

***102 Bridge Street, Salem:
History of House & Occupants***

By Robert Booth
For Historic Salem Inc.

Built for Capt. William B. Bates, shipmaster, 1851



From a photo of Capt. W.B. Bates

History of house and occupants at 102 Bridge Street, Salem

By Robert A. Booth, Jr. for Historic Salem Inc.

According to available evidence, this house was built in 1851 for Capt. William B. Bates, shipmaster.

On 17 August 1846, William B. Bates purchased a piece of land fronting on both Bridge and Short Streets for \$900; Mrs. Mary Barton was the seller (ED 371:15). She had received this lot as her part of the Webb subdivision 15 years before (ED 260:133). The lot was described as having boundaries running southwesterly 70' 6" on Bridge Street, with land of Rogers on the southwest, a roadway on the northwest, and land of Stickney on the northeast. Bates did not build on the lot right away. The city "street books", used for valuations, show that in spring, 1851, Capt. Bates still resided at 8 Cross Street, and that in spring, 1852 he was listed as residing in a "new house" at then-70 bridge Street. Therefore, the house was built in 1851 or early in 1852.

William Barnes Bates was born in Salem on Sept. 16, 1809, the son of a sailor, William Bates, and his wife, Sarah Forbes.

The new baby's mother, Sarah Forbes Bates, was the daughter of Sarah Dawson and of John Forbes, a sailor who had drowned on a voyage to Virginia in 1792, leaving four young children. Among the children was Charles Forbes, a favorite of the East Church minister, William Bentley, who took over his education at an early age. Mrs. Sarah Dawson Forbes married Capt. John D. Preston of Marblehead and had two more children; and after his death in 1798 she married, third, a Mr. Whittemore, and had another child. Thus Sarah Forbes, the future wife of William Bates, had lost her father and a step-father to the sea, and had grown up in a blended family.

The father, William Bates, was on the verge of a career as a shipmaster. Remarkably, he was the son of actors—his father, William Bates, an Englishman, immigrated to America and was one of the few Americans able to make his living in theatre. Theatre was not well-established in America except in the very largest towns (note: William Bentley, in his *Parish Deaths*, states that William was the son of the actor). William Bates Sr. (d. 1812) was robe-master at Drury Lane Theatre in London

until 1793, when he emigrated with his wife, an actress, and their children; and they settled, evidently, in Boston, which became their home base for a peripatetic lifestyle. William, an energetic entrepreneur as well as actor, evidently established the first theatres in Albany, Charleston, and New Orleans, while his wife was known chiefly as an actress at the Federal Street Theatre in Boston. The name of an actor and comedian named Bates is mentioned several times in an EIHC article on Theatre in Salem. Exactly how it came to be that William was raised in Salem is unknown—Salem had no theatre or repertory company at that time—but it is certain that their son William was placed, as a boy of twelve or thirteen, with the family of a shipmaster, as an apprentice to learn the “art or mystery” of a mariner. William Jr. evidently thrived in this calling, and rose through the ranks, from cabin boy to deckhand to officer (chief mate or second mate). He married Sarah Forbes in 1808 and, after the Embargo was lifted in the spring of 1809, he had every expectation of becoming a sea captain.

Salem’s foreign commerce, however, was repeatedly interrupted by the British, who intercepted neutral trading vessels and often impressed American sailors into their navy. Despite many warnings and negotiations, the British refused to alter their policies, and pushed President Madison into a position where he had few choices other than hostilities. In June, 1812, war was declared against Britain. In that year, too, William Bates’ father died in Albany; presumably his widow came to live in Salem (if she were not already here) after that.

Like other Salem mariners, William Bates was caught up in the conflict, later known as the War of 1812. Although the merchants had tried to prevent the war, when it did come 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. 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, the leader of the extreme Federalists, did not attend; and the Convention refrained from issuing any ultimatums. Nevertheless, it seemed almost treasonous; and it was the beginning of the end for the national Federalist party.

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

At that time, the William Bates family resided on Northey Street (per WB's Parish Deaths). Thanksgiving came in November, and was happily observed within the household (Christmas was not then generally celebrated in New England). In December, one of their children, Robert, was afflicted with measles, and soon died, aged 15 months—no doubt a traumatic event within the family, not least for Robert's five-year old brother William B.

Post-war, the Salem merchants rebuilt their fleets and resumed their worldwide trade, slowly at first, and then to great effect. William Bates resumed his career as a seaman, and moved his family—two boys and a girl—to a new apartment on Essex Street, at the corner of Pleasant (now Washington Square East). He was at sea in the summer of 1817, when his baby daughter Mary Ann, aged 14 months, died in August of “atrophy” (WB Parish Deaths). This left only the two boys, William B., eight, and Charles F, six.

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 at the head of Derby Wharf. Into the 1820s

foreign trade continued relatively prosperous; and new markets were opened with Madagascar, which supplied tallow and ivory, and Zanzibar, whence came coffee, ivory, and gum copal, used to make varnish. In fact, it was Capt. Charles Forbes, Mrs. Bates' brother, master of the *Beulah*, who first visited Madagascar's port of Majunga, in 1819, for his owners, the merchant firm of N.L. Rogers & Bros. This opened a long-standing trade that Salem would dominate; and its vessels thus gained access to all of the east African ports.

Salem's general maritime foreign commerce fell off sharply in 1824, as a second major tariff act was passed by Congress, to the benefit of manufacturers and the detriment of importers. Salem imports were supplanted by the goods that were now being produced in great quantities in America. The town's prosperity began to wane, and many people saw no future locally. 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); and in general it seemed that the tide of opportunity was ebbing away from Salem. To stem the flow of talent from the town and to harness its potential water power for manufacturing, Salem's merchants and capitalists banded together in 1825 to raise the money to dam the North River for industrial power. Over the course of three years, the effort gained momentum, but ultimately its many investors failed to implement the plan, which caused several leading citizens to move to Boston, the hub of investment in the new economy.

William Bates remained at sea, determined to become a Salem shipmaster. By 1824 he had attained this status (ED 237:183); and in April, 1825, he purchased a piece of land on Cross Street, evidently with a house thereon, for \$1150 (ED 239:4). This became the Bates family residence. The family then consisted of William and Charles and younger siblings Samuel, Harriet Susan, James, and a new baby in November, 1825, Ellen S. Bates. In 1821 the family belonged to the Branch Church, on Howard Street.

By the 1820s, young William B. Bates was apprenticed to follow the sea like his father. He had been educated in public schools, and in 1826 he left Master Gerrish and the East School, to begin his career with his father, master of the Rogers-owned ship *Perseverance*. William B. Bates was ship's boy, with Daniel Marshall, on a voyage to Madagascar; and he probably stayed at sea for most of the next few years, making long voyages to Africa and back and staying briefly at home on Cross Street in Salem before shipping out again. In 1827-8 he was a sailor on the ship

Messenger, commanded by Captain Buffinton, to Siam and back; and then he shipped out on the brig *Susan*, Capt. John Brookhouse, to and from the island of St. Helena (see GGPutnam).

In 1830 occurred a horrifying crime that brought disgrace to Salem. Old Capt. Joseph White, a rich merchant, now retired, resided in a mansion on Essex Street. His wealth was legendary in Salem, not least among the denizens of the nearby Salem Jail, where plots had long been hatched to break in and steal the Captain's treasure chest. One night, intruders did break in; and they stabbed him to death in his sleep. There was no treasure chest. All of Salem buzzed with rumors; but within a few months it was discovered that the murderer was a Crowninshield (he killed himself) who had been hired by his friends, Capt. White's own relatives, Capt. Joe Knap and his brother Frank, who would both be executed. The murder, and related lurid events, tarnished Salem further, and more families quit the now-notorious town.

Some merchants, like the Rogers Brothers and John Bertram, were able to maintain a profitable foreign trade well into the 1830s. Capt. William Bates commanded voyages in the Madagascar trade for several years. In 1824 he was master of the *Thetis*, and from 1826-on of the *Perseverance*, which also traded with Zanzibar. In 1833 he went out as master of the brig *Lady Sarah*, but died, probably of fever, on May 3, 1834, at Majunga, where his remains were interred. The chief mate, Kittredge, commanded the vessel on her passage back to Salem (see EIHC Americans in Zanzibar, 261-2; also GGP).

This left the Bates family bereft of their primary bread-winner, but the boys William and Charles were old enough to have advanced in their trades, and Mrs. Sarah Forbes Bates continued to reside comfortably with her children at the house on Cross Street. William was advancing as a mariner, Charles as a tailor, and James as a painter. Another brother, probably Samuel, had died soon after his father, on the passage home from Majunga on board the brig *Quill*.

Salem, in general, was trying to recover its lost prosperity, not as a seaport, but as a manufacturing center. Its leaders had not prepared for the industrial age, and the town had few natural advantages. The North River served mainly to flush the waste from the 25 tanneries that had set up along its banks. As the decade wore on, and the new railroads and canals, all running and flowing to Boston from points north, west, and south, diverted both capital and trade away from the coast. Salem's remaining merchants took their equity out of local wharves and warehouses and

ships and put it into the stock of manufacturing and transportation companies. Some merchants did not make the transition, and were ruined. Old-line areas of work, like rope-making, sail-making, and ship chandleries, gradually declined and disappeared. Salem slumped badly, but, despite all, the voters decided to charter their town as a city in 1836—the third city to be formed in the state, behind Boston and Lowell. City Hall was built 1837-8 and the city seal was adopted with an already-anachronistic Latin motto of “to the farthest port of the rich East”—a far cry from “Go West, young man!” The Panic of 1837, a brief, sharp, nationwide economic depression, caused even more Salem families to head west in search of fortune and a better future.

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

Like his father, William B. Bates made his career at sea, and spent most of his time over the horizon. In 1833, aged 24, he was mate (evidently) on the bark *Active*, under Capt. Joseph H. Millett, sailing for N.L. Rogers & Bros. on a voyage to and from Bombay and Aden (see PEM manuscript collection). He remained at sea as a mate until the fall of 1837, when, aged twenty-eight, he was given command of the brig *Richmond*, owned by Ephraim Emmerton and engaged in the Zanzibar trade. In 1839, home from Zanzibar, William B. Bates, 29, married Harriet Lang Brown, 24, of a well-established Salem family. At first the newlyweds resided with Mrs. Bates and her daughters in the house on Cross Street.

Harriet was born on March 27, 1815, the daughter of Thomas Brown and Elizabeth Howard. Harriet had many siblings. Her mother was the daughter of a prosperous sailmaker, John Howard, originally of Marblehead; her father was a native of Hamilton. Between 1840 and 1847, Harriet and William Bates would have four children, two girls, Harriet and Anna, and two boys, William and Augustus.

Captain Bates sailed as master of the *Richmond* for eight years, through 1845, presumably with good success and reasonable profits for all concerned.

In 1846 Capt. William B. Bates switched to the command of the brig *Cherokee*, owned by the merchants Michael Shepard and John Bertram; and in her he made three round-trip voyages. On 17 August 1846, Captain Bates purchased a piece of land fronting on both Bridge and Short Streets for \$900 (ED 371:15), as has been mentioned. Captain Bates was prosperous by the late 1840s. He loaned money to a tobacconist and to a carpenter, and he and Capt. William B. Smith jointly purchased a building in Methuen, perhaps connected with the textile industry (ED 378:189). In May, 1847, he purchased, with his brother Charles, their brother James' $\frac{1}{4}$ interest in the Bates homestead on Cross Street.

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

Although Hawthorne had no interest in describing it, Salem's transformation did occur in the 1840s, as more industrial methods and machines were introduced, and many new companies in new lines of business arose. The Gothic symbol of Salem's new industrial economy was the large twin-towered granite train station—the "stone depot"—smoking and growling with idling locomotives. It stood on filled-in land at the foot of Washington Street, where the merchants' wharves had been; and from it the trains carried many valuable products as well as passengers. The tanning and curing of leather was very important in Salem by the mid-1800s. On and near Boston Street, along the upper

North River, there were 41 tanneries in 1844, and 85 in 1850, employing 550 hands. The leather business would continue to grow in importance throughout the 1800s. In 1846 the Naumkeag Steam Cotton Company completed the construction at Stage Point of the largest factory building in the United States, 60' wide by 400' long. It was an immediate success, and hundreds of people found employment there, many of them living in tenements built nearby. It too benefited from the Zanzibar and Africa trade, as it produced light cotton cloth for use in the tropics. Also in the 1840s, a new method was introduced to make possible high-volume industrial shoe production. In Lynn, the factory system was perfected, and that city became the nation's leading shoe producer. Salem had shoe factories too, and attracted shoe workers from outlying towns and the countryside. Even the population began to transform, as hundreds of Irish families, fleeing the Famine in Ireland, settled in Salem and gave the industrialists a big pool of cheap labor.

In the 1848 street books Capt. Bates is listed as head of a household residing in an apartment in the house of Joseph Mardin, at then-86 Bridge Street, while the Captain's empty lot was listed as then-78 Bridge Street. Tragically, both of the Bateses' sons, William, four, and Augustus, one, died in September of 1848, probably of the same illness. The grief of their parents and sisters can only be imagined.

Captain Bates next commanded the brig *Potomac*, in 1848-9, for one Zanzibar trip. On Oct. 12, 1849, he sailed in command of the bark *Tom Corwin*, named for a prominent Whig politician and owned by Shepard & Bertram. His voyage to Zanzibar was successful, and captain and crew arrived safely back in Salem on Nov. 23, 1850, thus completing Captain Bates' distinguished quarter-century career at sea.

William Barnes Bates (1809-1894), son of William Bates & Sarah Forbes, died 23 Jan. 1894. He m. 24 April 1839 Harriet Lang Brown (1815-1894), dtr. of Thomas Brown & Elizabeth Howard, died 14 Jan. 1894. Known issue:

- 1. Harriet Susan, 1 April 1840, m. 1872 Arthur S. Williams; two children; died 28 Sept. 1919.***
- 2. Anna Maria, 28 Oct. 1842***
- 3. William B., 11 Feb. 1844, died 14 Sept. 1848.***
- 4. Augustus Emmerton, 10 Jan. 1847, died 7 Sept. 1848.***
- 5. Atkins Hammerton, 7 June 1850, m. 14 Oct. 1880 Martha Carolyn Proctor; two sons; died 1935.***
- 6. Ellen Matilda, 21 Aug. 1853***

By 1850 Captain Bates' family resided on Cross Street (per 18501 street book and 1850 census: w2 61:99) as follows: Wm. B. Bates, 40, mariner, Harriet L., 34, Harriet Susan, ten, Anna M., 7, a one-month-old male, and Ellen S. Bates, 23, and Mary Hennessy, 23, b. Ireland, along with the widow Mary (Cleaveland) Brown, 39, who had \$1200 worth of real estate, and her son Robert B. Brown, ten. Of this group, the new baby would be named Atkins Bates; Ellen S. Bates (later a teacher) was William's sister, Mary Hennessy was the family's maid. Mary (Cleaveland) Brown was the widow of Capt. Robert Brown, who had died at sea in November, 1841, on board the bark *Emerald* in the Indian Ocean, leaving his wife, Mary, and a one-year son, Robert Bancroft Brown. Perhaps the Browns were friends of the Bateses; Capt. Robert Brown was not related to Mrs. Harriet (Brown) Bates.

In 1851, Stephen C. Phillips succeeded in building a railroad line from Salem to Lowell, which meant that the coal that was landed at Phillips Wharf (formerly India Wharf) could be run cheaply out to Lowell to help fuel the boilers of the mills, whose output of textiles could be freighted easily to Salem, and carried away by Salem ships. This innovation, although not destined to last long, was a much-needed boost to Salem's economy and to its importance as a port and transportation center.

Once ashore for good, Capt. Bates engaged in the ropemaking business, perhaps with partners—the Peabody Essex Museum Phillips Library owns a copy of his account book for cordage that he sold in the years 1854-1856. He also decided to build this fine house on Bridge Street, in the neighborhood in which he and his family had long resided. Possibly he employed William A. Perkins, the carpenter to whom he had made loans in the 1840s, as the general contractor for the job. The house was built on a two-rooms-deep floor-plan with generous proportions, including front double parlors, a central entry with spiral staircase, and three other rooms, including kitchen ell with summer kitchen in the cellar. The trim was finished in standard Greek Revival moldings and frames, with handsome black-marble fireplaces. The exterior trim was a restrained combination of the Greek Revival and Italianate styles. The full cellar had a foundation of large granite blocks supporting brick walls above-grade.

As noted, Captain Bates had the house built in 1851 or in early 1852. It was a two-family to start: the tenants were Mrs. Harriet Bates' sister, Maria Deborah Brown (1824-1860), who had just married Israel P. Harris (1825-1897), a grocer. She had a first child, Howard P. Harris, born in August, 1851, perhaps in this house. The Harrises resided here until

1855, when they moved elsewhere; unfortunately, Mrs. Harris would not live much longer (see appended Harris pages in *A. Howard Genealogy*).

By 1855, the state census (h. 94: 142-3, wd 2) listed the house as occupied by two families, as follows: W.B. Bates, 43, ropemaker, Harriet L., 37, Harriet S., 15, Anna W., 12, Atkins H., 5, Ellen Bates, 27, and Catherine Kelly, 18, born in Ireland; also (other unit) Anna Pingree, 58, and Caroline Pingree, 18, who may have been her niece and companion. In the 1855 and 1857 directory she was listed as "Miss Annar Pingree" at then-80 Bridge Street; and by 1858 she was at 2 Ash Street (per 1859 directory). In the street books for 1858 and 1859 the tenant here was listed as "Mrs. Flint" and "Mrs. Doctor Flint", who turns out to be, per the 1859 directory, Mrs. Peggy Flynn (house then-76 Bridge), probably a midwife.

One of Anna Pingree's brothers, David Pingree, had, in 1824, married Anna M. Kimball. Mrs. Anna Pingree had five younger siblings, including a brother, Edward D. Kimball, who became a Salem merchant. He was about William B. Bates' age, and they perhaps knew each other. David Pingree, a merchant and an industrialist, owned the White mansion on Essex Street, in which had occurred the infamous 1830 murder.

Capt. William B. Bates pursued his second career as a ropemaker until 1858. Then he went to work for Mrs. Anna Pingree's brother, Edward D. Kimball, as the superintendent of his ships while they were moored in Salem. Presumably Captain Bates saw to the re-rigging, outfitting, loading, and provisioning of these vessels before and after their voyages.

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, 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. In that year (1860 census, h.1876, ward two), the house was occupied by two families: one headed by William Bates, 50, master mariner (Harriet L., 45, Harriet S., 20, Anna M., 17, Atkins H., 9, Ellen M., 6, Sarah E., 34, and domestic Bridget Dease, 21, born Ireland), and one headed by Lydia Flint, 62, born in Nova Scotia (daughters Sarah A., 30, and Amelia, 25, both born in Massachusetts).

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.

Robert B. Brown, who had lived in the Bates house on Cross or Short Street as a child, had grown to be a young man by 1861. His mother, Mary, had married, second, in 1859, Hon. James Gregory, a prominent Marbleheader. Robert, 19, was a law student at that time, in the office of Samuel C. Bancroft, Esq. He enlisted for three years in the army in 1861 and was commissioned a 2nd Lieutenant in May and a 1st Lieutenant in November, serving in Company C of the Second Regiment, Mass. Volunteer Infantry. Late in 1861 he was assigned to the quartermaster's department of Gen. Banks' headquarters, but had himself re-assigned to the regiment after it had fought on August 9th in its first major battle, at Cedar Mountain, and had sustained severe losses. The army moved west, and Lt. Brown, given the job of regimental quartermaster, handled all of its logistics as it made its way to Sharpsburg, Maryland, and fought at Antietam on Sept. 17—the bloodiest day of the war, in which the Second lost many more of its men, including its commander, Lt. Col. Wilder Dwight, killed in action. In October, R.B. Brown was promoted to the rank of Captain. The men fought at Chancellorsville in May, 1863. At the battle of Gettysburg, July 1-3, 1863, the Second was in the very thickest of the fighting, and lost many brave men, including its commander, Lt. Col. Charles Mudge. Capt. Brown survived unscathed; and this battle

proved the turning point in the war. In August the Second was sent to New York City to help put down the city's draft riots, after which the men went to Alabama. Capt. Brown got back to Salem to pass the bar in February, 1864; and in the 1864 directory he is listed as "counselor" with offices at 27 Washington Street, as well as by military rank. He then returned to participate in the battles as Sherman's army fought through Tennessee and Georgia to the sea. He became senior captain and was in command at Atlanta and South Carolina (see p.496 of Quint's regimental history; copy appended).

There was great celebration when the war finally ended in the spring of 1865, just as President Lincoln was assassinated. The four years of bloodshed and warfare were over; the slaves were free; nearly a million men were dead; the union was preserved and the South was under martial rule. Salem, with many wounded soldiers and grieving families, welcomed the coming of peace. Capt. Robert B. Brown, a lawyer, did not reside in Salem after the war. He married his step-sister, Ruth Ann Gregory, in 1866, and resided in Saint Louis for the rest of his life, with a career as a lawyer and manufacturer (see p.1604, *Cleveland Genealogy*).

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 in which Capt. William B. Bates, his father, and his uncle had played an important part. 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).

Captain Bates, a member of Salem Marine Society, became the clerk of that organization in 1869 and attended all of its meetings. He helped Charles W. Palfrey prepare its centennial history, and took responsibility for collecting photographs of all members of the society and the portraits of their predecessors. After leaving the employ of E.D. Kimball, he worked for the Seccomb Oil Company of Salem.

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, the old Allen farmlands were subdivided 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 June, 1872, the Bateses' daughter Harriet, 32, married Arthur S. Williams, a clerk and surveyor; and in 1875 she had a daughter, Annie B. Williams, and in 1876 she had a son, Arthur Jr., who died in infancy. Arthur Williams, her husband, was the son of the Surveyor who had been instrumental in building Fort Lee at Winter Island and the Salem Water Works. Arthur had enlisted in September, 1861, in the U.S. Engineer Corps, and was posted to the Great Plains, where he had many adventures until discharged for illness after a year. He remained a surveyor and became a bookkeeper as well, and was active as a Sergeant Major in Salem's Second Corps Cadets and later in its veteran corps. He was "quiet and retiring in disposition," and had "the respect and confidence of his associates and comrades." The Williamses lived here at first, but by 1880 they had become estranged, with Arthur, then 38, boarding at 128 Washington Street. The Bateses' son, Atkins H. Bates, was living here and working on Exchange Place in Boston in 1877, and by 1880 he had moved to Everett (per 1881 directory).

In the decade of the 1870s, French-Canadian families began coming to work in Salem's mills and factories, and more houses and tenements were built. The better-off workers bought portions of older houses or built small homes for their families in the outlying sections of the city; and by 1879 the Naumkeag Steam Cotton mills would employ 1200 people and produce annually nearly 15 million yards of cloth. Shoe-manufacturing

businesses expanded in the 1870s, and 40 shoe factories were employing 600-plus operatives. Tanning, in both Salem and Peabody, remained a very important industry, and employed hundreds of breadwinners. On Boston Street in 1879, the Arnold tannery caught fire and burned down.

In the 1880s, 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.

In 1884, Bridge Street was re-numbered. Old #76 became new #102. The Bates family resided here, including Atkins Bates, back in Salem and now clerking at 117 Derby Street, A.T. Brooks' flour and coal store. His sister Mrs. Williams and little Annie lived here, while her husband Arthur lived on Federal Street.

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 long stood on Northey Street, was moved to a larger site on Bridge Street in 1888, opposite the Beverly Shore. The Philadelphia & Reading Coal & Iron Company, located at Phillips Wharf, was another major enterprise, landing large quantities of coal on the waterfront. Arthur S. Williams was a bookkeeper there. In the fall of 1891 he had a bad attack of the grippe, from which he recovered very slowly. He resumed his job, but then was afflicted with tuberculosis, from which he died at his home on Federal Street on the morning of Dec. 5, 1892, in his 50th year (see obituary at Salem *Daily Gazette* for 5 Dec. 1892). He was survived by his estranged wife Harriet and his daughter Annie. He happened to die on the same day

as Charles N. Richardson, of Woodbury Court, who had once been a well-known actor and a member of Edwin Booth's company.

By the opening of the 1890s, Captain and Mrs. Bates were elderly. By the end of 1893, both were gravely ill. On Jan. 14, 1894, Harriet L. (Brown) Bates died, aged 78 years. Her husband, William B. Bates, was then 84 years old. He survived her by less than two weeks, and died Jan. 23, 1894. His interesting career as a shipmaster, and his work in Salem once ashore, were noted in his obituary (copy appended).

After the senior Bateses' deaths early in 1894, the house was occupied by the two sisters, Harriet and Anna, and by Harriet's daughter, Anna, and a succession of tenants. Sadly, Anna B. Williams, Harriet's only surviving child, died at twenty-two, on 24 April 1897.

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 April, 1910 (per census), the house was occupied as a two-family. In one unit lived Mrs. Harriet B. Williams, 70, and sister Miss Anna M. Bates, 68. In the other unit lived Henry W. Packard, 43, a bookstore clerk, his wife Ruth C., 32, and their infant son Meriam B.

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.

In 1914, the house was occupied by the sisters Anna M. Bates and Mrs. Harriet Williams, and by tenant Mrs. Elizabeth W. Garvin, who managed the dry goods department at the store of W.G. Webber & Company at 240 Essex Street.

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 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, then 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: on Congress Street, it smashed into the large factory buildings of the Naumkeag Steam Cotton Company, 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.

Through the years of the Great War, Mrs. Harriet (Bates) Williams resided here, with tenants; and she grew elderly and finally died here, on Sept. 28, 1919, aged 79 years, having survived her husband and three children, as well as two sisters and two brothers. Only her brother Atkins and his two sons survived her. Mr. Atkins Bates and family soon moved into the house; and they would reside here for many years more. Mr. Bates died in his 85th year, on 21 February 1935.

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.), Webber's and Almy's department stores, various other large 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 on its history as a great seaport and as the home of Bowditch, McIntire, Derby, 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.

—April 6, 2006.