

## ***53-55 Turner Street, Salem***

**According to available evidence, this building was built as the gum copal factory of Jonathan Whipple, manufacturer, in 1840. It was converted to a residence circa 1870.**

In October, 1828, Jonathan Whipple, Salem hatter, for \$325 purchased part of the estate formerly of Capt. John Collins, fronting 180' on Turner Street and running down to the Harbor (ED 251:114). Mr. Whipple had a hatter's shop here; and in the 1840s he would build a factory and a house on this land.

Jonathan Whipple (1794-1850) was born in Hamilton, the son of Jonathan and Martha (Whipple) Whipple, of an old local family. He was, evidently, apprenticed to a hatter, probably in Salem; and he spent his youth learning the business of making felt and blocking it into hats. He was, perhaps, in Salem by 1806, when the merchant family of Derby extended their wharf far out into the harbor, tripling its previous length and creating more space for warehouses and ship-berths in the deeper water, at just about the time that their relatives and rivals, the Crowninshields, had built their great India Wharf at the foot of now-Webb Street. These families and many others were engaged in highly lucrative overseas trade with the merchants of the Indian Ocean, and with the Caribbean. The other important wharves were Forrester's (now Central, just west of Derby Wharf), and Union (foot of Union Street); and then, farther to the west, a number of smaller wharves extended into the South River (filled in during the late 1800s), all the way to 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, as a Democratic Republican, was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead. Salem resumed its seafaring commerce for three years, but still the British preyed on American shipping; and in June, 1812, war was declared against Britain.

Although 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.

Salem erected forts and batteries on its Neck, to discourage the British warships that cruised these waters. Jonathan Whipple, then in his late teens, may have served on board privateers; and he did serve as a militia soldier in Salem's fort. He served under Capt. Theodore Morgan and was a private, along with Stephen Jewett (another lad originally from Ipswich-way), and both then resided on Norman Street (EIHC 35:79-80). 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, and then to great effect. 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. Jonathan Whipple, hatter, was free of his apprentice indenture by the age of 21, in 1815, and served in the Salem Mechanic Light Infantry, commanded by Capt. David Robbins (Roberts). From this group arose the Salem Charitable Mechanic Association, of which Mr. Whipple was a charter member. He was listed then as a hatter, as were Joshua Chase, Samuel Holman Jr., Joseph Howard, Richard Hay, William Kimball, William Lamson, Samuel Mansfield, and Richard Southward (EIHC 42:1-35). These hatters, some of whom had probably served their apprenticeships with Mr. Fenno, felt-maker and hatter, on Elm Street (Hawthorne Boulevard), were primarily manufacturers rather than retailers: they and their apprentices and workers made hat-stuff (felt, etc.) in “shops”, and they made and sold the hats too, in “stores.”

In September, 1817, Jonathan Whipple, 23, married Mary Cloutman, 22, of Salem; and in February, 1818, thy welcomed their first child, whom they named Mary Eliza. Mary Cloutman was born in Salem in 1795, the daughter of Stephen Cloutman and Hannah Smith; and she had six brothers and three sisters.

In 1819, a new U.S. Custom House was built in 1819 at the head of Derby Wharf, on the site of the Capt. George Crowninshield mansion. In 1820, Jonathan Whipple, wife Mary, toddler Mary E., and newborn son Stephen, resided on Herbert Street, near the boyhood home of Nathaniel Hawthorne, then sixteen (1820 census, p. 30). Into the 1820s foreign trade continued prosperous; 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 major trade in which Salem dominated, and its vessels thus gained access to all of the east African ports. Despite the success of the African trade, 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.

In an ingenious attempt to stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem’s merchants and capitalists banded together in 1826 to raise the money to dam the North River for industrial power. The project, which began with much promise, was suspended in 1827, which demoralized the town even more, and caused several leading citizens to move to Boston, the hub of investment in the new economy. However, every man in Salem wore a hat, and owned several, so Jonathan Whipple was content to stay where he was and build his business. On 3 Oct. 1828 Jonathan Whipple, “hatter,” for \$325 bought from Joseph S. Cabot a piece

of land fronting 180' westerly on Turner Street, etc. (ED 251:114). Mr. Whipple, "Salem felt maker," who did not have much ready cash, mortgaged the premises on 8 Nov. 1828 for \$350 to Peirce L. Wiggin, guardian of minor Margaret Felt, describing the property as consisting of buildings, water privileges, etc., and upland and flat grounds (ED 251:115). Mr. Whipple built a new building or converted an old one to use as a hatter's shop. In 1831 and 1833 the shop was valued at \$300 and \$200, respectively; and it was valued at \$200 for the next several years. In this shop he and his workers made the felt and blocked the hats on wooden "block-heads." He resided, by the late 1820s, on Turner Street in a unit of the old house north of the hatter's shop (see Salem valuations; also 1830 census, p. 414).

*Jonathan Whipple (1794-1850), b. 16 March 1794, s/o Jonathan Whipple (1755-1816) and Martha Whipple (1755-1849), died 18 March 1850. He m. (North Church recs.) 21 Sept. 1817 Mary Cloutman (1795-1858), b. 14 Oct. 1795, d/o Stephen Cloutman and Hannah Smith, died 19 April 1858. Known issue:*

- 1. Mary Eliza, 1818, d. 23 April 1885.*
- 2. Stephen, 1820-1890, m. 1844 Martha P. Hood.*
- 3. George Augustus, 1822, died 5 March 1841 of consumption.*
- 4. Jonathan Lovett, 1824, m. 1855 Emma N. Dodge, d. 4 May 1860.*
- 5. Albert, 1826, m. 1851 Catherine Peace; d. 6 Oct. 1877.*
- 6. Willis Bradford, 1829, d. 1856.*
- 7. Lucinda, 1831, m. 1854 Charles A. Ropes.*

In 1830 occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a wealthy merchant, resided in what is 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 (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.

As the decade wore on, and the new railroads and canals 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.

Salem had not prepared for the industrial age, and had few natural advantages. The North River served not to power factories but mainly to flush the waste from the 25 tanneries that had set up along its banks. Throughout the 1830s, the leaders of Salem scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day.

One inspiration was the Salem Laboratory, Salem’s first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 in North Salem on the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business. Salem’s whale-fishery, active for many years in the early 1800s, led, in the 1830s, to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and grew large after 1830, when Wyman’s gristmills on the Forest River were retooled for making high-quality white lead and sheet lead (the approach to Marblehead is still called Lead Mills Hill, although the empty mill buildings burned down in 1960s). These enterprises were a start toward taking Salem in a new direction. In 1838 the Eastern Rail Road, 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.

Jonathan Whipple was not immune to the spirit of enterprise in Salem in the 1830s. He was, no doubt, familiar with the cargoes brought back by vessels in the West Africa and Zanzibar trades: coffee, ivory, and gum copal. N.L. Rogers & Brothers and Robert Brookhouse were the merchants who imported most of the gum copal, which, once cleaned up, could be refined into an excellent varnish (see C.H. Webber & C.S. Nevins, *Old Naumkeag*, pp.40-41; see also p. 166, C.S. Osgood and H.M. Batchelder, *Historical Sketch of Salem*). The copal tree exuded a hard, resinous substance from its trunk and main branches; as that stuff fell off and was buried, it hardened further, and became the prime sort of “gum” for export. Since it was clotted with dirt, it had to be cleaned before it could be melted down as varnish. Daniel Hammond, a Salem painter, had started a modest business in the copal-cleaning line at his workshop on Washington Street, at Front, in the old Marston building, and, later on Federal Street. Mr. Hammond, who resided on Andover Street, hand-cleaned the gum copal by scraping it with a knife, and found it to be slow going.

Jonathan Whipple, who was used to chemical processes in his business as a felt-maker, decided to try a new approach to the cleaning of gum copal. After experimenting with various methods, he found that the stuff could be cleaned effectively in an overnight alkali bath. This discovery enabled Mr. Whipple to

clean great quantities of the gum copal. In the 1830s, probably, he quit as a hatter altogether and went into the gum copal business here on Turner Street. In 1840 he built this building (#53-55) as his gum copal plant, and hired a few men to work for him (see Salem valuations, in which the value of his shop doubled between 1840 and 1841, from \$200 to \$400—probably a reflection of the construction of this building). The business thrived, and he hired more and more employees. Daniel Hammond, unable to compete, laid aside his gum copal knife and resumed the painting business (see 1837 and 1842 directory references).

At that time, 1840, the Whipple family resided on Turner Street, in an apartment of the three-story house that stood to the north of the shop. In other apartments of that house lived John Whipple, a cabinet-maker who was perhaps a cousin, and James Nelson, a sailor (see 1839 valuations). Jonathan & Mary Whipple then had seven children, aged 22 to nine: Mary Eliza, Stephen, 20, a carpenter, George, 18, Jonathan Lovett, 16, Albert, fourteen, Willis, eleven, and Lucinda. Sadly, George Whipple, second oldest of the brothers, died on March 5, 1841, aged nineteen, of consumption. Jonathan's eldest son, Stephen, the carpenter, aged 21 in 1841, was politically active and served as a vice president (with Daniel Jewett & Timothy Page, brothers-in-law) of the Young Men's Democratic Association, which had a reading room, the "Democratic Room," at Four Central Street (p.134, 1842 Directory).

On 31 May 1844 John G Waters of Salem wrote to his brother, "Copal sells off faster than Mr. Whipple can clean it with 20 hands employed; it is unaccountable the quantity that is consumed..." The business had certainly thrived, along with Salem merchants; in 1844 a million and a half pounds were being cleaned annually with a value of \$300,000. "For its day, the Whipple factory was an important segment in Salem's industry, since few shops, if any, employed more workers than his." (per P.E. Northway; see EIHC 90:374).

In his *Annals of Salem*, Joseph B. Felt noted (II:169): "Gum copal. The establishment for this began 1834. 1844, value of gums purified, \$300k; cost, \$250k, employs 35. It cleans 1,413,233 pounds of the gum annually; employs 36, each at one dollar a day."

His successful copal business was making Mr. Whipple prosperous. In July, 1845, he paid \$1495 for the house and land to the north of his own property, bounded west 63' on Turner Street (ED 356:297). In that same year, he would have a new house built as his residence, the one that now is numbered 49; and he had a new wharf at the foot of Turner Street, known as Whipple's Wharf (see 1846 directory). He had reached the status of "gentleman" when, also in 1845, he paid \$1,100 for land and large wooden building formerly used as a distillery (ED 357:4) on White Street, to the east of his Turner Street property, on the way leading to White's Wharf, which would eventually become Hunt's Wharf. Mr. Whipple converted the old distillery to a factory for making varnish.

In the 1840s, as more industrial methods and machines were introduced, many other new companies in new lines of business arose in Salem. 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 the face of all of this change, some members of Salem's waning merchant class continued to pursue their sea-borne businesses; but it was an ebb tide, with unfavorable winds. In the late 1840s, giant clipper ships replaced the smaller vessels that Salem men had sailed around the world; and the clippers, with their deep drafts and large holds, were usually too large for Salem and its harbor. The town's shipping soon consisted of little more than Zanzibar-trade vessels and visits from Down East coasters with cargoes of fuel wood and building timber.

In 1847, Mr. Whipple purchased a piece of land in Hamilton, his birthplace, perhaps with the thought of starting a farm.

In 1849, the news arrived of the discovery of gold in California, and Salem, like many other towns, soon had a bad case of gold fever. Young men, in particular, were eager to head across country or book passage round the horn or across Panama to get to the gold fields. Mr. Whipple saw a good business opportunity, and joined in the purchase of the brig *Herald*, 162 tons, built 17 years before in Duxbury. He and eight other men hired C.L. Pratt as the shipmaster, and sent one of their number, Caleb M. Ames, on board as their agent, to manage the sale of the cargo in California. The *Herald* made it to California, and disposed of her cargo for a good price, evidently, for the owners had a picture painted of her entering the harbor in California (see p. 229, *Ship Registers of the District of Salem and Beverly, 1789-1900*, by A. Frank Hitchings; see also Book of Executions & Depositions, #10:77). The painting later hung on the walls of the Peabody Museum.

In that year, the factory building was used both for the processing of gum copal and for furniture-making. J. Lovett Whipple advertised in the 1850 Salem Directory (p. 210) as follows: "J. Lovett Whipple, TURNER, No. 37 Turner St., also, Manufacturer of Pine Tables, for shipping. Fancy & ornamental turning done with neatness & dispatch."

By 1850 Salem was about finished as a working port. A picture of Salem's sleepy waterfront is given by Hawthorne in his mean-spirited "introductory section" to *The Scarlet Letter*, which he began while working in the Custom House in the late 1840s. Hawthorne was no doubt familiar with the Whipple gum-copal works, for he was a social visitor at the old house across the way, the Susannah Ingersoll place, which he was later to use as the setting for his romance *The House of The Seven Gables*.

Mr. Jonathan Whipple, 56, died on Monday, March 18, 1850, as his obituary noted, after a "very short and distressing illness. He was a member of the Board of Engineers of our Fire Department, and otherwise occupied a wide sphere of affection and usefulness" (per *Salem Gazette*, 19 March 1850, in which Hawthorne's new book was favorably reviewed). In probate papers, he was described as a Salem trader (#56944, March 18, 1850). This, his "wharf and buildings on Turner Street," was appraised at \$3500. He owned four shares of the Naumkeag Steam Cotton company, eight shares in the Essex Rail Road, bonds in the same, one third of the sloop *Nile*, one-eighth of the brig *Herald* and cargo, one-eighth of the bark *Backus* (*Bacchus*), and he owned three tons of soda ash, 500 lbs of white lead, 45 lbs. of green paint, and other things, including the factory's "tools, stoves, desk, and drying platforms." His house was furnished with nice things, including a piano; and he had got around in a chaise, a buggy, and a sleigh.

It is possible that forty years of working with chemicals in enclosed spaces had affected his health, as it did most of those who worked as hatters and painters in those days. At that time in Salem, some of the business activities were reflected in the newspaper ads: Augustus Brooks was selling a schooner at Central Wharf; Mr. Conner was offering courses in architecture, design, and engineering at his Salem Academy of Design at Lawrence Place; Mr. Osborne sold furs, caps, and gloves on Central Street; Caroline Remond & Cecelia Babcock offered shampoos, combs, perfumes, toys, wigs, and "hair work of all kinds" which they manufactured on Washington Street; and one of Mr. Whipple's partners in the California venture, Daniel B. Gardner, was selling groceries at his store at the sign of the ship *General Taylor* on Front Street, including wine, ale, cigars, Wenham Lake ice, sugar, tea, spices, salt fish, and coffee from "Sumatra, Java, St. Domingo, and Africa."

Mr. Whipple had left a thriving business to his family. His widow, Mary, 55, continued to occupy the family house, with property worth \$7,000; and with her



lived her daughter Mary E., 32, son J. Lovett, 26, a wood-turner, son Albert, 24, gum copal worker, son Willis, 22, a clerk, daughter Lucinda, 19, and nephew Stephen Cloutman, 26, a mariner (1850 census, ward one, house 169).

In November, 1851, the Whipple property was subdivided. Mrs. Mary Cloutman Whipple received two houses and land fronting 114' on Turner Street; and Stephen, J. Lovett, and Albert Whipple, for \$1000 purchased the remaining land and buildings (ED 453:292), including the land on the harbor and this factory.

Stephen Whipple, eldest son, took control of the gum copal business and kept it profitable. He had married Martha Hood in 1844, and they had a family of children and resided on Hardy Street. True to his early interest in politics, Stephen was elected to the city's Common Council in 1854, but declined to serve (as he would also in 1870); however, in 1857 he was elected and he did serve. He was evidently an able businessman and active citizen. He took in his younger brothers, Lovett and Albert, as partners in the gum copal business, and traded as Stephen Whipple & Brothers. Their mother, Mrs. Mary C. Whipple, would survive her husband by eight years; and she died in 1858, aged 63, possessed of real estate valued at \$3550, and personal estate \$5896 (#56947).

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.

In 1860, J. Lovett Whipple died; and in September, for \$2666.67, his heirs sold his 3/9 interest to his brothers Stephen & Albert Whipple, in the property then described as "wharf, land, and buildings known as the Gum Copal Factory" (ED 614:162).

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.

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. Here on Turner Street, the Whipples pursued the gum copal business, but with ever-diminishing success. One source claims that a tariff on gum-copal imports in 1861 ruined the business; however, in 1863 the firm of Stimson, Valentine & Co. had a very large varnish-works on the banks of the Charles in Brighton, and their main ingredients were turpentine, linseed oil, and gum copal (see carriage Museum of America website).

By 1870, the Whipples had converted their factory building to a double-residence tenement, then numbered 35-37 Turner Street. The northerly apartments were occupied in 1870 by two families who had come from Gloucester: Augustus H. Parsons, 22, a shoe-last maker, and wife Hattie L., 22 (born in Maine); and David Shackelford, 30, a carriage-painter, wife Lydia A., 28, and children Frederick, eight, Charles, six, Bessie, four, William, one, and David's brother Charles, 21, also a carriage-painter (1870 census, ward one, house 186). In the southerly apartments resided a blacksmith employed by the Derby Wharf Company, Nathaniel P. Allen, 27, and wife Mary A. 23—they came from Gloucester—and also James E. Walker, 43, a ship carpenter born in Nova Scotia, wife Catherine, 39, a Bluenose too, and their children, born in Massachusetts: Lucretia, 17, Laura, 15, and Charles, 11 (1870 census, house 187). Across the street, in the old Turner-Ingersoll house, resided Horace Ingersoll (ne Conolly), formerly a minister and lawyer, but then unemployed although quite wealthy; and with him lived the Gilligan family, Ann, 27, his housekeeper, Nathan, 25, a shoe factory worker, both Irish-born, and Margaret, 12, and John, four (1870 census, house 188). Mr. Conolly-Ingersoll, a friend of Hawthorne, had suggested the idea of the expulsion of the Acadians in 1755 as a theme for a work of literature, which H. W. Longfellow produced, in the epic poem *Evangeline*.

In 1870 Salem received its last cargo from Zanzibar; and seven years later, with the arrival of a vessel from Cayenne, Salem's foreign trade came to an end, and 240 years of commercial history was concluded. 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, 1888, in *History of Essex County*, II: 65).

By 1871, the Allens of then-37 Turner Street (N.P. Allen had become an "agent") had added a boarder to their domicile: Nathaniel E. Allen, 29, also a blacksmith, probably a cousin (he had resided with them in 1868 at 19 Herbert Street). He was a veteran of the Civil War, having served in 1864 as a private in Company G of the Eighth Regiment of Mass. Volunteer Infantry, commanded by Col. B.F. Peach of Marblehead. This unit served for four months, in the forts and camps near Baltimore (see MSSMCW I:604).

Salem, the manufacturing center, was 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.

In 1875 (1876 directory), #35 Turner Street was the home of William H. Goldsmith, 53, an inspector at the Custom House; and #37 was occupied by John J. Parsons, engineer, Augustus H. Parsons, the last-maker, and Edward Rowell, mariner, a boarder. Mr. Goldsmith was still there in 1880 at #35, with second wife Abby R., 31, daughter Lucy W., 20, and Lucy's husband, Lewis E. Odell, 20, a peddler (1880 census ED 229). William H. Smith, a clerk who worked at the Price drugstore at 226 Essex Street also resided there that year (1881 Directory). In #37 were Edward A. Rowell, no longer a mariner but now a manufacturer of shoe heels at 196 Derby Street, and his wife Ella, thirty; also, John J. Parsons, 29, the engineer, wife Emelia, 25, and son Arthur P., two. The John Parsons family would reside here into the 1890s.

Co-owner Albert Whipple died, and in September, 1878, his interest in the property was sold for \$3337.53 to his brother Stephen Whipple (ED 1006:79).

In this decade, 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 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.

In 1900, the house was occupied at #53 by a family who had arrived in 1899 from Nova Scotia, probably from Annapolis County: Daniel Foster, 35, a shipwright, wife Alva, 31, married 11 years, and their daughters Eva, ten, Pearl, six, Sadie, four, and Archer, two. At #55 resided Joshia Getchell, 63, a Maine-born clerk in a coal office, and his wife of 24 years, Lottie (Charlotte Smith), 53, whose two children had not survived (1900 census, SD 115, ED 439). The Getchells lived here for several years, but shifted over to #53. In 1903, #55 was the home of George S. Cottle, a carpenter and contractor; and Whipple's Wharf was then a boat-yard for storage and boat-building by the Remon Brothers, who had a rental-boat business at Salem Willows (see directory ad, 1903-4)

Mr. Getchell died about 1907, and by 1910 Mrs. Getchell, 63, was residing here with her much-younger brother, Albert Smith, 40, who was a salesman at a fish market (1910 census, SD 117, ED 453). At #55 lived Patrick F. Ahern, 35, a teamster for the Board of Health, his wife of 12 years, Ellen A., 30, and their three children, Arthur F., 11, Henry A., 8, and Mary, two (ibid).

Salem kept growing. The Canadians were followed in the early 20<sup>th</sup> century by large numbers of Polish and Ukrainian families, who settled primarily in this Derby Street neighborhood, Ward One. 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. The people here on Turner Street must have been terrified that their neighborhood was next; but the

fireman made a stand on Derby Street, just beyond Union Street, and won: after a 13-hour rampage, the monster died, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless.

Some people had insurance, some did not; all received much support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States, and the people of Salem would take years to recover from it. Eventually, they did, and many of the former houses and businesses were rebuilt; and several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets) were put into effect.

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration. The Depression hit in 1929, and continued through the 1930s. Salem, the county seat and regional retail center, gradually rebounded, 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 for Historic Salem, Inc., 22 March 2004.*

## Glossary & Sources

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

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

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

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

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

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

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

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

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

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

--Robert Booth

30, 1797, the daughter of William and Ednah (Thurston) Dole of Newbury. Benjamin Wheeler was a market-man, occupying a stall in the Salem market but residing in Peabody. He was a most successful dealer and retired from business several years before his death, which occurred in Peabody on December 18, 1874. He was called "Major Wheeler." Mrs. Eunice (Dole) Wheeler died in Peabody on March 20, 1879, as the result of an accident. Mr. and Mrs. Wheeler left three children.

[See *Salem Register*, issue of Dec. 24, 1874; *Salem Observer*, issue of March 29, 1879; Gilbert, *History of Salem, N. H.*, pp. 61, 94; Wheeler, *The Wheeler Family in America*, pp. 406-408; *Newbury Vit. Rec.* (printed), vol. 1, p. 144, vol. 2, p. 506; *Danvers Vit. Rec.* (printed), vol. 1, p. 101, vol. 2, p. 314.]

358. JOHN WHEELWRIGHT, 1592-1679. Oil, by Henry Sargent, copy from a portrait in the office of the Sergeant-at-Arms, State House, Boston. "Aetatis suos Anna Domini, 1677, copied 1800." Canvas, 36 in. x 40 in. Three-quarters length seated figure, face nearly front. Skull cap, moustache and imperial. Clergyman's neckband, right hand holds book, left hand open near book. Signet ring on little finger, open watch on table at left. Dark background.

*Gift of Frederick Lamson, 1918.*

John Wheelwright, son of Robert, was born at Lincolnshire about 1592 and was educated at Sydney College, Cambridge, where he received his degree of B. A. in 1614. Here he was a classmate of Cromwell with whom he was upon familiar terms. His first wife was Mary, daughter of the Rev. Thomas Storre, of Bilsby, England. They were married in 1621 and she died in a few years. His second wife was Mary, daughter of Edward and Susanna Hutchinson. While Mr. Wheelwright was vicar at Bilsby in 1636 he was driven from his church for non-conformity. With his second wife and five children he sailed for Boston, and shortly settled as pastor at Brain-

tree. Sympathy with his relative, Anne Hutchinson, led to his banishment from the colony and he then removed with his family to the Piscataqua region and founded the town of Exeter, New Hampshire. When the latter plantation was received within the limits of Massachusetts, Rev. Mr. Wheelwright removed to Wells, Maine, where he preached for some time. He was also several years at Hampton. After a visit to England in 1657 he came again to New England and settled at Salisbury, Massachusetts, having come to a reconciliation with the government. He was a prolific writer and his *Vindication* was published in 1654. He was also the author of *Mercurius Americanus*, which was published in London in 1645. His death occurred at Salisbury, November 15, 1679.

[See *New Eng. Hist. and Gen. Reg.*, vol. 15, p. 270; Drake, *Dictionary of American Biography*, p. 973; Savage, *Genealogical Dictionary*, vol. 4, p. 502; Appleton, *Cyclopedia of American Biography*, vol. 6, p. 456; *Bangor Historical Magazine*, vol. 9, pp. 17-22.]

WHIPPLE, LUCINDA, see Ropes, Lucinda (Whipple).

359. MARY ELIZA WHIPPLE, 1818-1885. Oil, by unknown artist. Canvas, 25 $\frac{3}{4}$  in. x 20 in. Head and shoulders, nearly full face. Wears red dress and lace collar. Greenish-gray background.

*Gift of Willis H. Ropes, 1909.*

Mary Eliza Whipple was born in Salem, February 28, 1818, the daughter of Jonathan Whipple, a native of Hamilton, Massachusetts, and his wife, Mary (Cloutman) Whipple. Jonathan Whipple was the proprietor of a gum copal works in Salem, situated at the foot of Turner Street in 1846. Miss Whipple was a tailoress and lived for many years with relatives on Dearborn Street, where she died, unmarried, on April 23, 1885, at the age of sixty-seven years.

[See *Salem City Hall Records*, vol. 15, p. 144; *Salem Directories*, 1837-1842; *Salem Vit. Rec.* (printed), vol.





**INVENTORY AND APPRAISEMENT OF THE ESTATE OF**

*Jonathan Whipple,*

late of *Salem* in said county, *trader*, deceased, *in* estate, as shown to us by the administrator *at*

**REAL ESTATE.**

One three story house, No 31 Turner street.	\$ 2,500
One one and half story house, No 33 do.	1,200
Wharf and buildings on the same.	3,500
Land and buildings at the head of White's wharf.	1,800
	<u>\$ 9,000</u>

*Personal estate.*

Four shares Kaumkang steam cotton co, at \$90	\$ 360
Eight do Essex R. road co, at \$25	200
Eight bonds of ditto, at \$100 each, \$800 - one third part of slope Mill \$150	1,250
One eighth do Brig Harold and cargo	1,200
One eighth do bark Backus do \$1,200 - 6180 lbs. soda ash, at 3c, \$185.40	1,385.40
500 do white lead, at 1/2c, \$250 - 45 do green paint, at 1/2c, \$22.50	115
One platform balance, \$30 - two dozen brushes, at \$3, \$6	36
One piano forte \$100 - one chaise \$100	200
One buggy wagon \$30 - one sleigh \$20	50
Five harnesses, saddle, buffals, whips &c \$30 - 100 plank and boards \$52	82
Tools, stoves, desks, drying platforms &c &c	300
Household furniture \$300 - sundry notes of hand \$10,476.62	10,776.62
	<u>\$ 15,885.02</u>

Brought forward	Amount of real estate	\$ 9,000
	Amount of personal estate	15,885.02

**TOTAL, \$ 24,885.02**

Dated at *Salem*, this *27th* day of *May* A. D. 18*50*

*A. Weston, a donor* }  
*Aron Endicott,* }  
*William P. Goodhue,* } COMMITTEE  
*Jos. Wins,* }  
*Salem* in and for said county, on

**ESSEX, ss.** A true and correct copy of the inventory and appraisement of the estate of *Jonathan Whipple*, deceased, as shown to us by the administrator *at* the *1st* Tuesday in *July*, A. D. 18*50*.

*Matthew West* administrator

C. A. Ropes  
to  
S. Whipple

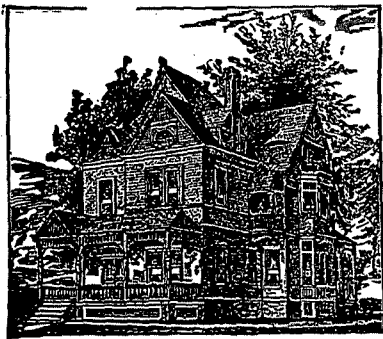
Know all men by these Presents that I, Lucinda W. Ropes, wife of Charles A. Ropes, of Salem, Essex County, Massachusetts, formerly Lucinda Whipple, in consideration of one dollar paid by Stephen Whipple of said Salem, the receipt whereof is hereby acknowledged, do hereby remise, release, and forever quit claim unto the said Stephen Whipple, all that parcels of land situated in said Salem bounded Easterly by White Street (formerly Turners Lane), northerly by land of Abbott and of Vincent, westerly by land of the Alder estate & of Dorsett, northerly by land of Dorsett, westerly by land of the estate of Albert Whipple deceased and northerly by the same, westerly, northerly and westerly by lands of Mary C. Whipple, northerly again by the last named land, westerly by Turner Street running to low water mark, southerly by low water mark, easterly by flats and land of Hunt, southerly by land of Hunt, hereby intending to ratify and confirm the title of said grant, thereto acquired under a deed from myself and others dated Nov. 3, 1851

recorded in Essex Co. Dist. Registry of Deeds, B. 453 L. 292, I not being of age at the time, and also under subsequent deeds recorded B. 614 L. 162 & B. 1006 L. 79. To have and to hold the granted premises with all the privileges and appurtenances thereto belonging, to the said Stephen Whipple and his heirs and assigns, to their own use and behoof forever. In witness whereof we the said Lucinda W. Ropes and Charles A. Ropes, her husband, who for the consideration aforesaid hereby released to the grantee and his heirs and assigns all right to an estate by curtesy in the granted premises hereunto set our hands and seals this twenty seventh day of March in the year one thousand eight hundred and eighty nine.

Signed and sealed in presence of Frederick Gate, I Lucinda W. Ropes seal  
Charles A. Ropes seal

Commonwealth of Massachusetts, Essex co. April 2d, 1889. Then personally appeared the above named Lucinda W. Ropes and acknowledged the foregoing instrument to be her free act and deed.

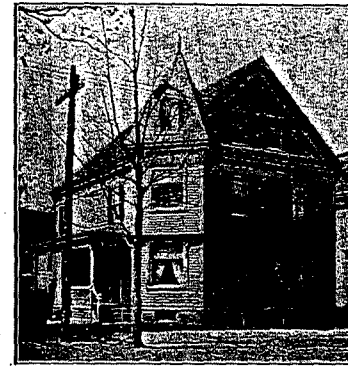
before me, Frederick Gate Justice of the Peace  
Essex co. Recd. Apr. 3, 1889; 5m. past 3 P.M. Rec. & E. by ~~Charles A. Ropes~~ Chas. D. Ropes



# GEORGE S. COTTLE, Carpenter AND Jobber

*Jobbing of all kinds personally  
and promptly attended to,*

Residence, 55 Turner St.,  
...SALEM, MASS.



# K. W. HANDY, ..Carpenter and Builder..

Personal attention given to all work.  
Orders by mail promptly attended to.  
Thirty years experience.

73 1-2 North St., Salem.  
Residence, 163 North St.

# Morse Electric Belt,

ESTABLISHED 1891.

ISM, LAME BACK, WEAKNESS, NERVOUS AND  
NESS DISEASES. NO DRUGS NEEDED.

Charged with vinegar. Call and test current of belt free.

**9 A. M. to 9 P. M.: Sundays, 10 to 6.**

and receive testimonials from Salem people.

on Street, = = Salem, Mass.

# DLEIGH & MORSE,

....Dealers in....

# Furnaces and Ranges

WROUGHT IRON AND COPPER WORKERS

# Remon Bros.

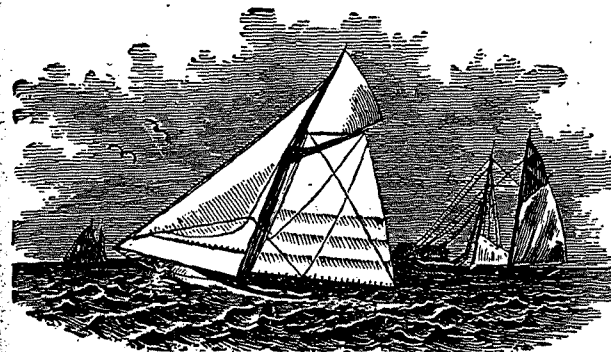
Yacht and Boat Builders.

Repairing in all its branches.

Winter storage for Boats  
of all kinds.

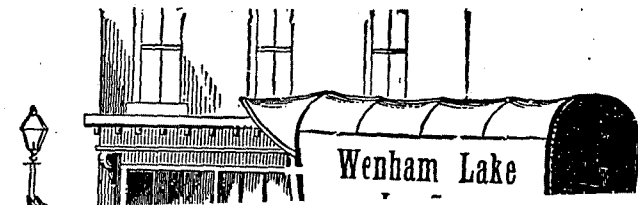
57 Turner St., (Foot of  
Street.) Salem.

Row boats and yacht moorings to let  
at the Salem Willows.



# Wenham Lake Ice Co.

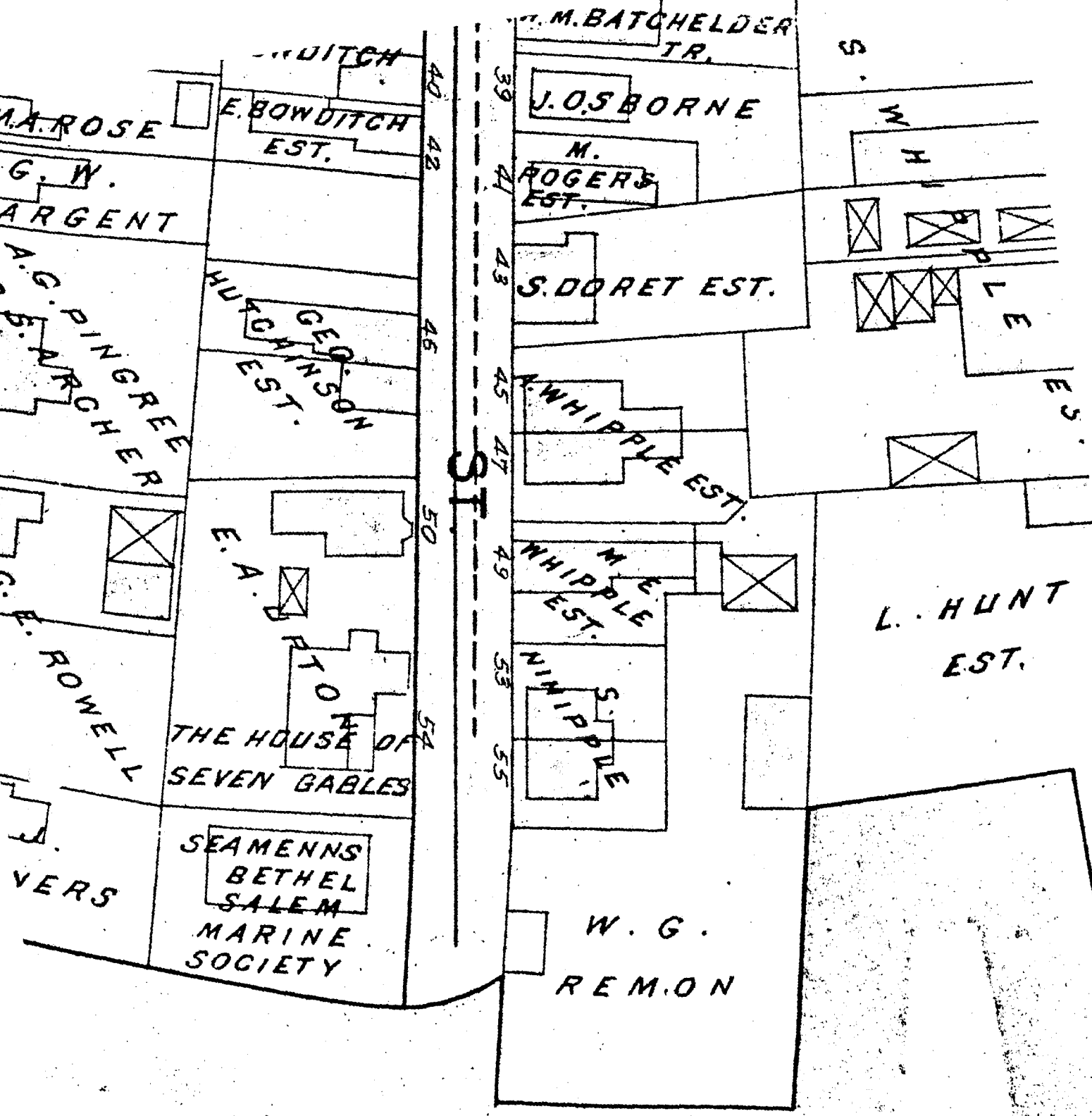
Office, 20 March St.



Wenham Lake

1903-4





1897

M

H

## ***53-55 Turner Street, Salem***

**According to available evidence, this building was built as the gum copal factory of Jonathan Whipple, manufacturer, in 1840. It was converted to a residence circa 1870.**

In October, 1828, Jonathan Whipple, Salem hatter, for \$325 purchased part of the estate formerly of Capt. John Collins, fronting 180' on Turner Street and running down to the Harbor (ED 251:114). Mr. Whipple had a hatter's shop here; and in the 1840s he would build a factory and a house on this land.

Jonathan Whipple (1794-1850) was born in Hamilton, the son of Jonathan and Martha (Whipple) Whipple, of an old local family. He was, evidently, apprenticed to a hatter, probably in Salem; and he spent his youth learning the business of making felt and blocking it into hats. He was, perhaps, in Salem by 1806, when the merchant family of Derby extended their wharf far out into the harbor, tripling its previous length and creating more space for warehouses and ship-berths in the deeper water, at just about the time that their relatives and rivals, the Crowninshields, had built their great India Wharf at the foot of now-Webb Street. These families and many others were engaged in highly lucrative overseas trade with the merchants of the Indian Ocean, and with the Caribbean. The other important wharves were Forrester's (now Central, just west of Derby Wharf), and Union (foot of Union Street); and then, farther to the west, a number of smaller wharves extended into the South River (filled in during the late 1800s), all the way to 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, as a Democratic Republican, was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead. Salem resumed its seafaring commerce for three years, but still the British preyed on American shipping; and in June, 1812, war was declared against Britain.

Although 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.

Salem erected forts and batteries on its Neck, to discourage the British warships that cruised these waters. Jonathan Whipple, then in his late teens, may have served on board privateers; and he did serve as a militia soldier in Salem's fort. He served under Capt. Theodore Morgan and was a private, along with Stephen Jewett (another lad originally from Ipswich-way), and both then resided on Norman Street (EIHC 35:79-80). 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, and then to great effect. 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. Jonathan Whipple, hatter, was free of his apprentice indenture by the age of 21, in 1815, and served in the Salem Mechanic Light Infantry, commanded by Capt. David Robbins (Roberts). From this group arose the Salem Charitable Mechanic Association, of which Mr. Whipple was a charter member. He was listed then as a hatter, as were Joshua Chase, Samuel Holman Jr., Joseph Howard, Richard Hay, William Kimball, William Lamson, Samuel Mansfield, and Richard Southward (EIHC 42:1-35). These hatters, some of whom had probably served their apprenticeships with Mr. Fenno, felt-maker and hatter, on Elm Street (Hawthorne Boulevard), were primarily manufacturers rather than retailers: they and their apprentices and workers made hat-stuff (felt, etc.) in “shops”, and they made and sold the hats too, in “stores.”

In September, 1817, Jonathan Whipple, 23, married Mary Cloutman, 22, of Salem; and in February, 1818, thy welcomed their first child, whom they named Mary Eliza. Mary Cloutman was born in Salem in 1795, the daughter of Stephen Cloutman and Hannah Smith; and she had six brothers and three sisters.

In 1819, a new U.S. Custom House was built in 1819 at the head of Derby Wharf, on the site of the Capt. George Crowninshield mansion. In 1820, Jonathan Whipple, wife Mary, toddler Mary E., and newborn son Stephen, resided on Herbert Street, near the boyhood home of Nathaniel Hawthorne, then sixteen (1820 census, p. 30). Into the 1820s foreign trade continued prosperous; 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 major trade in which Salem dominated, and its vessels thus gained access to all of the east African ports. Despite the success of the African trade, 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.

In an ingenious attempt to stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem’s merchants and capitalists banded together in 1826 to raise the money to dam the North River for industrial power. The project, which began with much promise, was suspended in 1827, which demoralized the town even more, and caused several leading citizens to move to Boston, the hub of investment in the new economy. However, every man in Salem wore a hat, and owned several, so Jonathan Whipple was content to stay where he was and build his business. On 3 Oct. 1828 Jonathan Whipple, “hatter,” for \$325 bought from Joseph S. Cabot a piece

of land fronting 180' westerly on Turner Street, etc. (ED 251:114). Mr. Whipple, "Salem felt maker," who did not have much ready cash, mortgaged the premises on 8 Nov. 1828 for \$350 to Peirce L. Wiggin, guardian of minor Margaret Felt, describing the property as consisting of buildings, water privileges, etc., and upland and flat grounds (ED 251:115). Mr. Whipple built a new building or converted an old one to use as a hatter's shop. In 1831 and 1833 the shop was valued at \$300 and \$200, respectively; and it was valued at \$200 for the next several years. In this shop he and his workers made the felt and blocked the hats on wooden "block-heads." He resided, by the late 1820s, on Turner Street in a unit of the old house north of the hatter's shop (see Salem valuations; also 1830 census, p. 414).

*Jonathan Whipple (1794-1850), b. 16 March 1794, s/o Jonathan Whipple (1755-1816) and Martha Whipple (1755-1849), died 18 March 1850. He m. (North Church recs.) 21 Sept. 1817 Mary Cloutman (1795-1858), b. 14 Oct. 1795, d/o Stephen Cloutman and Hannah Smith, died 19 April 1858. Known issue:*

1. *Mary Eliza, 1818, d. 23 April 1885.*
2. *Stephen, 1820-1890, m. 1844 Martha P. Hood.*
3. *George Augustus, 1822, died 5 March 1841 of consumption.*
4. *Jonathan Lovett, 1824, m. 1855 Emma N. Dodge, d. 4 May 1860.*
5. *Albert, 1826, m. 1851 Catherine Peace; d. 6 Oct. 1877.*
6. *Willis Bradford, 1829, d. 1856.*
7. *Lucinda, 1831, m. 1854 Charles A. Ropes.*

In 1830 occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a wealthy merchant, resided in what is 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 (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.

As the decade wore on, and the new railroads and canals 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.

Salem had not prepared for the industrial age, and had few natural advantages. The North River served not to power factories but mainly to flush the waste from the 25 tanneries that had set up along its banks. Throughout the 1830s, the leaders of Salem scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much sea-faring to do. Ingenuity, ambition, and hard work would have to carry the day.

One inspiration was the Salem Laboratory, Salem's first science-based manufacturing enterprise, founded in 1813 to produce chemicals. At the plant built in 1818 in North Salem on the North River, the production of alum and blue vitriol was a specialty; and it proved a very successful business. Salem's whale-fishery, active for many years in the early 1800s, led, in the 1830s, to the manufacturing of high-quality candles at Stage Point, along with machine oils. The candles proved very popular. Lead-manufacturing began in the 1820s, and grew large after 1830, when Wyman's gristmills on the Forest River were retooled for making high-quality white lead and sheet lead (the approach to Marblehead is still called Lead Mills Hill, although the empty mill buildings burned down in 1960s). These enterprises were a start toward taking Salem in a new direction. In 1838 the Eastern Rail Road, 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.

Jonathan Whipple was not immune to the spirit of enterprise in Salem in the 1830s. He was, no doubt, familiar with the cargoes brought back by vessels in the West Africa and Zanzibar trades: coffee, ivory, and gum copal. N.L. Rogers & Brothers and Robert Brookhouse were the merchants who imported most of the gum copal, which, once cleaned up, could be refined into an excellent varnish (see C.H. Webber & C.S. Nevins, *Old Naumkeag*, pp.40-41; see also p. 166, C.S. Osgood and H.M. Batchelder, *Historical Sketch of Salem*). The copal tree exuded a hard, resinous substance from its trunk and main branches; as that stuff fell off and was buried, it hardened further, and became the prime sort of "gum" for export. Since it was clotted with dirt, it had to be cleaned before it could be melted down as varnish. Daniel Hammond, a Salem painter, had started a modest business in the copal-cleaning line at his workshop on Washington Street, at Front, in the old Marston building, and, later on Federal Street. Mr. Hammond, who resided on Andover Street, hand-cleaned the gum copal by scraping it with a knife, and found it to be slow going.

Jonathan Whipple, who was used to chemical processes in his business as a felt-maker, decided to try a new approach to the cleaning of gum copal. After experimenting with various methods, he found that the stuff could be cleaned effectively in an overnight alkali bath. This discovery enabled Mr. Whipple to

clean great quantities of the gum copal. In the 1830s, probably, he quit as a hatter altogether and went into the gum copal business here on Turner Street. In 1840 he built this building (#53-55) as his gum copal plant, and hired a few men to work for him (see Salem valuations, in which the value of his shop doubled between 1840 and 1841, from \$200 to \$400—probably a reflection of the construction of this building). The business thrived, and he hired more and more employees. Daniel Hammond, unable to compete, laid aside his gum copal knife and resumed the painting business (see 1837 and 1842 directory references).

At that time, 1840, the Whipple family resided on Turner Street, in an apartment of the three-story house that stood to the north of the shop. In other apartments of that house lived John Whipple, a cabinet-maker who was perhaps a cousin, and James Nelson, a sailor (see 1839 valuations). Jonathan & Mary Whipple then had seven children, aged 22 to nine: Mary Eliza, Stephen, 20, a carpenter, George, 18, Jonathan Lovett, 16, Albert, fourteen, Willis, eleven, and Lucinda. Sadly, George Whipple, second oldest of the brothers, died on March 5, 1841, aged nineteen, of consumption. Jonathan's eldest son, Stephen, the carpenter, aged 21 in 1841, was politically active and served as a vice president (with Daniel Jewett & Timothy Page, brothers-in-law) of the Young Men's Democratic Association, which had a reading room, the "Democratic Room," at Four Central Street (p.134, 1842 Directory).

On 31 May 1844 John G Waters of Salem wrote to his brother, "Copal sells off faster than Mr. Whipple can clean it with 20 hands employed; it is unaccountable the quantity that is consumed..." The business had certainly thrived, along with Salem merchants; in 1844 a million and a half pounds were being cleaned annually with a value of \$300,000. "For its day, the Whipple factory was an important segment in Salem's industry, since few shops, if any, employed more workers than his." (per P.E. Northway; see EIHC 90:374).

In his *Annals of Salem*, Joseph B. Felt noted (II:169): "Gum copal. The establishment for this began 1834. 1844, value of gums purified, \$300k; cost, \$250k, employs 35. It cleans 1,413,233 pounds of the gum annually; employs 36, each at one dollar a day."

His successful copal business was making Mr. Whipple prosperous. In July, 1845, he paid \$1495 for the house and land to the north of his own property, bounded west 63' on Turner Street (ED 356:297). In that same year, he would have a new house built as his residence, the one that now is numbered 49; and he had a new wharf at the foot of Turner Street, known as Whipple's Wharf (see 1846 directory). He had reached the status of "gentleman" when, also in 1845, he paid \$1,100 for land and large wooden building formerly used as a distillery (ED 357:4) on White Street, to the east of his Turner Street property, on the way leading to White's Wharf, which would eventually become Hunt's Wharf. Mr. Whipple converted the old distillery to a factory for making varnish.

In the 1840s, as more industrial methods and machines were introduced, many other new companies in new lines of business arose in Salem. 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 the face of all of this change, some members of Salem's waning merchant class continued to pursue their seaborne businesses; but it was an ebb tide, with unfavorable winds. In the late 1840s, giant clipper ships replaced the smaller vessels that Salem men had sailed around the world; and the clippers, with their deep drafts and large holds, were usually too large for Salem and its harbor. The town's shipping soon consisted of little more than Zanzibar-trade vessels and visits from Down East coasters with cargoes of fuel wood and building timber.

In 1847, Mr. Whipple purchased a piece of land in Hamilton, his birthplace, perhaps with the thought of starting a farm.

In 1849, the news arrived of the discovery of gold in California, and Salem, like many other towns, soon had a bad case of gold fever. Young men, in particular, were eager to head across country or book passage round the horn or across Panama to get to the gold fields. Mr. Whipple saw a good business opportunity, and joined in the purchase of the brig *Herald*, 162 tons, built 17 years before in Duxbury. He and eight other men hired C.L. Pratt as the shipmaster, and sent one of their number, Caleb M. Ames, on board as their agent, to manage the sale of the cargo in California. The *Herald* made it to California, and disposed of her cargo for a good price, evidently, for the owners had a picture painted of her entering the harbor in California (see p. 229, *Ship Registers of the District of Salem and Beverly, 1789-1900*, by A. Frank Hitchings; see also *Book of Executions & Depositions, #10:77*). The painting later hung on the walls of the Peabody Museum.

In that year, the factory building was used both for the processing of gum copal and for furniture-making. J. Lovett Whipple advertised in the 1850 Salem Directory (p. 210) as follows: "J. Lovett Whipple, TURNER, No. 37 Turner St., also, Manufacturer of Pine Tables, for shipping. Fancy & ornamental turning done with neatness & dispatch."

By 1850 Salem was about finished as a working port. A picture of Salem's sleepy waterfront is given by Hawthorne in his mean-spirited "introductory section" to *The Scarlet Letter*, which he began while working in the Custom House in the late 1840s. Hawthorne was no doubt familiar with the Whipple gum-copal works, for he was a social visitor at the old house across the way, the Susannah Ingersoll place, which he was later to use as the setting for his romance *The House of The Seven Gables*.

Mr. Jonathan Whipple, 56, died on Monday, March 18, 1850, as his obituary noted, after a "very short and distressing illness. He was a member of the Board of Engineers of our Fire Department, and otherwise occupied a wide sphere of affection and usefulness" (per *Salem Gazette*, 19 March 1850, in which Hawthorne's new book was favorably reviewed). In probate papers, he was described as a Salem trader (#56944, March 18, 1850). This, his "wharf and buildings on Turner Street," was appraised at \$3500. He owned four shares of the Naumkeag Steam Cotton company, eight shares in the Essex Rail Road, bonds in the same, one third of the sloop *Nile*, one-eighth of the brig *Herald* and cargo, one-eighth of the bark *Backus* (*Bacchus*), and he owned three tons of soda ash, 500 lbs of white lead, 45 lbs. of green paint, and other things, including the factory's "tools, stoves, desk, and drying platforms." His house was furnished with nice things, including a piano; and he had got around in a chaise, a buggy, and a sleigh.

It is possible that forty years of working with chemicals in enclosed spaces had affected his health, as it did most of those who worked as hatters and painters in those days. At that time in Salem, some of the business activities were reflected in the newspaper ads: Augustus Brooks was selling a schooner at Central Wharf; Mr. Conner was offering courses in architecture, design, and engineering at his Salem Academy of Design at Lawrence Place; Mr. Osborne sold furs, caps, and gloves on Central Street; Caroline Remond & Cecelia Babcock offered shampoos, combs, perfumes, toys, wigs, and "hair work of all kinds" which they manufactured on Washington Street; and one of Mr. Whipple's partners in the California venture, Daniel B. Gardner, was selling groceries at his store at the sign of the ship *General Taylor* on Front Street, including wine, ale, cigars, Wenham Lake ice, sugar, tea, spices, salt fish, and coffee from "Sumatra, Java, St. Domingo, and Africa."

Mr. Whipple had left a thriving business to his family. His widow, Mary, 55, continued to occupy the family house, with property worth \$7,000; and with her

lived her daughter Mary E., 32, son J. Lovett, 26, a wood-turner, son Albert, 24, gum copal worker, son Willis, 22, a clerk, daughter Lucinda, 19, and nephew Stephen Cloutman, 26, a mariner (1850 census, ward one, house 169).

In November, 1851, the Whipple property was subdivided. Mrs. Mary Cloutman Whipple received two houses and land fronting 114' on Turner Street; and Stephen, J. Lovett, and Albert Whipple, for \$1000 purchased the remaining land and buildings (ED 453:292), including the land on the harbor and this factory.

Stephen Whipple, eldest son, took control of the gum copal business and kept it profitable. He had married Martha Hood in 1844, and they had a family of children and resided on Hardy Street. True to his early interest in politics, Stephen was elected to the city's Common Council in 1854, but declined to serve (as he would also in 1870); however, in 1857 he was elected and he did serve. He was evidently an able businessman and active citizen. He took in his younger brothers, Lovett and Albert, as partners in the gum copal business, and traded as Stephen Whipple & Brothers. Their mother, Mrs. Mary C. Whipple, would survive her husband by eight years; and she died in 1858, aged 63, possessed of real estate valued at \$3550, and personal estate \$5896 (#56947).

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.

In 1860, J. Lovett Whipple died; and in September, for \$2666.67, his heirs sold his 3/9 interest to his brothers Stephen & Albert Whipple, in the property then described as "wharf, land, and buildings known as the Gum Copal Factory" (ED 614:162).

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.

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. Here on Turner Street, the Whipples pursued the gum copal business, but with ever-diminishing success. One source claims that a tariff on gum-copal imports in 1861 ruined the business; however, in 1863 the firm of Stimson, Valentine & Co. had a very large varnish-works on the banks of the Charles in Brighton, and their main ingredients were turpentine, linseed oil, and gum copal (see carriage Museum of America website).

By 1870, the Whipples had converted their factory building to a double-residence tenement, then numbered 35-37 Turner Street. The northerly apartments were occupied in 1870 by two families who had come from Gloucester: Augustus H. Parsons, 22, a shoe-last maker, and wife Hattie L., 22 (born in Maine); and David Shackelford, 30, a carriage-painter, wife Lydia A., 28, and children Frederick, eight, Charles, six, Bessie, four, William, one, and David's brother Charles, 21, also a carriage-painter (1870 census, ward one, house 186). In the southerly apartments resided a blacksmith employed by the Derby Wharf Company, Nathaniel P. Allen, 27, and wife Mary A. 23—they came from Gloucester—and also James E. Walker, 43, a ship carpenter born in Nova Scotia, wife Catherine, 39, a Bluenose too, and their children, born in Massachusetts: Lucretia, 17, Laura, 15, and Charles, 11 (1870 census, house 187). Across the street, in the old Turner-Ingersoll house, resided Horace Ingersoll (ne Conolly), formerly a minister and lawyer, but then unemployed although quite wealthy; and with him lived the Gilligan family, Ann, 27, his housekeeper, Nathan, 25, a shoe factory worker, both Irish-born, and Margaret, 12, and John, four (1870 census, house 188). Mr. Conolly-Ingersoll, a friend of Hawthorne, had suggested the idea of the expulsion of the Acadians in 1755 as a theme for a work of literature, which H.W. Longfellow produced, in the epic poem *Evangeline*.



In 1870 Salem received its last cargo from Zanzibar; and seven years later, with the arrival of a vessel from Cayenne, Salem's foreign trade came to an end, and 240 years of commercial history was concluded. 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, 1888, in *History of Essex County*, II: 65).

By 1871, the Allens of then-37 Turner Street (N.P. Allen had become an "agent") had added a boarder to their domicile: Nathaniel E. Allen, 29, also a blacksmith, probably a cousin (he had resided with them in 1868 at 19 Herbert Street). He was a veteran of the Civil War, having served in 1864 as a private in Company G of the Eighth Regiment of Mass. Volunteer Infantry, commanded by Col. B.F. Peach of Marblehead. This unit served for four months, in the forts and camps near Baltimore (see MSSMCW I:604).

Salem, the manufacturing center, was 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.

In 1875 (1876 directory), #35 Turner Street was the home of William H. Goldsmith, 53, an inspector at the Custom House; and #37 was occupied by John J. Parsons, engineer, Augustus H. Parsons, the last-maker, and Edward Rowell, mariner, a boarder. Mr. Goldsmith was still there in 1880 at #35, with second wife Abby R., 31, daughter Lucy W., 20, and Lucy's husband, Lewis E. Odell, 20, a peddler (1880 census ED 229). William H. Smith, a clerk who worked at the Price drugstore at 226 Essex Street also resided there that year (1881 Directory). In #37 were Edward A. Rowell, no longer a mariner but now a manufacturer of shoe heels at 196 Derby Street, and his wife Ella, thirty; also, John J. Parsons, 29, the engineer, wife Emelia, 25, and son Arthur P., two. The John Parsons family would reside here into the 1890s.

Co-owner Albert Whipple died, and in September, 1878, his interest in the property was sold for \$3337.53 to his brother Stephen Whipple (ED 1006:79).

In this decade, 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 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.

In 1900, the house was occupied at #53 by a family who had arrived in 1899 from Nova Scotia, probably from Annapolis County: Daniel Foster, 35, a shipwright, wife Alva, 31, married 11 years, and their daughters Eva, ten, Pearl, six, Sadie, four, and Archer, two. At #55 resided Joshia Getchell, 63, a Maine-born clerk in a coal office, and his wife of 24 years, Lottie (Charlotte Smith), 53, whose two children had not survived (1900 census, SD 115, ED 439). The Getchells lived here for several years, but shifted over to #53. In 1903, #55 was the home of George S. Cottle, a carpenter and contractor; and Whipple's Wharf was then a boat-yard for storage and boat-building by the Remon Brothers, who had a rental-boat business at Salem Willows (see directory ad, 1903-4)

Mr. Getchell died about 1907, and by 1910 Mrs. Getchell, 63, was residing here with her much-younger brother, Albert Smith, 40, who was a salesman at a fish market (1910 census, SD 117, ED 453). At #55 lived Patrick F. Ahern, 35, a teamster for the Board of Health, his wife of 12 years, Ellen A., 30, and their three children, Arthur F., 11, Henry A., 8, and Mary, two (ibid).

Salem kept growing. The Canadians were followed in the early 20<sup>th</sup> century by large numbers of Polish and Ukrainian families, who settled primarily in this Derby Street neighborhood, Ward One. 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. The people here on Turner Street must have been terrified that their neighborhood was next; but the

fireman made a stand on Derby Street, just beyond Union Street, and won: after a 13-hour rampage, the monster died, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless.

Some people had insurance, some did not; all received much support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States, and the people of Salem would take years to recover from it. Eventually, they did, and many of the former houses and businesses were rebuilt; and several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets) were put into effect.

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration. The Depression hit in 1929, and continued through the 1930s. Salem, the county seat and regional retail center, gradually rebounded, 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 for Historic Salem, Inc., 22 March 2004.*

## Glossary & Sources

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

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

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

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

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

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

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

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

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

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

--Robert Booth

30, 1797, the daughter of William and Ednah (Thurston) Dole of Newbury. Benjamin Wheeler was a market-man, occupying a stall in the Salem market but residing in Peabody. He was a most successful dealer and retired from business several years before his death, which occurred in Peabody on December 18, 1874. He was called "Major Wheeler." Mrs. Eunice (Dole) Wheeler died in Peabody on March 20, 1879, as the result of an accident. Mr. and Mrs. Wheeler left three children.

[See *Salem Register*, issue of Dec. 24, 1874; *Salem Observer*, issue of March 29, 1879; Gilbert, *History of Salem, N. H.*, pp. 61, 94; Wheeler, *The Wheeler Family in America*, pp. 406-408; *Newbury Vit. Rec.* (printed), vol. 1, p. 144, vol. 2, p. 506; *Danvers Vit. Rec.* (printed), vol. 1, p. 101, vol. 2, p. 314.]

358. JOHN WHEELWRIGHT, 1592-1679. Oil, by Henry Sargent, copy from a portrait in the office of the Sergeant-at-Arms, State House, Boston. "Aetatis suos Anna Domini, 1677, copied 1800." Canvas, 36 in. x 40 in. Three-quarters length seated figure, face nearly front. Skull cap, moustache and imperial. Clergyman's neckband, right hand holds book, left hand open near book. Signet ring on little finger, open watch on table at left. Dark background.

*Gift of Frederick Lamson, 1918.*

John Wheelwright, son of Robert, was born at Lincolnshire about 1592 and was educated at Sydney College, Cambridge, where he received his degree of B. A. in 1614. Here he was a classmate of Cromwell with whom he was upon familiar terms. His first wife was Mary, daughter of the Rev. Thomas Storre, of Bilsby, England. They were married in 1621 and she died in a few years. His second wife was Mary, daughter of Edward and Susanna Hutchinson. While Mr. Wheelwright was vicar at Bilsby in 1636 he was driven from his church for non-conformity. With his second wife and five children he sailed for Boston, and shortly settled as pastor at Brain-

tree. Sympathy with his relative, Anne Hutchinson, led to his banishment from the colony and he then removed with his family to the Piscataqua region and founded the town of Exeter, New Hampshire. When the latter plantation was received within the limits of Massachusetts, Rev. Mr. Wheelwright removed to Wells, Maine, where he preached for some time. He was also several years at Hampton. After a visit to England in 1657 he came again to New England and settled at Salisbury, Massachusetts, having come to a reconciliation with the government. He was a prolific writer and his *Vindication* was published in 1654. He was also the author of *Mercurius Americanus*, which was published in London in 1645. His death occurred at Salisbury, November 15, 1679.

[See *New Eng. Hist. and Gen. Reg.*, vol. 15, p. 270; Drake, *Dictionary of American Biography*, p. 973; Savage, *Genealogical Dictionary*, vol. 4, p. 502; Appleton, *Cyclopedia of American Biography*, vol. 6, p. 456; *Bangor Historical Magazine*, vol. 9, pp. 17-22.]

WHIPPLE, LUCINDA, see Ropes, Lucinda (Whipple).

359. MARY ELIZA WHIPPLE, 1818-1885. Oil, by unknown artist. Canvas, 25 $\frac{3}{4}$  in. x 20 in. Head and shoulders, nearly full face. Wears red dress and lace collar. Greenish-gray background.

*Gift of Willis H. Ropes, 1909.*

Mary Eliza Whipple was born in Salem, February 28, 1818, the daughter of Jonathan Whipple, a native of Hamilton, Massachusetts, and his wife, Mary (Cloutman) Whipple. Jonathan Whipple was the proprietor of a gum copal works in Salem, situated at the foot of Turner Street in 1846. Miss Whipple was a tailoress and lived for many years with relatives on Dearborn Street, where she died, unmarried, on April 23, 1885, at the age of sixty-seven years.

[See *Salem City Hall Records*, vol. 15, p. 144; *Salem Directories*, 1837-1842; *Salem Vit. Rec.* (printed), vol.

Jonathan Whipple  
to  
Nathl Weston  
275:33

Know all Men by these Presents,

Charles West 11 1833. Mr. Mungage  
Devised & sold in the  
County of Essex, N.H.  
to Nathl Weston

That I Jonathan Whipple of Salem in the County of Essex, State  
in Consideration of Five hundred dollars paid by Nathaniel West-  
ton of the same Salem, merchant, (the receipt whereof I do hereby  
acknowledge) do hereby give, grant, sell and convey unto the  
said Weston and his heirs and assigns forever all that piece of  
land or estate situate on Turner Street in said Salem, which  
I heretofore purchased of Joseph S. Babst by deed dated the third  
day of October eighteen hundred and twenty eight, and Recorded  
in the Registry of Deeds for s<sup>d</sup> County Book 251 leaf 114 to which Deed  
reference is hereby had for more particular boundaries and descrip-  
tion, together with all the buildings now thereon - I premises  
being now subject to a prior mortgage of \$350. to Miss Feet-  
To Have and to Hold the granted premises with the appur-  
tenances to the said Weston his heirs and assigns to his and  
their use and benefit forever. And I the said Whipple for my-  
self, my heirs, executors and administrators do hereby covenant  
with the said Weston his heirs and assigns, that I am lawfully  
seized in fee of the premises - That they are free of all incumbran-  
ces except as aforesaid - That I have good right to sell and convey  
the same to the said Weston and, That I will and my heirs,  
executors and administrators shall warrant and defend the same  
to the said Weston his heirs and assigns forever, against the  
lawful claims and demands of any persons. And Mary Wife  
of the said Whipple in consideration of the premises hereby releases  
all right of dower therein. PROVIDED Nevertheless, That if  
said Jonathan Whipple his heirs, executors or administrators shall  
pay said Weston his heirs, executors, administrators or assigns  
said sum of Five hundred dollars on demand with lawful interest  
annually, then this Deed, as also a certain note bearing even date  
with these presents given by said Whipple to said Weston promis-  
ing to pay him or order the first mentioned sum and interest  
at the time aforesaid, shall both be void; otherwise shall remain  
absolute. IN witness whereof, we the said Jonathan & Mary  
have hereunto set our hands and seals this tenth day of Feb-  
ruary in the year of our Lord One thousand eight hundred and  
thirty four.

Jonathan Whipple Seal

Mary Whipple Seal

Signed, sealed, and delivered in presence of us,  
R. H. French } to }  
Henry B. Groves } Jonathan }  
M. E. Whipple } to } }  
J. A. Whipple } Mary } }  
to be his free act and deed. Before me,  
R. H. French, J. Peace.  
Essex, N. Received Feb. 17, 1834. Recorded & examined, by R. H. French Jy.

**INVENTORY AND APPRAISEMENT OF THE ESTATE OF**

*Jonathan Whipple,*

late of *Salem* in said county, *trader* deceased, in testate, as shown to us by the ad-  
ministrat *or*

**REAL ESTATE.**

One three story house, N <sup>o</sup> 31 Turner street.	\$ 2,500.00
One one and half story house, N <sup>o</sup> 33 do.	1,200.00
Wharf and buildings on the same.	350.00
Lands and buildings at the head of White's wharf.	1,800.00
	<u>\$ 9,000.00</u>

*Personal estate.*

Four shares Naumkeag steam cotton co, at \$90.	\$ 360.00
Eight do Essex R. road co, at \$25.	200.00
Eight bonds of ditto, at \$100 each, \$800 - one third part of slope Mill \$150.	1,250.00
One eighth do Brig Herald and cargo.	1,200.00
One eighth do bark Backus do \$1200 - 6180 lbs. soda ash, at 3c, \$185.40.	1,385.40
500 do white lead, at 1 1/2c, \$750 - 45 do green paint, at 1/2c, \$22.50.	115.00
One platform balance, \$30 - two dozen brushes, at \$3, \$6.	36.00
One piano forte \$100 - one chaise \$100.	200.00
One buggy wagon \$30 - one sleigh \$20.	50.00
Two harnesses, saddle, buffaloes, whips &c. \$30 - 60 plank and boards \$52.	82.00
Tools, stoves, dishes, drying platforms &c. &c.	300.00
Household furniture \$300 - sundry notes of hand \$10,476.62.	10,776.62
	<u>\$ 15,885.02</u>

Brought forward	Amount of real estate	\$ 9,000.00
	Amount of personal estate	15,885.02

TOTAL, \$ 24,885.02

Dated at *Salem*, this *27th* day of *May* A. D. 18 *50*.

*N. Weston, admr* }  
*Aron Erickson,* }  
*William P. Goodhue,* } COMMITTEE  
*Jos. Wims,* }  
*Salem*

**ESSEX, ss.** At a court of probate holden at  
the *first* Tuesday in *July*, A. D. 18 *50*.  
*Nathaniel Weston* administrat *or*



C. A. Ropes  
 et ux  
 to  
 S. Whipple

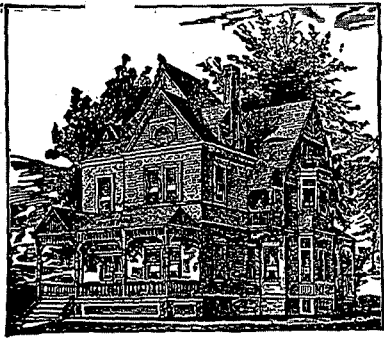
Know all men by these Presents that I Lucinda W. Ropes, wife of Charles A. Ropes, of Salem, Essex County, Massachusetts, formerly Lucinda Whipple, in consideration of one dollar paid by Stephen Whipple, of said Salem, the receipt whereof is hereby acknowledged, do hereby remise, release and forever quit claim unto the said Stephen Whipple, all that parcels of land situated in said Salem bounded easterly by White Street (formerly Turners Lane), northerly by land of Abbott and of Viscardi, westerly by land of the Alden estate & of Dorsett, northerly by land of Dorsett, westerly by land of the estate of Albert Whipple deceased and northerly by the same westerly northerly and westerly by land of Mary C. Whipple, northerly again by the last named land, westerly by Turner Street running to low water mark, southerly by low water mark, easterly by flats and land of Hunt, southerly by land of Hunt, hereby intending to ratify and confirm the title of said grantee thereto acquired under a deed from myself and others dated Nov. 3, 1851

recorded in Essex, Co. Dist. Registry of Deeds, B. 453 L. 292, I not being of age at the time, and also under subsequent deeds recorded B. 614 L. 162 & B. 1006 L. 79. To have and to hold the granted premises, with all the privileges and appurtenances thereto belonging, to the said Stephen Whipple and his heirs and assigns, to their own use and behoof forever. In witness whereof we the said Lucinda W. Ropes and Charles A. Ropes, her husband, who for the considerations aforesaid hereby release to the grantee and his heirs and assigns all right to an estate by curtesy in the granted premises hereunto set our hands and seals this twenty seventh day of March in the year one thousand eight hundred and eighty nine.

Signed and sealed in presence of Frederick Gate } Lucinda W. Ropes seal  
 Charles A. Ropes seal

Commonwealth of Massachusetts, Essex, co. April 2d, 1889. Then personally appeared the above named Lucinda W. Ropes and acknowledged the foregoing instrument to be her free act and deed.

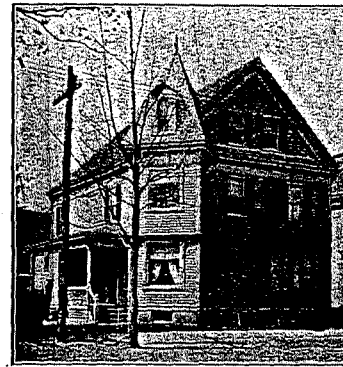
before me, Frederick Gate Justice of the Peace  
 Essex, co. Recd. Apr. 3, 1889, 5m. past 3 P.M. Rec'd Es. by ~~Chas. D. Reed~~ Chas. D. Reed, Reg.



**GEORGE S. COTTLE,**  
**Carpenter and Jobber**

*Jobbing of all kinds personally  
and promptly attended to.*

Residence, 55 Turner St.,  
...SALEM, MASS.



**K. W. HANDY,**  
**..Carpenter and Builder..**

Personal attention given to all work.  
Orders by mail promptly attended to.  
Thirty years experience.

73 1-2 North St., Salem.  
Residence, 163 North St.

1903-4

**orse Electric Belt,**

*ESTABLISHED 1891.*

ISM, LAME BACK, WEAKNESS, NERVOUS AND  
NESS DISEASES. NO DRUGS NEEDED.

charged with vinegar. Call and test current of belt free.

**9 A. M. to 9 P. M.: Sundays, 10 to 6.**

and receive testimonials from Salem people.

on Street, = = Salem, Mass.

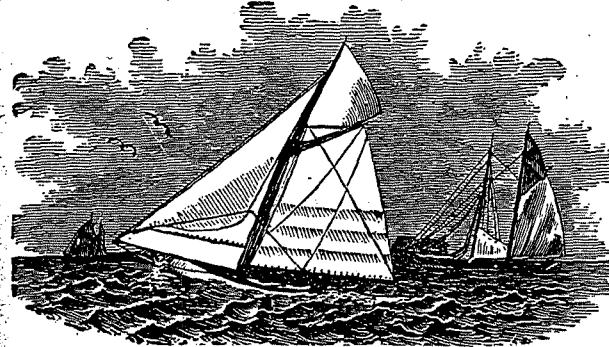
**DLEIGH & MORSE,**

*....Dealers in....*

**Furnaces and Ranges**

WREST IRON AND COPPER WORKERS

**Remon Bros.**



**Yacht and Boat Builders.**

Repairing in all its branches.

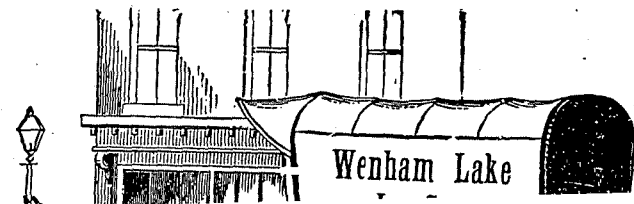
Winter storage for Boats  
of all kinds.

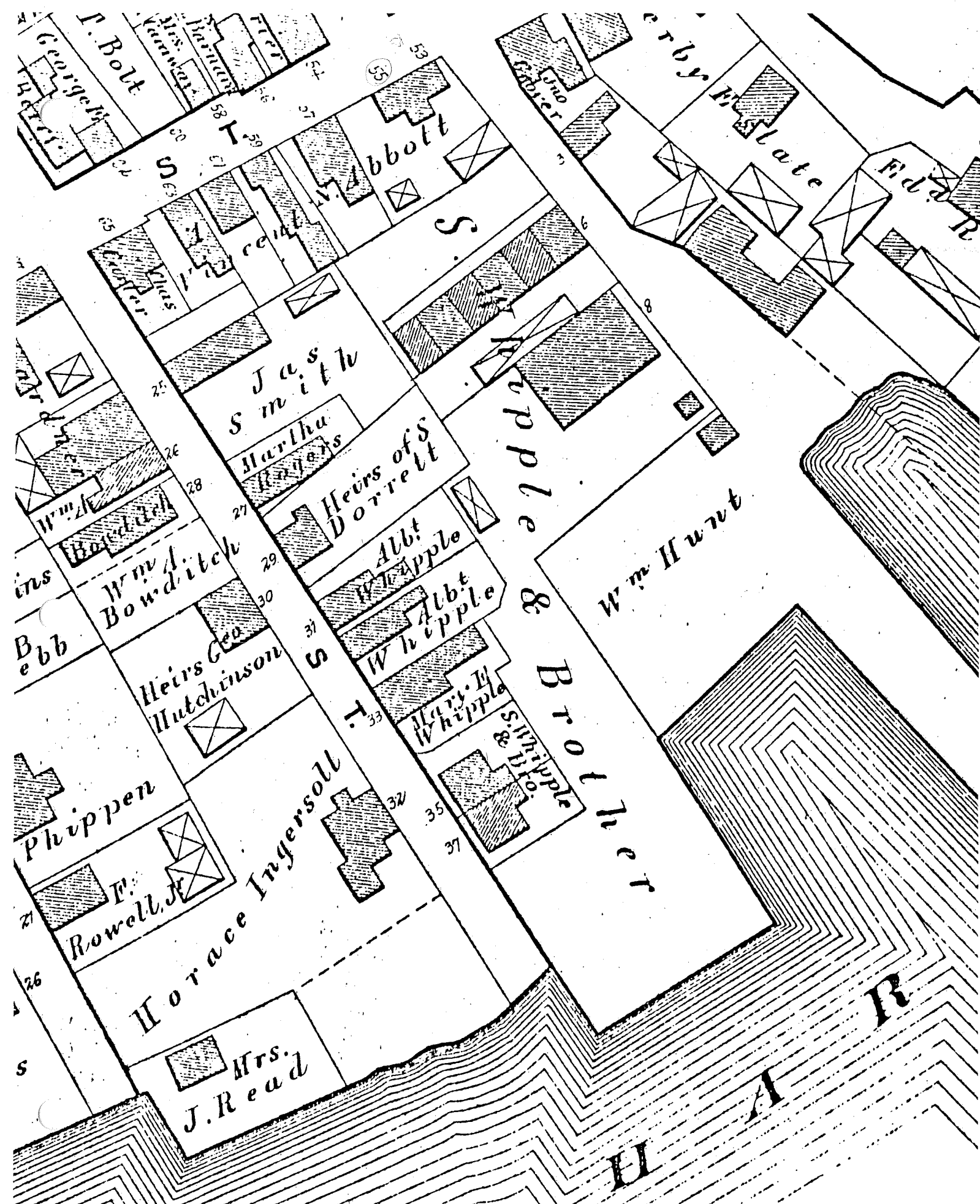
57 Turner St., (Foot of Street.) Salem.

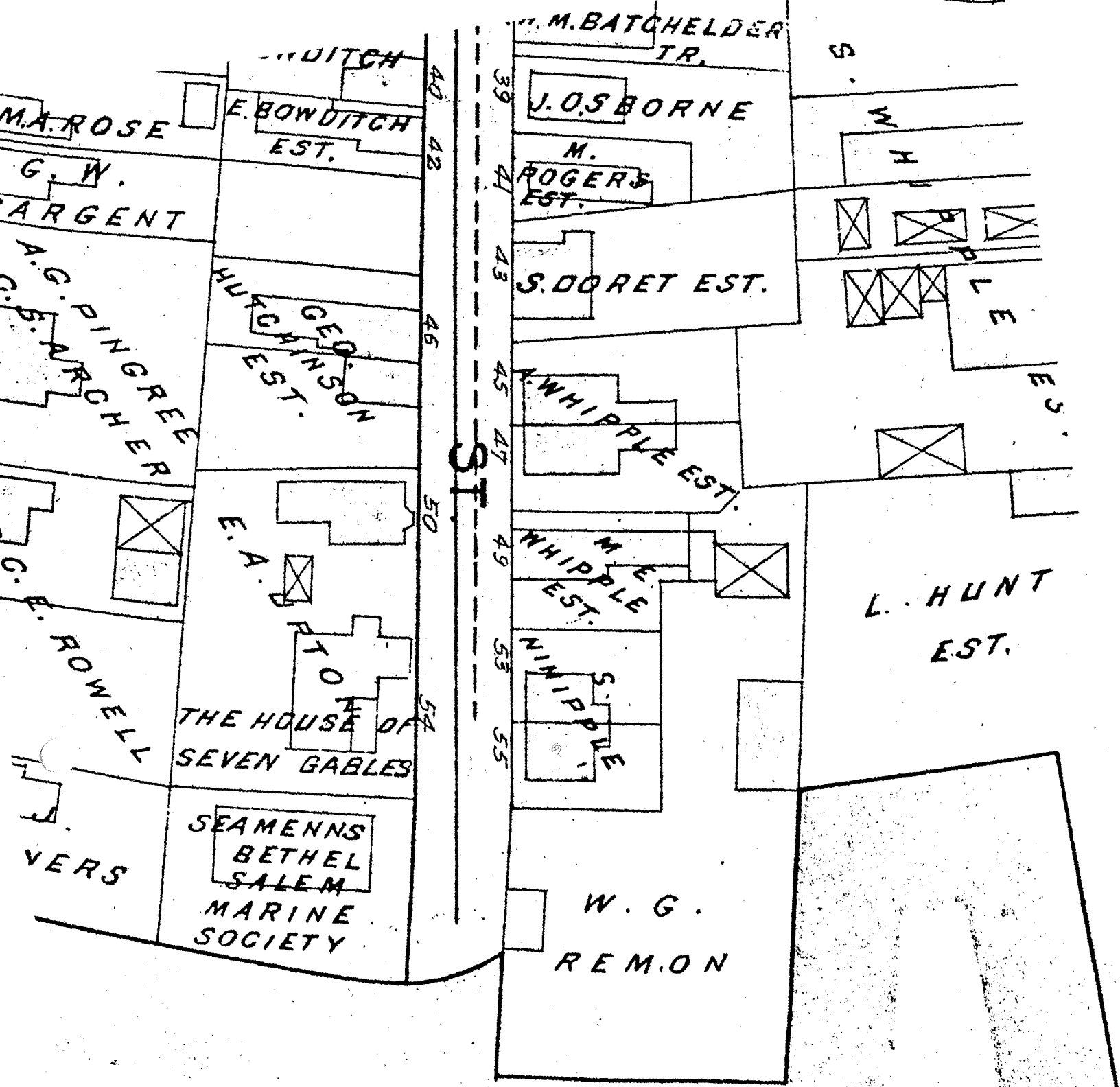
Row boats and yacht moorings to let  
at the Salem Willows.

**Wenham Lake  
Ice Co.**

Office, 20 March St.







M.A. ROSE

G. W. ARGENT

A.G. PINGREE  
A.G. ARCHER

G.E. ROWELL

J. VERS

BOWDITCH

E. BOWDITCH EST.

HURCHISON  
GEO. HURCHISON EST.

E.A. DAVIS

THE HOUSE OF SEVEN GABLES

SEAMENNS BETHEL SALEM MARINE SOCIETY

M. BATCHELDER TR.

J. OSBORNE

M. ROGERS EST.

S. DORET EST.

A. WHIPPLE EST.

M. E. WHIPPLE EST.

N. WHIPPLE

W. G. REMON

M. H.

P.

L. E.

X

L. HUNT EST.

ST

40  
42  
43  
45  
47  
49  
51  
52

39  
41  
43  
45  
47  
49  
51  
53  
55

S

E S

1897

M

H