

**13 Briggs Street
Salem**

**Built By
Daniel H. Jewett & Nathaniel Kinsman
Housewrights
1843**

Daniel H. Jewett, photo c.1860 from Essex Lodge of Masons collection



13 Briggs Street, Salem

According to available evidence, this house was built by Daniel H. Jewett and Nathaniel Kinsman, housewrights, as their joint residence, in 1843, in the Greek Revival style.

On 18 November 1843, for \$522.45, Anna Baldwin, a Salem widow, sold to Salem housewrights Nathaniel Kinsman Jr. and Daniel H. Jewett, a lot of land bounded southerly on Briggs Street 45', westerly 77.5' on Silsbee land, northerly 44' 9" on Putnam & Clark land, and easterly on the grantor's land 77' 9" (ED 340:132). The two young men, who had purchased the land to build their own double residence thereon, proceeded rapidly to build the house to completion in 1843-1844.

Both young men, Kinsman and Jewett, grew up in Ipswich. One, Jewett, would become a prominent life-long citizen of Salem, while Kinsman would move off to Ohio before the Civil War.

The Ipswich connection to Salem was a strong one: for generations, bakers, cabinet-makers, housewrights, and others had moved into Salem from the country town; and most had settled near the Common and in the East Parish (off Derby Street). Their family names were Chipman, Safford, Manning, Emmerton, Rogers, Appleton, Kimball, Boardman, and others. In this vicinity, Capt. Francis Boardman, a shipmaster and privateer, was the most notable of the Ipswich transplants; he built the house at 82 Washington Square East in the 1780s, and his daughters married into the Crowninshield, Bowditch, and Silsbee families. In those days, the land between the common and Collins Cove was low-lying and marshy, and there were no houses or streets in that area.

Like Capt. Boardman, Capt. John C. Kinsman (1789-1876+) began his career as a mariner in Ipswich; and there he married Anna Lord, who in 1810 had their first child, John. Over the years, she would have seven others, including Nathaniel, born 6 June 1819. When 15, in 1825, the son John Kinsman was apprenticed to a Salem carpenter to learn his trade; and he would have been caught up in the excitement when, in 1830, there occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a wealthy merchant, resided in the house now called the Gardner-Pingree house, on Essex Street. One night,

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

John Kinsman served out his apprenticeship and went into the contracting business for himself in 1832 or so. In 1833 the senior Kinsmans moved from Ipswich to Salem, where John C. had a house on Spring Street (off Pleasant) and a lumber wharf at 43 Water Street (filled in as part of the New Derby Street area), which ran along the inner harbor in the shadow of the south wall of Burying Point (Charter Street Graveyard). Capt. J.C. Kinsman worked as a carpenter in Salem, and also as a mariner. His son John, then 23, was doing well as a carpenter, and son Nathaniel, 14, was in Ipswich as a carpenter's apprentice to Ebenezer Russell. Nathaniel was named for John C.'s older half-brother, an Ipswich mariner who had become a Salem shipmaster and then a merchant.

In February, 1836, Daniel H. Jewett, a 15-year-old from Ipswich, came to Salem to begin serving as an apprentice carpenter to John Kinsman, 25, the older brother of his friend Nathaniel. Daniel Hodgkins Jewett was the son of Daniel Jewett and Abigail Lakeman of Ipswich. He went to work right away, working on a new house in Broad Street and a new store next to the Custom House in Derby Street. Daniel was a hard worker, and showed a lot of aptitude as a carpenter and housewright. This was the year in which Salem was incorporated as a city—as Daniel Jewett would later humorously write, “quite an honor to myself as a New Resident.”

As the decade of the 1830s had worn on, Salem's remaining merchants had taken their equity out of wharves and warehouses and ships and put it into manufacturing and transportation, as the advent of railroads and canals diverted both capital and trade away from the coast. Some merchants did not make the transition, and were ruined. Old-line areas of work, like rope-making, sail-making, and ship chandleries, gradually declined and disappeared. 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.

John Kinsman built a house at 10 Liberty Street, and Daniel Jewett and Nathaniel Kinsman lived there with him (it was the custom for apprentices to live in their master's household) (see 1839 Salem valuation). It is interesting to note that Capt. Frederick Ward resided then at 12 Liberty Street; his eldest son Fred, eight in 1839, would, as a youth and man, prove to be an extraordinary leader and adventurer. Eventually, Ward would move to China as a soldier of fortune and, most improbably, become commander of the imperial military forces in the Tai-Ping Rebellion. He would lead his Invincible Army to repeated victories and final triumph for the Emperor, and would be killed in battle in 1862. A temple was erected over his grave.

In 1841, Nathaniel Kinsman and Daniel Jewett had served out their apprenticeships. John Kinsman, having become the transportation manager for the brand-new Eastern Railroad, sold out his house-building business to his former apprentices, younger brother Nathaniel Kinsman and Daniel Jewett. Daniel resided then on St. Peter Street, and Nathaniel lived at home on Spring Street.

In 1841-1843, Daniel H. Jewett lived in a boarding house at 14 St. Peter Street. The house was kept, evidently, by Ephraim Russell, a baker, and his wife Sally. In 1813 (marriage intentions filed Nov. 27), Ephraim Russell, 24, of Boston, a native of Princeton, Mass., had married Sally Shepard, about 30, a widow, in Salem. She was the Sally Leach who in 1801 had married David Shepard (son of Jeremiah), and who had a daughter Elizabeth Shepard born in 1805. David Shepard died in 1809; and then she married Mr. Russell, by whom she had a son, George, born in 1816, a daughter Hannah in 1818, and a daughter Sarah Ann, in 1821.

Also residing in the Russell house in the early 1840s were Timothy Page, a carpenter, and his new bride Hannah Russell, George Russell, a Post Office clerk, and Samuel Shepard, a currier (perhaps a nephew of Mrs. Russell), and Miss Elizabeth Shepard (Mrs. Russell's older daughter), who kept a fancy goods store at 306 Essex Street. By 1843, it may be that Daniel Jewett and Sarah Ann Russell were engaged to marry; and they would wed in November, 1845.

Nathaniel Kinsman, housewright, 23, married Clarissa Rogers Hodgkins, 22, on 24 April 1843. She was the daughter of John Hodgkins and Lucy M. Rogers of Salem. She soon discovered that she was pregnant. As has been mentioned, Messrs. Kinsman and Jewett purchased the house-lot on Briggs Street in November, 1843, and began construction right away, perhaps to have the house finished by the time the baby arrived. According to the 1843 valuations, the house was built by the end of 1843, but not completely finished. The Nathaniel Kinsmans moved in right away, while Mr. Jewett lived at 14 St. Peter Street. The Briggs Street homestead was valued in 1843 at \$1000 (it was listed in 1844 as "unfinished" in the valuations and street books, but "unfinished" did not mean "uninhabitable"—just that there was finish work left to do).

On 10 Jan. 1844 Mrs. Clarissa Kinsman gave birth to a daughter, Clara Ella. Mrs. Clarissa Kinsman died, aged 24, on Dec. 1, 1844, of consumption (tuberculosis). Nathaniel Kinsman must have suffered greatly; and perhaps he could no longer live in the house in which he had anticipated a happy life with his

wife and baby. He sold out his interest to Daniel Jewett for \$1100 on 12 Dec. 1844 (ED 350:75). Nathaniel Kinsman went elsewhere to live with his little Clara: first he resided on then-Forrester Street (now Bridge Street, near the former jail) and by 1845 he was living in North Salem (per 1844 and 1845 valuations). In October, 1847, he married Mary Kimball, 26, the daughter of Jonathan C. Kimball, a carpenter of Pleasant Street, Salem, formerly of Ipswich. By 1849, Nathaniel Kinsman was residing at 29 Summer Street (per 1850 Directory).

In 1844, Daniel H. Jewett moved into the new house at then-3 Briggs Street. He occupied one apartment, while the other apartment, after the death of Mrs. Kinsman and the departure of Nathaniel, was occupied in 1845 by William B. Brown and family (see 1846 Directory). Mr. Brown was married to Caroline Putnam, and was a partner in Perkins & Brown Co., proprietors of a clothing store at One Neptune Street (present foot of Hawthorne Boulevard). Within a year or two, the Brown family moved to Andrew Street.

Mr. Jewett and his wife Sarah had a daughter, Sarah Elizabeth, born 25 August 1846. Mr. Jewett was a talented and hard-working contractor, and landed some big jobs, among them the house at 78 Washington Square East in 1846, built for the dry-goods merchant Gilbert Newhall to the Gothic Revival-style plans of the noted architect Gridley Bryant. In 1847 Mr. Jewett was able to purchase a brick store, in Charter Street, from his old master, John Kinsman. He used it as his warehouse and contracting office (note: this brick building, built as a warehouse for Gilbert Chadwick in 1805, still stands; it was moved, in 2001, to make room for the new Peabody Essex Museum addition, and set down at a new spot on Charter Street near Hawthorne Boulevard).

In the 1840s, as more industrial methods and machines were introduced, new companies in new lines of business arose in Salem. The tanning and curing of leather was very important 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. 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 changed, as hundreds of Irish families, fleeing the Famine in Ireland, settled in Salem and gave the industrialists a big pool of cheap labor.

In 1848, the house at 3 Briggs Street was occupied by the Jewetts and by Cyrus Parsons, 28, a carpenter, Parrot Blazedell, 22, Joseph Driver, 19, a Mr. Kimball, 20 (see 1848 street book, ward two). Presumably these other men were employees of Mr. Jewett. Across the street, extending for about 100' was a ropewalk, one of the last in Salem. It was a long, low building in which fiber was spun into cordage.

By 1849, Daniel H. Jewett was prospering; the carpenters were out of the house and most of his wife's relatives were in it. In 1850, the house was occupied by the Jewetts (Daniel, carpenter, with \$3000 worth of property, wife Sarah Ann, 28, daughter Sarah E., three), the Russells (Ephraim, 66, baker, and wife Sarah, 66); the Shepards (Samuel, 30, currier, and Elizabeth, 41); and the Pages (Timothy E., 35, carpenter, and Hannah, 31) (see 1850 census, ward 2, house 185). George Russell, the P.O. clerk (who eventually became Salem's Post Master), lived on Essex Street. The Pages would move to 8 Broad Street later in the 1850s, and Mr. Page would work as a house carpenter into the 1880s.

Mr. Jewett, a member of the Salem Charitable Mechanics Association, helped build Mechanics Hall in 1839, at the corner of Essex and Crombie Streets (now gone). John Kinsman was the contractor for building the floors.

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, standing on filled-in land at the foot of Washington Street, where before had been the merchants' wharves. In the face of all this change, some members of Salem's waning merchant class continued to pursue their sea-borne businesses; but even the conditions of shipping changed, and Salem was left on the ebb tide. In the late 1840s, giant clipper ships replaced the smaller vessels that Salem men had sailed around the world; and the clippers, with their deep drafts and large holds, were usually too large for Salem and its harbor. The town's shipping soon consisted of little more than Zanzibar-trade vessels and visits from Down East coasters with cargoes of fuel wood and building timber. By 1850 Salem was about finished as a working port. A picture of Salem's sleepy waterfront is given by Hawthorne in his mean-spirited “introductory section” to **The Scarlet Letter**, which he began while working in the Custom House.

In June, 1852, flush with money from some of his larger contracts, Mr. Jewett purchased a homestead at the corner of Charter Street and Fish Street (ED 464:5-6); and he entered into a formal agreement to sell the Briggs Street house to Luke Brooks, who, almost certainly, moved into the Briggs Street house with his family by the summer of 1852. On August 20, Mrs. Jewett gave birth to a son, whom they named George Russell Jewett (he would grow up to be Col. G.R. Jewett and eventually come to own the Charter Street house). The newly acquired house, 61 Charter Street, the long-time home of the Hill family, was close to Mr. Jewett's carpenter's shop on Charter Street. He may have enlarged and improved the old Hill house, preparatory to moving in. On Oct. 1, 1853, for \$2600 he sold the Briggs Street homestead to Luke Brooks and his wife Priscilla (ED 350:76). At that time, Mr. Jewett paid off a mortgage on the Briggs Street house, held by Mrs. Baldwin who had sold them the land back in 1843 (ED 484:34). Mr. Jewett and family moved into the 61 Charter Street house in 1853; and he would live there for many years, until 1889. The rest of the extended family moved from Briggs Street to Charter Street with the Jewetts: the Ephraim Russells and Elizabeth Shepard were there in 1856, and Elizabeth was running a hosiery and thread store at 284 Essex Street (1857 Directory). Daniel H. Jewett was then working as the wood agent for the Eastern Railroad, and his brother-in-law, George Russell, was a clerk for the E.R.R., commuting to Boston. Mr. Jewett later became a lumber dealer, with his yard and wharf on Derby Street.

In 1860, he was a part-owner (with Ripley Ropes and Joseph B. Osgood) of the 92-ton schooner *William Drinkwater*, Capt. Oakman Bunker, engaged in foreign trade (EIHC 42:104). Over the years, he also owned shares in several coasting vessels, most of which proved profitable. Mrs. Jewett's mother, Sarah (Leach) Shepard-Russell, evidently died in the 1850s. In 1860, the household consisted of Mr. Jewett, 40, wood agent, wife Sarah A., 38, children Sarah, 13, and George, 7, and Ephraim Russell, 71, baker, Elizabeth Shepard, 50, and a domestic servant, Margaret Fitzgerald, 21, Ireland-born (1860 census, ward 1, h. 1016). In 1863 he and Sarah had their third child, a boy whom they named Daniel Lakeman Jewett. The Russells and Miss Shepard lived there with the Jewetts for many years; Mr. Russell would die on 21 April 1870, of a lung disease, aged 81 years. Samuel Shepard eventually became a Boston Street tanner, and George Russell, of Essex Street, kept working on the railroad. Mr. D.H. Jewett outlived them all, and would die in 1900, aged 80 years.

Before turning to the new owners, it is of interest to catch a glimpse of Nathaniel Kinsman Jr. His brother, John Kinsman, who had become an executive of the

Eastern Railroad, went to Ohio in 1855, and helped to set up and manage various railroads there. Nathaniel went with him; and when John purchased the gas-works in Springfield, Ohio, he made Nathaniel the superintendent. John stayed in Ohio until 1864, when he returned to Salem, a very rich man (he eventually resided in the Capt. Francis Boardman house, 82 Washington Square East); but Nathaniel Kinsman remained in Ohio. Mrs. Mary Kimball Kinsman died in Ohio in 1858, aged 37. Nathaniel married, third, 1859, Phebe S. Parker, 41, a native of Maine. He, his wife, and his daughter Clara, remained residents of Springfield, Ohio. In 1874 Clara E. Kinsman, 30, married Samuel K. Statler, by whom she had a daughter, Elizabeth, in 1875, and perhaps other children later.

The new owners of the house 3 Briggs Street were Luke Brooks and his wife Priscilla. Mr. Brooks worked as a commission merchant, with an office in Boston. In 1853 there were two other men, grocers, of the same name in Salem, one older, one younger; and therefore this one was usually referred to as Luke Brooks Jr. He was born in Salem on 9 August 1797, the son of Timothy Brooks (1751-1810), whose father, Timothy Brooks Sr., had moved the family from Woburn to Salem and died there in November 1788, aged 69 years, leaving three other sons, Asa, Samuel, and Luke. Timothy Brooks (Jr.) had married Abigail Mason, 23, in July, 1776, as independence was formally declared. Abigail Mason (1755-1822), the daughter of Aaron and Abigail Mason of Woburn, would have several children before she had Luke, her last.

Luke Brooks (1797-1885) was only twelve when his father died in 1810, aged 59 years. Timothy Brooks had been a wharfinger, meaning a lumber dealer and manager of a lumber yard and its wharf, with landings usually from Maine. In 1792, Timothy had purchased a warehouse, land, and wharf at the foot of Liberty Street, on the South River (Inner Harbor), adjoining Burying Point; and this is where he had his house and business. In 1801, Timothy had purchased the Abraham Gray house on Vine Street (Charter, near Hawthorne Boulevard) and moved in there with his family. In 1805, he had purchased another house on Water Street, adjoining his wharf property.

The Brooks family, in moving to Salem (evidently just after the end of the Revolutionary War in 1783), had been attracted by one of the few places in America that had a sense of destiny and an active foreign commerce. In some places, the post-war loss of the former colonial connections and trade routes was devastating, for Americans were prohibited from trading with most British possessions; but in Salem, the merchants and mariners were ready to push their ships and cargoes into all parts of the known world. They did so with astonishing

success. For a period of about 25 years, Salem was a famous center of commercial enterprise: by virtue of competing fiercely, pioneering new routes, and opening and dominating new markets, Salem won a high place in the world. Hasket Derby, William Gray, Eben Beckford, and Joseph Peabody were the town's commercial leaders. In 1784, Derby began trade with Russia; and in 1784 and 1785 he dispatched trading vessels to Africa and China, respectively. Voyages to India soon followed, and to the Spice Islands and Pepper Islands (Sumatra, Java, Malaya, etc.). These new markets—and the coffee trade, which would be opened in 1798 with Mocha, Arabia—brought great riches to the merchants, and began to raise the level of wealth throughout the town: new ships were bought and built, more crews were formed with more shipmasters, new shops and stores opened, new partnerships were formed, new buildings were built, and new people moved to town. In 1792 Salem's first bank, the Essex Bank, was founded, although it "existed in experiment a long time before it was incorporated," per Rev. William Bentley. From a population of 7921 in 1790, the town would grow by 1500 persons in a decade. At the same time, thanks to the economic policies of Alexander Hamilton, Salem vessels were able to transport foreign cargoes tax-free and essentially to serve as the neutral carrying fleet for both Britain and France, which were at war with each other.

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

In 1800, Adams negotiated peace with France and fired Pickering from his Cabinet. Salem's Federalist merchants erupted in anger, expressed through their newspaper, the *Salem Gazette*. At the same time, British vessels began to harass American shipping. Salem owners bought more cannon and shot, and kept

pushing their trade to the farthest ports of the rich East, while also maintaining trade with the Caribbean and Europe. This was the setting for the boyhood of Luke Brooks—one of the most exciting and interesting places in America. Salem cargoes were exceedingly valuable, and Salem was a major center for distribution of merchandise throughout New England: “the streets about the wharves were alive with teams loaded with goods for all parts of the country. It was a busy scene with the coming and going of vehicles, some from long distances, for railroads were then unknown and all transportation must be carried on in wagons and drays. In the taverns could be seen teamsters from all quarters sitting around the open fire in the chilly evenings, discussing the news of the day or making merry over potations of New England rum, which Salem manufactured in abundance.” (from Hurd’s History of Essex County, 1888, p.65).

The Crowninshields, led by brother Jacob, were especially successful, as their holdings rose from three vessels in 1800 to several in 1803. Their bailiwick, the Derby Street district, seemed almost to be a foreign country: in the stores, parrots chattered and monkeys cavorted, and from the warehouses wafted the exotic aromas of Sumatran spices and Arabian coffee beans. From the wharves were carted all manner of strange fruits and blue and red patterned china and piles of gorgeous silks and figured cloths. The greatest of the Salem merchants at this time was William “Billy” Gray, who, by 1808, owned 36 large vessels: 15 ships, 7 barks, 13 brigs, and one schooner. Salem was then still a town, and a small one by our standards, with a total population of about 9,500 in 1800. Its politics were fierce, and polarized everything. The two factions attended separate churches, held separate parades, and supported separate schools, military companies, and newspapers. Salem’s merchants resided mainly on two streets: Washington (which ended in a wharf on the Inner Harbor, and, above Essex, had the Town House in the middle) and Essex (particularly between what are now Hawthorne Boulevard and North Street). The East Parish (Derby Street area) was for the seafaring families, shipmasters, sailors, and fishermen. In the 1790s, Federal Street, known as New Street, had more empty lots than fine houses. Chestnut Street did not exist: its site was a meadow. The Common was not yet Washington Square, and was covered with hillocks, small ponds and swamps, utility buildings, and the almshouse. As the 19th century advanced, Salem’s commercial prosperity would sweep almost all of the great downtown houses away (the brick Joshua Ward house, built 1784, is a notable exception).

The town’s merchants, among the wealthiest in the country, had, in Samuel McIntire, a local architect who could help them realize their desires for large and beautiful homes in the latest style. While a few of the many new houses went up

in the old Essex-Washington Street axis, most were erected on or near Washington Square or in the Federalist “west end” (Chestnut, Federal, and upper Essex Streets). The architectural style (called “Federal” today) had been developed by the Adam brothers in England and featured fanlight doorways, palladian windows, elongated pilasters and columns, and large windows. It was introduced to New England by Charles Bulfinch in 1790. The State House in Boston was his first institutional composition; and soon Beacon Hill was being built up with handsome residences in the Bulfinch manner.

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

A new bank, the Salem Bank, was formed in 1803, and there were two insurance companies and several societies and associations. The fierce politics and commercial rivalries continued. The ferment of the times is captured in the diary of Rev. William Bentley, bachelor minister of Salem’s East Church and editor of the *Register* newspaper. His diary is full of references to the civic and commercial doings of the town, and to the lives and behaviors of all classes of society. On Union Street, not far from Bentley’s church, on the fourth of July, 1804, was born a boy who would grow up to eclipse all sons of Salem in the eyes of the world: Nathaniel Hawthorne, whose father would die of fever while on a voyage to the Caribbean in 1808. This kind of untimely death was all too typical of Salem’s young seafarers, who fell prey to malaria and other diseases of the Caribbean and Pacific tropics.

In 1806 the Derbys extended their wharf far out into the harbor, tripling its previous length. This they did to create more space for warehouses and ship-berths in the deeper water, at just about the time that the Crowninshields had built their great India Wharf at the foot of now-Webb Street. The other important wharves

were Forrester's (now Central, just west of Derby Wharf), and Union Wharf at the foot of Union Street; and then, farther to the west, a number of smaller wharves, like Timothy Brooks's, extended into the South River (filled in during the late 1800s), all the way to the foot of Washington Street. Each had a warehouse or two, and shops for artisans (coopers, blockmakers, joiners, etc.). The waterfront between Union Street and Washington Street also had lumber yards and several ship chandleries and distilleries, with a Market House at the foot of Central Street, below the Custom House. The wharves and streets were crowded with shoppers, gawkers, hawkers, sailors, artisans ("mechanics"), storekeepers, and teamsters; and just across the way, on Stage Point along the south bank of the South River, wooden barks and brigs and ships were being built in the shipyards. Timothy Brooks purchased one of those parcels, probably for lumber storage.

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 in general 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 Federalist 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 cargoes, and local employment. Gray soon switched from the Federalist party, and was elected Lt. Governor under Gov. Elbridge Gerry, a native of Marblehead.

Evidently Timothy Brooks' business was hurt badly by the Embargo (no trade for the year 1808), for his estate was insolvent at the time of his death in 1810. Mrs. Abigail (Mason) Brooks occupied the Vine Street house subsequently with her youngest son, Luke; and they resided there together in 1820 (per 1820 census). They were probably assisted financially by her eldest son, Timothy Brooks Jr. (1786-1862), who had married Mary K. Mason in 1809.

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. Luke Brooks was not yet fifteen.

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 them 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. 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, largely through the Salem Charitable Mechanic Association (founded 1817). Rev. William Bentley, keen observer and active citizen during Salem's time of greatest prosperity and fiercest political divisions, died in 1819, the year in which a new U.S. Custom House was built in 1819, on the site of the George Crowninshield mansion, at the head of Derby Wharf. Into the 1820s 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 huge and lucrative trade in which Salem dominated, and its vessels thus gained access to all of the east African ports.

Salem's general maritime foreign commerce fell off sharply in the late 1820s. Imports in Salem ships were supplanted by the goods that were now being produced in great quantities in America. The interior of the country was being opened for settlement, and some Salemites moved away. To the north, the falls of the Merrimack River powered large new textile mills (Lowell was founded in 1823), which created great wealth for their investors; and in general it seemed that the tide of opportunity was ebbing away from Salem. 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.

On 21 March 1827 Luke Brooks, 29, married Sarah L. Hayden, 19, the daughter of deacon Aaron Hayden, at Eastport, Maine, her home town. It is likely that he had met her while on wood-buying trips Down East. The couple resided in Salem; and in 1832 Mrs. Sarah Hayden Brooks gave birth to a daughter whom they named Hannah Caroline Brooks. By 1836, Luke was a partner (with Samuel Brooks) in a lumber business on a wharf at 36 Water Street (see 1837 Directory). Luke Brooks Jr. (so-called to distinguish him from the other two Lukes who lived nearby) and family then resided at 10 Pleasant Street (*ibid*). He was in the same business in 1841, but then resided at 40 Water Street with Samuel Brooks & family and with William A. Bowditch, a crockery dealer, and family; they lived next door to a grocer named Luke Brooks 3rd, 27. Sadly, Luke's wife Sarah died of consumption (tuberculosis) on 14 Feb. 1841, aged 32 years, leaving Luke and their daughter, Hannah C., nine. In 1844 Samuel Brooks, 36, died.

On Oct. 3, 1844, Luke Brooks, 47, married Priscilla W. Seccomb, 36, and the Luke Brooks (Jr.) family moved into the Seccomb house at then-78 Bridge Street (see 1844 street book, 1845 Directory). Priscilla was the daughter of the late Ebenezer Seccomb (1778-1835), who had been one of Salem's most energetic and industrious business leaders, as a wholesale grocer and druggist, investor in steamships and hotels, and a founder of the Salem Laboratory Company. Mr. Seccomb's mother, Ruth Brooks Seccomb, may have been a relative of Luke Brooks. Priscilla had eight siblings, most of them residing in Salem. A younger

brother, Edward Russell Seccomb (b. 1816) had married Adeline Griggs of Brookline in 1840.

Luke and Priscilla Brooks became parents of a daughter in November, 1845, and they named her Sarah Hayden, in honor of Mr. Brooks' deceased first wife. By 1849, Mr. Brooks was working as a commission merchant; and the family resided at 12 Mall Street with that of his cousin Asa Brooks, next door to a family of people named Hawthorne, of which Nathaniel, a short-story-writer and Custom House officer, was head of the household at #14. Hawthorne had yet to write *The Scarlet Letter* and make his name as an author. In 1851 Priscilla Seccomb Brooks had another daughter, whom they named Anna.

Luke Brooks (1797-1885), b. 9 Aug. 1797, Salem, s/o Timothy Brooks & Abigail Mason, died, Salem, 23 June 1885, of brain disease, at home, in his 88th year. He m/1 21 March 1827 Sarah Hayden (1808-1841), d/o Aaron Hayden of Eastport, Maine, died 14 Feb. 1841, consumption. He m/2 3 Oct. 1844 Priscilla Webb Seccomb b. 26 Feb. 1808, d/o Ebenezer Seccomb & Mary Marston, died by 1880. Known issue:

- 1. Hannah Caroline, 1832***
- 2. Sarah Hayden, Nov. 1845***
- 3. Anna S., 1851***

As mentioned above, Luke Brooks and family had moved into the Briggs Street house in 1852, as tenants with an agreement to purchase (the purchase would occur in October, 1853). In fact, in 1852 Mr. D. H. Jewett "built an addition to Luke Brooks' in Briggs Street." In April, 1853, Luke Brooks, merchant, for \$668.14 purchased from Mrs. Ann Baldwin a lot of land adjoining the northeast side-line of the house-lot, and fronting 39' on Briggs Street and running back about 78' (ED 476:101). This lot, which the Brookses used as their side yard and garden, nearly doubled the size of the homestead lot.

Salem's growth continued through the 1850s, as business and industries expanded, the population swelled, new churches (e.g. Immaculate Conception, 1857) were started, new working-class neighborhoods were developed (especially in North Salem and South Salem, off Boston Street, and along the Mill Pond behind the Broad Street graveyard), and new schools, factories, and stores were built. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, down at Stage Point, where a new Methodist Church went up, and many neat homes, boarding-houses, and stores

were erected along the streets between Lafayette and Congress. The tanning business continued to boom, as better and larger tanneries were built along Boston Street and Mason Street; and subsidiary industries sprang up as well, most notably the J.M. Anderson glue-works on the Turnpike (Highland Avenue).

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

By 1860, with the election of Abraham Lincoln, it was clear that the Southern states would secede from the union; and Salem, which had done so much to win the independence of the nation, was ready to go to war to force others to remain a part of it. The Civil War began in April, 1861, and went on for four years, during which hundreds of Salem men served in the army and navy, and many were killed or died of disease or abusive treatment while imprisoned. Hundreds more suffered wounds, or broken health. The people of Salem contributed greatly to efforts to alleviate the suffering of the soldiers, sailors, and their families; and there was great celebration when the war finally ended in the spring of 1865.

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.

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

In 1870 this house (then #7 Briggs) was occupied as the home of Luke Brooks, 72, commission merchant, his wife Priscilla, 62, their daughter Anna, 19, and a 14-year-old Servant, Kate Fox, born in Ireland; and also by Ann B. Perkins, 67, and Frederick Perkins, 30 (1870 census, ward two, h. 250). The Perkinses were probably Brooks relatives.

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

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.

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

On June 25, 1914, in the morning, in Blubber Hollow (Boston Street opposite Federal), a fire started in one of Salem's fire-prone wooden tanneries. This fire soon consumed the building and raced out of control, for the west wind was high and the season had been dry. The next building caught fire, and the next, and out

of Blubber Hollow the fire roared easterly, a monstrous front of flame and smoke, wiping out the houses of Boston Street, Essex Street, and upper Broad Street, and then sweeping through Hathorne, Winthrop, Endicott, and other residential streets. Men and machines could not stop it: the enormous fire crossed over into South Salem and destroyed the neighborhoods west of Lafayette Street, then devoured the mansions of Lafayette Street itself, and raged onward into the tenement district. Despite the combined efforts of heroic fire crews from many towns and cities, the fire overwhelmed everything in its path: it smashed into the large factory buildings of the Naumkeag Steam Cotton Company (Congress Street), which exploded in an inferno; and it rolled down Lafayette Street and across the water to Derby Street. There, just beyond Union Street, after a 13-hour rampage, the monster died, having consumed 250 acres, 1600 houses, and 41 factories, and leaving three dead and thousands homeless. Some people had insurance, some did not; all received much support and generous donations from all over the country and the world. It was one of the greatest urban disasters in the history of the United States, and the people of Salem would take years to recover from it. Eventually, they did, and many of the former houses and businesses were rebuilt; and several urban-renewal projects (including Hawthorne Boulevard, which involved removing old houses and widening old streets) were put into effect.

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, housewrights, 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., 25 Nov. 2003

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.

Material about Nathaniel Kinsman and Daniel H. Jewett may be found in the collections of the J.D. Phillips Library of the Peabody Essex Museum (Salem).

—Robert Booth