

Historic Salem incorporated

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55 SUMMER STREET
Built for
JONATHAN PRESTON, tin plate worker
in 1842

Research by:
Mark Nystedt
May, 1993

The Federal style house at 55 Summer Street was built for Jonathan (tin plate worker at 10 Central Street) and Hannah Preston in 1842.

Sidney Perley tells us the early history of this lot of land in his "Salem in 1700, No. 4" (Mary Gedney Lot). John Ruck (who was first granted this property in 1637; Town Records, Vol. 1, page 83) conveyed this lot to Eleazer Gedney of Salem, shipwright, March 25, 1676 (Essex County Registry of Deeds, book 2, page 96). Mr. Gedney died possessed of it April 29, 1683, and his widow and administratrix (Mary Turner Gedney) conveyed it to their eldest son, Eleazer, and daughter, Mary Gedney, on Oct. 23, 1690 (ECRD 8-171). Eleazer, the son, was also a shipwright, and removed to Memorimack, Westchester County, N. Y. He conveyed the lot with a barn thereon to his mother, Mary Gedney, March 22, 1696/7 (ECRD 14-22). She owned it until her decease on Sept. 4, 1716. What became of the interest of the daughter has not been discovered.

Likewise, how Jonathan Preston (1792-1881) acquired ownership of the property can not be determined. If he purchased this property, which is unlikely, the deed is not recorded at the Essex County Registry of Deeds. Therefore, he probably inherited the property. Jonathan's father, Captain William Preston (1757-1798) of Beverly did not own property in Salem at the time of his death - when Jonathan was 8 years old. It is likely that the property was inherited by Jonathan from his mother's family - she, Hannah, was the daughter of David and Hannah (Webb) Neal - or from his wife's family - she, Alice Gray Turrel, was the daughter of Joseph and Sally (Gray ?) Turrel. The Neal and related families resided in the Cambridge and Summer Street neighborhood since the mid-1600s. Or, it may be that the property was possessed by John (Sr.) and Hannah Preston who resided at 53 Summer Street in 1842. The relation of John and Jonathan Preston is unknown (it may be that Captain William Preston and the John Preston at 53 Summer Street were brothers and that John married William's widow, Hannah).

The determination of who and when this house was built is based on city directories and city assessor's records.

The 1836 City Directory does not list 55 Summer Street, while the 1842 City Directory lists Jonathan Preston residing at 55 Summer Street.

The City Tax Assessor's "Tax for the year 1842 . . .", page 86, line 1, tells us that Jonathan Preston owned part of the house in which he resided at 34 Summer Street assessed at \$300, and a "New House" assessed at \$800. The City Tax Assessor's "Tax for the year 1843 . . .", page 84, line 1, tells us that Jonathan Preston still owned part of the house at 33 Summer Street assessed at \$300, and that he resided in the "New House" at 55 Summer Street assessed at \$800.

Many Prestons lived on Summer Street in the 1840s. In 1842, Jonathan Preston resided at 34 Summer Street; John Preston, Jr., baker, resided at 51 Summer Street; both John Preston, (Sr.), baker, and Hannah Preston resided at 53 Summer Street; both John, Sr., and John, Jr., worked the bakery at 54 Summer Street; and William A Preston (Jonathan's son), tin plate worker, resided at 55 Summer Street.

In 1846, according to the city directory, Jonathan and William A Preston (his son; 1820-1842), resided at 55 Summer Street. Jonathan Preston, Jr. (1824-1886) probably lived there also. Three years before, William had bought property from John Pickering (ECRD 335-148) further down Summer Street (number 60, next the Broad Street Cemetery?). It is not known if he was able to build and move into his new house before he died in 1847. Jonathan, Jr., seems to have moved to 63 Summer Street by 1850. Jonathan, Sr., who built 55 Summer Street, resided at 55 Summer Street until his death on November 22, 1881, when he conveyed the property to his unmarried daughter, Alice Gray Preston (Essex County Probate Court Docket 58044).

Alice Gray Preston resided at 55 Summer Street until 1886 when she moved to Malden and the following people resided at 55 Summer Street (according to city directories):

- 1886 to 1888 - Robert R Robson, shoemaker;
- 1892 to 1893 - James Nichols, Jr., letter carrier;
- 1895 to 1897 - Benjamin N Corliss, stockfitter;
- 1899 to 1902 - John, shoemaker, a member of Emanuel commandery,

Knights of Malta, the Oriental lodge and AOOW, d Feb. 23, 1901 (Salem Gazette, February 25, 1901, page 4), and Addie Sias;

and
1901 to 1912 - Edward F Hayes, carpenter.

Alice Preston died in 1912 in Woburn, at which time William A Preston, her nephew (son of Jonathan, Jr.) and the administrator of her will which is filled at the Middlesex County Probate Court in Cambridge, conveyed the property to Irene G Kingsley for \$1300 (ECRD 2193-350). During the 40 years that the Kingsleys owned 55 Summer Street, the following people/families resided in the house:

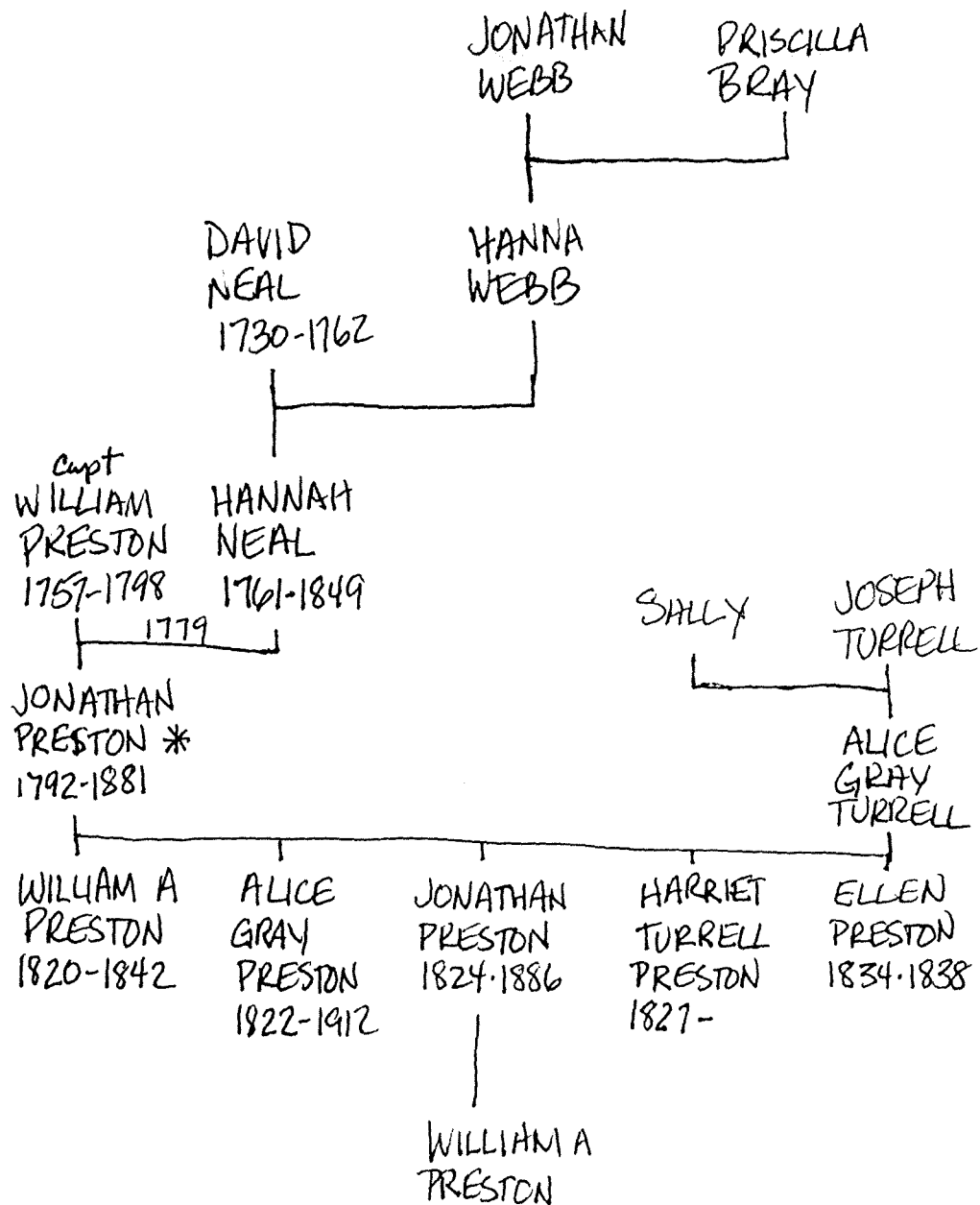
1912 to 1931 - Lewis, gardener, and Martha Dow;
1932 to 1938 - Elizabeth Goldthwaite, hostess, NSC Co;
1939 to 1946 - Mrs. Anne Hurford, companion; Florence H Hurford, guide, Pequot House; and Marjorie I Hurford, secretary, Grace Episcopal Church;

and
1947 to 1951 - Benjamin F, engineer, and Margaret Flanders.

On May 15, 1951, Harry and Irene Kingsley mortgaged the property (and defaulted) to their tenants, Benjamin F and Margaret L Flanders (ECRD 3820-38). The Flanders continued to live in the house until 1964.

On May 14, 1964, the Flanders conveyed the property to Raymond and Mary Jalbert and Catherine Wholley (ECRD 5170-581). On May 21, 1987, Catherine V Wholley conveyed her interest to Raymond Jalbert (ECRD 8974-338). John V Quinn, custodian, Salem High School, and Nora W Quinn resided in the house until 1989.

On November 21, 1989, Raymond A Jalbert conveyed the property to the present owners, Kevin D and Patricia Kelly Murray (ECRD 10237-199).



* BUILT 55 SUMMER STREET

THE NEAL FAMILY.

- (1) MARY SMITH⁸.
 (2) WILLIAM SMITH⁸.
 (3) JOSEPH A. SMITH⁸.
 (c) GEORGE SMITH⁷, born —; md. Mary Ford, and had George⁸ (Neal Genealogy).

FIFTH GENERATION.

Capt. DAVID NEAL⁵ (No. 45), son of Jonathan⁴ (JEREMIAH², Lieut. JEREMIAH², JOHN¹), and Mary (Marston) Neal; master-mariner; born about 1730; drowned in 1762, having been knocked overboard by the boom of his own vessel, of which he was master.

July 15, 1762, the inventory of his estate was presented, amount being £862 : 18 : 8.

He married, June 8, 1752, Hannah Webb, dau. of Jonathan and Priscilla (Bray) Webb, who was bapt. Sept. 24, 1727; died Feb. 14, 1817, aged 89. (See Appendix, Webb Family, No. 8.)

Children were:—

52. DAVID NEAL⁶, born Oct. 1, 1752; died Aug. 1, 1754.
 53. DAVID NEAL⁶, born —; died Nov., 1785; md. Martha Henfield.
 54. JONATHAN NEAL⁶, born Jan. 15, 1759; died Oct. 9, 1837; md. first, Mehitable Eden; md. second, Hannah Ward.
 55. HANNAH NEAL⁶, born Feb. 14, 1761; died May 10, 1849; md. Feb. 7, 1779, Capt. William Preston; master-mariner; he born April 29, 1757; lost at sea, Dec. 24, 1798, on a voyage from Castine, Me., to Salem, Mass. They had eight children, namely:—
- I. DAVID PRESTON⁷, born May 10, 1779; died Dec., 1832, unmarried.
 II. WILLIAM PRESTON⁷, born June 9, 1781; lost at sea, with his father, Dec. 24, 1798.
 III. HANNAH PRESTON⁷, born Sept. 7, 1783; died May, 1827; md. Capt. David Brown, about 1799; he died at Demarara, West Indies, between April and July of 1802. She md. second, about 1813, William Somers, of England.

Children by first marriage were:—

- (a) DAVID BROWN⁸, born about 1800; died at sea when seventeen years of age.
 (b) WILLIAM BROWN⁸, born Dec. 22, 1802; died Feb. 16, 1863; md. June 26, 1825, Rebecca Upton Wright, dau. of Peter Estey and Sylvia (Penniman) Wright, who was living in 1835 in Boston, Mass. They had five children, namely:—1. Sarah Ellen⁹, b. March 7, 1827; 2. William Somers⁹, b. Nov. 10, 1829; 3. Anne Rebecca⁹, b. Oct. 15, 1832, and d. Aug. 13, 1845; 4. Mary Ellen⁹, b. Dec. 12, 1836; 5. Augustus Choate⁹, b. Jan. 9, 1841, and d. April 8, 1842.

DRIVER FAMILY GENY

THE NEAL FAMILY.

Children by second marriage were:—

- (c) HARRIET NEWELL SOMERS⁸, born in 1815; died 1825.
 (d) WILLIAM HENRY SOMERS⁸, born in 1817; died at sea in 1831, aged 14 years.
- IV. POLLY PRESTON⁷, born July 13, 1785; died unmarried in 1836.
 V. JOHN PRESTON⁷, born Oct., 1787; died in Salem, Mass., Aug. 9, 1855; md. Sept. 23, 1811, Sally Driver, dau. of Benjamin and Mary (Wellman) Driver. They had six children. (See No. 64, Driver Family.)
 VI. PRISCILLA PRESTON⁷, born April 21, 1790; died Oct. 20, 1796.
 VII. JONATHAN PRESTON⁷, born Nov. 14, 1792; died in 1881; md. May, 1819, Alice Gray Turell. They had five children, namely:—
- (1) WILLIAM AUGUSTUS PRESTON⁸, born June 17, 1820; died April 4, 1847; md. Eliza Ann Hood, of Salem, Mass., BORN VT.
 (2) ALICE GRAY PRESTON⁸, born April 18, 1822; living in Salem, Mass., in 1885, unmarried.
 (3) JONATHAN PRESTON⁸, born Aug. 12, 1824; living in 1885 in Salem, Mass.; md. March 20, 1850, Susan Poor Merrill.
 (4) HARRIET TURELL PRESTON⁸, born Aug. 1, 1827; living in 1885 in Woodburn, Mass.; md. as his second wife, April 8, 1872, George Brown, son of George and Judith (Holman) Brown. No issue.
 (5) ELLEN PRESTON⁸, born Sept. 9, 1834; died Sept. 25, 1838.

- VIII. SAMUEL PRESTON⁷, born Dec. 8, 1797; died at sea in 1821; md. Oct., 1818, Mary Fisher, who was born in 1800; living, a widow, in 1885, in Salem, Mass. She married second, in 1826, Jeremiah Estey, who lived but a few years. She married third, Sept., 1834, James Bowman, and had two children.

This lady, from memory, gave the above Preston record, which otherwise would have been very incomplete; which assistance the Compiler gratefully acknowledges.

Children by first marriage were:—

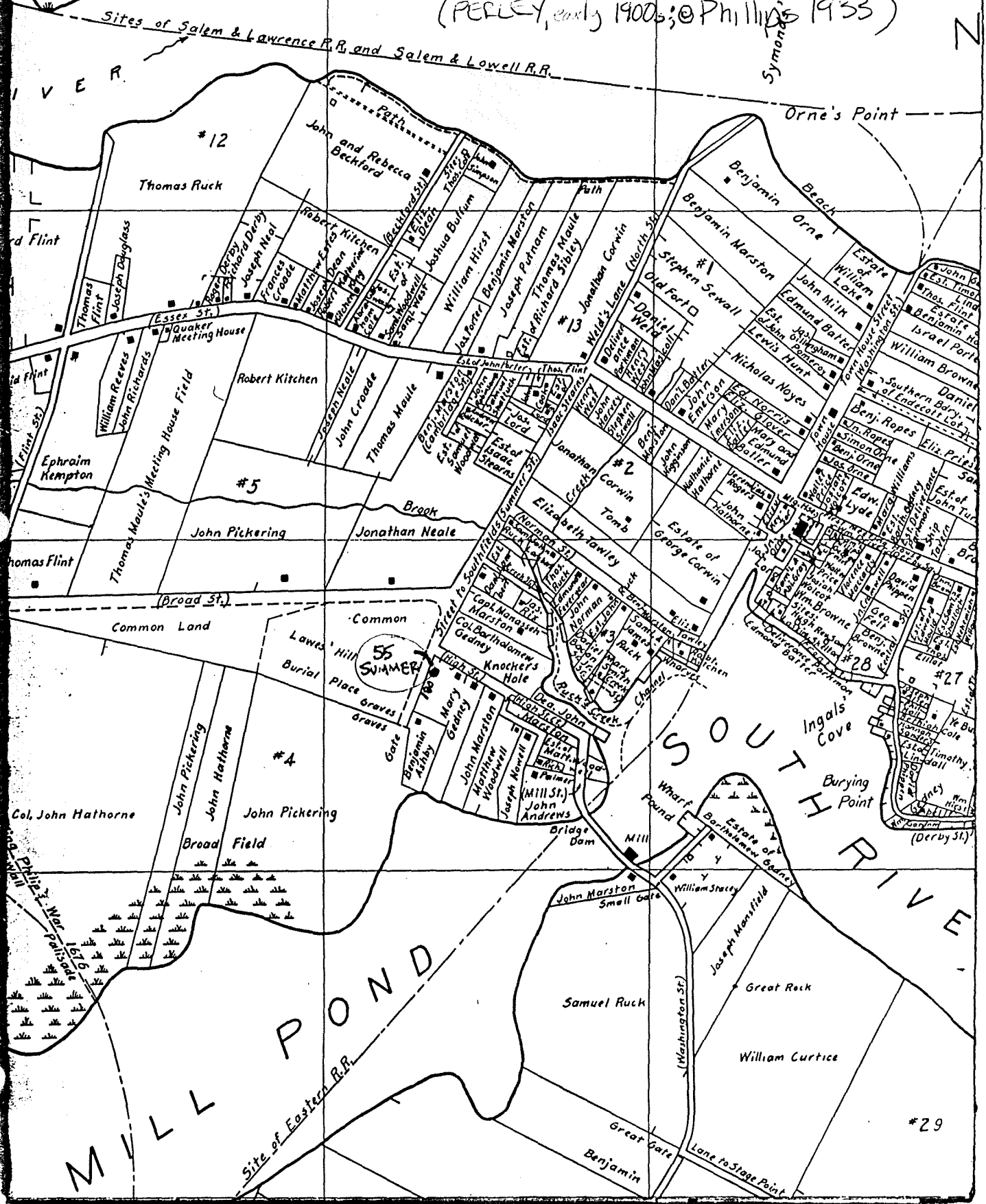
1. SAMUEL PRESTON⁸, born in 1819; died at sea, on his first voyage, in 1832.
 2. MARY PRESTON⁸, born in 1821; died, aged 9 weeks.

FIFTH GENERATION.

ROBERT NEAL⁵ (No. 46), son of Robert⁴, Jr. (ROBERT², Lieut. JEREMIAH², JOHN¹), and Catherine (Daland) Neal, a twin to Catherine Neal (who married, March 3, 1767, Joseph Metcalf, and had a dau., an only child, Ruth, who married Stephen Driver, Jr., No. 51, Driver Family), with whom he was baptized in the First Church of Salem, Mass., March 15, 1740-1; drowned Feb., 1789, at Alexandria, Va. (Salem Gazette); md. between April and Nov., 1763, Hannah Beckford, dau. of Benjamin and first wife,

SALEM IN 1700

(PERLEY, early 1900s; © Phillips 1933)



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Reported Capture of the Dutch

General

RUMOR TODAY IN LONDON

No Confirmation of It at the British War Office.

London, Feb. 23.—A report was again in circulation on the London Stock Exchange this morning that Gen. Dewet had been captured. No confirmation of the rumor, however, could be obtained at the war office.

MORTUARY.

Miss Sarah H Balch

Miss Sarah Hodge Balch died at the residence of her brother-in-law, David Merritt, 26 Mason street, yesterday. She was born in Dorchester, and was in her 77th year.

Edward Kelly

Edward Kelly died at his home, 36 Charter street, on Thursday. He was a currier by trade, and was at one time gate keeper at the Salem almshouse. He was unmarried, and he leaves another, three sisters and a brother.

John E Sias

John E. Sias died at his home, 55 Summer street, this morning. He was a shoe manufacturer by occupation, a member of Emanuel commandery, Knights of Malta, and of Oriental lodge. A. O. U. W. He leaves a widow, a son and a daughter.

RECORD BREAKER

Cost of Recent Session of Criminal Court.

The cost of the recent session of the criminal court was the greatest yet recorded by the county treasurer and is divided as follows: grand jury, \$842.16, traverse jury \$2432.24, officers \$954.80, constables \$7.35, witness fees \$4655.35, miscellaneous \$384; total \$9,379.90.

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**STEINWAY
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SALEM EVENING NEWS

FEB 25, 1901

PG 4

APPLY TO

E. V. EMILIO & C

77 Washington Street.

POLO NOTES.

Salem Defeated East Weymouth Saturday Night.

Salem's crack aggregation of polo players visited East Weymouth Saturday evening and succeeded in defeating the home team in overtime play 4 to 3. Russell, Salem's speedy rush was not in the game, his place being taken by Schofield who played good polo. Jean, that power of strength in the Witches, succeeded in landing the winning goal after seven minutes of overtime. The Salem men have done themselves credit the past week and are expected to visit the packed house at the stadium.

Salem, Mercer, r, Schofield, r, Jean, c, Holderness, h, b, Fox, g.

FRE

**Public Health
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**RESUMED IN
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**Every Tuesday at
 March**



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***History of House & Occupants,
55 Summer Street, Salem***

By Robert Booth, May 2008

According to available evidence, this house was built in 1806 for Daniel Clark, cabinet-maker, and was rebuilt in 1841 for Jonathan Preston, tinman, courtesy of his uncle Capt. Jonathan Neal.

The house-lot here was part of a larger parcel purchased in 1758 by Capt. David Neal from Benjamin Hathorne, a hatter (ED 104). Captain Neal, an ambitious and prosperous mariner, died suddenly at sea in 1762, leaving his wife Hannah (Webb) Neal and sons David, seven, Jonathan, three, and daughter Hannah, one. He left a valuable estate; Mrs. Hannah Webb Neal (1727-1817) never re-married; and the family continued to reside hereabouts as the children grew up. When almost eighteen, in February, 1779, Hannah Neal married William Presson (also, Preston) of Salem.

William Presson (1757-1798) and Hannah had several children: David, William, Hannah, Polly, John, Priscilla, Jonathan, and Samuel. In 1798, William Presson and his son William, 18, were lost at sea in a shipwreck off Castine. The family name, Presson, was generally spelled Preston in the 1800s.

In February, 1803, the widow Hannah Neal Presson for \$1663 sold her interest in her father's property to her brother, Jonathan Neal, merchant (ED 172:74). Capt. Jonathan Neal (1757-1837) married Mehitable Eden (d. 1786) and then married, second, Hannah Ward (d. 1814). His children were Mehitable (m. Amos Choate), Jonathan Jr., David A., and others. All became prominent and affluent.

Captain Neal's real estate included some vacant land along Summer Street (the way to the Broad Field); and he subdivided that land and sold off small parcels for house-lots starting in 1804. On 13 Feb. 1806 for \$400 Captain Neal, a merchant, sold to Daniel Clark, cabinet-maker, a lot of land fronting 33' on the way leading to Broad Field and running back 99' to the land of Brookhouse, along with half a well located near the eastern boundary (ED 177:157). Mr. Clark mortgaged the land for the full amount to Captain Neal (ED 177:158).

On this lot, Daniel Clark, 36, cabinet-maker, had a three-story house built, probably in the spring and summer of 1806, and certainly by August, 1807, when he mortgaged the dwelling house, out houses, and land to Elijah Sanderson, cabinet maker, subject also to the \$400 Neal mortgage plus interest (ED 180:244). Little of this house remains visible in the present house, rebuilt c.1841, which may retain some of its frame and certainly retains the timber underpinning that may be seen in the cellar.

Daniel Clark (1770-1830) was born in Wenham on 13 July 1770, the son of Samuel Clark and Hannah Gott. His mother died when he was three. He was the youngest of seven children; and his father married again and moved to Sterling. Of his siblings, the eldest, Hannah, 43, married Samuel Cheever of Salem in 1800; the others lived elsewhere. Daniel evidently learned the trade of a cabinet-maker while apprenticed in Boston. The Sandersons probably recruited him to Salem to work for them as a cabinet-maker, producing furniture (see appended article).

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

The Crowninshields, led by brother Jacob, were especially successful, as their holdings rose from three vessels in 1800 to several in 1803. Their bailiwick, the Derby Street district, seemed almost to be itself imported from some foreign country: in the stores, parrots chattered and monkeys cavorted, and from the warehouses wafted the exotic aromas of Sumatran spices and Arabian coffee beans and Caribbean molasses. From the wharves were carted all manner of strange fruits, and crates of patterned china in red and blue, and piles of gorgeous silks and figured cloths, English leather goods, and hundreds of barrels of miscellaneous objects drawn from all of the ports and workshops of the world. The greatest of the Salem merchants at this time was William "Billy" Gray, who owned 36 large vessels—15 ships, 7 barks, 13 brigs, 1 schooner—by 1808. Salem was then still a town, and a small one by our standards, with a total population of about 9,500 in 1800. Its politics were fierce, and polarized everything. The two factions attended separate churches, held separate parades, and supported separate schools, military companies, and newspapers. Salem's merchants resided mainly on two streets: Washington (which ended in a wharf on the Inner Harbor, and, above Essex, had the Town House in the middle) and Essex (particularly between what are now Hawthorne Boulevard and North Street). The East Parish (Derby Street area) was for the seafaring families, shipmasters, sailors, and fishermen. In the 1790s, Federal Street, known as New Street, had more empty lots than fine houses. Chestnut Street did not exist: its site was a meadow. The Common was not yet Washington Square, and was covered with hillocks, small ponds and swamps, utility buildings, and the

alms-house. As the 19th century advanced, Salem's commercial prosperity would sweep almost all of the great downtown houses away (the brick Joshua Ward house, built 1784, is a notable exception).

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

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

A new bank, the Salem Bank, was formed in 1803, and there were two insurance companies and several societies and associations. The fierce politics and commercial rivalries continued. The ferment of the times is captured in the diary of Rev. William Bentley, bachelor minister of Salem's East Church and editor of the *Register* newspaper. His diary is full of references to the civic and commercial doings of the town, and to the lives and behaviors of all classes of society. He had high hopes for the future of a republican America, with well educated citizens. He observed and fostered the transition in Salem, and wrote in his diary (2 Dec. 1806), "While Salem was under the greatest aristocracy in New England, few men thought, and the few directed the many. Now the aristocracy is gone and the many govern. It is plain it must require considerable time to give common knowledge to the people." On Union Street, not far from Bentley's church, on the fourth of July, 1804, was born a boy who would grow up to eclipse all sons of Salem in the eyes of the world: Nathaniel Hawthorne, whose father would die of fever while on a voyage to the Caribbean in 1808. This kind of untimely death was all too common among

Salem's young seafarers, who fell prey to malaria and other diseases of the Caribbean and Pacific tropics.

It was at just this time (1806) that the British changed their policy toward American shipping, and no longer respected American-flagged vessels as neutral carriers. This disastrous policy change came just as the Derbys extended their wharf far out into the harbor, tripling its previous length to create more space for warehouses and ship-berths in the deeper water. The Crowninshields had recently built their great India Wharf at the foot of now-Webb Street. The other important wharves were White's, Forrester's (now Central, just west of Derby Wharf), and Union Wharf at the foot of Union Street. Farther to the west, smaller wharves extended into the South River, 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.

Beginning late in 1806, Salem's commerce with the world was repeatedly interrupted by the British navy, which intercepted neutral trading vessels and often impressed American sailors into their service. France, at war with Britain, countered with its own adverse policy toward American shipping; and virtually overnight Salem's shipping fleet lost its status as neutral shippers for the European nations. Salem and other American ports continued to push their trade into the oceans of the worlds, but now with the expectation that they would have to fight their way across the seas and into and out of foreign ports.

In December, 1803, Daniel Clark married Mary Sanderson, a niece of the man who held the mortgage, Elijah Sanderson. She was born in Lexington, the daughter of Samuel Sanderson, a veteran of the Revolutionary War. Elijah Sanderson was a big-time furniture-producer in Salem, and a resident of Federal Street. He and his brother Jacob, natives of Lexington, had established themselves in Salem in the 1780s and had a large workshop in which skilled craftsmen like Daniel Clark produced furniture both for Salem-area buyers as well as for export to the Caribbean.

Daniel Clark and Mary Sanderson had seven children, of whom the survivors were John D. (1804), Jacob S. (1808), Samuel (1813), and Mary H. (1815). Daniel Jr. died in infancy in 1805; Jacob died in 1808, aged one; and Mary died in November, 1814, aged three. They belonged to the North Church, Congregational.

Salem's twenty-year boom came to an end with a crash in January, 1808, when Jefferson and the Congress imposed an embargo on all shipping in hopes of forestalling war with Britain. The Embargo, which was widely opposed in New

England, proved futile and nearly ruinous in Salem, where commerce ceased. As a hotbed of Democratic-Republicanism, Salem's East Parish and its seafarers, led by the Crowninshields, loyally supported the Embargo until it was lifted in spring, 1809. Shunned by the other Salem merchants for his support of the Embargo, the eminent Billy Gray took his large fleet of ships—fully one-third of Salem's tonnage—and moved to Boston, whose commerce was thereby much augmented. Gray's removal eliminated a huge amount of Salem wealth, shipping, import-export cargos, and local employment. Gray soon switched from the Federalist party, and was elected Lt. Governor on a ticket with Gov. Elbridge Gerry, a native of Marblehead.

In March, 1810, Elijah Sanderson sold his mortgage interest to Daniel W. Groce for \$407.33; and in November, 1813, Mr. Groce sold the same to Jonathan Brooks of Medford for \$400 (ED 201:183,184). The property was still subject to the Neal mortgage.

Salem's commerce with the world was repeatedly interrupted by the British, which 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.

Although the merchants had tried to prevent the war, when it came, Salem swiftly fitted out 40 privateers manned by Marblehead and Salem crews, who also served on U.S. Navy vessels, including the frigate *Constitution*. Many more local vessels could have been sent against the British, but some of the Federalist merchants held them back. In addition, Salem fielded companies of infantry and artillery. Salem and Marblehead privateers were largely successful in making prizes of British supply vessels. While many of the town's men were wounded in engagements, and some were killed, the possible riches of privateering kept the men returning to sea as often as possible. The first prizes were captured by a 30-ton converted fishing schooner, the *Fame*, and by a 14-ton luxury yacht fitted with one gun, the *Jefferson*. Of all Salem privateers, the Crowninshields' 350-ton ship *America* was most successful: she captured 30-plus prizes worth more than \$1,100,000.

Salem erected forts and batteries on its Neck, to discourage the British warships that cruised these waters. 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 by from issuing any ultimatums. Nevertheless, it seemed almost treasonous to have convened it; and it signaled the beginning of the end for the national Federalist party.

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

Post-war, America was flooded with British manufactured goods, especially factory-made knock-offs of the beautiful Indian textiles that had been the specialty of Salem importers for 30 years. Britain, dominant in India, had forced the Indians to become cotton-growers rather than cloth-producers; and the cheap Indian cotton was shipped to the English industrial ports and turned into mass-produced cloth. American national policy-makers reacted, in 1816, by passing a high tariff on cheap imported textiles, in order to protect and encourage America's own budding manufacturing capacity. The net result was to diminish what had been the most abundant and lucrative area of Salem's pre-war trade. Nevertheless, maritime commerce was Salem's business, and its merchants rebuilt their fleets and resumed their worldwide commerce, without a full understanding of how difficult the new international conditions had become. For a few years, their efforts were rewarded with reasonable profits, and it seemed that Salem was once again in the ascendant, with almost 200 vessels sailing to Europe, the Orient, the Caribbean and South America, and the southern ports.

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 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 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.

Daniel Clark and family continued to reside here, and they were noted in the 1820 census (p. 88). In the next year, 1821, in May, the Clarks' son John D., 17, shipped out as a seaman on board the brig *Neutrality*, Capt. Joseph A. Thompson, off to the West Indies (see Mystic seaport crew list database). Thus began a distinguished 40-year seafaring career for John, who eventually became a round-the-world Salem shipmaster. While he was at sea on his first voyage, his mother Mary Sanderson Clark died, aged 43, in August, 1821, of intemperance.

Daniel raised the three younger children here, and evidently pursued his trade, although not with much financial reward. His son John D. Clark contributed to the household, and probably resided here when ashore. In the 1820s he was also a seaman on board the ship *Glide* (1823, to Matanzas), and the brig *Fawn* (1825 to Brazil, 1826 to the Orient).

At some point, perhaps in the 1820s, Capt. Jonathan Neal, who held a mortgage on the property, purchased Mr. Brooks' mortgage, although there is no deed to Neal either in the registries of Essex or Middlesex counties. In 1830 Daniel Clark died, at sixty, of "marasmus," on March 30th. At that time, the two younger children, Samuel and Mary, were aged sixteen and fourteen respectively. They probably went to live with one of their older brothers.

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 putative treasure chest. One night, intruders did break in; and they stabbed him to death in his sleep. 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 (they would be executed). The murder, and related lurid events, tarnished Salem further, and more families quit the now-notorious town.

The next occupant in the "Clark house", by 1831 (per 1831 valuation), was Capt. David Preston, 52, a nephew of Captain Neal. David was a bachelor and a seafaring man who sailed as a mate through the year 1816, in his thirties, on the schooners *Washington* (1809), *Molly* (1810), and *Columbia* (1811), the ship *Warrington* (1815), and the brig *Mary* (1816). On the *Warrington* sailed also Samuel Preston, 17, as cook—Sam was David's youngest brother. David probably sailed as a privateer in the War of 1812-1815. Samuel Preston, seaman, married Mary Fisher in 1818, and they had two children. Nearby lived David's younger brothers John and Jonathan. John Preston (1781-1855) was a baker who married 1811 Sally Driver (1788-1866). John was taken prisoner during the War of 1812; two years later he was released from Dartmoor Prison in England. He and Sally had six children,

including one whom they named David, who must have suffered from some malady.

In April, 1821, David Preston, 41, 5' 5" tall, had sailed as a shipmaster, in command of the schooner *General Brooks*, on a voyage to Havana, on which his brother Samuel, 33, was a seaman. Tragically, Samuel died on this voyage, leaving his wife Mary and two little children. David made two more voyages in command of this vessel in 1822; and in May, 1824, he sailed in command of the schooner *Speedwell*, trading to Havana.

Capt. David Preston died in December, 1832, unmarried. By 1837, it appears that the house was pretty run-down and was occupied by Jonas Stevens, a grocer (per 1837 valuation).

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. 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.

It is certain that Capt. Jonathan Neal was the outright owner of the Clark house and land by the end of his life, for, at the age of eighty, on June 8, 1837, Captain Jonathan Neal, a very wealthy man, made a last will and testament in which his first concern was his sister and her children (David had already died in 1832). He gave property and money to his Mrs. Hannah Neal Preston and her children John Preston, Mrs. Hannah P. Richards, John's son David (“the unfortunate boy”), and Jonathan Preston. He devised to “nephew Jonathan Preston the house & land in Summer Street leading to Broad Field there measuring 33 feet, from that to meet (the land of) Mr. Brookhouse to the eastward about 100 feet. The house & land I value at \$500 and pay Jonathan another \$600, a total value of \$1,100, which \$600 will give the house a very good repair and make a very comfortable house to let or occupy.”

Jonathan Preston was born in 1792. As a boy, he may have worked as a baker; but he also went to sea as a mariner. In March, 1812, he shipped as a seaman (one of a crew of fourteen) on board the fine ship *Talbot*, 318 tons burthen, Capt. George

Burchmore, bound for Canton, China. At that time Jonathan was 19, dark in complexion, and 5' 7" tall. His next berth was as a 23-year-old seaman on board the ship *George*, Capt. Thomas west, bound in July, 1816, for Hamburg with a crew of eighteen. He returned safely, and shipped out in October, 1817, on board the ship *Exeter*, Capt. William Lander, bound for the East Indies. Captain Lander was famous for having recaptured his vessel from Barbary pirates a few years before. Back from the Orient, Jonathan made a final voyage on the brig *Trader*, Capt. Samuel Brooks, bound in September, 1818, for Marseilles (all such info comes from Mystic Seaport on-line database of Salem crew lists).

In 1819 Jonathan Preston evidently came ashore for good. Perhaps it was at that time that he began working as a tinsmith, meaning that he was fabricating household items—lanterns, sconces, teapots, candelabra, stovepipes, ductwork, etc.—out of rolls of tin. Per the *Old Sturbridge Village Visitor's Guide*, "The tin business in New England began in the mid-18th century but grew most rapidly after 1820. Tinware competed successfully with the more traditional products of redware potters. Tin shop owners purchased tinsmithed sheet iron imported from England, shaped it into a variety of forms, and distributed finished goods wholesale through peddlers, and country stores... They also sold at retail from their shops. Shears, hammers, punches, and stakes for forming were the traditional shop tools. 'Tinsmiths' also worked with machines that were new in the early 19th century. Used for turning tinsmith, making grooves and folds, and inserting wire, they saved time and increased a shop's production. Pails, colanders, dippers, dish kettles, funnels, measures, and pans of all kinds were in greatest demand. Lanterns, footstoves, teapots, coffeepots, tin kitchens, skimmers, and sconces were other common utensils produced for house, farm, and shop. In some shops tinware was decorated by applying a lacquer finish that ranged from golden brown to almost black. These 'japanned' surfaces were either the finish coat or the background for freehand or stenciled decoration."

In 1819 Jonathan Preston (1792-1881) married Alice Gray Turell of Salem; and they would have at least five children, William A. (b. 1820), Alice G. (1822-1912), Jonathan (b. 1824), Harriet T. (b. 1827), and Ellen, who died in 1838 in her fourth year. Jonathan's eldest son, William Augustus Preston, was his tinsmith apprentice in the 1830s; and he was also joined in the tinshop on Central Street late in the decade by Jonathan Preston Jr.

Jonathan Preston (1793-1881), son of John Preston & Hannah Neal, died 30 Nov. 1881, Salem, aged 89 years. He m. (SVR) 30 May 1819 Alice Gray Turell (1792-1876), d/o Joseph & Sally Turell; she died 4 April 1876; both interred at JP plot, Harmony Grove cemetery. Known issue, surname Preston:

1. *William Augustus, 17 June 1820, m. Eliza Ann Hood; d. 4 April 1847.*
2. *Alice Gray, 1822, died unmarried 1912.*
3. *Jonathan, 1824, m. 1850 Susan Poor Merrill*
4. *Harriet Turell, 1827, m. 1872 George Brown; of Woburn.*
5. *Ellen, 1834, died 25 Sept. 1838.*

In 1830 (p. 422, census) Jonathan Preston resided on Norman Street, with his wife and four children, two boys and two girls. Between 1830 and 1835, the family moved to South Salem and resided on newly laid out Harbor Street. Per tax and valuation books, Jonathan moved to ward 3 from ward 1 in 1835, and in 1836 he was taxed for two polls (two adult men) and ½ house in ward 3, with notations “John Baker’s” and “tinplate 10 Central.” The latter refers to his tinplate shop; the former perhaps to the boarding house of John Baker, at 9 Market Court. Per the 1837 directory (data gathered mainly in 1836), Jonathan was listed worked in tinplate, with a shop on Central Street and house at Harbor Street (however, this seems to be a year out of synch—perhaps they missed his move to ward three). In 1837 (p.95, tax list) Jonathan Preston was in ward 3, in a household with 2 polls (2 adult males at least).

In the 1837 valuations, the houses hereabouts were tallied by their position on the street and their owners and occupants. On “Pease Hill,” also known as “Roast Meat Hill,” near the Broad Street graveyard, no house was mentioned on this site, between #57 was occupied by Varnum Stacey family, and #53, the house on the corner, occupied as a three-family by Capt. Jonathan Neal, eighty, and his tenant, butcher Jonas Stevens, and Neal’s nephew John Preston (Jonathan Preston’s brother).

As has been mentioned, Capt. Jonathan Neal died on Oct. 9, 1837 owning the Clark house, having devised it to Jonathan Preston. From the terms of his will, it is obvious that the Clark house was not in good condition—it had deteriorated to the point of seeming to be an “old house”—and it needed an overhaul valued at \$600, more than its existing value.

Jonathan Preston did not rebuild the Clark house immediately. In 1838 and 1839 tax books, Jonathan Preston is listed in ward 3, “17 Norman St., old house Summer St.” This evidently means that he resided at 17 Norman Street and also owned an old house on Summer Street. In 1838 his household had two polls, in 1839 just one: this change probably reflects the fact that his son William, nineteen, was separately listed, for the first time, also as a resident at 17 Norman Street (a house on the west side of Norman Street); and in the census of 1840 (taken in spring) William is listed at #17 Norman (p.274). By the end of 1840 (per tax book, p.89) things changed: Jonathan had moved and was listed in a house (\$300) at 36 Summer Street, as was his son William A. Preston.

Per the 1840 census, it would appear that “J. McCormick” lived here in the Clark house.

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.

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

Between tax-time of 1840 and tax-time of 1842, Jonathan Preston's tax liability changed: he, residing at 34 Summer St., was assessed in 1842 (tax book, p.86) for "part house \$300, **new house \$800**" This evidently means that he had caused this new house to be built, worth \$800 with its lot, but that he then occupied part of the house at 34 Summer as his own residence. This fits nicely with the 1842 tax listing for his son, William A. Preston (p.87), penciled in as residing at 55 Summer St. but not paying taxes on it.

In the 1843 tax book (p.84), William A. Preston is listed as "gone," while Jonathan is listed as residing at 55 Summer and owning "part house \$300" and "house \$800."

William A. Preston (1820-1847) married Eliza Ann Hood. In 1839, he was living at 17 Norman Street; and in 1840 he moved to 36 Summer Street. In 1841 or 1842, when the new house was built for his father, Jonathan lived at 55 Summer Street, and WAP moved in. In 1843 a son was born to William and Eliza, whom they named William Jr. In the 1844 street book, Jonathan Preston was listed here as was WAP (with the notation "gone"). In 1845 both were listed here.

In 1843, William A. Preston contracted with Enoch P. Fuller, housewright, to build him a house at the foot of Howard Street, at the corner of Bridge. Evidently Mr. Preston did not live there long, if at all; and in November, 1844, for \$1,800 Mr. Fuller sold the premises to Rev. T.J. O'Flaherty (ED 349:52). William, tinplate worker, in January, 1843, purchased a lot nearby for \$230, and a few months later, for \$1000 he, now termed a trader, sold the same with a house thereon. A trader was usually a grocer.

William A. Preston died on April 4, 1847, in his 27th year, evidently leaving his wife Eliza and young son William Jr. In 1850 (per census, ward 3, house 615) the occupants here were Jonathan Preston, 57, tin worker, wife Alice, 57, and Alice, 28, Harriette, 24, and William, 7. The boy William was the grandson of Jonathan and Alice, the son of their deceased son William. Their son Jonathan, 25, had just married Susan Merrill and was living elsewhere.

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 the Crowninshields' great 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 for shipment by water. This innovation, although not long-lived, was a much-needed boost to Salem's economy as a port and transportation center. 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 1860 (per census, ward 3, h. 2708) the occupants here were Jonathan Preston, 67, master tinplate worker, wife Alice, 66, daughters Harriet 34, and Alice 37, and grandson William A., 16, tinplate apprentice.

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. In 1861, William A. Preston, 18, was working as a photographer. He decided to enlist in the army, and in August, 1862, aged nineteen, he became a member of Company A of the Fiftieth Regiment, Massachusetts Volunteer Infantry, under Col. Carlos Messer. His Company was shipped to Baton Rouge, Louisiana, in January, 1863, on board the *Jersey Blue*. After serving garrison duty, they saw combat in April, and took part in the successful assault on Port Hudson on May 27th. The surviving men of the regiment, including William Preston, went home to Massachusetts in August, 1863.

The people of Salem contributed greatly to efforts to alleviate the suffering of the soldiers, sailors, and their families; and there was great celebration when the war finally ended in the spring of 1865, just as President Lincoln was assassinated. The four years of bloodshed and warfare were over; the slaves were free; 800,000 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.

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 the 1870 census (ward 3, h. 404-601) the occupants here were Jonathan Preston, 77, no occupation, wife Alice, 78, and daughters Alice, 44, and Harriet, 47, dressmaker. 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 March, 1876, in her 84th year, Mrs. Alice (Turell) Preston fell very ill of apoplexy, and she died on April 4th.

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 1880 (per 1880 census w3, h.21) the house was occupied by old Jonathan Preston, 87, retired and suffering from carbuncle, with his daughter Alice 60, keeping house. The very durable Mr. Preston died on Nov. 30, 1881, at the outset of his 90th year, of "senile gangrene." His daughter Alice G. Preston, who had lived with him her whole life, was given this property. Jonathan's son Jonathan Preston Jr. (d. 1886) then lived at 171 Boston Street with his son Frederick G. Preston, a

law student. William A. Preston then resided at 403 Essex Street and worked as an organ pipe maker—earlier he had been a postal clerk in Boston. By 1907 he was in Woburn. In the 1880s and 1890s, Salem kept building infrastructure; and new businesses arose, and established businesses expanded. Retail stores prospered; horse-drawn trolleys ran every which-way; and machinists, carpenters, millwrights, and other specialists all thrived. In 1880, Salem's manufactured goods were valued at about \$8.4 million, of which leather accounted for nearly half. In the summer of 1886, the Knights of Labor brought a strike against the manufacturers for a ten-hour day and other concessions; but the manufacturers imported labor from Maine and Canada, and kept going. The strikers held out, and there was violence in the streets, and even rioting; but the owners prevailed, and many of the defeated workers lost their jobs and suffered, with their families, through a bitter winter.

By the mid-1880s, Salem's cotton-cloth mills at the Point employed 1400 people who produced about 19 million yards annually, worth about \$1.5 million. The city's large shoe factories stood downtown behind the stone depot and on Dodge and Lafayette Streets. A jute bagging company prospered with plants on Skerry Street and English Street; its products were sent south to be used in cotton-baling. Salem factories also produced lead, paint, and oil. At the Eastern Railroad yard on Bridge Street, cars were repaired and even built new. In 1887 the streets were first lit with electricity, replacing gas-light. The gas works, which had stood on Northey Street since 1850, was moved to a larger site on Bridge Street in 1888, opposite the Beverly Shore.

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

In 1900 the tenants here was John E. Sias, 51, a NH-born shoe manufacturer, wife Mary A., 45, and their son Arthur R., 16, and daughter Bessie J., 12. His factory stood at 5 Dodge Court.

In 1910 tenants here were Edward H. Hayes, 73, a Maine-born odd-job carpenter, married to his third wife Annie M., 71, living with his son-in-law Frank W. Libby, 52, born in Maine and working in box factory. By 1911 the tenants were David M. Haines, carpenter, and five other members of the Haines family.

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.

Miss Alice G. Preston, the owner, died in 1912. In December, 1912, for \$1300 the homestead was sold to Irene G. Kingsley (ED 2193:350). In 1913 the new tenants were Louis A. Dow, 56, born in Canada, a gardener, wife Martha L., 44, born in Massachusetts of Irish parents.

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. The Dows remained here for many years, through 1932, and then moved to Phelps Court. In 1933 the new tenant was Elizabeth Goldthwaite, a hostess at the "Pequot House" on Congress Street, headquarters of the Naumkeag Steam Cotton Company. By the 1940s the occupants here were the Hurfords: Florence was a guide at the Pequot House, Marjorie was secretary at Grace Church, and their mother Anne was a companion (per directories).

Salem, the county seat and regional retail center, gradually rebounded, and prospered after World War II through the 1950s and into the 1960s. General Electric, Sylvania, Parker Brothers, Pequot Mills (formerly Naumkeag Steam Cotton Co.), Almy's department store, various other large-scale retailers, and Beverly's United Shoe Machinery Company were all major local employers. Then the arrival of suburban shopping malls and the relocation of manufacturing businesses took their toll, as they have with many other cities. More than most, Salem has navigated its way forward into the present with success, trading on its share of notoriety arising from the witch trials, but also from its history as a great seaport and as the home of Bowditch, McIntire, Bentley, Story, and Hawthorne. Most of all, it remains a city where the homes of the old-time merchants, mariners, and mill-operatives are all honored as a large part of what makes Salem different from any other place.