

131 Derby Street, Salem

According to available evidence, this house was built in 1912 for Louis Pett, a shoe merchant, as a three-family tenement. It stood on the site of a house built c.1782 for Capt. Hunlock Palfrey, mariner. The first house was long occupied by members of the Wellman family.

A sailmaker, Walter Palfrey, bought a large lot of land in Salem's Lower End in 1696 (ED 11:197). His son, Warwick Palfrey, inherited that lot and other property, and was a wealthy gentleman by the 1740s, when he purchased the old John Grafton house and land, which lay to the east of the 1696 purchase (ED 88:52,112). At that time, there was no Derby Street in this vicinity, and the main east-west roads were Essex Street (atop the low ridge) and a road that straggled along the beach of the harbor. By his will of 23 Sept. 1756 (probated on Nov. 8th), Warwick Palfrey, sick and weak, devised his property to his heirs. To his eldest son Warwick Palfrey Jr. he devised his own homestead, as well as "a strip of land in said Salem next Glanfield's house and land bounded westerly on Daniel's Lane measuring there from Glanfield's land northerly half the width of the front of my land in that place and to extend westerly as far as the westerly side line of Hardy's Lot (so called), the southerly side line beginning at Glanfield's northwest corner and to run easterly by Glanfield's line..."

From 1756 forward, this land belonged to Warwick Palfrey Jr. It became valuable when, in 1763 or so, Derby Street was laid out and put through, which created double frontage on the new street for Mr. Palfrey's land. He did not build here. In 1779, Mr. Palfrey's property was described as a house, land before the house, wharf, warehouse, & wharf lot, and "land by Allen's" (1779 Salem valuation, ward one). This lot (the future site of #131) was part of the land by Allen's, Allen's being the house of Capt. Edward Allen at the corner of Derby and Hardy Streets. At that time Mr. Palfrey's son, Hunlock Palfrey, 32, was credited in the valuation with ¼ house (\$500) and stock & income of \$700.

On 22 Oct 1782 Warwick Palfrey, Salem merchant (wife Deborah) for 160 li sold to his son Hunlock Palfrey, Salem mariner, a lot of land bounded north 54' on a lane (Derby Street), east 94' on land of Capt. Edward Allen, south 54' on land of Walter Palfrey, west 87' on land of Warwick Palfrey (ED 140:29). In the 1784 valuation, Hunlock Palfrey was credited with a house worth \$150 and stock & faculty worth \$75. It would seem that a house was built here for Capt. Hunlock Palfrey in 1782. It is also possible that the house already stood on the land by the time it was sold to him in 1782; but it is unlikely that any house stood here before 1779, when Warwick Palfrey's property in this locale was listed as "land by Allen's" (no buildings). Presumably Hunlock palfrey participated in the Revolutionary war, probably on board local privateers.

Hunlock Palfrey (1747-1802), b. 1747, son of Warwick Palfrey and Mary Beckford, died 4 April 1802. He m/1 13 Oct. 1772 Sarah Mascoll (d. 1796). He m/2 1798 Mrs. Anna Plant, widow. Known issue:

1. *John Locke, 1787, cooper in NH, died 1818.*

On Sept. 13, 1785, Hunlock Palfrey, Salem mariner (Sarah), for 290 li sold to Timothy Wellman, Salem mariner, a dwelling house, other buildings, and land bounded (ED 144:65). Capt. Palfrey and his family immediately moved to a much smaller house, valued at \$50 in the 1785 valuations. In 1790, Captain Palfrey would still reside in ward one, but without ownership of real estate. His household included three females, two boys under sixteen, and himself (p. 98, col. 1, published 1790 census).

Presumably the Wellman family moved into the house as their residence.

Capt. Timothy Wellman (1756-1810) was born in Salem, the son of a fisherman, Timothy Wellman (1732-1767), and Mary Henderson (1737-1811). The family house was located on lower Essex Street. Timothy had four sisters, Rebecca, Mary, Hannah, and Sarah. The father was lost at sea when Timothy Jr. was eleven. The boy was apprenticed to learn the trade of a mariner, and this he did, rising from the job of cabin boy to deckhand to mariner. He happened to grow up at a time when Massachusetts was leading the colonies toward rebellion against the British.

The British authorities were surprised at the Americans' resistance to their policies, and feared an insurrection. In 1768, they sent over a small army of occupation and installed it in Boston. Now the Americans were forced to see themselves as misbehaving colonials, and to realize that they were not free. They did not like this picture, and the result was bitter public opposition and more street violence in Boston. The Boston Massacre took place in March, 1770; in short order, all of Massachusetts turned openly against the British, and the clouds of war gathered on the horizon.

Pre-revolutionary Salem had more than its share of Tories; but the Sons of Liberty were in the majority. Wealthy scions of families like the Curwens, Pickmans, and Brownes, stayed loyal to the King, as did many others who had married into the merchant families. In 1774, military rule was imposed from England as Gen. Thomas Gage became governor of Massachusetts and the port of Boston was shut down in punishment for the Tea Party of December, 1773. On June 2, 1774, Salem became the new capital of Massachusetts, as a reward for its supposed loyalty. Governor Gage and his officials relocated to the North Shore, and the Customs operation was conducted from Marblehead, while Salem became the major seaport of New England, handling virtually all of the commercial business that Boston had

done. Hundreds of new people moved to Salem, and the legislature met in Salem's Court House. In short order that legislature, led by Sam Adams, turned into a rebel body, and voted to ignore British laws and to send delegates to a continental congress. Gage tried to shut it down, but it was too late: he had lost control of Massachusetts to the rebel assembly gathered in Salem.

The town still had a powerful and outspoken group of loyalists, led by Peter Frye, a prominent merchant and magistrate whose wife was a Pickman. One night in October, Judge Frye learned just how far the rebels were willing to go: his fine house on Essex Street was burned down and his family barely escaped with their lives as half a block of houses and stores and a church all went up in smoke. Next day, the rebel assembly met again and voted to move their proceedings to Concord. Gage and his officials moved to Boston, and many of the loyalists followed. Outside of Boston, all of Massachusetts was under the control of the rebels.

By January, 1775, loyalists had been purged from the Salem militia regiment, and Col. William Browne was replaced by Col. Timothy Pickering, who was writing a book on military drill. One Sunday in February, 1775, the Revolutionary War almost began in Salem. When everyone was in church, Col. Leslie's redcoats marched overland from Marblehead and arrived in downtown Salem, hoping to seize cannon and munitions in North Salem. They came to a sudden halt at the North Bridge—the Salem men, alerted by a Marblehead rider, had pulled up the draw of the bridge. Rev. Thomas Barnard Jr., of the North Church, engaged Col. Leslie in discussion; and Capt. John Felt warned Leslie that blood would flow if he did not turn back. Negotiations followed, and agreement was reached: the draw went down, Leslie's men advanced a short distance into North Salem, faced about, and marched back through Salem's South Fields and Marblehead, whose own regiment, led by Col. Jeremiah Lee, could have slaughtered them. Instead, the Marbleheaders fell in behind them, marching in celebration of Leslie's Retreat as the British made their way back to the beach and boarded their whaleboats to return to the transport vessel.

With the battle at Lexington & Concord, April 19th, 1775, the die was cast. Of course no one knew how the war would end, and there was little to indicate that the colonials could actually defeat the King's army and navy, but virtually every able-bodied Salem man and boy gave himself over to the cause. Salem's regiment participated in the siege of Boston, as George Washington took command of the army in Cambridge. The British left Boston in March, 1776, never to return. Washington's army went south toward New York, but was pushed off Long Island in a series of defeats, during which Salem's Col. Timothy Pickering became one of the General's most trusted officers, and Quartermaster General of the army. Washington's first victory was the Battle of Trenton, on Christmas Day, 1776, made possible by the Marblehead regiment of Gen. John Glover. Most of the Salem men

did not go off soldiering, but sailed in privateers for the duration of the war. Timothy Wellman no doubt signed up for a privateering cruise as soon as he could, perhaps in 1776, when he was twenty.

In the next year, 1777, he married Sarah Wyatt, eighteen, of Salem, the daughter of Capt. William Wyatt, a Salem shipmaster who had happened to have been in Boston on March 5, 1770, and witnessed the Boston Massacre, and wrote a report of what he had seen. Timothy continued to cruise against the enemy, and probably rose to the rank of prize-master, meaning that he commanded vessels that his privateer captured and that had to be safely sailed into an American port, there to be sold, with cargo, while the British sailors were imprisoned. A privateer who made fortunate cruises could earn a good deal of money on these sales; and it would appear that Timothy was one such privateer. Note: there was another Timothy Wellman, also a mariner, in Salem at this time, so it is very difficult to be certain about which one was doing what at any given time.

In some places, the post-war loss of the former colonial connections and trade routes was devastating, for Americans were prohibited from trading with most British possessions; but in Salem, the merchants and mariners were ready to push their ships and cargoes into all parts of the known world. They did so with astonishing success. For a period of about 25 years, Salem was a famous center of commercial enterprise: by virtue of competing fiercely, pioneering new routes, and opening and dominating new markets, Salem won a high place in the world. Hasket Derby, William Gray, Eben Beckford, and Joseph Peabody were the town's commercial leaders. In 1784, Derby began trade with Russia; and in 1784 and 1785 he dispatched trading vessels to Africa and China, respectively. Voyages to India soon followed, and to the Spice Islands and Pepper Islands (Sumatra, Java, Malaya, etc.).

Timothy Wellman became a shipmaster in the merchant service, and earned a very good living. As has been noted, he purchased this house in 1785; and in the next year, on the lot, he had a store built and so became a retailer as well as a shipmaster.

Timothy Wellman (1756-1810), b. 1756, son of Timothy Wellman & Mary Henderson of Salem, died 2 Dec. 1810. He m. 1777 Sarah Wyatt (1759-1817), d/o William Wyatt & Sarah Cheever, died 10 Aug. 1817, of apoplexy. Known issue:

1. *Timothy, 1777, m. 1804 Sarah Silsbee.*
2. *Sarah, 1783, died 22 Aug. 1810.*
3. *Joseph, bp 1787, shipmaster, died 7 June 1820.*
4. *Mary, 1790, m. 16 Jan. 1820 Henry Tanner.*
5. *Nancy, bp 1793, died 1 July 1871.*
6. *George, bp 1797, v. 1820.*
7. *Eliza Shedlock, 1801, died 21 Sept. 1818*

Presumably Capt. Wellman's wife Sarah ran the store while he was at sea. They had three children by 1787, and would have four more, all of whom survived the ravages of childhood illnesses. The Wellmans were firm members of the East Church, whose minister was William Bentley.

In the 1790s, the new foreign markets—and the coffee trade, which would be opened in 1798 with Mocha, Arabia—brought great riches to the Salem merchants, and raised the level of wealth throughout the town: new ships were bought and built, more crews were formed with more shipmasters, new shops and stores opened, new partnerships were formed, and new people moved to town. In 1792 Salem's first bank, the Essex Bank, was founded, although it "existed in experiment a long time before it was incorporated," per Rev. William Bentley. From a population of 7921 in 1790, the town would grow by 1500 persons in a decade. At the same time, thanks to the economic policies of Alexander Hamilton, Salem vessels were able to transport foreign cargoes tax-free and essentially to serve as the neutral carrying fleet for both Britain and France, which were at war with each other.

In the late 1790s, there was agitation in Congress to go to war with France, which was at war with England. After Pres. Adams' negotiators were rebuffed by the French leaders in 1797, a quasi-war with France began in summer, 1798, much to the horror of Salem's George Crowninshield family (father and five shipmaster sons), which had an extensive trade with the French, and whose ships and cargos in French ports were susceptible to seizure. The quasi-war brought about a political split within the Salem population. Those who favored war with France (and detente with England) joined the national Federalist party, led by Hamilton and Salem's Timothy Pickering (the U.S. Secretary of State). These included most of the merchants, led locally by the Derby family. Those who favored peace with France were the Anti-Federalists, who later became aligned with Pres. Jefferson and his Democratic-Republican party; they were led locally by the Crowninshields. For the first few years of this rivalry, the Federalists prevailed; but after the death of Hasket "King" Derby in 1799 his family's power weakened.

Capt. Timothy Wellman continued to follow the sea, and to provide a comfortable life for his wife and children here on Derby Street. He apprenticed his sons to become mariners as well.

In the summer of 1795 the Wellmans were caught up in a near-disaster. A boy named McMillon, whose father had a dispute with Capt. Edward Allen, set fire to a nearby outbuilding in an attempt to burn down Capt. Allen's house, corner of Derby and Hardy, next to the Wellman house. The boy stole Capt Wellman's axe, and placed a tub and an empty barrel with the intention of starting a fire in the Wellman barn (II:159, WB)

In November, 1797, Captain Wellman, mariner, for 180 li mortgaged his property to Thomas Mason, merchant, who may have been his employer (ED 163:9). The mortgage deed mentions four separate parcels, running from Derby Street to Daniels Street. The witnesses to the conveyance were the Wellmans' son Timothy Wellman 4th and Captain Wellman's mother, Mary Henderson Wellman.

In 1800, Adams negotiated peace with France and fired Pickering, his oppositional Secretary of State. Salem's Federalist merchants erupted in anger, expressed through their newspaper, the *Salem Gazette*. At the same time, British vessels began to harass American shipping. Salem owners bought more cannon and shot, and kept pushing their trade to the farthest ports of the rich East, while also maintaining trade with the Caribbean and Europe. Salem cargos were exceedingly valuable, and Salem was a major center for distribution of merchandise throughout New England: "the streets about the wharves were alive with teams loaded with goods for all parts of the country. It was a busy scene with the coming and going of vehicles, some from long distances, for railroads were then unknown and all transportation must be carried on in wagons and drays. In the taverns could be seen teamsters from all quarters sitting around the open fire in the chilly evenings, discussing the news of the day or making merry over potations of New England rum, which Salem manufactured in abundance." (from Hurd's *History of Essex County*, 1888, p.65).

The Crowninshields, led by brother Jacob, were especially successful, as their holdings rose from three vessels in 1800 to several in 1803. Their bailiwick, the Derby Street district, seemed almost to be itself imported from some foreign country: in the stores, parrots chattered and monkeys cavorted, and from the warehouses wafted the exotic aromas of Sumatran spices and Arabian coffee beans and Caribbean molasses. From the wharves were carted all manner of strange fruits, and crates of patterned china in red and blue, and piles of gorgeous silks and figured cloths, English leather goods, and hundreds of barrels of miscellaneous objects drawn from all of the ports and workshops of the world. The greatest of the Salem merchants at this time was William "Billy" Gray, who owned 36 large vessels—15 ships, 7 barks, 13 brigs, 1 schooner—by 1808. Salem was then still a town, and a small one by our standards, with a total population of about 9,500 in 1800. Its politics were fierce, and polarized everything. The two factions attended separate churches, held separate parades, and supported separate schools, military companies, and newspapers. Salem's merchants resided mainly on two streets: Washington (which ended in a wharf on the Inner Harbor, and, above Essex, had the Town House in the middle) and Essex (particularly between what are now Hawthorne Boulevard and North Street). The East Parish (Derby Street area) was for the seafaring families, shipmasters, sailors, and fishermen. In the 1790s, Federal Street, known as New Street, had more empty lots than fine houses. Chestnut Street

did not exist: its site was a meadow. The Common was not yet Washington Square, and was covered with hillocks, small ponds and swamps, utility buildings, and the alms-house. As the 19th century advanced, Salem's commercial prosperity would sweep almost all of the great downtown houses away (the brick Joshua Ward house, built 1784, is a notable exception).

The town's merchants were among the wealthiest in the country, and, in Samuel McIntire, they had a local architect who could help them realize their desires for large and beautiful homes in the latest style. While a few of the many new houses went up in the old Essex-Washington Street axis, most were erected on or near Washington Square or in the Federalist "west end" (Chestnut, Federal, and upper Essex Streets). The architectural style (called "Federal" today) had been developed by the Adam brothers in England and featured fanlight doorways, palladian windows, elongated pilasters and columns, and large windows. It was introduced to New England by Charles Bulfinch in 1790. The State House in Boston was his first institutional composition; and soon Beacon Hill was being built up with handsome residences in the Bulfinch manner.

Samuel McIntire (1757-1811), who was self-educated and who made his living primarily as a wood-carver and carpenter, was quick to adapt the Bulfinch style to Salem's larger lots. McIntire's first local composition, the Jerathmeel Peirce house (on Federal Street), contrasts with his later Adamesque designs. In place of walls of wood paneling, there now appeared plastered expanses painted in bright colors or covered in bold wallpapers. The Adam style put a premium on handsome casings and carvings of central interior features such door-caps and chimney-pieces (McIntire's specialty). On the exterior, the Adam style included elegant fences; and the houses were often built of brick, with attenuated porticoes and, in the high style, string courses, swagged panels, and even two-story pilasters. The best example of the new style was the Elias Hasket Derby house, co-designed by Bulfinch and McIntire, and built on Essex Street in 1797-8 (demolished in 1815), on the site of today's Town House Square.

A new bank, the Salem Bank, was formed in 1803, and there were two insurance companies and several societies and associations. The fierce politics and commercial rivalries continued. The Wellman family prospered in these boom times. The Wellmans' eldest son, Timothy, became a shipmaster of great promise; and in 1804 he married Sarah Silsbee, the sister of Capt. Nathaniel Silsbee, a prominent merchant who would go on to become a Congressman and then a U.S. Senator. The Timothy Wellman Jr. family resided here too, at least until 1806, when their second child, a newborn, died suddenly (mentioned in Nov. 1806 by Rev. William Bentley in the East Church records).

The ferment of the times is captured in the diary of Rev. William Bentley, bachelor minister of Salem's East Church and editor of the *Register* newspaper. His diary is full of references to the civic and commercial doings of the town, and to the lives and behaviors of all classes of society. He had high hopes for the future of a republican America, with well educated citizens. He observed and fostered the transition in Salem, and wrote in his diary (2 Dec. 1806), "While Salem was under the greatest aristocracy in New England, few men thought, and the few directed the many. Now the aristocracy is gone and the many govern. It is plain it must require considerable time to give common knowledge to the people." On Union Street, not far from Bentley's church, on the fourth of July, 1804, was born a boy who would grow up to eclipse all sons of Salem in the eyes of the world: Nathaniel Hawthorne, whose father would die of fever while on a voyage to the Caribbean in 1808. This kind of untimely death was all too typical of Salem's young seafarers, who fell prey to malaria and other diseases of the tropics.

In 1806 the Derbys extended their wharf far out into the harbor, tripling its previous length. This they did to create more space for warehouses and ship-berths in the deeper water, at just about the time that the Crowninshields had built their great India Wharf at the foot of now-Webb Street. The other important wharves were White's and Forrester's (now Central, just west of Derby Wharf), and Union Wharf at the foot of Union Street; and then, farther to the west, a number of smaller wharves in the South River (filled in during the late 1800s), all the way to the foot of Washington Street. Each had a warehouse or two, and shops for artisans (coopers, blockmakers, joiners, etc.). The waterfront between Union Street and Washington Street also had lumber yards and several ship chandleries and distilleries, with a Market House at the foot of Central Street, below the Custom House. The wharves and streets were crowded with shoppers, gawkers, hawkers, sailors, artisans ("mechanics"), storekeepers, and teamsters; and just across the way, on Stage Point along the south bank of the South River, wooden barks and brigs and ships were being built in the shipyards.

Salem's boom came to an end with a crash in January, 1808, when Jefferson and the Congress imposed an embargo on all shipping in hopes of forestalling war with Britain. The Embargo, which was widely opposed in New England, proved futile and nearly ruinous in Salem, where commerce ceased. As a hotbed of Democratic-Republicanism, Salem's East Parish and its seafarers, led by the Crowninshields, loyally supported the Embargo until it was lifted in spring, 1809. Shunned by the other Salem merchants for his support of the Embargo, the eminent Billy Gray took his large fleet of ships—fully one-third of Salem's tonnage—and moved to Boston, whose commerce was thereby much augmented. Gray's removal eliminated a huge amount of Salem wealth, shipping, import-export cargos, and local employment. Gray soon switched from the Federalist party, and was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead. Salem resumed its seafaring

commerce, but the British continued to prey on American shipping, and there was no return to prosperity in Salem.

In August, 1810, the Wellmans' eldest daughter, Sarah, 27, died of consumption (tuberculosis); and on Dec. 2, 1810, Capt. Timothy Wellman died at the age of fifty-four, perhaps of the same disease. His four youngest children were still minors. The family's losses were compounded by the death of the Captain's mother, Mrs. Mary Henderson Wellman, in January, 1811.

In his estate papers, Capt. Wellman was described as "merchant or mariner" (#29280, administration granted 21 Jan. 1811). The homestead (dwelling house, situate in Derby street, with land under and adjoining) was valued at \$3200, and he also owned a store and land in Daniels Street (\$850), an old house and land in Essex Street formerly Cheever's estate (\$1600), and pew #48 in the East meeting house (\$30). The furnishings of the house are listed; and Capt. Wellman had \$600 in cash and thousands more in notes that he held on loans that he had made, including one for \$3200 to Nathaniel Garland and \$1025.87 to John Crowninshield.

In June, 1812, war was declared against Britain. Although the merchants had tried to prevent the war, when it came, Salem swiftly fitted out 40 privateers manned by Marblehead and Salem crews, who also served on U.S. Navy vessels, including the frigate *Constitution*. Many more local vessels could have been sent against the British, but some of the Federalist merchants held them back. In addition, Salem fielded companies of infantry and artillery. Salem and Marblehead privateers were largely successful in making prizes of British supply vessels. While many of the town's men were wounded in engagements, and some were killed, the possible riches of privateering kept the men returning to sea as often as possible. The first prizes were captured by a 30-ton converted fishing schooner, the *Fame*, and by a 14-ton luxury yacht fitted with one gun, the *Jefferson*. Of all Salem privateers, the Crowninshields' 350-ton ship *America* was most successful: she captured 30-plus prizes worth more than \$1,100,000. No doubt the Wellman brothers sailed on privateering voyages, and Capt. Timothy Wellman was a privateer commander, with Ben Crowninshield, of the *Alexander*, 18 guns, which was captured.

Salem erected forts and batteries on its Neck, to discourage the British warships that cruised these waters. On land, the war went poorly for the United States, as the British captured Washington, DC, and burned the Capitol and the White House. Along the western frontier, U.S. forces were successful against the weak English forces; and, as predicted by many, the western expansionists had their day. At sea, as time wore on, Salem vessels were captured, and its men imprisoned or killed. After almost three years, the war was bleeding the town dry. Hundreds of Salem men and boys were in British prison-ships and at Dartmoor Prison in England. At the Hartford Convention in 1814, New England Federalist delegates met to consider

what they could do to bring the war to a close and to restore the region's commerce. Sen. Timothy Pickering of Salem led the extreme Federalists in proposing a series of demands which, if not met by the federal government, could lead to New England's seceding from the United States; but the Pickering faction was countered by Harrison G. Otis of Boston and the moderate Federalists, who prevailed in sending a moderate message to Congress.

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

Post-war, the Salem merchants rebuilt their fleets and resumed their worldwide trade, slowly at first. Many new partnerships were formed. The pre-war partisan politics of the town were not resumed post-war, as the middle-class "mechanics" (artisans) became more powerful and brought about civic harmony, largely through the Salem Charitable Mechanic Association (founded 1817).

Sarah Wyatt Wellman had kept living here. She was given guardianship of her minor children in 1813 (George, 15, and Eliza, 12). Having survived her husband by seven years, she died in August, 1817, aged 58 years. George, 20, and Eliza, 17, still minors, were placed under the guardianship of Jonathan Archer, a trader (grocer) (#29268).

A new inventory of the Capt. Timothy Wellman estate was taken on 31 Oct. 1817; John Punchard was the estate administrator. The homestead (mansion house, out buildings, and land under and adjoining upon Derby and Daniels Street) was valued at \$1900. The old Essex Street house had been removed, and the lot there was valued at \$650. The pew was worth \$30. Much of the value of the personal estate had been invested in twenty shares in the Merchants Bank of Salem. Nine shares were sold to pay off debts.

Having moved to Maine, Sarah's eldest son Timothy Wellman on Nov. 25, 1817 for \$1505 conveyed to the other heirs his right in estate of his father. In May, 1818, the six owners of the property, Wellman brothers and sisters, gathered to make a division of their father's estate.

On 21 March 1818 a partition of real estate included a store and land on Daniels Street (\$450), a lot on Essex Street (\$800), and the Timothy Wellman mansion house with land (valued together at \$1600) bounded northerly on Derby Street, easterly on land of Joseph Waters, southerly on land of widow Richardson, westerly on land of Ebenezer Stodder and on other land of the Wellman estate (ED 217:229).

To Mary Wellman was awarded the north lower room, the north upper chamber and upper bed chamber of the house, with certain common rights, and the easterly part of the garden.

To Nancy Wellman went the lower room, the store room, and the southern upper chamber, certain rights in common, and the westerly part of the garden.

To Eliza Wellman went the two middle chambers and the small bed chamber, certain rights in common, and a piece of land. Miss Eliza Wellman resided here, but she perhaps fell ill of the family disease, tuberculosis, for she died at the age of eighteen on Sept. 21, 1818, owning her rooms and rights in the house and a piece of land. Administration on her estate was granted 5 Jan. 1819, #29265; and an inventory of her possessions was then taken (appended to this report).

In January, 1820, Mary Wellman married Henry Tanner; and they evidently resided here in the rooms that she owned. Henry himself became a part-owner on 26 May 1820, when Joseph Wellman, mariner, for \$100 sold to Henry Tanner, laborer, one-fifth of the late Eliza Wellman's portion of the Timothy Wellman estate, consisting of part of a house and land (ED 222:294). Note: Joseph Wellman soon died, and administration on his insolvent estate was awarded on 15 August 1820 (#29272).

Into the 1820s foreign trade continued with some vigor; and new markets were opened with Madagascar (1820), which supplied tallow and ivory, and Zanzibar (1825), whence came coffee, ivory, and gum copal, used to make varnish. This opened a huge and lucrative trade in which Salem dominated, and its vessels thus gained access to all of the east African ports.

Salem's general maritime foreign commerce fell off sharply in the late 1820s. Imports in Salem ships were supplanted by the goods that were now being produced in great quantities in America. The interior of the country was being opened for settlement, and some Salemites moved away. To the north, the falls of the Merrimack River powered large new textile mills (Lowell was founded in 1823), which created great wealth for their investors; and in general it seemed that the tide of opportunity was ebbing away from Salem. To stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem's merchants and capitalists banded together in 1826 to raise the money to dam the North River for industrial power, but the effort failed, and caused several leading citizens to move to Boston, the hub of investment in the new economy.

In 1830, this house was occupied by the family of Henry Tanner (himself and wife Mary, one girl and one young boy); and part of it may have been rented to Sarah Burns and Emma Roby.

In 1830 occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, 82, a wealthy merchant, resided in the house now called the Gardner-Pingree house, on Essex Street. One night, intruders broke into his mansion and

stabbed him to death. All of Salem buzzed with the news of murderous thugs; but the killer was a Crowninshield (a fallen son of one of the five brothers; after he was put in jail he killed himself). He had been hired by his friends, Capt. White's own relatives, Capt. Joseph Knapp and his brother Frank (they would be executed). The results of the investigation and trial having uncovered much that was lurid, more of the respectable families quit the now-notorious town.

Salem had pretty much lost its standing as a major commercial port; yet it had not developed any notable manufacturing capabilities, and had few natural advantages. The North River served not to power factories but mainly to flush the waste from the 25 tanneries that had set up along its banks. As the decade wore on, and the new railroads and canals, all running and flowing to Boston from points north, west, and south, diverted both capital and trade away from the coast. Salem's remaining merchants took their equity out of local wharves and warehouses and ships and put it into the stock of manufacturing and transportation companies. Some merchants did not make the transition, and were ruined. Old-line areas of work, like rope-making, sail-making, and ship chandleries, gradually declined and disappeared. Salem slumped badly, but, despite all, the voters decided to charter their town as a city in 1836—the third city to be formed in the state, behind Boston and Lowell. City Hall was built 1837-8 and the city seal was adopted with an already-anachronistic Latin motto of “to the farthest port of the rich East”—a far cry from “Go West, young man!” The Panic of 1837, a brief, sharp, nationwide economic depression, caused even more Salem families to head west in search of fortune and a better future.

Throughout the 1830s, the leaders of Salem scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day. One inspiration was the Salem Laboratory, Salem's first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 in North Salem on the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business. Salem's whale-fishery led to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and grew large after 1830, when Wyman's gristmills on the Forest River, at the head of Salem Harbor, were retooled for making high-quality white lead and sheet lead. These enterprises were a start toward taking Salem in a new direction. In 1838 the Eastern Rail Road, headquartered in Salem, began operating between Boston and Salem, which gave the local people a direct route to the region's largest market. The new railroad tracks ran right over the middle of the Mill Pond; the tunnel under Washington Street was built in 1839; and the line was extended to Newburyport in 1840.

By 1836, Henry Tanner had died evidently. In 1836 (per 1837 Directory), the house (listed as #83 Derby) was occupied by Mary Wellman Tanner, sempstress (and her son), and her brother George Wellman, mariner. By 1840 (per census, p.237), the house was evidently a two-family: Mrs. Tanner lived here at the head of a household of herself and another woman in her 40s, a woman in her twenties, and a teenage boy (Henry A. Tanner); and J. Kanally lived here too (household with little boy, two men in their twenties, a teenaged girl, a woman in her twenties, and a woman in her fifties. By 1841 the two families here (then-#83) were headed by Mrs. Mary Tanner and John Henry, a mariner (per 1842 directory). Mrs. Tanner died, evidently; and by 1844 (per Street Book) this house was occupied by John Henry, 34, and Henry A. Tanner, 18. Four years later, 1848 (per Street Book), the house was occupied by families headed by Frederick Reece and Henry A. Tanner, 22. Henry Augustus Tanner worked as a restorateur, while Frederic E. Real, a native of Prussia, worked as a laborer (see 1850 Directory).

In the face of major changes, some members of Salem's waning merchant class continued to pursue their sea-borne businesses into the 1840s; but it was an ebb tide, with unfavorable winds. Boston, transformed into a modern mega-port with efficient railroad and highway distribution to all markets, had subsumed virtually all foreign trade other than Salem's continuing commerce with Zanzibar. The sleepy waterfront at Derby Wharf, with an occasional arrival from Africa and regular visits from schooners carrying wood from Nova Scotia, is depicted in 1850 by Hawthorne in his mean-spirited "introductory section" to **The Scarlet Letter**, which he began while working in the Custom House.

Although Hawthorne had no interest in describing it, Salem's transformation did occur in the 1840s, as more industrial methods and machines were introduced, and many new companies in new lines of business arose. The Gothic symbol of Salem's new industrial economy was the large twin-towered granite train station—the "stone depot"—smoking and growling with idling locomotives. It stood on filled-in land at the foot of Washington Street, where the merchants' wharves had been; and from it the trains carried many valuable products as well as passengers. The tanning and curing of leather was very important in Salem by the mid-1800s. On and near Boston Street, along the upper North River, there were 41 tanneries in 1844, and 85 in 1850, employing 550 hands. The leather business would continue to grow in importance throughout the 1800s. In 1846 the Naumkeag Steam Cotton Company completed the construction at Stage Point of the largest factory building in the United States, 60' wide by 400' long. It was an immediate success, and hundreds of people found employment there, many of them living in tenements built nearby. It too benefited from the Zanzibar and Africa trade, as it produced light cotton cloth for use in the tropics. Also in the 1840s, a new method was introduced to make possible high-volume industrial shoe production. In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe

factories too, and attracted shoe workers from outlying towns and the countryside. Even the population began to transform, as hundreds of Irish families, fleeing the Famine in Ireland, settled in Salem and gave the industrialists a big pool of cheap labor.

In 1850 Henry A. Tanner had moved to Broad Street. The Derby Street house (then numbered #83; ward one house 357, families 705,706 in 1850 census) was occupied as a two family. In one unit lived people with a Prussian connection: Frederick E. Real, 35, mariner, born in Prussia, wife Ellen, 34, b. Mass., children Sarah E., 6, Emily Dorothy, 5, Joseph F., 3, and John Henry, one; also John Patres, 26, mariner, born in Prussia, also Harry Cummings, 30, mariner, born in Prussia. In the other unit resided James Thompson, 54, born in France, wife Mary 53 (born in Mass.) and children Caroline 18, Julia 15, William 13, and Darius M., 9.

By 1854 the Reals and other Prussians had moved to Hardy Street. Residing here were the families of Eliphalet Southwick, teamster, and of James Thompson, laborer (#83 Derby, 1855 directory). Mr. Southwick died, probably here, in 1855, aged 46 years. He was born 16 August 1808, the son of Stephen Southwick and Hannah Ropes. His wife, whom he'd married c.1833 was then a widow, Hannah Martin. The 1855 census (ward one families 444, 445) shows that residing here were (one unit) Hannah M. Southwick, 46, and children Benjamin W., 20, Hannah P., 19, and Eldridge M., ten; and (another unit) James Thompson, 59, laborer, b. France, Nancy 58 b. Mass., William 18, Darius 13. By 1856, the Thompsons had moved out but the Southwicks were still here (per 1857 directory). By 1858 Mrs. Hannah Southwick had married a boatbuilder, David Hart, and moved into his home on Carlton Street with her son Eldridge Southwick. Mr. Hart died within a few years at his new home, 9 Hardy Street, where Mrs. Hannah Hart was again a widow, working as a nurse.

In 1858 this house (then-83 Derby) was occupied by mariner Joseph Miller and his family (presumably his first wife had died and he had recently remarried), and by John M. Fogg, teamster, and his family. Such was also the case in 1860 (per census, ward one, house 1398): Joseph Miller, 35, mariner, born Portugal, wife Mary A., 25, born Mass., children Mary J., 12, Joseph H., 9, Anna F. 4, George N., one, and Frances Miller, sixty (presumably Joseph's mother); also, John M. Fogg, 59, teamster, born NH, wife Lucy, 54, children James, 24, mariner, Elizabeth, 28, Lavinia, 26, Sarah, 20, and Susan, 17, all working as cigar-makers. John Murray Fogg (1800-1865), son of Abel Fogg of Exeter, NH, had married c. 1827 Lucy Whittle (1809-1886) of Salem; and they'd had seven children, of whom Lucy had died in 1845 of tuberculosis, and a second Lucy, born in 1846, had died of scarlet fever in July, 1852. The rest had survived.

Salem's growth continued through the 1850s, as business and industries expanded, the population swelled, new churches (e.g. Immaculate Conception, 1857) were

started, new working-class neighborhoods were developed (especially in North Salem and South Salem, off Boston Street, and along the Mill Pond behind the Broad Street graveyard), and new schools, factories, and stores were built. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, down at Stage Point, where a new Methodist Church went up, and many neat homes, boarding-houses, and stores were erected along the streets between Lafayette and Congress. The tanning business continued to boom, as better and larger tanneries were built along Boston Street and Mason Street; and subsidiary industries sprang up as well, most notably the J.M. Anderson glue-works on the Turnpike (Highland Avenue).

As it re-established itself as an economic powerhouse, Salem took a strong interest in national politics. It was primarily Republican, and strongly anti-slavery, with its share of outspoken abolitionists, led by Charles Remond, a passionate speaker who came from one of the city's notable black families. At its Lyceum (on Church Street) and in other venues, plays and shows were put on, but cultural lectures and political speeches were given too.

By 1860, with the election of Abraham Lincoln, it was clear that the Southern states would secede from the union; and Salem, which had done so much to win the independence of the nation, was ready to go to war to force others to remain a part of it.

The Civil War began in April, 1861, and went on for four years, during which hundreds of Salem men served in the army and navy, and many were killed or died of disease or abusive treatment while imprisoned. Hundreds more suffered wounds, or broken health. The people of Salem contributed greatly to efforts to alleviate the suffering of the soldiers, sailors, and their families; and there was great celebration when the war finally ended in the spring of 1865, just as President Lincoln was assassinated. The four years of bloodshed and warfare were over; the slaves were free; a million men were dead; the union was preserved and the South was under martial rule. Salem, with many wounded soldiers and grieving families, welcomed the coming of peace.

Eldridge Southwick, formerly a resident here, was serving in the 10th company, Mass. Heavy Artillery, in 1863. He also served in the 7th Infantry militia. James M. Fogg, the son of the Foggs who resided here, was a sailor in the U.S. Navy in 1863, serving as a coxswain on the vessels U.S.S. *Vermont*, *Paul Jones*, *A.D. Vance*, *Baltic*, and *Ohio*, and as a gunner on the U.S.S. *Minnesota* (see Fogg Genealogy, persons 922 and 1983).

Through the 1860s, Salem pursued manufacturing, especially of leather and shoes and textiles. The managers and capitalists tended to build their new, grand houses

along Lafayette Street (these houses may still be seen, south of Roslyn Street; many are in the French Second Empire style, with mansard roofs). A third factory building for the Naumkeag Steam Cotton Company was built in 1865.

Mr. John M. Fogg died on Jan. 25, 1865, of tuberculosis. His widow and children continued to live here. In 1868 son James worked as a currier in the leather industry; but he moved away by 1870. In that year, the house was occupied in three units: Mary O'Mahara, 50, an Ireland-born worker in the cotton mill, lived in one unit; Peter Myers, 30, who worked in a bakery, and wife Hannah, 28, lived in another (both were born in Ireland); and Mary Fogg, 62, was keeping house here while daughter Lavinia, 38, was working in a cigar-making shop (house 278, ward one, 1870 census). Mrs. Fogg remained here at least through 1873 (per 1874 directory). By 1875 she had moved to 200 Essex Street.

In 1870 Salem received its last cargo from Zanzibar, thus ending a once-important trade. By then, a new Salem & New York freight steamboat line was in operation. Seven years later, with the arrival of a vessel from Cayenne, Salem's foreign trade came to an end. After that, "the merchandise warehouses on the wharves no longer contained silks from India, tea from China, pepper from Sumatra, coffee from Arabia, spices from Batavia, gum-copal from Zanzibar, hides from Africa, and the various other products of far-away countries. The boys have ceased to watch on the Neck for the incoming vessels, hoping to earn a reward by being the first to announce to the expectant merchant the safe return of his looked-for vessel. The foreign commerce of Salem, once her pride and glory, has spread its white wings and sailed away forever" (Rev. George Bachelder in *History of Essex County*, II: 65).

Salem was now so densely built-up that a general conflagration was always a possibility, as in Boston, when, on Nov. 9, 1872, the financial and manufacturing district of the city burned up. Salem continued to prosper in the 1870s, carried forward by the leather-making business. In 1874 the city was visited by a tornado and shaken by a minor earthquake. In the following year, the large Pennsylvania Pier (site of the present coal-fired harborside electrical generating plant) was completed to begin receiving large shipments of coal. Beyond it, at Juniper Point, a new owner began subdividing the old Allen farmlands into a new development called Salem Willows and Juniper Point. In the U.S. centennial year, 1876, A.G. Bell of Salem announced that he had discovered a way to transmit voices over telegraph wires.

All during these years, the property remained in the ownership of Wellman descendants. On 25 October 1875, Joshua B. Janes, shoe cutter, for \$375 sold to George E. Berry of Salem his right in an undivided parcel of land with buildings, described as formerly the estate of Timothy Wellman (ED 938:99). Mr. Janes

recited his title as coming from his deceased daughter, Mary E. Janes, from her mother, Mary E. (Tanner) Janes (Mr. J.B. Janes' deceased first wife), from her parents, Henry and Mary (Wellman) Tanner. The lot was in a reverse-L-shape, bounded northerly on Derby Street and by land of Stoddard and others, easterly by land of Goodwin and others, southerly by land of Stickney and others, westerly by land of Stoddard and others.

In this decade (1870s), French-Canadian families began coming to work in Salem's mills and factories, and more houses and tenements were built. The better-off workers bought portions of older houses or built small homes for their families in the outlying sections of the city; and by 1879 the Naumkeag Steam Cotton mills would employ 1200 people and produce annually nearly 15 million yards of cloth. Shoe-manufacturing businesses expanded in the 1870s, and 40 shoe factories were employing 600-plus operatives. Tanning, in both Salem and Peabody, remained a very important industry, and employed hundreds of breadwinners. On Boston Street in 1879, the Arnold tannery caught fire and burned down.

In 1880 the house was a three-family, occupied by Benjamin L. Pervier, 31, a laborer, wife Elizabeth, 32, and children Charles, four, and Abby, two; also by Rachel C. Cate, 68, a nurse, born in Maine; also Carrie Hutchings, 25, and daughter Carrie, four (see 1880 census, ward one, house 23). In 1881 Mrs. Cate was still here, with Thomas G. Gilbert, a laborer (per 1881 directory). In 1885 the occupants were Mrs. Cate, Mrs. Hutchings (as before), and Mrs. Catherine Lynch, widow, and her sons Bartholomew, a laborer, and William F. Lynch, a clerk working at 19 St. Peter Street (see 1886 directory).

In the 1880s and 1890s, Salem kept building infrastructure; and new businesses arose, and established businesses expanded. Retail stores prospered; horse-drawn trolleys ran every which-way; and machinists, carpenters, millwrights, and other specialists all thrived. In 1880, Salem's manufactured goods were valued at about \$8.4 million, of which leather accounted for nearly half. In the summer of 1886, the Knights of Labor brought a strike against the manufacturers for a ten-hour day and other concessions; but the manufacturers imported labor from Maine and Canada, and kept going. The strikers held out, and there was violence in the streets, and even rioting; but the owners prevailed, and many of the defeated workers lost their jobs and suffered, with their families, through a bitter winter.

By the mid-1880s, Salem's cotton-cloth mills at the Point employed 1400 people who produced about 19 million yards annually, worth about \$1.5 million. The city's large shoe factories stood downtown behind the stone depot and on Dodge and Lafayette Streets. A jute bagging company prospered with plants on Skerry Street and English Street; its products were sent south to be used in cotton-baling. Salem factories also produced lead, paint, and oil. At the Eastern Railroad yard on Bridge

Street, cars were repaired and even built new. In 1887 the streets were first lit with electricity, replacing gas-light. The gas works, which had stood on Northey Street since 1850, was moved to a larger site on Bridge Street in 1888, opposite the Beverly Shore.

More factories and more people required more space for buildings, more roads, and more storage areas. This space was created by filling in rivers, harbors, and ponds. The once-broad North River was filled from both shores, and became a canal along Bridge Street above the North Bridge. The large and beautiful Mill Pond, which occupied the whole area between the present Jefferson Avenue, Canal Street, and Loring Avenue, finally vanished beneath streets, storage areas, junk-yards, rail-yards, and parking lots. The South River, too, with its epicenter at Central Street (that's why there was a Custom House built there in 1805) disappeared under the pavement of Riley Plaza and New Derby Street, and some of its old wharves were joined together with much in-fill and turned into coal-yards and lumber-yards. Only a canal was left, running in from Derby and Central Wharves to Lafayette Street.

By 1909 the old Palfrey-Wellman house had been commandeered as the "Christian Army House", which was evidently something like the Salvation Army, providing temporary shelter and support services for the poor people of the neighborhood. At the same time, it was the residence (in one unit) of the family of Julian Czepanowski, who worked at the United Shoe Machinery complex in Beverly. The Czeapanowskis were gone by 1910, but it remained the Christian Army House until 1911, when it was listed in the directory as "vacant."

Per the 1911 atlas, the lot had on it a house whose footprint was the same as in the 1874 and 1897 atlases; and there were two wooden outbuildings on the rear line, behind the house. John M. Berry, the owner, of 39 Essex Street in 1910, died and left his brother Francis T. Berry as his only heir.

On 9 Sept. 1912 Francis T. Berry sold the premises, described as "a parcel of land," to Lizzie Pett of Salem (ED 2169:502). The reverse-L-shaped lot was bounded as running northeasterly 54' on Derby street, running southeasterly 118.75 on land of Hyde and of Riley, running southwesterly 118' by land of Riley, running northwesterly 45' by land of Murphy and of Collier, running northeasterly 51' by land of Perry, and running northwesterly 82.5' by land of Perry. Mrs. Pett, the same day, mortgaged the premises back to Mr. Berry for \$4000, describing it as the land with buildings, numbered 129-131 Derby Street, (indicating that a building stood there) (ED 2169:502). They also mortgaged the premises for \$1000 to Abraham Collier (ED 2169:505).

It would appear that Louis Pett, proprietor of a shoe store, had already caused the old house to be removed and a new building to be built on its site as an apartment

house. Mr. Pett, 35, and his wife Rosa, 32, came from Russia, arriving in the U.S. in 1904 with an infant son, Morris. Louis and Rosa, who spoke Yiddish, were probably Jewish. They settled in Massachusetts, and were in Salem by 1905. Louis soon picked up English, while Rosa, evidently known as "Lizzie," did not. They had a daughter, Ida in 1908, in which year they resided at 133 Derby Street, where Mr. Pett had a shoe-repair business (see 1908 directory). By 1910 the family resided at 21 Turner Street in Salem, and Mr. Pett was listed in the census as a shoe store merchant (see 1910 census, ward one, house 82).

The new building, a triple-decker tenement, went up in 1912. The Petts resided here in one unit, and Louis had his shoe shop at 171 Derby Street. Also residing here in the new building were families headed by Louis Magid, a pedlar, Frank Gajewski, a moulder, and Peter Gajewski, a grocer at 214 Derby (per 1913 Directory). All of the adults were immigrants, some from Russia, some from Poland; they were all working hard and trying to get established in the new country. Derby Street and vicinity had many other such immigrant families at that time.

Salem kept growing. The Canadians were followed in the early 20th century by large numbers of Polish and Ukrainian families, who settled primarily in the Derby Street neighborhood. By the eve of World War One, Salem was a bustling, polyglot city that supported large department stores and large factories of every description. People from the surrounding towns, and Marblehead in particular, came to Salem to do their shopping; and its handsome government buildings, as befit the county seat, were busy with conveyances of land, lawsuits, and probate proceedings. The city's politics were lively, and its economy was strong.

On June 25, 1914, in the morning, in Blubber Hollow (Boston Street opposite Federal), a fire started in one of Salem's fire-prone wooden tanneries. This fire soon consumed the building and raced out of control, for the west wind was high and the season had been dry. The next building caught fire, and the next, and out of Blubber Hollow the fire roared easterly, a monstrous front of flame and smoke, wiping out the houses of Boston Street, Essex Street, and upper Broad Street, and then sweeping through Hathorne, Winthrop, Endicott, and other residential streets. Men and machines could not stop it: the enormous fire crossed over into South Salem and destroyed the neighborhoods west of Lafayette Street, then devoured the mansions of Lafayette Street itself, and raged onward into the tenement district. Despite the combined efforts of heroic fire crews from many towns and cities, the fire overwhelmed everything in its path: it smashed into the large factory buildings of the Naumkeag Steam Cotton Company (Congress Street), which exploded in an inferno; and it rolled down Lafayette Street and across the water to Derby Street. There, just beyond Union Street, after a 13-hour rampage, the monster died, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless. Some people had insurance, some did not; all received much

support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States, and the people of Salem would take years to recover from it. Eventually, they did, and many of the former houses and businesses were rebuilt; and several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets) were put into effect.

In 1915, the Petts were still residing here, as was the Frank Gajewski family; but the others had moved on, and now Jacob Loss (his wife's name was Minnie), a pedlar, was one of the tenants (per 1916 directory). At some point in the next few years, the Petts moved to 16 Hardy Street. Mr. Pett continued to run his shop at 171 Derby Street, but he was looking elsewhere; and in 1920 or early 1921 the Petts moved to Gloucester.

In 1920 the tenants here (in January) were the following families. Walter Petrosky, 35, born in Poland, edge trimmer in a shoe shop, came to U.S. in 1910; wife Elizabeth, 33, who had come from Poland in 1900; and their children Nellie, five, and Theodore, a year and a half. In their unit they had a boarder, Belle Kruginski, 16, from Poland in 1914, working as a dresser in a shoe shop. The Pitros and Koslevicz families resided here too, as, evidently, did the Frank Gajewskis (see 1920 census, ward one, ED 256, SD 5, sh 17).

In 1921 the tenants here were the families of Frank Gajewski (wife Mary, the moulder, and of S. Protzak, and of Adam Legatowicz (wife Malinna), a moulder (per Directory). In October, 1922, Louis and Lizzie Pett, of Gloucester, sold the premises to Adam Dobrosielski of Salem, who sold it right away to Veronica, wife of John Karbowniczak of Salem (ED 2531:226, 227). It would appear that the building continued to be used as a tenement for immigrant families for many years more. In 1939, for example, the tenants were the families of Alex Potorski and Anthony Andruskiewicz. Mr. P. worked as a salesman at Alfred Audet liquors on Front Street. Mr. A. was a mill-hand, perhaps working at the Pequot blanket mills across the canal (Shetland Park today). At 131 rear Derby Street (evidently a back unit of this house), Stephen, Adolph, John, and Wladyslaw (a shoe worker) Andruskiewicz resided (per directory).

Salem, the county seat and regional retail center, gradually rebounded after the Depression, and prospered after World War II through the 1950s and into the 1960s. General Electric, Sylvania, Parker Brothers, Pequot Mills (formerly Naumkeag Steam Cotton Co.), Almy's department store, various other large-scale retailers, and Beverly's United Shoe Machinery Company were all major local employers. Then the arrival of suburban shopping malls and the relocation of manufacturing businesses took their toll, as they have with many other cities. More than most, Salem has navigated its way forward into the present with success, trading on its

share of notoriety arising from the witch trials, but also from its history as a great seaport and as the home of Bowditch, McIntire, Bentley, Story, and Hawthorne. Most of all, it remains a city where the homes of the old-time merchants, mariners, and mill-operatives are all honored as a large part of what makes Salem different from any other place.

--Robert Booth, May 8, 2005, for Historic Salem Inc.