine Bartlett Davis was appointed librarian. One room was named in honor of Major Robert Pike. In 1972 a large addition was added for a children's room and a reading room.

Lorraine Davis retired in 1982, and Andrea Schneider was appointed director. When she resigned in 1988, Gail Lyon was appointed director.

THE CIVILIAN CONSERVATION CORP (C.C.C.)

The Civilian Conservation Corp. (C.C.C.) was started in the 1930's by Franklin D. Roosevelt. Its aim was to teach young men about soil conservation, forestry, wild life and marine life.

Salisbury's Sand Hill Road, before it was so named, was known as the C.C.C. Road as it was the road to the C.C.C. Camp. The land was taken by the government and the road built by men of the corp. The camp opened in July, 1938. Due to the war, when it closed in June of 1942, the road was returned to the abutters.

The camp was directed by the U.S. Army with Captain James Hattox and Lieutenant Ayers in command. Ayers was later transferred to another camp and was replaced by Lieutenant Earl Hand. The Camp superintendent was Patrick J. O'Malley. There were five foremen, one of them being Harold Turner. The foremen supervised two hundred and fifty-six young men between the ages of seventeen and twenty four. Most of them had been transferred from a camp in Upton, Massachusetts. A few local youths joined the corp when it moved into Salisbury.

At the camp, which is now the Pines Camp Ground, were five barracks, each 100 feet long and 25 feet wide. There were officers quarters, officers mess, mess hall for the enlisted men, and the kitchen. This hall was 175 feet long, where the men ate their meals at picnic tables. The Department of the Interior had a forestry office. There was also a library, infirmary, state garage, army garage and a foundry where work was done on the trucks and bulldozers. The

washroom had twenty showers and two ten-foot wash sinks.

Doctor Bernard Lapidue of New Market, New Hampshire was the camp physician, with George Gilman as first-aid man. Medical and dental care was free, with serious illness or injuries being taken to the Army Hospital at Fort Banks in Winthrop, Massachusetts. Men needing dental care went to Reading, Massachusetts.

Food was reported as being excellent, with such meals as turkey, ham, pork chops, chicken and fish. Eggs and fruits of all varieties were available for breakfast. The evening meal consisted of soup and sandwiches, and a good selection of desserts. The camp chief was "Pop" O'Keefe from Springfield, Massachusetts and the Mess Sergeant was George Gebow.

A typical day at the camp began at 6:00 a.m. with roll call at 6:15. Breakfast from 6:30 to 7:00, then on to the job from 8:00 until 11:30 a.m.. Lunch was from 12:00 noon until 1:00, then the men went back to work until 4:00 p.m. Dinner was next, then free time until lights out at 10:00 p.m. For all their labor the men received \$30 a month. From that, \$23 was sent home.

One of the group leaders at the camp was Chuckie Kelleher. He was killed in 1944 during the war while crossing the English Channel. Leo F. Smith was the Educational Advisor. He held classes in the library for men who wanted a refresher course, or for those who wanted to work towards obtaining a high school diploma. The camp clerk was Jack Labadini who later became the owner of Labadini's Restaurant in Newburyport. On Saturday November 4, 1939, the C.C.C. boys gave a free minstrel show at the town hall.

When the C.C.C. Camp came to Salisbury, its main project was to build the State Reservation on Salisbury Beach. The construction had been started by the W.P.A. while Gov-

ernor Christian Herter was in office. Three-fourths of the work was done by the C.C.C. Corp.

When the camp closed in 1942, some of the barracks were taken to the Beach Reservation and used during World War II. Others were cut in half and hauled over the road to up-state New York.

Vincent Nobregar was stationed at the camp while a resident of New Bedford, Massachusetts. He enlisted in the Corp in October, 1938 at the age of nineteen and was discharged in August 1940 at the age of 21. Nobregar then went to work for the Darrell T. Downs Construction Company of Salisbury. He later married the former Glennis Downs, and together have made their home in Salisbury.

Mr. Nobregar has been very helpful in providing the information on the C.C.C. Camp and securing the loan of pictures from Mrs. Wanda Labadini.



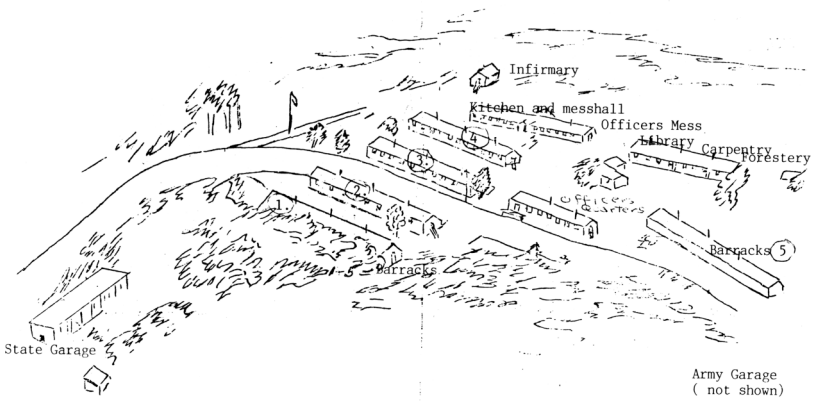
1938

Building the C.C.C. Road

Photo courtesy of Wanda Labadini



C.C.C. Camp in Salisbury after barracks were built.



*1938 sketch showing layout of
2105th Co. C.C.C. Camp, Salisbury, MA*

EAST PARISH BUILDING BLOCK

The East Parish Building Block in Salisbury square was built in 1960. The land where the new block was to be built had buildings that needed to be removed. One was occupied by Arthur Taylor's Barber Shop. Another was Joe Klein's grocery store. Upstairs above the store lived the Staples Family. The third building, when last used, was the Athletic Club, and in its earlier years, a school and town library.

A report dating back to May 7, 1979 was presented to the Historical Commission by Walter Morse, President of the Building committee. It presented a negotiation of a ten year lease with the Merchants Bank. Arthur Taylor expressed an interest in the project. This gave the committee an incentive to go ahead with the project of building.

Russell Pierce was hired as architect and Roy Kerkian, with the low bid, was hired as the builder. The ground was broken with plans to commence building at the end of February, 1960.

On July 1, 1960, the building was opened with new tenants: The Merchants Bank, John Zabriskie and Fred Riley's Drug Store, U. S. Post Office, Taylor's Barber Shop, Rita Belletettes Beauty Shop and George and Kay Wadlins Coffee Shop.

The tenants had been carefully chosen in order to avoid duplication, and to provide needed services to the town. Until that time, the Post Office had been a part-time contract arrangement, and the town did not offer banking services or have a drug store of its own.

Today the same six services occupy the Building Block.

The drug store is now owned by Louis Hailson, the beauty shop by Lynne Marie Cote and the coffee shop by Val McCarthy.

The East Parish Building Committee appointed in 1959 for a twenty year term were: Walter Morse, Joseph Charles, Nelson Gagnon, William Pettengill, Edmund Bartlett, Albert Gagnon, Alvan Hoyt, J. Wallace MacIntosh, George S. Eaton, Erwin H. Pike and John W. Buswell.

ELDERLY HOUSING

The Elderly Housing Project on Beach Road was completed in 1976. The property at 35 Beach Road was purchased from Mr. and Mrs. Arthur Chretien. The architect was Sam Gauntanis of Boston. The builder was Fred S. Findlen and Sons of Dedham, Massachusetts. (The Great Meadow) Village has 80 units. The Housing Authority consisted of Grant Morse, Chairman; William Shook, Vice Chairman; John Manghis, Treasurer; Ralph Lamprey, Assistant Treasurer; and Jeannette Harris, Secretary.

The Selectmen at the time were James Hunt, Henry Walker and Peter Souliotis.

WILLIAM H. HILTON SENIOR CITIZEN CENTER

The William H. Hilton Senior Citizen Center in Salisbury opened on December 4, 1988, with a special ribbon-cutting ceremony. The center, located on Lafayette Road between the fire station and the munipicle building, became a reality due to a gift of money left to the town by William

Hilton. The original trust set up by Hilton, was to help honest hardworking men of good character who were having financial problems.

Selectmen Lester Sinton and Council of Aging Chairwoman Mary Carl were the official spokespersons for the ceremony. Reverend John Folley of the East Parish Methodist Church gave the invocation, while Father Thomas Morgan of the Star of the Sea Church spoke of the need of a Senior Citizen Center in Salisbury.

Special guests were Representative Barbara Hildt of Amesbury, Salisbury Selectmen Anthony Papoulias and Terrence Marengi. Director of the Council, Pat English, was recognized as one of the main supporters in favor of having a center for Seniors to enjoy. Other staff members of the Council are Barbara Thomas, Treasurer; Josephine Murphy, Secretary; Nancy Janvrin, Grace Girardi, Nancy Rulp and Anne Matte.

The builder of the new center, Charles Johnson and crew, were given a special thanks as was the architect Raymond Fitzmorris. Extra funds to complete the building were donated by Mr. Johnson. A check for \$500 from the Chamber of Commerce was presented by Maria Miles. The Lions Club donated a TV and VCR. The shrubbery in the front of the building was donated by Stevens Tree Farm, the sign by Paul Forti Sign Company, and \$3,000 worth of furniture, rugs and tables were purchased by the 350th Committee.

In May, 1990, the portrait of the late Alfred Sargent on the following page was placed in the Hilton Center in a special memorial ceremony. He was a former Police Officer and a Salisbury Selectman for many years, and was instrumental in making a Senior Center for the town of Salisbury become a reality.



Alfred Sargent

BICENTENNIAL CELEBRATION

BICENTENNIAL

As part of Salisbury's Bicentennial Celebration, Mayor and Mayoress Anthony and Pauline Stocken of Salisbury England were invited to visit Salisbury, Massachusetts. It was the first time in Salisbury's 337 years that a Mayor of our mother city had visited. During their three day visit, a tea was held for them at Cynthia Noone's Rings Island home. A banquet was also scheduled at Sailor Bills Restaurant on Elm Street so towns people could meet them. Walter Morse, Annie Dawson, and Mr. and Mrs. Herbert Eggleston also helped to entertain them, and make their visit a success.

Prior to the Bicentennial, while the Historical Commission was planning the design for a Bicentennial Coin, they realized the town had no actual town seal. With permission from the selectmen, they designed a seal depicting the salt marsh hay being carried up the Merrimac River on a gundalow, one of the main industry's in the later 1600's. The reverse side of the coin features four historic events in Salisbury: Pot Lid Square, Pikes defense of the Quakers, blockading the Merrimac River against the English ships, and the first floating bridge in America, built to reach Carrs Island in 1655.

At the Memorial School, the students and teachers dressed in the fashions of the 1700s for a special ceremony in the school yard. The American Flag and the Bicentennial

Flag were raised by the Salisbury Police Honor Guard: Edward Foote, Gary Lattime, John Mulligan, Gary Ingham and Everett "Chip" Davis.

A crabapple tree, purchased with pennies donated by the school children, was planted in the school yard and dedicated by principal Daniel Shay. He was dressed in the attire of a colonial schoolmaster. As a symbol of "The Water of Life," sixth grade student, Terry Crampsey, watered the plant.

Another celebration event was a softball game between the Salisbury Police Department and the Salisbury Fire Department. The Chairmen of this event were Samuel May and Robert Kimball. Following the game, a Chicken barbecue catered by Bill Evans of the Riverview Restaurant was held on the school playground.

The Salisbury Mother's Club sponsored many events for the young people. A doll carriage parade, bicycle decorating contest, frog jumping contest, hula hoops and mini floats.

On Sunday, September 12, 1975, Salisbury citizens watched a Bicentennial parade, the largest to ever march through town. The parade route went from Toll Road extension to Salisbury square, and was organized by Elaine Frascone and Carolyn Sargent.

Fifteen antique cars lead the parade with the Salisbury Police Honor Guard leading the marching units. They were followed by the Salibury Police Department and the Essex County Sheriffs Department. The Salisbury Firemen and the American Legion were next, followed by the V.F.W. attired in Colonial Costumes. One of the members was dressed as George Washington.

The Taunton Police Junior Band was one of the ten musical units. When they stopped in front of the reviewing stand, they formed the number 1776.

There were several militias, including Seabrook and Sandown, New Hampshire, with Amesbury winning first place for the most Bicentennial appearing unit.

Also marching were the Salisbury Baton Twillers, Lions Club, Girl Scouts and Brownies. Cub Scout Pack 37 won first place in the (in town) float contest. The Salisbury P.T.A. won second, and the Mother's Club float won third place. The best Bicentennial theme was the Girl Scouts float depicting Pot Lid Square.

Sunday was the setting of a Colonial Church service located at the East Parish Methodist Church. All parishioners dressed in period costumes, including Reverend Alton Mark. Tithing men were Bruce Pike and George Frothingham.

On Sunday evening an ecumenical service was held, with Father Thomas Morgan and worshipers from the Star of the Sea joining the East Parish Methodist Church group. They were lead by Reverend Alton Mark and Doctor Otto Steele. The combined choir was directed by Arthur McClure Jr.

A queen pageant had been held previously at the Salisbury Memorial School, with Elaine Frascone as Chairman. Chosen as Queen in the Senior Youth group was Terry Crampsey. Her court consisted of Caryn Pike and Linda Barnhill. Junior Queen was Tara Pike, and chosen as her court were Sheila Goodwin and Patty Cyr. Little Miss Queen was Chrys Murry and in her court were Danielle Lilly and Michells DeHetre. All the queens and their courts rode on a float in the parade.



A Bicentennial Message

*By the President of the
United States of America*

We now mark the beginning of our Third Century as an INDEPENDENT NATION as well as the 200th Anniversary of the AMERICAN REVOLUTION. For two centuries *our Nation has grown, changed and flourished.* A diverse people, drawn from all corners of the EARTH, have joined together to *fulfill the Promise of Democracy.*

AMERICA'S BICENTENNIAL is rich in History and in the *promise and potential* of the years that lie Ahead. It is about the events of our PAST, our ACHIEVEMENTS, our TRADITIONS, our DIVERSITY, our FREEDOMS, our form of GOVERNMENT and our continuing COMMITMENT to a better LIFE for all AMERICANS. The BICENTENNIAL offers each of us the OPPORTUNITY to join with our fellow CITIZENS in *honoring the Past and preparing for the Future* in COMMUNITIES across the Nation. THUS, in *joining* together as RACES, NATIONALITIES, and INDIVIDUALS, we also retain and strengthen our TRADITIONS, BACKGROUND AND *personal FREEDOM.*

As we lay the cornerstone of America's Third Century, I am most happy to commend the Bicentennial Community of
SALISBURY
for playing a special part in this great National Celebration.

Gerald R. Ford

Bicentennial Message from President Gerald Ford



From left to right: Selectman Walter Morse; Mayoress Pauline Stocken, Mayor Anthony Stocken, Selectman James Hunt, Selectman Carl LeSage.

LETTER FROM THE BOARD OF SELECTMEN

To the Historical Commission, the Bicentennial Committee, and the Pike School Restoration Committee of the Town of Salisbury:

On behalf of the citizens and guests of the Town of Salisbury, the Board of Selectmen wish to take this opportunity to express our appreciation to you, your many sub-committees, and the many volunteers who have all combined their diligent efforts towards making the 1975-1976 celebrations of the birth of our great nation a tremendous success.

Amongst these varied activities, we shall have fond memories of the fine parades; the joyful days of fun and feasts; the ecumenical religious services; the tribute to Major Robert Pike's fearless efforts towards ending the tragedies of witchcraft; and the visit by the Mayor and Mayoress of our mother city of Salisbury, England, which was the first such visit in the 338 year history of our town.

In addition to the memories of these past two years of celebrations, we shall all be enriched by the restoration of the Pike School which will become a permanent memorial to the past history of our town. We ask the citizens and friends of Salisbury to continue to assist all of our hard working people by your continued cooperation in the purchase of the Silver and Bronze Commemorative Coins, the hand-painted bricks, and your support of their other fund raising activities.

To attempt to acknowledge the names of all the many good people who have given so much of their time and effort to make all this possible would be very difficult. So in closing may we simply express a heartwarming thank you to you all for giving us a celebration that we shall always cherish in our memories.

Most Sincerely,
Walter T. Morse
Alfred V. Sargent
Carl R. LeSage
Board of Selectmen, Town of Salisbury

350TH CELEBRATION

350TH CELEBRATION

This poem was written for Salisburys 350th Anniversary:

“The Birthday of a Town”
by Carolyn Sargent

In 1988 the celebration began,
In a small town by the sea.
The planning started some years
before for the 350th anniversary.

The town we speak of is Salisbury,
Colchester was once her name.
It was changed in the year 1640.
Her history has been her fame.

Her first town cryer
Was Richard North in 1648.
His hearty call of “All is Well,”
let folks sleep in a peaceful state.

She was the first town in the country
To have a floating bridge.
It was built to reach Carrs Island
Two hundred and seventy five feet
From the rivers edge.

She tried to keep peace with the Indians.
The Quakers she wouldn't condemn.
She send her men to the Civil War,
Where friend was fighting friend.

Her women melted their pewter,
To make bullets, so they could stay free
No enemy would overpower them,
They were as loyal as they could be.

World War II saw many young men
Go off to fight again.
Not only to protect Salisbury,
But the whole country, they would defend.

The bicentennial brought us together,
We were proud of our country and town,
We rode on floats and marched in parades
And shouted our praise out loud.

Now three hundred and fifty years have gone by
And we'll celebrate once more,
With clam bakes and hay rides,
Dinner and dancing and paraders by the score.

It's a great little town, this Salisbury of ours
And a wonderful place to live.
So let's celebrate her birthday
And thanks to our forefathers we'll give.

MOUNT RUSHMORE FLAG

On July 10, 1988, the Mt. Rushmore Flag came to Salisbury as part of the 350th Celebration. Its tour of the country was to inspire peace, goodwill and respect for the flag. It was brought here by the National Park Service.

Its visit to Salisbury was sponsored by the Department of Environmental Management and the Salisbury Chamber of Commerce, of which Louis Hailson was the 1988 President, and Maria Miles, the Director.

The flag, which is 45 by 85 1/2 feet, is kept in a 900 pound, carved cherry wood chest with thirteen raised panels representing the thirteen stripes for the thirteen colonies. The chest was made in Halifax, Massachusetts. The flag's field of blue was made in California, and the stripes were from all over the country. The flag was assembled and sewn at the Kennedy Library. When not in use for ceremonies, it is stored on the U.S.S. Constitution in the Charlestown, Massachusetts Navy Yard.

Marc Valentine, keeper of the flag, explained the significance of Mt. Rushmore, which is in the center of the country, in South Dakota. The faces of the four Presidents, George Washington, Thomas Jefferson, Theodore Roosevelt and Abraham Lincoln are four and a half times taller than the Statue of Liberty. Inside the structure of Lincoln is carved a hall of records where histories of art, literature and music are recorded. Busts of important men, the Bill of Rights and the Declaration of Independence are also kept there. The penalty for climbing Mt. Rushmore is three years in prison and one year for taking anything from the site.

The ceremony at the Salisbury Beach State Reservation

began with the playing of the *Battle Hymn of the Republic* and *My Country Tis of Thee*.

Michael Magnifico, Forest and Park Supervisor at the Reservation, introduced the dignitaries, Senator Nicholas Costello, State Representative Barbara Hildt, Father Thomas Morgan, who gave the invocation, Police Chief Edwin Oliveira, Selectmen Lester Sinton and Anthony Papoulias. Also Donna Champagne, co-chairman of the 350th Committee, Louis Hailson, president of the Chamber of Commerce and Maria Miles, director.

As the sounds of *America the Beautiful* were heard, the giant flag was hoisted into the air by a seventy-five ton crane, donated by R.A. Francoeur Pile Drivers of Salisbury, operated by Robert Kelley and assisted by Glen Little. The flag, soaring high above the beach, made a very impressive sight. A large crowd had gathered for this special occasion, and one couldn't help but feel a great sense of patriotism.

TOWN FOUNTAIN FROM THE MEMORIAL SCHOOL

The Salisbury Memorial School was built in 1951. There were eight grades in the Memorial and Spaulding until 1971 when the seventh and eighth grades went to Triton Jr. High School.

As part of the 350th Celebration, the Memorial students wanted to give something back to the town. They earned and donated money to present to the town a drinking fountain which was installed on the green' in Salisbury square.

Robert Pike, highway surveyor, donated the underground pipes to the fountain. He is quoted as saying to

school principal Marie Corcoran, "If the children of the school can give something to the town, I can give something to the school."

Bruce True donated his time to work on the installation and hook-up, and Al Theberge donated the plaque to commemorate the event. The plaque reads, "Given by the children of Memorial School in observance of the 350th Anniversary of the town of Salisbury 1638-1988."

The fountain was dedicated on Wednesday, June 22, 1988. Sixth grader Eugene Dean, Jr. gave a speech saying, "According to some old histories of Salisbury, a well once stood on a green in the center of the town. Townspeople and travelers were able to refresh themselves at this well. Today the students of the Memorial School dedicate our new water fountain, which we hope will serve the same purpose.

"The purpose of the park is to provide a place for the town's social activities. The park is a place where the townspeople gather and a stranger can find rest. We hope this fountain will add to everyones enjoyment of the Salisbury Green.

"In the future, some of us will be the leaders of our town, doing what is good for Salisbury. In a way, we begin that role today, by earning enough money to have a water fountain put on the green.'

SALISBURY MEMORIAL SCHOOL 350TH

The students of the Memorial School celebrated the 350th birthday of the town with many special events.

They sent letters to all the Salisburys in the world, of which there were twenty, and received sixteen responses. Those who answered were sent 350th memorabilia such as 350th tee shirts, number plates and pencils.

Students were asked to make various designs on poster paper from three hundred and fifty objects such as toothpicks, match sticks or pebbles. One student constructed a ferris wheel, while another drew a coastal scene using pebbles for the coastline.

One of the higher grades interviewed a panel of Salisbury citizens to learn the town's history and how they celebrated the 300th anniversary. Those interviewed were Neal Pike, Ruth Currier, Marion Fullford, Emily Flaherty, Barbara Chouinard, Robert Bartlett, Helen Burke, Rachel Twomey and Lorraine Davis. Their ages ranged from fifty-nine to seventy-nine.

Some students wrote poems telling why they liked Salisbury, and why they were celebrating. One such poem, written by sixth grader, Nicole Abdulla, from Diane Wilson's class, follows:

The Town of Salisbury is really great,
It was settled in 1638.
The green grass, the white sand,
The ocean blue and the people, too,
All want to say Happy Birthday to you.
Now it is time to cheer
For the 350th Year.
And we can do it right here.

A birthday cake was baked by Whittier Technical Regional High School, and the public was invited to the party.

The school had a time capsule placed in the brick wall at the main entrance of the school. The plaque reads:

“Grow old along with me
The best is yet to be”
Memorial School Memorabelia
Placed within during
Salisbury's 350th year 1988.

THE LEGEND OF HOPE CHAPEL

There were three Hope Chapels at Salisbury Beach. The first chapel was dedicated on July 7, 1889, and burned on September 16, 1901. The second chapel was dedicated on July 17, 1902, and burned October 27, 1908. The third was dedicated July 4, 1909, and burned May 29, 1966.

The chapel bell originally hung in a church in Epping, New Hampshire. It was used to call the people to worship, and also to warn them when Indians were coming. It is said that the Indians stole the bell so it could no longer warn of their attacks. However, men of the town followed the Indians on horseback, tracking them through the snow, and were able to retrieve the bell and return it to the church.

Later Jacob Spaulding bought the church at his own expense, and had it moved to Salisbury Beach to replace the one which had burned.

The first organist at this chapel was a Mrs. Berry until 1921. In 1921 Beatrice A. Rollins, who had just graduated from high school, became organist and continued until the chapel closed around 1963. James Hunt was the treasurer for ten years.

A few years after the chapel closed, it burned. The bell was displaced and forgotten until William Evans, owner of the Riverview Restaurant on Bridge Road, asked if he could use it as part of his decor.

During Salisbury's 350th Celebration, Chip Davis of the Historical Commission, felt the bell should be in a central location of town for all to enjoy. He asked the new restaurant owners if they would return it back to the town. Thomas Makris agreed. Davis, with the help of his son, Gregory

Davis, and Charles Johnson Jr., Charles Johnson III, and Timothy and Samuel Johnson, retrieved the bell and placed it on a cement platform in the park in Salisbury Square. A marble plaque stored in the East Parish Methodist Church was attached to the base. The plaque reads:

In memory of
Reverend Charles Eliphalet Lord DD
February 1, 1817 - February 1902
Founded Hope Chapel 1889
Served as Pastor until February 1902
A true and devoted servant of God
Has passed from his labors but his works do
follow him.

In a ceremony On the Green on September 18, 1988, the bell was re-dedicated. The temporary plaque on the bell was presented to James Hunt, by Chip Davis, spokesman for the Historical Commission.

A permanent plaque was installed with the following wording:

Hope Chapel Bell
May It Ring In Peace
Forever
Set in place by
350th Anniversary
Celebration Committee, 1988



*“Hope Chapel Bell, May It Ring In Peace, Forever.”
Set in place by the 350th Celebration Committee, 1988.*

350TH CELEBRATION

The year 1988 was Salisbury’s 350th birthday, and the town was prepared to celebrate. Nearly everyone had 350th number plates on their cars and many were wearing 350th tee shirts. The Town Hall and Library were decorated with red, white and blue bunting by the Salisbury Chamber of Commerce, and other businesses and homes also added bunting. Salisbury square was a colorful setting of events to come.

Members of the Historical Commission are Carolyn Sargent, Brenda Davis, Pauline Kamberelis, Everett “Chip”

Davis, Elizabeth Cloonan, C. Bruce Brown, 350th Committee chairman, and Diane Chatigny. All worked with the townspeople to organize the celebration.

On Friday, September 9, the celebration began with a gala Birthday Celebration Ball at the Beach Club on Salisbury Beach. Chairwoman of this spectacular event was Donna Champagne.

One of the highlights of the evening was Celia Whorf Dickie, playing on the piano *There'll Always Be An America*, written by Salisbury's own Charles D. Pike (now deceased). The song was sung by Louise Young, a choir member of the East Parish Methodist Church.

Townspeople who had been involved in the Tercentenary Celebration gathered together to blow out the candles on the 350th cake as everyone sang Happy Birthday to Salisbury.

CELEBRATION EVENTS

Two decedents of George Carr, who built the first floating bridge in America from the Salisbury shore to Carrs Island, were guests of the Historical Commission. Coming from San Francisco, California for the celebration were E. Bartlett Carr Jr. and E. Bartlett Kerr Sr.

In 1880 one David Carr changed the spelling of the family name to KERR, and it stayed that spelling until June 1986 when Edwin Bartlett Kerr Jr. had it changed to the original spelling of CARR. The change was legally executed under order of the court of Cumberland County, North Carolina.

On Saturday, September 10, the opening ceremonies were held on the green in Salisbury square, with the raising

of the town flag, which was designed by Jill Cuddire, a Salisbury student at Triton Regional High School.

Guest speaker was “Hank” Walker, a former Town Selectman and State Representative. Members of the Historical Commission were introduced by 350th Chairman C. Bruce Brown.

Saturday and Sunday proved to be a busy weekend with the Historical Commission Craft Fair. Kids Day In the Park was held in the Memorial School playground, with chairman Fred Knowles. There were hay rides by Robert Bartlett. A horse shoe tournament and the Methodist Church softball team competed against the Salisbury Police Department.

On Monday the 12th, a story and slide presentation on John Greenleaf Whittier was held at the Methodist Church by Betty Nichols of Salem, Massachusetts.

On Tuesday, at the Memorial School, another slide presentation was held entitled, “Salisbury Beach Revisited.” It was sponsored by the Salisbury Lions Club and narrated by Betsy Woodman.

On Wednesday, September 14, a house and garden tour was arranged by the Salisbury Historical Society. One of the homes visited was the 1884 William Sherburne Eaton House on Beach Road. He was known to everyone as “Sherb.” Before the automobile era, it was the last house on the Beach Road. The house and barn were located on family property that originally consisted of 160 acres. This included a large part of Dock Lane, marshland for salt haying, land for vegetables and a large wood lot. The family dock was on Allen Creek which flowed into the Merrimac River. Present owners are Walter and Lisa Lane.



1884
"Sherb" Eaton House



1684
Joseph Moody House

The Joseph Moody House on Ferry Road was another great old house opened to the public. It was built in 1684. It began as three rooms built by Joseph Moody when he brought his family here from Newbury. In the early 1700s three more rooms were added, giving the house its present salt box appearance. The house remained in the Moody family until 1977, when in a state of disrepair, was purchased and restored by Ron Pulvino and Ron Beattie. In 1987 an addition was added to the back of the house. The 17th and 18th century portions of the house have exposed hand-hewn beams, and a centrally located chimney, making it possible for every room to have a fire place. Many artifacts were found in the house during the restoration.

The Charles Pike House on Ferry Road was visited during the tour. This house was built in 1884, has eleven rooms and a center chimney. There was a 150 foot barn with servants' quarters attached to the house. It is believed that the barn burned in 1960 and the present barn was built. The present owners, Helga and Ludwig Morgenstern, purchased the house in 1974 and have done extensive remodeling.



1884
Charles Pike House

The 1640 John Sanders house, located on Mudnock Road, is a salt box of extreme interest. In 1638 John Sanders was given the plot of land on the “Circular Road”. It is believed that he built a home there between 1639 and 1642. It is also believed that it was a one-room on one-room, with two rooms added at a later date. The lean-to portion was added for the main walk-in fireplace kitchen area. Of particular interest are the “Gunstock corners” in the front bedroom. There is a center chimney with three working fireplaces. The present owners are Sally Starr and Averill Haines.



*1640
John Sanders House*

The tour continued on to the Gura Gardens on Elm Street. Home owners are Carole and Gary Gura. Mrs. Gura is past president and member of the Newburyport Horticultural Society, a member of the West Newbury Garden Club and the Massachusetts Horticultural Society. Her gardens contain high bush blueberries, raspberries, vegetable, herbs, perennial and wildflowers.

Next was the Bartlett Farm on Main Street where many antique tools and equipment dating back 150 and 200 years can be found. The land was originally owned by Isaac Morrell in 1660. The working farm is owned by Robert and Barbara Bartlett, and is a great source of corn and other vegetables sold in their road side stand.



Bartlett Farm

The Pike School was also opened to any who hadn't already visited it.

Not on the tour, but of interest, is the Saw Mill of Edmund Bartlett, located across the field from Bob Bartlett, on Congress Street. Mr. Bartlett told how he got into the business – sort of by accident. His barn needed repair so he bought second hand equipment to cut his logs into finished lumber. What was left over after each sawing was sold until the barn repair was complete. This left him with a saw mill, but no real desire to get into the lumber business. People continually asked him to do a job for them, so he had a new mill built, and has been in the business for forty years now. Much of his orders were from boat builders for ship masts, planking for schooners and ribs for sport boats. Mr. Bartlett passed away in March, 1991.

Wednesday evening drew a large audience with a dinner and fashion show at Sailor Bills Yacht Room. Models from New York posed for Mary Mahoneys of Portsmouth, N.H. Betty Cloonan was Chairwoman of this gala event. Also on the committee were Mary Dean, Irene Brandy, Dolly Sullivan and Mary Ann Throp.

Thursday, September 15th was another big night at Sailor Bills, with a Coronation Ball. Shirley Lattime was Chairwoman and Alyce Dolan, Co Chairwoman. Special guest was Anne Dow Spring who was presented a gold crown. She was chosen "Miss Columbia" in 1938 but did not receive a crown at that time.

King of this event, chosen by vote of the townspeople, was Louis Hailson, and the queen by popular vote was Kay Ryan. Others in their court were Winifred Pettengill, Lucy Hailson, Al Lutes and Fred Amato.

The September 16th events began at the State Reservation on Salisbury Beach with “Kites over New England”. A fishing derby by Raymond Champagne and a lobster fest, hosted by Ed and Barbara Hunt, were also part of the festivities. That same evening, the Cobblestone Resturant was the location of a Hawaiian-shirt beach party. Entertainment for the evening was presented by Dick Kaplan and his band *The Moonlight Surfers* .

Saturday, September, 17th boasted the Ould Newbury Muster and Parade on Salisbury Beach. In the evening, the East Parish Methodist Church held a ham and bean supper. The Chamber of Commerce held a volleyball tournament at the Sidewalk Cafe on the south end of the beach. At 9:30 p.m. there was a fireworks display.

On Sunday, September 18, an Ecumenical Sunrise service was held at the State Reservation. Reverend John Foley of the Methodist Church, and Father Thomas Morgan of the Star of the Sea Church, led the service. Immediately following, a pancake breakfast was held at the Methodist Church.

On Sunday afternoon at 12:30, one of Salisbury’s largest parades began at the Beach parking lot. The chairwoman of the parade was Bonnie Ward of Newburyport. James Hunt, one of Salisbury’s outstanding citizens, was Grand Marshal, with Ralph Barrett, Honorary Grand Marshall. Ralph, for many years, organized Salisbury’s Memorial Day Parades. Ralph Barrett passed away in December of 1988.

On parade were twelve marching bands including Triton Regional High School in the lead. Fort Devens Army band, Clan MacPherson from Andover, the Continental Navy from Newburyport, Granite State Garrison Drum and Bugle Corp from Keene, New Hampshire, Rawhide Marching Band from Peabody, Salisbury’s Dick Kaplan and his Dixie Land Band,

Sons of Italy of Haverhill, Nathaniel Warren Militia Company of Gloucester, Newburyport City Band, Norwood. Massachusetts Colonial Boys, Tony Barrie Band from Saugus and many other groups, including Massachusetts State Mounted Police.

There were several floats, one a replica of the Pike School, which was later raffled. Pettengill Farm had a beautiful float of vegetables and flowers. A Senior Citizen float, and a Farm and Sea float from the Clover club were also on parade. There were clowns, antique cars and horses. As each unit marched past the reviewing stand, they were presented a plaque of appreciation by C. Bruce Brown, 350th Chairman and co-chairperson Donna Champagne.

As the last of the marchers went by, the 350th committee, who had also marched in the parade, fell in behind, and proceeded to the park in the square for the re-dedication of the Hope Chapel Bell, the burying of the time capsule and closing ceremonies.

The dedication of the bell was conducted by "Chip" Davis, who presented the temporary plague that had been on the bell, to James Hunt, former Salisbury Selectman.

The time capsule is a waterproof pipe, four feet long, filled with 350th memorabilia. Articles from local merchants, messages from towns people, the schools, churches, items from the Lions Club, Scouts, police and fire department, historical commission and town hall are all included in the capsule. The packing of the items into the pipe was done by Chip and Brenda Davis, Raymond & Donna Champagne and Michael Magnifico.

A monument noting the spot where the capsule is buried was placed by the 350th committee.

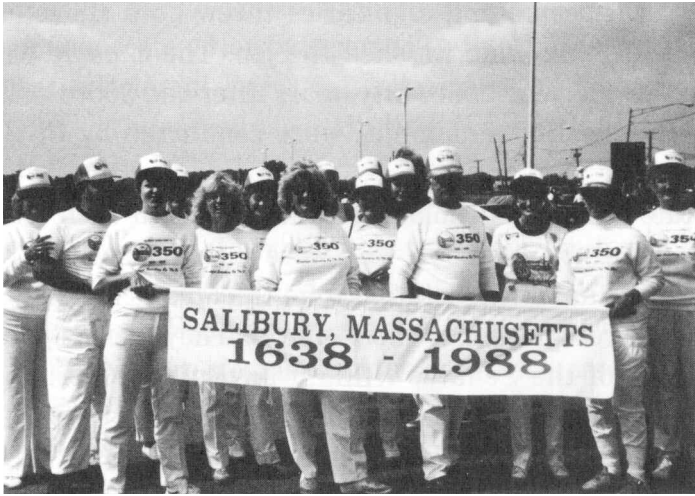
The ground breaking and covering of the capsule was performed by Robert Pike of the Highway Department.

Many local people and dignitaries threw on a shovelfull of loam before Mr. Pike finished the job. The capsule will be opened in the year 2038, fifty years after the 350th celebration. The closing ceremonies were conducted by C. Bruce Brown.

State Senator Nicholas Costello presented each Historical Commission member, who were also part of the 350th Committee, an official citation from the Massachusetts State Senate in recognition of their efforts. They were signed by President of the Senate, William M. Bulger, Clerk of the Senate, Edward B. O'Neil and Senator Nicholas Costello.

The folding of the town flag and its return to the town hall signaled an end to the celebration, leaving a feeling of pride and fellowship that town folks will long remember.

A lot has happened in Salisbury's 350 years, and folks are proud of their heritage. They look forward to a future of friendship and respect such as they had just experienced.



350th Committee for Salisbury, 1988



The time capsule just before it's 50 year entombment

ODDS AND ENDS

The first veteraniarian in Salisbury was Frank Currier, who lived at Frost Corner at the plains. He tended mostly horses.



Enock Jackman and Dr. Samuel Nye were Representatives from Salisbury to ratify the Consitution.



While doing a construction job near Salisbury Square, Wayne David unearthed a “Flat Kettle” dating back to around the 1700’s or early 1800’s. Mr. David presented it to the Salisbury Historical Commission.



At one time Salisbury was plagued with bobcats. Fred Peel was hired to rid the town of as many as possible. A large den of bobcats was known to be in Ben Cole’s gravel pit. The feline’s were known to be raiding surrounding hen houses.



In 1906 Luther French lived and sold bicycles where the Richdale store now stands. Some folks on bicycles rode recklessly, knocking people down. When Horace Karlyle was hit, he campaigned for the office of Selectman and promised to put a stop to the problem.

After he was elected, he bought a bicycle!!

LOTTIE COLLINS

Lottie Collins was born in Salisbury on February 18, 1871. Her parents were Jacob and (Florence or Ellen) Pierce Collins. She married a Boston man named Lyman Waterman. They had no children.

She was an actress and singer during the gay nineties, and became famous for her song Ta-Ra-Ra-Boom-De-Ay. She traveled to such places as New York, London, and Paris.

She was ill for many years, and died in Salisbury at the age of 35, in June, 1906. She is buried at the Long Hill Cemetery on Beach Road. The lot is known as the Jacob B. Collins lot.

THE LEGEND OF BURIED GOLD

Sometime before the war of 1812, one Nathaniel Ebenezer Pike (no relation to the Salisbury Pikes) had a hermitage near where the Beach Road comes on to the beach.

It was said that he owned a sloop which he used to go out to meet incoming vessels. Pike would then take some of the ship's cargo of goods aboard his own sloop. This enabled the visiting ship to evade Newburyport Customs. Pike would then sail off toward Hampton River to his home by way of Healey's canal. During the night, the owner of the goods would come for them and pay Pike for his service. It was said Pike died a rich man, but none of his fortune was found.

During the building of the Plank Road in 1866, a workman, so it is told, in digging for the construction, pulled up a large amount of gold and silver coins. Being unobserved, he

filled the hole in and planned to return that night to get the coins. He was taken sick and did not recover until after the Plank Road was completed. Many times he tried to locate the money but without success.

SALISBURY'S GREAT TRAIN ROBBERY

In July, 1929, the train was on route to Amesbury from the Salisbury Depot. As the train was crossing Rabbit Road, men on the train pulled the emergency cord to have it stop. Other men waiting in a car had tied a piece of cloth on a tree so those on board would know where to stop the train. The bandits then boarded the train and robbed it of \$69,000-the payrole for Biddle and Smart in Amesbury.

One of the men was from Texas. Twenty years after the incident, he was apprehended in Nashua, New Hampshire.

ROLLER COASTER

Stephen Jackman had the first roller coaster at Salisbury Beach in 1888. It lasted only two years due to financial problems following an accident. The second roller coaster came to the beach after 1906 and was operated by Ralph Pratt of Haverhill.

MARM MESSER

Marm Messer was a small, dark complexioned woman who lived alone in a small house on the old Ferry Road, 150 years ago. It was said that her husband was an Indian and some thought she also was.

In June when the wild roses were in bloom, she would be seen along the road-side filling bags with rose petals. She knew of their medicinal uses and would make salves and cough syrups. Mothers would seek her aid when their children were ill or had colds. Like the Indians, she had great faith in the healing power of herbs, roots and plants.

She went to meeting every Sunday with the same heavy clothing. Her feeling was, if thick clothing would keep out the cold in the winter, it would keep out the heat in the summer.

Marm was not well known. She lived a quiet life and kept to herself. Only her remedies brought her in contact with others, but she was often seen walking through the woods gathering plants and herbs.

STRANGER'S GIFT

Along time ago an elderly man and his wife lived in a small house on what is now Lafayette Road, near the road that leads to the Plains. They had come to Salisbury early and worked hard on their farm, but in their later years they just grew enough vegetables for their own use.

One spring morning a traveler knocked at their door. He

had knocked at other doors but had been refused entry, for he was rather a suspicious looking man. The old couple felt sorry for him because he looked extremely tired and ill. They gave him food and let him rest. When the stranger was feeling better, he went on his way.

A few days later the old couple became very ill with what proved to be small pox. They had contracted it from the stranger. When they died, the neighbors quickly buried them side by side at the back of their farm.

LOCAL AIRFIELD

Near Batt's Hill on Salisbury Plains, a small airfield was established around 1928. Joseph Wilson of Amesbury, then a Captian in the United States Air Force, kept his plane there and was active in planning air shows.

Canvas sheeting surrounded the area, and a fee was charged for admission. An aviator named Earl Krebb offered plane rides -- fifteen minutes for \$3.00.

To avoid a fee many spectators climbed Batt's Hill to observe the show. On one occasion Adna Sanborn, about to drive his cow home from the pasture, was astonished when a parachute and passenger landed beside him. The so-called hermit, "Whistling Rufus", used to shoot at the planes with his shotgun because they frightened his geese.

After an accident when two planes collided, fortunately without injury to the occupants, the venture was abandoned.

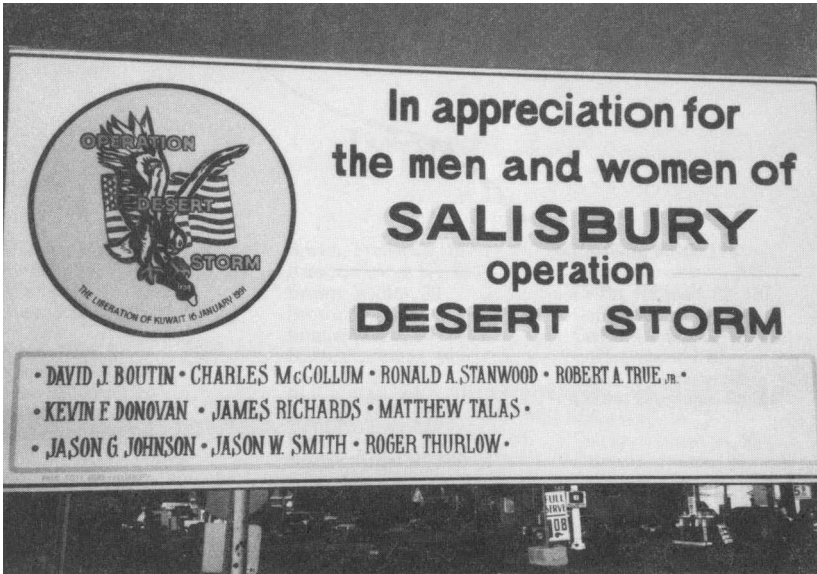
NANNIE STEVENS

Nannie Stevens was born in 1752, and lived in the old Stevens house at Salisbury Plains. One day, when she was a young girl, she was talking to a group of young people near her home when a band of Indians appeared. As they stopped in front of the young people the chief pointed to Nannie and said, "Come squaw, come pretty squaw." Nannie ran to her house and the Indians rode away.

Nannie married Joseph Wadleigh of Salisbury, New Town (which is now Amesbury), and lived on the corner of Elm and Rings Street. She was a strong and excellent horse-woman. Young colts were brought to her to "break" before being ridden by the ladies.

During the revolutionary war all the Stevens men went off to fight. Nannie was only twenty, but like other women of the day, she had to work the fields, planting and harvesting the crops.

Nannie was also very ambitious and determined to write. In colonial times, women received little education. It was believed to be unnecessary. Women needed only to learn to spin and weave, knit and bake. Nannie made a goose quill pen and used elderberry juice for ink. She became such an excellent writer that neighbors would ask her to write their letters.



Sign in Salisbury square dedicated to the men and women of Salisbury who were a part of Operation Desert Storm. On August 2, 1990, Iraq invaded Kuwait. On February 28, 1991, President Bush announced that the war was over!

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