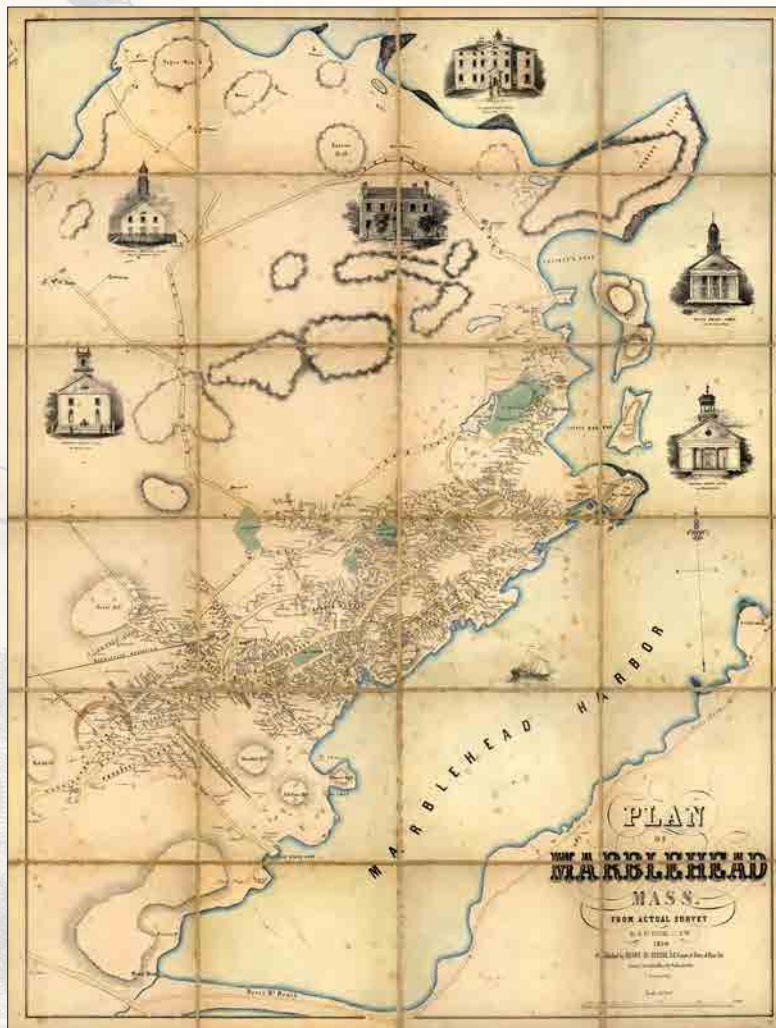# MAPPING MARBLEHEAD
the 19th century

Mapping Marblehead: the Nineteenth Century

Mapping Marblehead: the Nineteenth Century continues the Marblehead Historical Commission's project of presenting the highlights of Marblehead's history over five centuries. The aim is to tell the story of our town in a way that can be enjoyed and appreciated by all ages and interest levels, encouraging residents and visitors to walk through the exhibit and then through the town with a greater understanding of its past. Marblehead itself is a museum, just waiting to be explored. We encourage viewers to use the maps and exhibit as a step on the path to all that the town has to offer.

This exhibit is the work of a great team, with many collaborators. From conception to completion requires many skills, and this project was fortunate to have so much talented help. Chris Johnston, Chair of the Marblehead Historical Commission, led the way by acquiring funding, and sharing his historical knowledge and support. Marblehead Historical Commissioner David Krathwohl's expertise was essential, with his interest in maps, knowledge of technology, and great editing skill. Local historian and fellow Commissioner Pam Peterson worked with David to prepare this second exhibit based on maps, images, and Marblehead history. Commissioner Ed Nilsson contributed a perceptive overview of the text and images. A third exhibit, to be presented later, will conclude the survey of Marblehead's past, presenting twentieth and twenty-first century history.

The Harold B. and Elizabeth L. Shattuck Memorial Fund supported the project and the exhibit with generous funding, allowing plans to go forward and begin to take shape. Helen Riegle, of HER Design, a professional exhibit designer, combined the text, maps, and images, to give the exhibit a compelling and innovative look.

David Krathwohl's technology expertise is apparent in the exhibit's interactive iPads and the video that shows how the town has changed through the use of maps. Finding, utilizing, and presenting early maps of Marblehead enables the history of the town to be told in a way that mere words cannot.

Pam Peterson utilized her extensive knowledge of Marblehead's history to identify key elements, images, and artifacts to create content for descriptive panels and displays of objects representative of the period.

Once the text and maps were close to completion, they were reviewed by Don Doliber, Town Historian; Bette Hunt, Town Historian Emerita; Standley Goodwin, local historian; and Bill Conly and Edward Nilsson, Marblehead Historical Commissioners. They all provided excellent insight and comments that enriched the exhibit. Support from the Marblehead Museum is also appreciated.

We hope that Marblehead residents, students, families, and visitors will enjoy this presentation of Marblehead's history. The aim is that they will come away from the exhibit with a sense of civic pride and be inspired to take their interest out into the town, to see and explore all that Marblehead has to offer. One of the many charms of the town is that many of the sites pictured and described in the exhibit still exist, just waiting to be discovered or revisited.
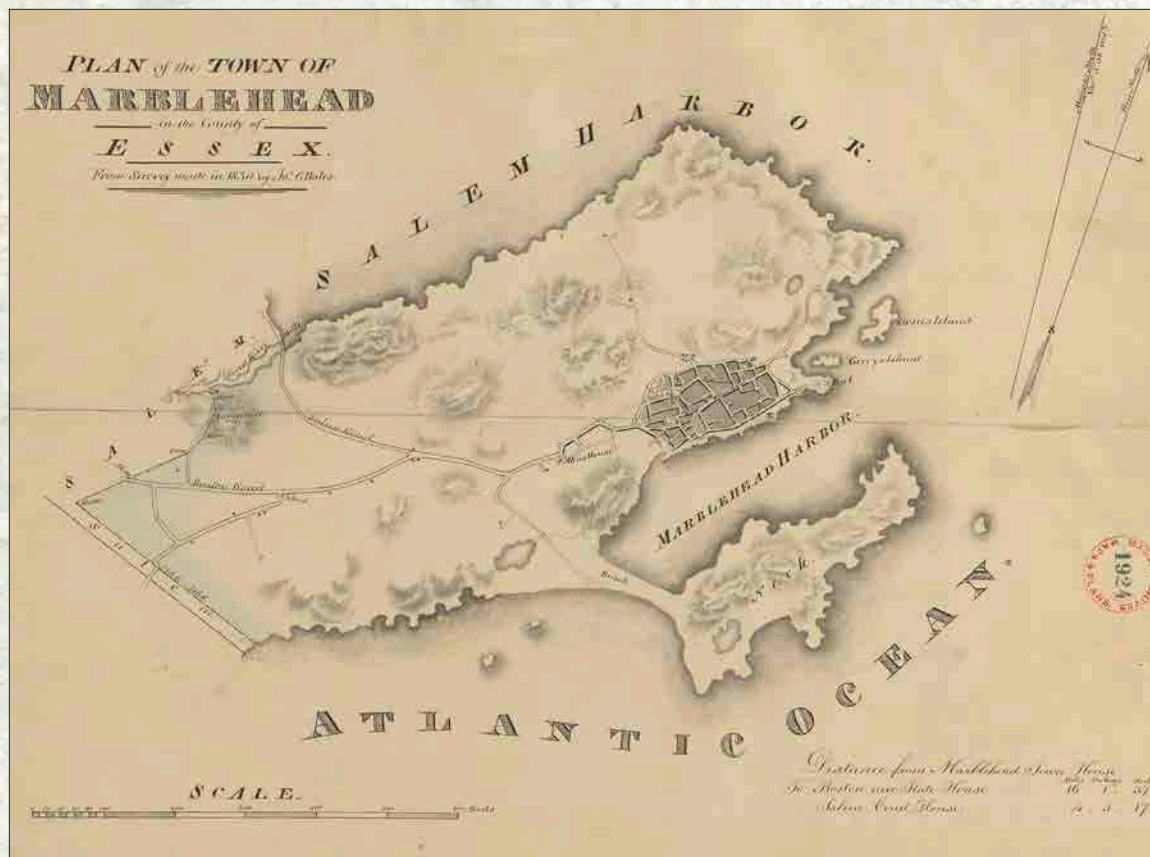
**Plan of the Town of Marblehead,
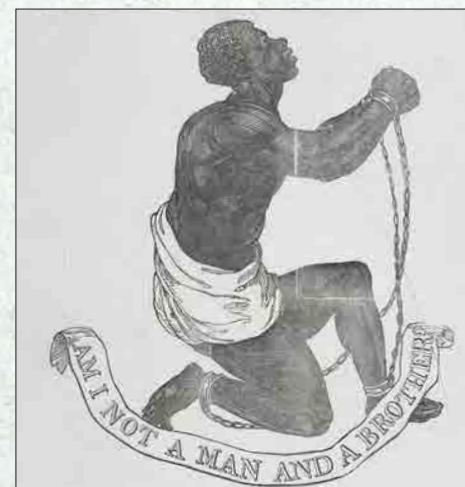John Groves Hale, 1830**
Though this plan is similar to the Town Plan of 1795, note that the Alms House (Poor House) is among the prominent features.
Massachusetts State Archive

"Am I Not a Man and a Brother?"
Woodcut illustration from John Greenleaf Whittier's anti-slavery poem, "Our Countrymen in Chains," 1837
Library of Congress

ECONOMIC RECOVERY IN DIFFICULT TIMES

The people of Marblehead faced major hardships as the 19th century began. The fishing fleet, nearly destroyed in the Revolutionary War, was slowly being rebuilt. But embargoes loomed, and the town looked run-down as the economy stagnated.

Churches aided families that suffered from poverty, and neighbors and friends helped as well. The Selectmen, who were also the Overseers of the Poor, voted to give money and firewood to those in need. The Poor House, rebuilt to accommodate more residents, became a farm, which residents were required to work. The Marblehead Female Humane Society, a charitable organization dedicated to helping women and their families, was established in 1816.

The United States was to be the Athens of the new world, a center of democracy and learning. Its ideals were affirmed in the Constitution and reflected in the arts and culture. It was during the Federal period that the bald eagle became an official symbol of the nation, despite Benjamin Franklin's objections. The bald eagle "is a bird of bad moral character," Franklin said, adding that "the turkey is in comparison a much more respectable bird... a true original native of America." The eagle triumphed and was used everywhere to represent the United States.

The Declaration of Independence created a free country but excluded black Americans from "Life, Liberty and the pursuit of Happiness." Although the Founders discussed the issue of slavery, they avoided mentioning it in the Constitution.

American Eagle Stern Board from a 19th-century vessel
Marblehead Museum, Photo by Rick Ashley

American political cartoon of 1809 by Peter Pencil

King George III of England and Napoleon are robbing President Thomas Jefferson, as coins fall from his pocket as a result of his embargo policy.

A March 1812 political cartoon of the "gerrymander."

Gerry is remembered for approving the first voter redistricting map, of Essex County in 1812. Although Gerry didn't agree with it, it became known as the "Gerrymander," combining Gerry's name with salamander, whose shape some thought the redrawn district resembled.

Town of Marblehead Historical Commission

Impressment of American Sailors by the British, illustration from School History of the United States, 1887

One of the major problems that led up to the War of 1812 was the impressment of sailors on American ships by the British Navy. The British were in need of men because of the ongoing war with France. Press gangs considered Americans who had been born in England fair game. It is estimated that over 9,000 American sailors were caught and forced to serve in the British Navy. This practice caused public outrage against Britain, and the United States was embarrassed that it could not protect its own ships and sailors.

IMPRESSMENTS AND EMBARGO LED TO THE WAR OF 1812

President Thomas Jefferson, hoping to avoid war, enacted the Embargo Act of 1807, which ordered all British armed vessels out of American waters. It also stopped all trade between America and any other country.

Unfortunately, the Embargo Act was a disaster, and the American economy suffered. In Marblehead, the embargo completely stalled merchant trade, slowing the struggle to regain lost prosperity. It affected fishing as well, since dried fish was the main product for trade. Elbridge Gerry and all New England politicians were beside themselves as they watched the region suffer. There was even talk of New England seceding from the United States.

The embargo was lifted in 1809. With the return of trade, press gangs became active again. Of all the reasons for the War of 1812, impressment of American sailors was the most important for many Americans.

President James Madison came into office after Jefferson, and war was declared in 1812. Throughout the war, Americans continued to be seized by the British. Finally, with the defeat of Napoleon in 1814, the desperate need for sailors in the British Navy was greatly reduced.

Bust of Elbridge Gerry of Marblehead, Vice President under President James Madison

United States Senate Collection

Letter of Marque signed by President James Madison in 1812
Private Collection, Photo by Rick Ashley

THE WAR OF 1812

The War of 1812 was not popular in Marblehead. Merchant ships and fishing sloops were hindered from their business and were under constant threat of being seized by the British. As a result the economy continued to struggle. But Marblehead has always been a patriotic town, and so its men went to war.

There were many privateers from Marblehead who received letters of marque from President James Madison. These letters certified them to act on behalf of the United States government, allowing them to capture foreign ships and confiscate their cargoes. As many as four privateers a day weighed anchor from Marblehead. The War of 1812 was the last major war in which privateers were used, because this war also firmly established the United States Navy. Significant battles were fought

at sea, and the small American Navy had great success against the British fleet, then considered the strongest in the world. Success in the War of 1812 changed the attitude of the world towards the United States.

19th-century view of Fort Sewall
Danger to the town of Marblehead came from the sea during the War of 1812. Town Meeting responded accordingly, funding the repair and rearmament of Fort Sewall. To protect Little Harbor, Fountain Park was designated Fort Washington.

Lithograph, Marblehead Museum

**Lieutenant John Glover Cowell**

Cowell was the grandson of General John Glover. He entered the War of 1812 and was sent to South America on the frigate *Essex* to hunt for British whaling ships to undermine the British whaling industry. The mission was quite successful. In 1814, the *Essex* sailed into the neutral harbor of Valparaiso, Chile, for supplies. It was trapped there by two British ships and tried to fight its way out. Lieutenant Cowell was severely wounded and taken into Valparaiso. Cowell's leg was amputated, but the attempt to save him was in vain. His courage made a strong impression and he was buried there with honors.

Oil on canvas, Marblehead Museum, Photo by Rick Ashley

Dartmoor Prison, 1815, drawn by Glover Broughton

Glover Broughton was the grandson of Nicholson Broughton of the *Hannah*, the first ship in George Washington's fleet. Glover Broughton fought in the War of 1812, was captured and sent to Dartmoor prison, where he drew a map of the circular prison. He survived Dartmoor, and returned to Marblehead to become a wealthy and successful merchant. Broughton became Town Clerk, and also helped men who had fought in the War of 1812 apply for pensions and compensation for their service.

Tappan and Bradford lithograph, 1853
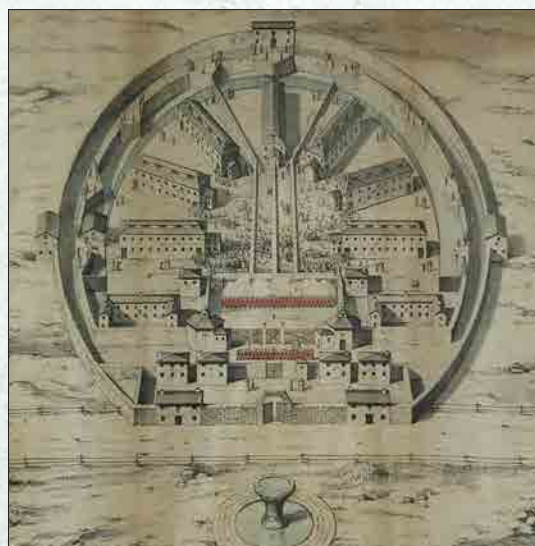
"OLD IRONSIDES" AND MARBLEHEAD

U.S.S. *Constitution*

Marblehead Historical Commission
Maritime Museum, Photo by Rick Ashley

In 1814, the town of Marblehead watched a dramatic display of seamanship unfold off its coast. The U.S.S. *Constitution*, an American naval vessel that had already earned itself the nickname "Old Ironsides" because cannon shot bounced off her hull, was being chased by two British frigates. The *Constitution* was near Marblehead, but the entrance into the harbor was known to be treacherous. Samuel Green, a native of Marblehead, skillfully navigated the vessel between Marblehead Rock and Marblehead Neck. The *Constitution* was saved, and gratitude to the town has endured for over 200 years.

Marbleheaders at Dartmoor Prison

During the War of 1812, many American ships were seized, and many men imprisoned in the notorious Dartmoor prison in England. Over 500 of them were from Marblehead.

When the War of 1812 ended, the release of American prisoners took longer than expected, leading to open revolt in the prison yard. As reports of this incident reached American authorities, the men were finally released. One of the ships carrying men from Marblehead was judged to be going too slow. The Marbleheaders took control of the ship as fast as they could and sailed themselves home.
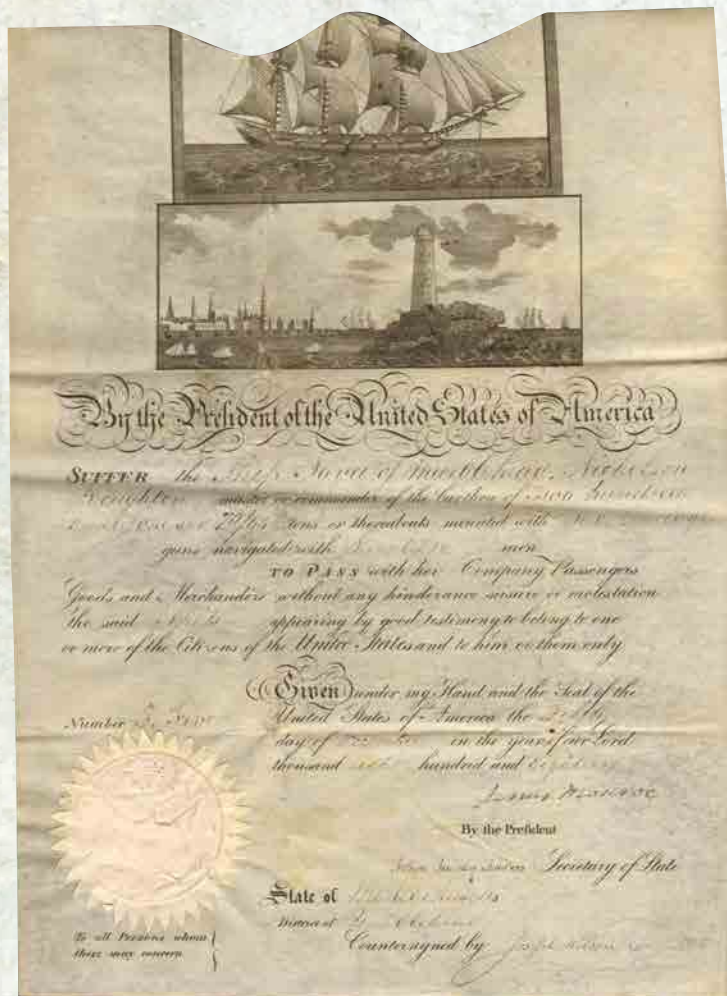
For vessels going to the Mediterranean, ships passes were issued, to allow protection against the Barbary pirates.
Marblehead Museum

Marblehead Train Station
The Marblehead Train Station on Pleasant Street was built in 1889 to replace the station burned in the 1888 fire.
Town of Marblehead Historical Commission

EXPANSION OF COMMERCE AND TRADE

Marblehead ship *Nancy*, by Antoine Roux, 1835
The Brig *Nancy*, painted in 1823 leaving the port of Marseilles, France, is an example of Marblehead's active merchant trade in the first half of the nineteenth century.
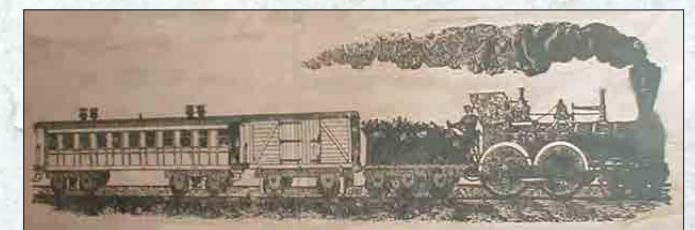*Marblehead Museum*

The 19th century brought new sights and new destinations to Marblehead. International trade expanded beyond England and the West Indies to include Europe, Russia, and Asia. Marblehead's merchant fleet was very active. Many young men went to sea, hoping to become ship captains and make their fortunes.

The Railroad Comes to Marblehead
The first railroad station was built in 1839 by the Eastern Railroad. The arrival of the "Iron Horse" was greeted with mixed feelings. People had more faith in the old stagecoaches. But soon travelers were enjoying 15-minute trips to Salem for 2 1/2 cents. Not only passengers, but goods were transported. Direct service between Marblehead and Boston began in 1873, running along what is now Marblehead's walking path and ending where the National Grand Bank now stands.

Masthead from an Eastern Railroad train schedule
Marblehead Museum

Crossing the Grand Banks, by W.E. Norton
Town of Marblehead Historical Commission

Map showing the distance to the Grand Banks, 900 miles east of Marblehead
Marblehead Museum

THE GRAND BANKS

Young boy standing between two enormous Northern cod, illustrating the size of Grand Banks fish

Robert Holloway, Public Archives, Canada

Fishing in Marblehead gradually began to recover from embargoes and the War of 1812. The fleet grew and became prosperous again. The distance to the Grand Banks, located several hundred miles off the coast of Nova Scotia, is enormous. Why go so far away to fish? Because the Grand Banks are a giant feeding ground for fish in the North Atlantic. Banks are shallow areas formed by undersea mountain peaks that reach thousands of feet above the ocean floor. Sunlight filters through, causing vegetation to grow. Plankton are there in abundance. Big fish eat little fish, and the fishermen come for those big fish. The long trip is well worth it, because it was always good fishing at the Grand Banks.

Dory Fishing

Fishing schooners made their way to the Grand Banks and anchored. Fishermen were at risk every day. The hard, dangerous job of fishing from schooners and dories was the main occupation of many Marbleheaders.
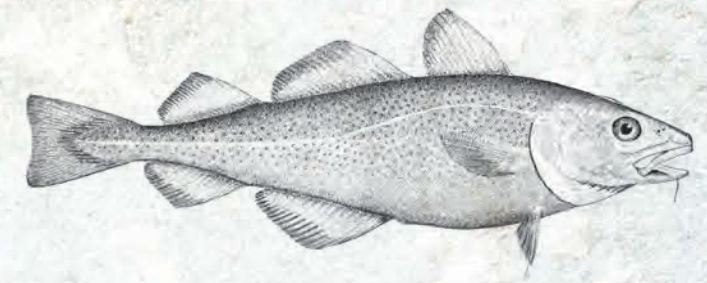

Hand-line Cod Fishery
Penobscot Maine Museum

Fishermen's Monument on Old Burial Hill
Photo by Helen Riegle

THE GREAT GALE OF 1846

On September 19, 1846, a storm on the Grand Banks came up suddenly, with tremendous force and fury. It hit the fishing fleet hard, snapping masts and tossing vessels. With the dawn, survivors saw the destruction that was left behind.

Nine Marblehead vessels, with all hands, were lost that day. The final count was 11 vessels destroyed and 65 men drowned. When the sad news made it home, there were 43 widows and 155 fatherless children. For a small town like Marblehead, there was no one unaffected by the tragedy.

It was such a blow to the industry that it marked the end of fishing as the major occupation for the people of Marblehead. The white obelisk on Old Burial Hill honors those men lost at sea, and mourns the loss of a way of life that had sustained Marblehead for more than 200 years.

Great Gale of 1846, by J.O.J. Frost, c. 1920s
Marblehead Museum

Above: North Atlantic cod
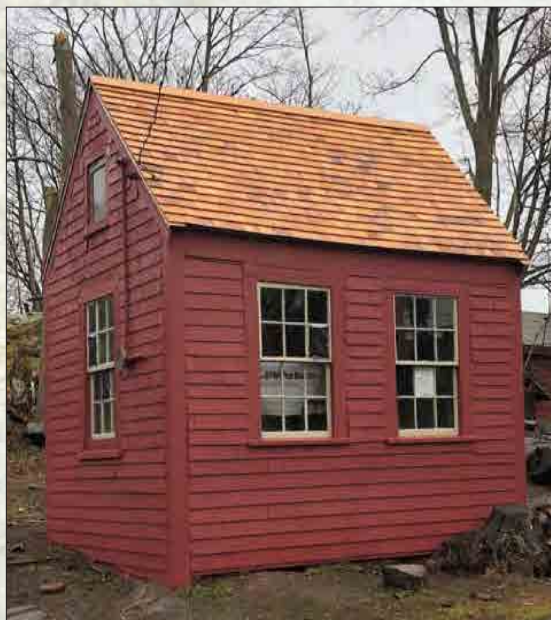
This ten footer at the foot of Fountain Park, owned by the Town of Marblehead, is a small museum displaying shoemaking tools and a history of the industry in town.

The Harris Shoe Factory was the largest factory ever built in Marblehead. Located on Elm Street near Roosevelt Avenue, it survived both fires (1877 and 1888) because it was outside the "burnt district."
Town of Marblehead Historical Commission

Marblehead fire of 1888
The fire spread down Pleasant Street and destroyed most of the industrial area. The wind blew downhill, away from the Historic District.
Town of Marblehead Historical Commission

SHOEMAKING

Early shoemakers of Marblehead worked from "ten footers," small cottages where workers shared costs for leather and supplies. In 1807, a man's pay for 15 pairs of shoes was $6.25. The pay for women workers was half that amount.

One of the first factory-style operations was the Finch factory at Water and Front streets, in 1810. The early factories worked under what was called the "put out" system. Outside workers prepared individual parts of the shoes, which were then returned to the central location for completion. Marblehead's specialty was ladies and children's shoes.

By the mid-1800s, a more traditional factory system was established. The invention of the sewing machine had a big impact on shoe production. The Industrial Revolution created employment for many men and women. The demand for mass-produced shoes and boots increased with the Civil War. The town directory of 1882 lists 67 shoe factories.

The Marblehead Fires
But the shoe manufacturing boom didn't last. The first great fire took place in 1877. The second fire was in 1888. Marblehead was able to recover from one but not two fires. Like fishing, shoemaking gradually faded away as a main occupation.
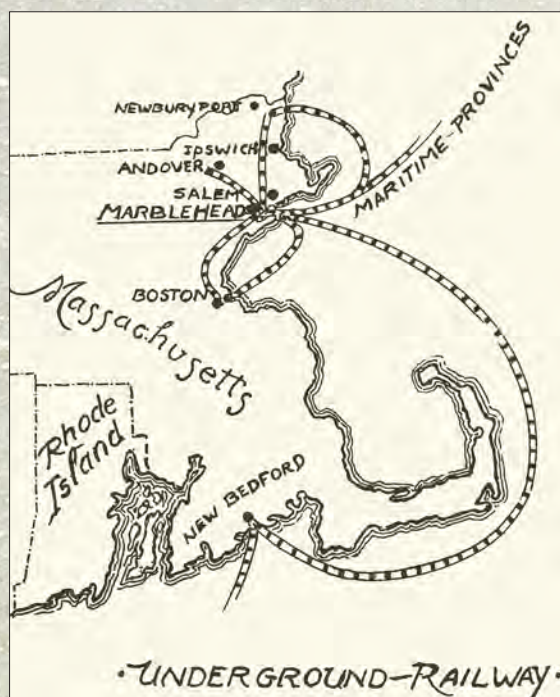
Land and sea routes on the Underground Railroad leading from Marblehead

Gamage and Lord, Marblehead – The Spirit of '76 Lives Here
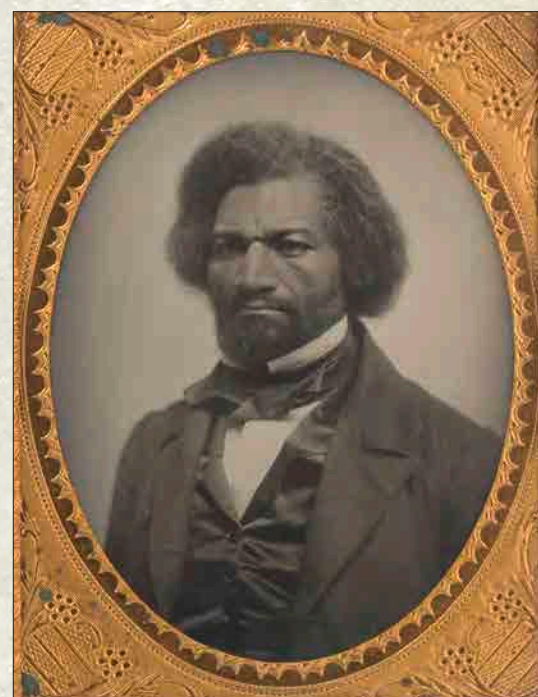
Frederick Douglass, ambrotype, 1856
Marbleheaders listened to famous orator Frederick Douglass speak of his own early life as a slave, and deepened their commitment to the abolition of slavery. Douglas spoke in Marblehead on two occasions, once at the now demolished Lyceum, and once at the Old Town House.

National Portrait Gallery

Lantern used on the Eastern railroad
Sometimes the real railroad became a part of the Underground Railroad. Slaves were smuggled onto trains in Boston and sympathetic train men helped. Slaves were referred to as "packages" and those who helped them were called "conductors." As a train neared an overpass, it would slow down, and when a "delivery" was to be made, it would slow even more. A signal from a lantern would indicate that it was safe, and "packages" would jump off the train to be met by abolitionists.

Marblehead Museum

THE UNDERGROUND RAILROAD

Slavery was abolished in Massachusetts in 1780, but the practice continued in the South. William Lloyd Garrison led the public attack on slavery and formed the New England Anti-Slavery Society to raise awareness for the Abolitionist movement.

The Underground Railroad was active in Marblehead. Escaped slaves needed to get out of the country, and fishing sloops heading to Nova Scotia provided an ideal means of escape. Runaway slaves came to Marblehead on trains or in wagons fitted with false bottoms.

The Fugitive Slave Act of 1850 made it illegal to help runaway slaves. Marblehead abolitionists went even further underground but continued to smuggle slaves. Slaves were often taken to the home of the Dodges at 236 Washington Street. A fellow abolitionist said of them, "It was much easier in those days to make speeches than to do the work and run the constant risks—which was cheerfully done and bravely borne by the noble Simeon Dodge and his wife [Betsy], of Marblehead."

The publication of Uncle Tom's Cabin by Harriet Beecher Stowe in 1852 spread awareness of the human suffering that slavery inflicted.
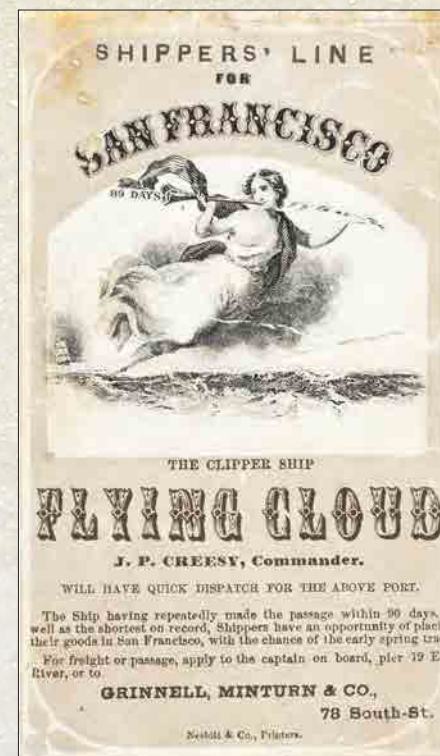
MARBLEHEADERS SET THE RECORD: THE *FLYING CLOUD*

The *Flying Cloud,* lithograph by Currier and Ives, 1865
Peabody Essex Museum

Flying Cloud sailing ship card, 1859
Phillips Library, Peabody Essex Museum

The *Flying Cloud* was one of the most famous clipper ships of its day. When gold was discovered in 1848, there was a frenzy to get to the California gold fields as quickly as possible. There was a huge demand for fast passenger ships. The *Flying Cloud* was designed by Donald McKay and built to challenge existing speed records. Her captain was chosen for the same reason. He was Captain Josiah Perkins Creesy of Marblehead. He and his wife, Eleanor Prentiss Creesy, grew up together. After their marriage, "Perk" and "Nellie" always sailed together. In fact, Nellie became Perk's navigator. Their trips to China and the Far East were noted for efficiency and speed. They were the obvious choice to sail the *Flying Cloud*.

There was excitement, fanfare, and frenzied betting on the maiden voyage of the *Flying Cloud* from New York to San Francisco. The results were amazing; the voyage took 89 days and 21 hours, breaking the previous record of 120 days. The new record held for two years, when Perk and Nellie broke it again.
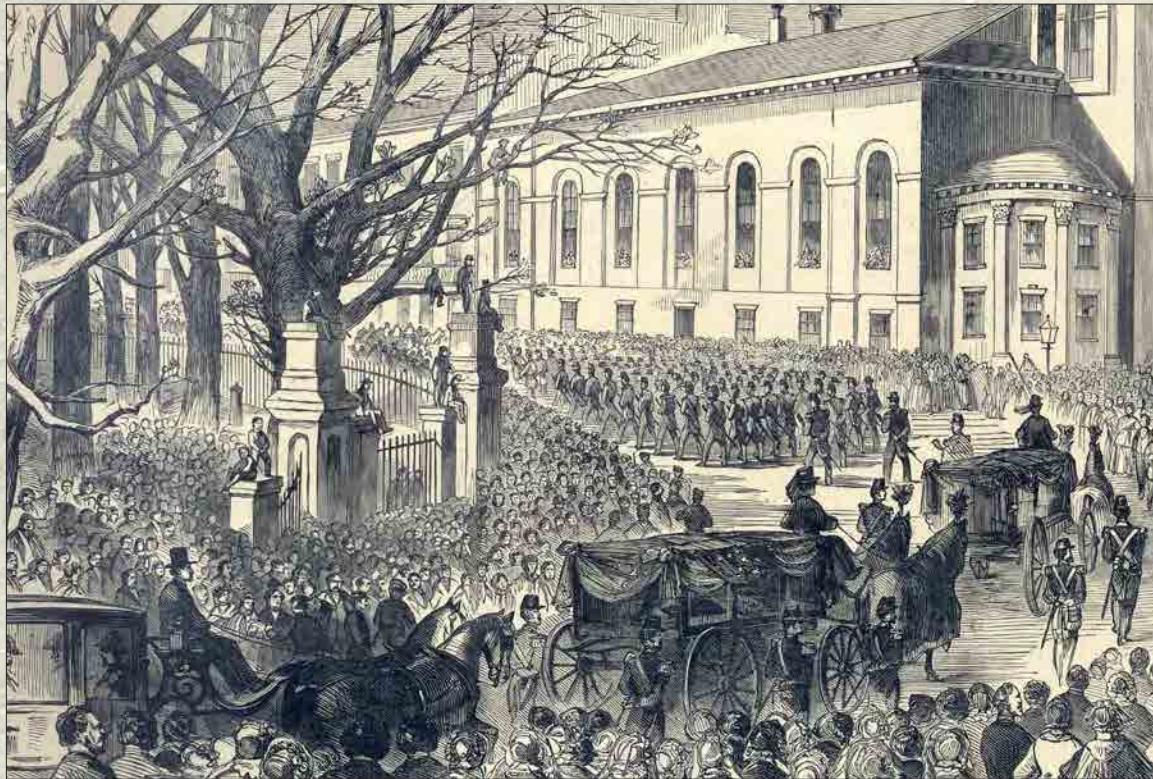
Detail of the 1850 Plan of Marblehead by Henry McIntyre, showing the Shipyard District. The rope walks are clearly visible leading down to Kimball's Shipyard and Red Stone Cove.

Marblehead Museum

The original Star of the Sea Roman Catholic church was built on Prospect Street in 1859. It was destroyed by fire and completely rebuilt on Atlantic Avenue in 1872.

Town of Marblehead Historical Commission

SHIPBUILDING, IMMIGRATION, AND THE CATHOLIC CHURCH

Wooden shipbuilding

Essex Shipbuilding Museum

Marblehead was part of the American shipbuilding boom of the mid-19th century. The need for vessels was spurred both by the gold rush and increased merchant activities, as the United States ventured ever further into international trade.

Shipbuilding centered around Red Stone Cove, where carpenters and craftsmen produced schooners and small clippers. Sail lofts and rope walks were scattered throughout the surrounding streets. The area became known as the Shipyard because of the Gregory–Sparhawk Shipyard. John Hooper Gregory was one of the owners, and Gregory Street is named after him. From 1848 until 1863, seven clipper ships, a barque, a brigantine, and 18 fishing schooners were launched at Red Stone Cove.

The surge of Irish immigration, due to the "Potato Famine," brought needed workers to Marblehead. The Shipyard became the Irish neighborhood, where the first Roman Catholic church—the Star of the Sea—was built.

Lincoln's funeral cortege in Washington, D.C.
Lithograph from an 1865 newspaper
Marblehead Museum

Drummer Boy's uniform, worn by Norris Osborne, c. 1864
15-year-old Albert Mansur of Marblehead became a drummer at Roanoke Island. Drummer boys were important, as the beat of their drumming signaled instructions to the troops. They were often targets of the enemy for reasons of morale and strategy. Albert was shot on the battlefield and died asking, "Which beat?"
Marblehead Museum

THE CIVIL WAR

On April 15, 1861, in response to the attack on Fort Sumter in South Carolina, President Abraham Lincoln declared war, and put out a call for 75,000 men to join the Union Army. Three Marblehead militia companies responded immediately. "The patriotic men of Marblehead were the first to leave home, and the first to arrive in Boston…"

The first Marblehead man to die in battle was John P. Goodwin, at the Battle of Roanoke Island, in February 1862. Over the course of the Civil War, Marblehead sent 1,048 men to fight, of whom 112 died, and scores more were wounded. The town answered the call many times, and ever younger men went off to fight.

The desire to alleviate the suffering was felt by everyone at home. A Marblehead woman, Caroline Briggs Mason, wrote a song about a lonely soldier called "Do They Miss Me at Home?" It was sung around both Union and Confederate campfires.

In 1865, the surrender of General Lee was received with church bells ringing joyfully throughout Marblehead. Less than a week later, the news of the assassination of President Lincoln came as a tragic end to the Civil War. On the day of Lincoln's funeral, the same bells tolled sad sounds.

The Spirit of '76
by Archibald Willard, 1875

In 1876 the Centennial inspired artists throughout the country. One of the most popular paintings of the time was *The Spirit of '76* by Archibald Willard, a self-trained artist. He posed three figures: the drummer was his father, the fife player was a friend, and the young boy was the grandson of General John Devereux, a native of Marblehead. General Devereux gave the painting to his home town, to be hung "in Abbot Hall to the memory of the brave men of Marblehead who have died on land and sea for their country."

Town of Marblehead Historical Commission

Gregory "seed girls" outside the factory.
Town of Marblehead Historical Commission

Marblehead's Town Hall, c. 1900
Town of Marblehead Historical Commission

BENEFACTORS TO ABBOT HALL AND BEYOND

For the U.S. Centennial celebration in 1876, the nation was bursting with pride, and many celebrations were planned. Most important in Marblehead was the construction of the new town hall. Marblehead native Benjamin Abbot made a generous bequest of funds for a town hall on Training Field Hill. The cornerstone was laid in 1876, and within a year the red brick American Romanesque building was completed.

Abbot Hall remains the site of local government, with the Selectmen's office and meeting room, and the Town Administrator and Clerk's offices. It was the site of the first library, and its auditorium continues to host lectures, concerts, and theater productions. The Maritime Museum, operated by the Marblehead Historical Commission, is also located at Abbot Hall.

### J.J.H. Gregory, Marblehead's Seed King

James J.H. Gregory was known as the "Seed King", but his fame extended far beyond town borders. Gregory was working as a schoolteacher when he sent a local squash seed to the "New England Farmer" magazine. From this beginning, Gregory built a huge seed empire.

Gregory became a great benefactor to Marblehead. He donated the bells and clock for the tower at Abbot Hall. Gregory also secretly sent many boxes of books to schools and colleges for Negro students all over the southern United States. This secret was only discovered in the 1960s, when a researcher traced the origin of the bookplates.
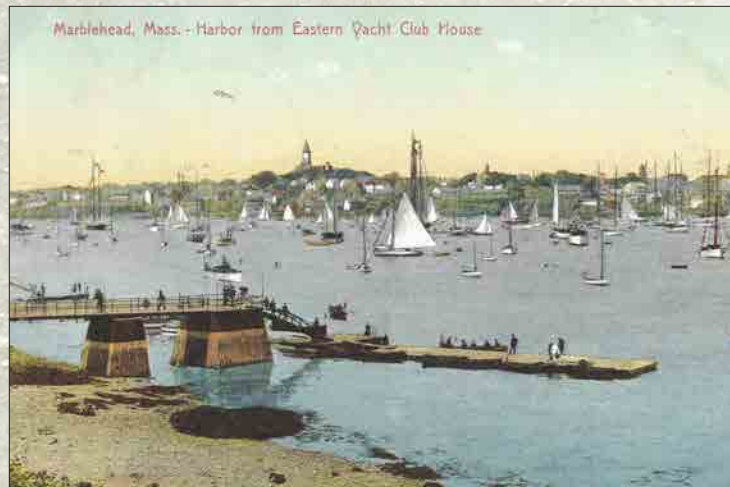
Marblehead Harbor postcard

Town of Marblehead
Historical Commission
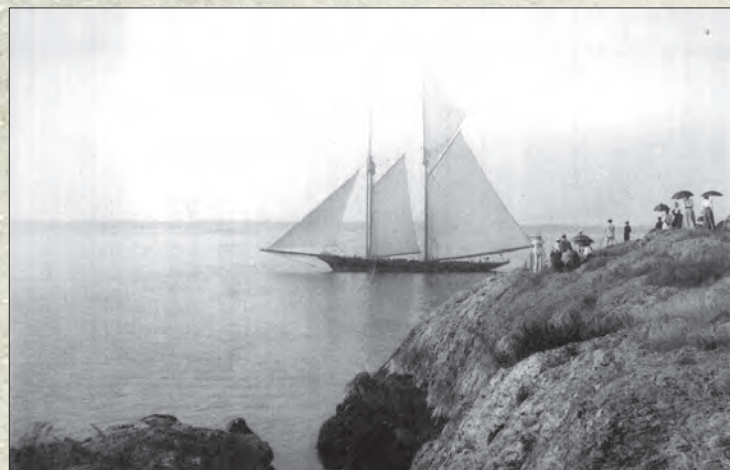
Spectators watching the
***Constellation* finish a race,
August 8, 1892**

Marblehead Museum

**The *Puritan,* flying the colors
of the Eastern Yacht Club,
winning the America's Cup
in 1885**

Currier and Ives lithograph

Peabody Essex Museum

THE GILDED AGE, YACHTING, AND YACHT CLUBS

The Industrial Revolution permanently altered the world economy and set the stage for technological change. It also created wealthy business tycoons who wanted to enjoy all that their money could buy. The Gilded Age ushered in leisure time, allowing Americans to follow aristocratic pursuits, such as riding, golf, and sailing.
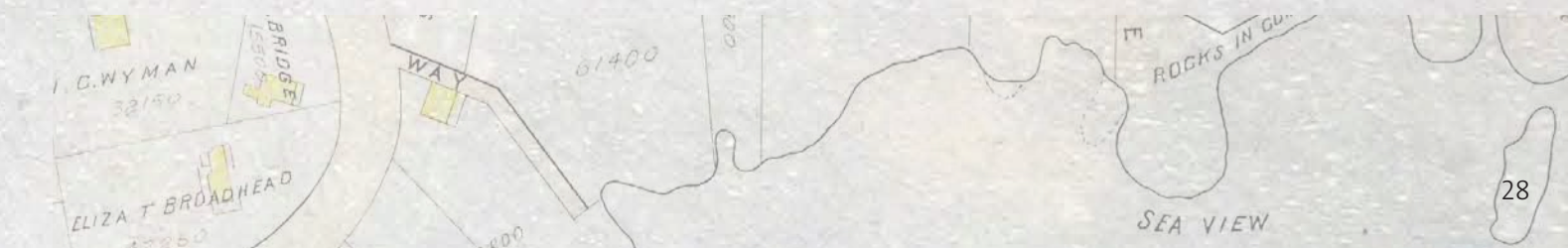
Marblehead became a sailing mecca for several reasons. Its small, safe harbor was ideal for yachts, which were similar in size to the fishing schooners that had sheltered there for centuries. The small islands and coast of the North Shore are ideal for day sails, and Marblehead Neck was a great location to watch sail boat races. Almost completely undeveloped until the 1870s, the Neck soon grew to meet the demand.

The Eastern Yacht Club was built in 1881 and owed its success to Eastern yachts that defended the America's Cup. The Corinthian Yacht Club and Boston Yacht Club soon followed, as did the Pleon, the oldest junior yacht club in America. Marblehead's reputation as the "Yachting Capital of the World" was established.

**Eastern Yacht Club,
Corinthian Yacht Club, and
Boston Yacht Club postcards**

Town of Marblehead Historical Commission

Marblehead's Hotels and Inns
1760 to 1904
Showing Rail and
Trolley Lines of 1897

Trains and trolleys brought visitors to Marblehead's many hotels and inns
This map shows hotels and inns from their beginnings to the start of the 20th century.
Town of Marblehead Historical Commission

Devereux Train Station
Town of Marblehead Historical Commission

The Boylston Hotel
Town of Marblehead Historical Commission

A CHARMING SEASIDE TOWN

In the 1880s, wealthy summer residents discovered Marblehead, built summer homes there, and joined its yacht clubs. But the Industrial Revolution also created the middle class, working people who wanted to escape the city for fresh air. Railroads gave them access, and hotels began to spring up on Marblehead Neck and in town.
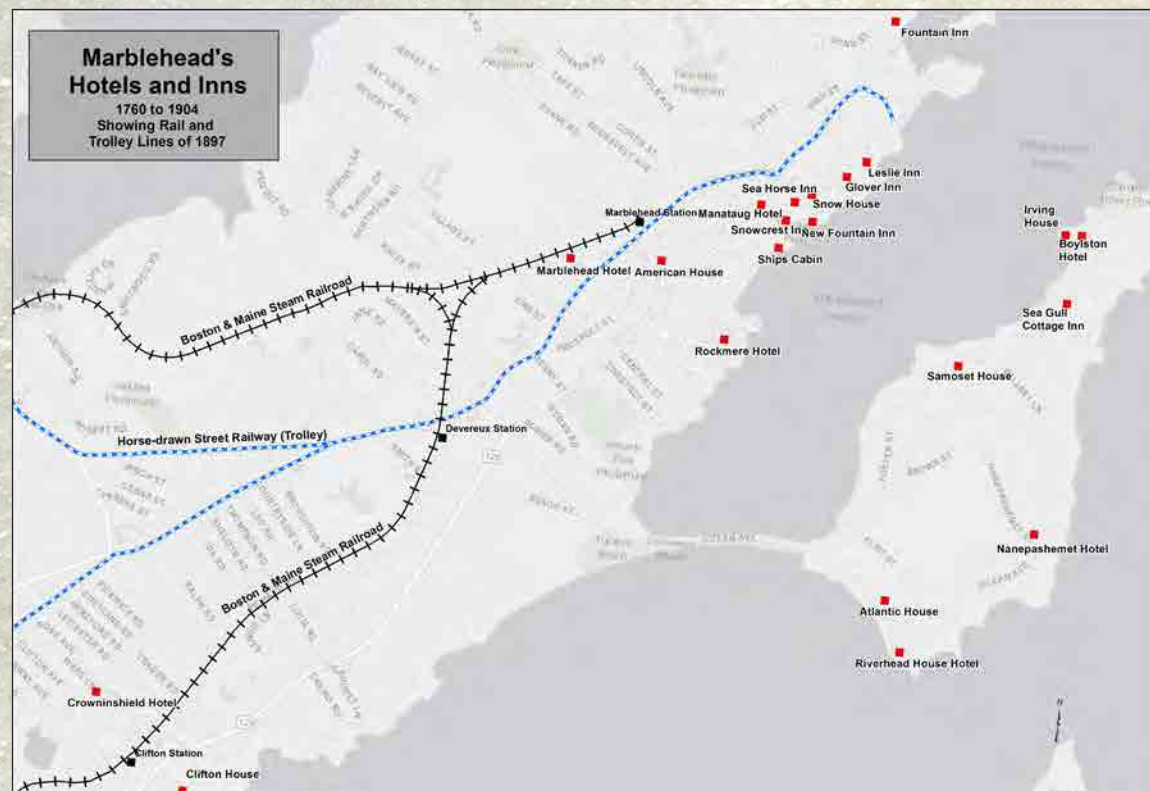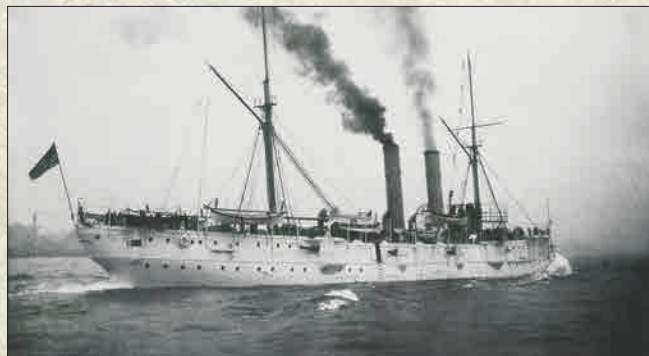

The Nanepashemet Hotel was built on Marblehead Neck in 1882, a grand five-story building with over 80 rooms.
Town of Marblehead Historical Commission

The oldest inn in Marblehead was the 18th-century Fountain Inn. The earliest real tourist accommodations were on the Neck, dating back to the 1850s, where visitors stayed in tents. In 1880, local historian Samuel Roads, Jr., wrote, "the town has gradually developed into a popular summer resort... and every year brings a larger number of pleasure-seekers to our shore. The future prominence of Marblehead as a watering-place seems to be assured."

Proximity to the Eastern Railroad's line, which had a stop at Devereux station, was important for all the hotels. Passengers from the train took Burpee's Barge, which was actually a horse-drawn wagon.

The last Marblehead Town Crier, Nathaniel Bliss, proclaiming the news
Marblehead Museum

The U.S.S. _Marblehead_ in the harbor at Havana, Cuba
Leslie Weekly Magazine

Newspapers created the frenzy known as "Klondike fever." Even the _Marblehead Messenger_ got into the act, reporting a Clifton "Klondike" when a well excavation in the Clifton area brought up some quartz rocks speckled with gold. These few rocks were all that was found despite digging to a depth of 175 feet. Within a year, public interest in Klondike gold had been abandoned.

THE CENTURY ENDS

1898 was a momentous year. World-wide events included the Klondike Gold Rush and the attack on the _U.S.S. Maine_ in Cuba, which led to the Spanish–American War. Locally, with a noisy and unanimous vote, Town Meeting voted to celebrate the town's 250th anniversary in 1899.

The Spanish–American War
When the United States declared war on Spain, "the eagle screamed," and the town of Marblehead flew flags and rang bells to encourage men to join in the fight. The entire East Coast was on alert, and Fort Sewall became active and important again.

For a war that only lasted 10 weeks, the Spanish–American war created many iconic phrases. "Remember the Maine, the hell with Spain" was the rallying cry.

Looking Forward to the New Century
Many changes had shaped the 19th century; technology and transportation had transformed the economy more than once. The old ways were fading and the new century was full of promise. The United States had celebrated 100 years as a successful nation, and was on the brink of becoming a world power. Marblehead looked toward the 20th century with anticipation.

Marblehead Historical Commission

Cover Images:
Plan of Marblehead by Henry McIntyre, 1850
19th-century view of Fort Sewall Marblehead Museum
Crossing the Grand Banks, by W.E. Norton Town of Marblehead Historical Commission
The Harris Shoe Factory Town of Marblehead Historical Commission
Devereux Train Station Town of Marblehead Historical Commission

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www.marbleheadhistory.org