

22 Pickman Street

According to available evidence, this house was built in 1886 for John H. Davis, junk dealer, who lived at 20 Pickman Street. The first known tenant of the house was Charles H. Gates, foreman at the Davis junkyard.

John Henry Davis, of Farmington, NH, was born in 1820 and came to Salem by 1841, when he resided at 19 Winter Street. In 1846 he married Desire C. Dyer in Salem, and by the 1850s they resided at 25 Pickman Street. In 1847 they had a son John P., and in 1851 a daughter Harriet F., their only children. About 1854 Mr. Davis entered into business with Phineas Weston as dealers in junk and paper stock at then-164 Derby Street. Then, in 1857 the Davises purchased the house at 20 Pickman Street, where they would live for the rest of their lives.

*John H. Davis (1820-1888), b. 1820 in Farmington, NH, son of James P. Davis and Rachel Hilliard, died 12 April 1888, aet 68 years. He m. 22 April 1846 (SVR) **Desire C. Dyer** (1816-1901), born Dec. 1816, d/o David Dyer and Lydia Curtis, died 15 July 1901, in 85th year. Known issue:*

1. ***John P.**, 1847, m. 1881 **Edwina B. Shattuck**; no children; her sister Dara married Charles H. Gates.*
2. ***Harriet F.**, 1851-1915, m. 1876 **Walter Norwood**, six children, four survived: Herbert P., Mary E. (m. Mr. Greene), Ralph D., Walter H. b. 1889; died March 1915.*

At the time that John Davis came to Salem, the city was making the transition from maritime enterprise to manufacturing. Throughout the 1830s, the leaders of Salem had scrambled to re-invent an economy for their fellow citizens, many of whom were mariners without much seafaring 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. Lead-manufacturing began in the 1820s, and grew large after 1830, making high-quality white lead and sheet lead. 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 sardonic "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 ethnic composition of the population began to change, as hundreds of Irish families, fleeing the Famine in Ireland, settled in Salem and gave the industrialists a big pool of cheap labor.

As Salem welcomed more people and did more manufacturing, it created more waste to be collected and disposed of. John Davis and Phineas Weston had a good business as trash collectors and junk dealers on Derby Street. The Davises were members of the Crombie Street Church, Congregational; and Mr. Davis belonged to the Odd Fellows.

Salem's growth continued through the 1850s, as new churches (e.g. Immaculate Conception, 1857) were started, new working-class neighborhoods were developed (especially in North Salem and South Salem, off Boston Street, and along the Mill Pond behind the Broad Street graveyard), and new schools, factories, and stores were built. A second, larger, factory building for the Naumkeag Steam Cotton Company was added in 1859, down at Stage Point, where a new Methodist Church went up, and many neat homes, boarding-houses, and stores were erected along the streets between Lafayette and Congress. The tanning business continued to boom, as better and larger tanneries were built along Boston Street and Mason Street; and subsidiary industries sprang up as well, most notably the J.M. Anderson glue-works on the Turnpike (Highland Avenue).

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

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

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

the South was under martial rule. Salem, with many wounded soldiers and grieving families, welcomed the coming of peace.

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).

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 1876 the Davis' daughter, Harriet, married Walter Norwood and began a family. They evidently resided on Pickman Street at first. Mr. John H. Davis, known as "Honest John," was politically active in the city, and served on the Common Council (1872-1876) and as an Alderman in 1877.

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.

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. John P. Davis joined his father in the junk business, doing business as John H. Davis & Son. By that time, John H. Davis had added land in the rear of his Pickman Street homestead, and some land adjoining (see 1874 Hopkins atlas). The land out back was used as the Davis junk yard, with outbuildings. 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 1886 Charles H. Gates, 29, brother-in-law of J.P. Davis, was foreman of the J.H. Davis junk business (note: no house at #22 per 1886 Salem Directory (based on data from 1885), but a house at #22, per 1886/7 Directory, which was based on 1886 data). In that year, Mr. Davis had this house built next to own house, as a rental property that was leased and occupied by Mr. Gates, who had married Dara B. Shattuck, a sister

of Mrs. John P. (Edwina B.) Davis. They had a son, Henry, in 1886, and, later, a daughter, Bertha.

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. In that year, on April 12th, Mr. J.H. Davis died, in his 69th year, leaving his wife Desire and their two children, John P. Davis and Mrs. Harriet F. Norwood. By Mr. Davis's will, his property went to his wife Desire. Mr. J.P. Davis carried on the junk business, with Mr. Gates as the foreman.

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 1889 Charles Gates, 32, residing at 22 Pickman Street, was a driver or teamster (per Directory), with his family. In 1890 the Gateses had a boarder at the house, Henry E. Barnes, 59, a veteran of the Civil War and the U.S. Navy. He was then suffering from some mental problems. Mr. Barnes had lived at 16 Pickman Street, which he inherited from his parents, until he sold it in 1886. He was evidently a relative of Charles Gates or his wife Dara, who named their son Henry E., perhaps in honor of Mr. Barnes. Earlier, he had roomed at 49 Washington Square North.

Henry E. Barnes resided here in 1890 (per 1890 Civil War veterans census) before moving to Oliver Street. He was a native of Bowdoinham, Maine, born in 1831, the son of a shipmaster. In 1849, aged eighteen, he ran off and joined the U.S. Navy and was stationed at Charlestown, Mass., on a receiving ship. His father secured his discharge, and in August, 1849, he sailed as a seaman under his father, Capt. Henry Barnes, on board the ship *Mount Vernon*, bound from Boston to San Francisco in the Gold Rush. It was a voyage, round-trip,

of 19 months. In 1852, aged 21, Henry re-enlisted in the Navy, and began his long naval career, in which he sailed on warships all over the world. He remained a navy sailor into the Civil War, and served on board various ships. While a seaman on the screw sloop *San Jacinto*, Capt. Charles Wilkes, in November, 1861, he participated in the infamous interception of the British steamer *Trent*, from which the Confederate diplomats Mason and Slidell were removed, with Barnes personally helping to put them into the boat to be transferred (per obituary, Salem Evening News, 30 Dec. 1895).

In February, 1862, he, aged 29 years, enlisted at Boston for a three-year hitch as a Seaman, and served on the receiving ship *Ohio* and the USS *Mahaska*. On March 4, 1863, he was commissioned a Boatswain in the navy, which made him an officer; and he was assigned to the squadron in the James River, under then-Commodore Wilkes (see p.576, Enlisted Men in the U.S. Navy, MSSMCW). He served on the *Ohio*, the *Tocnderoga*, and the *Dacotah*. Henry made several long cruises against the enemy in both the North and South Atlantic squadrons; and in a terrible storm off Cape Charles, Maryland, he was able to rescue his steamer and keep her from sinking, for which act of bravery he was officially recognized by the Navy, but refused a promotion. Henry E. Barnes was a resident of Salem as early as 1869, and his parents, Capt. Henry Barnes and Martha Eaton, lived at 16 Pickman Street.

He remained in the navy as an active mariner until 1873, when he was put ashore in San Francisco, nearly dead, but he recovered. He was discharged in December, 1876 and granted a pension of \$50 per month, and an extra allowance for having saved the steamer in the storm. He lived off his pension for many years more. As has been mentioned, he was residing here in 1890, probably with the Gates family; and then he moved to 12 Oliver Street, where he died of paralysis in his 65th year, on Dec. 28, 1895.

In 1892 (per 1893/4 directory), the house was occupied by William S. Lee of W.S. Lee & Co., jewelers & electricians, with a store at 288 Essex. By 1894 the Lees had moved to Hathorne Street, and #22 was vacant for a while. In 1896 (per 1897/8 Dir.) the head of household at #22 was Mrs. Sarah R. Manley, widow of Charles Manley (he died 30 April 1895), who lived here with her daughter Charlotte, 49.

The Manley family. Charles Manley (1819-1895), an English artist, was married to Sarah R. (Warrington) Manley. He was born in England on April 8, 1819, the son of Reuben Manley and Charlotte Barnden.

Charles and Sarah had a daughter, Charlotte. By 1895 they resided at 37 Forrester Street. Mr. Manley was gravely ill from uraemia in the early spring of 1895; and he died on April 30, at the outset of 77th year. His remains were interred at Greenlawn cemetery (per SVR).

The Manley women were still here in 1900 (per 1900 census) at #22: Sarah Manley, 82, and daughter Charlotte, 53, both born in New Jersey. Next door at #20: resided John P. Davis, 53, junk dealer, wife Edwina, 59, and their widowed mothers Margaret Shattuck, 73, and Desire Davis, 83, also WH Howard, 27, shoemaker, & w. Laura, 26, both b. Me., also boarder Henry Gates, 13, son of Charles H.

In the 1900 valuations (ward 2, precinct 4), the John H. Davis heirs were owners of real estate including house #22 Pleasant Street, \$700, house #20 Pickman Street, \$900, storehouse & two barns \$800, land worth \$1200.

On 7 Dec. 1901 Sarah R. Manley died, and was survived by her daughter. In 1905 (per 1906 Directory) Miss Charlotte Manley, who lived at #22. At 10 Lemon, lived Mrs. Harriet F. (Davis) Norwood and Ralph D. Norwood, her son, shoe worker.

Also in 1901, Mrs. Desire Davis, the owner, died; by her will she devised the ownership of this house and a small parcel of land to her daughter Mrs. Harriet F. Norwood.

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

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

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

Mrs. Norwood moved in here, and resided at #22 (with son Ralph and sometimes son Walter) until her death in March, 1915. Then her heirs on May 29th sold out to co-heir Ralph D. Norwood of Salem (ED 2299:143). On 7 March 1916: Ralph D. Norwood (Bridget C.) sold out to Charles S. Johnston, locus (ED 2323:579).

On 28 April 1919 C.S. Johnston sold the homestead to Bessie A. Gallagher, subject to \$700 mortgage (ED 2411:105). She mortgaged the property back to Mr. Johnston, who assigned mortgage in August 1919 to John F. Gallagher (ED 2422:228).

In May, 1924, for \$50, Mrs. Gallagher had electric wiring and fixtures installed in the house for the first time, on the installment plan (ED 2598:526).

By the 1920s, Salem was once again a thriving city; and its tercentenary in 1926 was a time of great celebration. The Depression hit in 1929, and continued through the 1930s. Salem, the county seat and regional retail center, gradually rebounded, and prospered after World War II through the 1950s and into the 1960s. General Electric, Sylvania, Parker Brothers, Pequot Mills (formerly Naumkeag Steam Cotton Co.), Almy's

department store, various other large-scale retailers, and Beverly's United Shoe Machinery Company were all major local employers. Then the arrival of suburban shopping malls and the relocation of manufacturing businesses took their toll, as they have with many other cities. More than most, Salem has navigated its way forward into the present with success, trading on its share of notoriety arising from the witch trials, but also from its history as a great seaport and as the home of Bowditch, McIntire, Bentley, Story, and Hawthorne. Most of all, it remains a city where the homes of the old-time merchants, mariners, and mill-operatives are all honored as a large part of what makes Salem different from any other place.

—Robert Booth for Historic Salem Inc., 9 June 2005.