

historic sites survey report

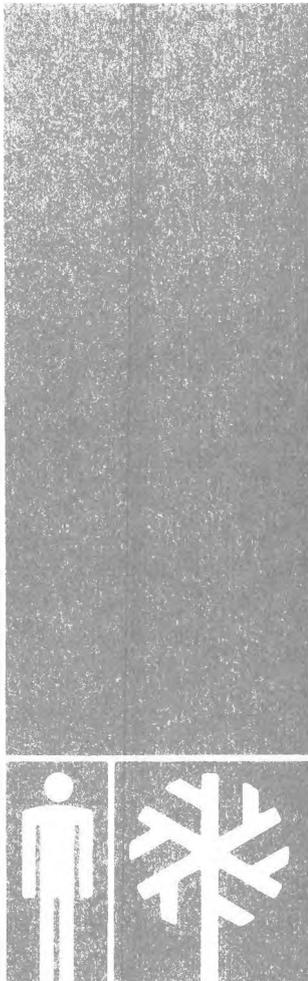
waterfront lot j, and the east side of union wharf , 1660-1869
data on the physical history of lots 3, 4, 5, 6, 7, 8, 10, 11;
november 1979

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SALEM MARITIME

(some derby street houses and inhabitants)

NATIONAL HISTORIC SITE / MASSACHUSETTS



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HISTORIC SITES SURVEY REPORT

(SOME DERBY STREET HOUSES AND INHABITANTS)

Data on the Physical History of

House Lots 3, 4, 5, 6, 7, 8, 10, and 11;

Waterfront Lot J, and the East Side of Union Wharf, 1660-1869

SALEM MARITIME NATIONAL HISTORIC SITE

MASSACHUSETTS

by

Charles W. Snell

Denver Service Center
Historic Preservation Division
National Park Service
United States Department of the Interior

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P R E F A C E

This report is a vital step in the process of preparing a series of four comprehensive and definitive Historical Base Maps for the park area. The maps will show the physical conditions and development of Salem Maritime National Historic Site's Derby Street waterfront area as of 1762, 1783, 1805, and 1819. The study presents, and analyzes, the documentary evidence needed to complete these maps. The report also presents data that is vital to proper planning, development, and preservation of this park, and it should open up new fields for interpreters, both in the way of subject matter and in planning future exhibits for the visitor center.

The following properties studied in this report, namely house Lots 4, 5, 6, 7, and 8, waterfront Lot J, and the east side of Union Wharf, are of the third order of historical significance; that is, they have formed an important part of the Salem waterfront historic scene in the immediate park area since the eighteenth century. Lots 10 and 11, also included in this report, are no longer historically significant for park purposes.

Most of the data necessary to write this study was collected during the summer of 1973 and the balance during the week of August 2-6, 1976. A number of people have greatly facilitated the research necessary to prepare this report. Director Ernest Stanley Dodge and the library staff of the Peabody Museum, reference librarian Irene Norton, and library assistants Barbara Adams Blundell and Elizabeth Beston, all of the Essex Institute Library, provided every assistance in 1973. During the 1976 search, Mrs. Norton also made many valuable suggestions. Particular thanks are due to the park superintendent, H. John Dobrovolny, of Salem Maritime National Historic Site, who was most helpful both in 1973

and 1976. In 1976 Mr. Dobrovolny also learned of the existence of Nathaniel Bowditch's 1794 survey of Salem Harbor and passed this information on to the writer, thus making possible the acquisition of important information on the nature of the early Salem wharves. Finally, the author also wishes to acknowledge his debt to the late Edwin W. Small, former historian and superintendent of Salem Maritime National Historic Site, who during the late 1930s and 1940s collected great quantities of data on the history of Salem Maritime National Historic Site.

I. Physical History of House Lot 3, Including Lots 3A and 3B
The Ropes/Crowninshield and Giles/White House Sites (the
Custom House Lot, No. 178 Derby Street), 1661-1818

This land is now owned by the National Park Service; no extant historic structures of the period remain.

A. Chain of Title for Lot 3, 1661-1818

1. Lot 3, 1661-1762

By 1661 Lot 3 contained the house and homestead of Paul Mansfield, a Salem fisherman. At his death in 1696, the lot and house passed to his eldest son, John Mansfield. John died without issue, and under the terms of his father's will, the estate then descended to the other children and heirs of Paul Mansfield.¹ The house and lot remained in the Mansfield family from prior to 1661 until April 15, 1718, when the widow Ruth Langsford conveyed the dwelling and about 25 poles of land to Samuel Elsey, a Salem mariner.² Five years later (June 15, 1723), Samuel Elsey sold the house and lot to John Browne.³

1. Sidney Perley, "Salem in 1700," Essay No. 24, Essex Antiquarian, 10(1906):129; Salem, Essex County, Probate Records, (hereafter cited as PR) Book 305, p. 188. The children were Paul Mansfield, mariner; Ruth Langsford; Damaris Tozer; Rebecca Mansfield, who married Edward Ball; and Abigail Hooper, wife of William Hooper.

2. Perley, "Salem in 1700," No. 24, pp. 129-30; Salem, Essex County, Southern District, Registry of Deeds (hereafter cited as RD), Book 13, p. 231 (13:231), 15:19; and 33:211.

3. Perley, "Salem in 1700," No. 24, p. 130; RD, 47:44.

For the next forty years after the conveyance from Elsey to Browne, the land records do not provide clues concerning the change or continuity of ownership for Lot 3. By 1762, when records for the property again emerge from the shadows, Lot 3 had been subdivided into two lots. These have been designated by the author as Lots 3A and 3B.

2. Lot 3A, 1763-1800

On May 4, 1763, the widow Margaret Silsbee sold Lot 3A to Charles King, Jr., gentleman, for 20 pounds, 13 shillings, 4 pence (£20 13s. 4d.). The deed described the bounds of Lot 3A as

a piece of land in the East Parish in said Salem of 29½ feet in width Butting Easterly on land formerly of Paul Mansfield, Deceased [house Lot 2, then owned by Josia Adee and Sarah Bean], Southerly on the way by the South river or Harbour [Derby Street], Westerly Partly on Land of widow Mary Renew and partly on my own land [Lot 3B] extending from said way where it measures 29½ feet in width keeping that breadth to ye South Side Line of the Land formerly of Paul Mansfield, deceased where it butts Northerly on that land and there measures the said 29½ feet from the Westerly side Line of ye Premises running paralel with the East side Line thereof.⁴

About eleven months later--on April 6, 1764--Charles King, Jr., sold the still vacant Lot 3A to Eleazer Giles, a Salem

4. RD, 112:170; deed dated May 4, 1763, and recorded April 4, 1764.

cooper, for £22 13s. 4d. Five years later--on June 23, 1769--Giles mortgaged the lot "including my Dwelling House and [cooper] Shop for £75 to John White and Elizabeth Elkins."⁵ Capt. John White acquired full title to Lot 3A, and the dwelling thereon, on April 21, 1783, and held title to this property from 1783 until his death in 1793.⁶

On October 31, 1793, for £500, the heirs of Capt. John White sold house Lot 3A, and also his waterfront Lot E, to the merchant Elias Hasket Derby. The deed described the boundaries of Lot 3A as follows:

That small piece of land situated in said Salem, with the dwelling house and other buildings thereon and bounded as follows, Southerly on Derby Street there so called, Easterly by land of said Elias Hasket Derby [Lot 2, with the Derby/Hawkes house on it], Northerly by land of George Crowninshield [Lot 3B], and Westerly by said George's land [Lot 3B].⁷

The Reverend William Bentley commented on this transaction in his diary as follows:

5. RD, 126:84, deed dated June 23, 1769, and recorded June 27, 1769. White held two-thirds interest and Elkins one-third interest in the mortgage. John White's daughter, Rebecca, was the wife of Giles; she died in 1783.

6. RD, 141:46, deed dated April 21, 1783, and recorded August 14, 1783. John White may have been involved in the illegal African slave trade. See William Bentley, The Diary of William Bentley, D.D., Pastor of the East Church, Salem, Massachusetts, 4 vols. (Salem: Essex Institute, 1907-1914; reprint ed., Gloucester, Mass., 1962), 1:123.

Sept. 11, 1793. This day the part of the Estate of John White which lays near Derby's Wharf was sold at public Auction. There were several bidders, as it was sold in Lots at nearly double the appraisement. Mr. [E.H.] Derby purchased the eastern Store [the warehouse on Lot D] adjoining to his own Wharf [on Lot C] at 290£ & Capt. Joseph White the western [store and wharf on Lot E] at 310£. The House [of Capt. John White] on the opposite side of the way [Derby Street, located on Lot 3A] between Crowninshield [Lot 3B] and Derby [Lot 2] at about 200£.⁸

Elias Hasket Derby remained the owner of Lot 3A until his death on September 8, 1799. Under the terms of his will, Lot 3A passed to his son John Derby. The will reads in part:

Also the House and Land which I purchased of the Heirs of Captain John White [Lot 3A] adjoining to the House and Land [the "new house" or the Derby/Hawkes house on Lot 2] last mentioned; both of which I estimate at the sume of \$3,667.⁹

On December 25, 1800, the merchant John Derby sold Lot 3A to George Crowninshield, a merchant and the owner of Lot 3B, for \$2,520. The deed describes the lot as

7. RD, 160:210, deed dated October 31, 1793, and recorded April 7, 1796 (also published in Essex Institute Historical Collection (Salem: Essex Institute) 66:88-89 (Essex Institute Historical Collection hereafter sited as EIHC).

8. Bentley, Diary, 2:62.

a piece of land situate . . . in said Salem with a dwelling House thereon and bounded as follows, to wit, beginning at the southwestern corner of the granted premises by land of said [George] Crowninshield [Lot 3B] & from thence running easterly bounding southerly by Derby Street about 31 feet to a stake, then running northerly bounding easterly by the land of the said Derby, now Derby's court [later Custom House Court] on a strait line about 116 feet to the southeastern corner of the said Crowninshield's garden then running westerly by a said Crowninshield's land [Lot 3B] about 28 feet, thence running southerly bounding westerly by land of said Crowninshield [Lot 3B] in a strait line to the bound first mentioned, with the right and privilege of using Derby's Court, so called for passing and repassing over the same as on open way forever, in common with the other proprietors of land adjoining on the same Court [that is, with the owners of Subdivisions 2, 3, 4, 5, and 6 of house Lot 2].

9. PR, 367:93-98, will dated September 4, 1799, and filed October 7, 1799 (will also published in EIHC, 65(1929):463). House Lots 2 and 3A are further described in "An Account of the Real Estate lying in the County of Essex of the late Elias Hasket Derby, Esq., Deceased," dated October 1799: Salem, Essex Institute, Derby Family Manuscript Collection (hereafter cited as Derby Manuscripts), 9:99. "House Lot on Derby Street with an unfinished house the Derby/Hawkes House on Lot 2 and a small house occupied by T[homas] Brooks [which was located on Lot 3A] 135 feet [wide] in front including Brookes [lot] which is 31 feet of it, 90 feet [wide in the] rear and 260 feet. Brooks [lot depth] 123 feet of it."

The deed further specified that "a private way now called Derby Court [which John Derby had just created out of Lot 2 land] extending from Derby Street northward 210 feet and 25 feet wide may forever be kept open."¹⁰

George Crowninshield and his heirs remained the owners of Lot 3A from 1800 to June 23, 1818, when they sold both Lots 3A and 3B to the United States government for \$5,000.¹¹

3. Lot 3B, 1762-1818

The widows Margaret Silsbee and Mary Renew owned Lots 2, 2B, 3, 3A, and 3B and were residing in the seventeenth-century dwelling on this property on August 9, 1762, when for five shillings and the promise of making a good cartway in front of their residence, they sold to Richard Derby, merchant, waterfront Lot C, which was located on the opposite or south side of Derby Street in front of their house. The deed described this granted land, the future site of Derby Wharf, as "a piece of Beach Land and Flats . . . Butting Northerly on said same Way [Derby Street] 88 feet."¹²

A year later the two widows partitioned Lots 3B-2, 3B-3, and 3A, and the Paul Mansfield mansion house between themselves in an indenture dated May 18, 1763. This document described the overall boundaries of Lot 3B as

10. RD, 168:106, deed dated December 25, 1800, and recorded January 14, 1801.

11. RD, 216:197, deed dated June 23, 1818, and recorded July 11, 1818.

12. RD, 112:139, deed dated August 9, 1762, and recorded August 20, 1763.

bounded westerly on a Lane or Highway [Orange Street], northerly on Land formerly of Paul Mansfield deceased [Lot 3B-1] 92 feet and four inches, then Easterly on Land formerly of the same Paul Lot 3A, which had been sold by Margaret Silsbee to Charles King, Jr., on May 4, 1763, & Southerly on the Way by the South River or Harbour [Derby Street].¹³

On November 19, 1770, the widow Mary Renew sold her interest in Lot 3B-2 and the seventeenth-century dwelling thereon to David Ropes, a Salem cooper, for £133 6s. Her deed described the property as

a certain Piece of Land in said Salem with a Dwelling on the same containing about 24 poles to be the same more or less bounded Southerly on the Way by the South River or Harbour [Derby Street], Westerly on a Lane [Orange

13. RD, 114:57, deed dated May 18, 1763, and recorded May 19, 1763. The bounds of partition are described as follows: "Bounded westerly on the Lane [Orange Street] where it measures from Land formerly of Paul Mansfield's Southerly 34 feet 8 inches thence the dividing line runs Easterly by 35 feet in a Line parallel with the North Side Line of the Premises, to a Stake & thence Northerly in a Line Parallel with ye Lane 15 feet and 9 inches to another Stake, thence easterly in a line parallel with sd. North side Line of the Premises about 28 feet to another stake which is at 29½ feet distance Westerly from the East Side Line of the Premises and from thence the Lines run southerly keeping the same distance of 29 feet and an half from sd. East Side Line to Sd. Way by the South River or Harbour, where it butts Southerly on Said Way [Derby Street] 29½ feet together with the Leanto or Part of sd. House included within or to the Northwards and Westwards of the Dividing Lines aforesaid." Margaret Silsbee received the L-shaped lot which extended along the east lot line and included Lots 3A and 3B-3 and along the north property line. Mary Renew received Lot 3B-2.

Street], Northerly on land [Lot 3B-3] of Margaret Young, wife of John Young [the former widow Margaret Silsbee had remarried] which was let off to her in a Deed of Petition made between her and me the Second Day of May A.D. 1763 . . . Easterly on Land of Eleazer Giles [Lot 3A].¹⁴

On February 15, 1771, David Ropes next purchased Lot 3B-3 and the other portions of the house from Mrs. Margaret Young for £29. The deed for this land reads:

A certain Piece of Land in said Salem containing about Six poles and a half Pole located as follows: beginning at the Southwesterly corner a piece of land formerly [belonging to] Joseph Mansfield deceased on a Lane [Orange Street] thence running Easterly and bounded Northerly on said Mansfield's Land [Lot 3B-1] to Land of Eleazer Giles 61½ feet, thence running Southerly and bounded Easterly by said Giles Land [Lot 3A] to Land of David Ropes 18 feet [Lot 3B-2] thence running Westerly and bounded Southerly by said Ropes 29 feet thence running Southerly and bounded Westerly by said Ropes Land about 21 feet thence running Westerly and bounded Southerly by said David Ropes land 32 feet to the Lane [Orange Street] aforesaid thence running Northerly and Bounded Westerly on said Lane to the Bound first mentioned about 39 feet

14. RD, 131:44, deed dated November 19, 1770, and recorded on February 24, 1773.

with the Building on the same also a chamber in the house adjoining.¹⁵

Thus, by February 15, 1771, David Ropes obtained title to Lots 3B-2 and 3B-3 for a total of £272, which then contained about 30½ poles of land; Ropes owned the property until 1774. On March 31, 1774, he sold Lots 3B-2 and 3B-3 to the merchant Richard Derby for £666 13s. 4d. The deed described the lot as

a piece of land in said Salem with the dwelling house and other buildings thereon; bounded Southerly on Derby Street (so called), Westerly on a Lane [Orange Street]; Northerly on land of the widow Abigail Tozer [Lot 3B-1]; and Easterly on land of Timothy Mansfield and land lately of Eleazer Giles [Lot 3A, then owned by Capt. John White], to the street aforesaid.¹⁶

Richard Derby held title to Lots 3B-2 and 3B-3 from 1774 until his death on November 9, 1783. In his will he gave Lots 3B-2 and 3B-3 and the house on this property to his daughter Mary, who was the wife of George Crowninshield, a Salem sea

15. RD, 131:45, deed dated February 15, 1771, and recorded February 24, 1773. The deed covering the acquisition of Lot 3B-1 has not been located, and it may have been purchased by George Crowninshield, Sr., after his wife inherited Lots 3B-2 and 3B-3 from her father, Richard Derby, Sr., in December 1783.

16. RD, 133:50, deed dated and recorded March 31, 1774; deed also published in James Duncan Phillips, "Derby Wills and Land Titles," vol. 66 *EIHC*, (Salem: 1930) pp. 74-75. A deed from Abigail Hooper to Joseph Mansfield may throw additional light on who owned Lot 3 in the 1723-1762 period. See RD, 60:265.

captain and merchant. Derby's will reads in part, "I give to said Mary and her heirs and assigns forever my house called Ropes House in which she now dwells with all the outbuildings belonging to it, and my land under and adjoining to it."¹⁷

On December 22, 1800, George Crowninshield enlarged Lot 3B by purchasing adjoining Lot 3A from John Derby, the son of Elias Hasket Derby, for \$2,520.¹⁸ On December 23, 1800, Crowninshield also purchased two vacant lots, Subdivisions 5 and 6 of house Lot 2, from John Derby for \$1,440. These two lots adjoined Lot 3B on the east side and near the northeast (right rear) corner.¹⁹

George Crowninshield and his heirs held title to both Lots 3A and 3B from 1800 until June 23, 1818; on this latter date his heirs sold Lots 3A and 3B to the United States government for \$5,000. Their deed describes the boundaries of Lot 3 as

being butted and measuring as follows, viz, from the south E. corner running westerly about 81 feet on the north side of Derby Street to Orange, thence running northerly on the eastern side of Orange Street about 203 feet, thence running easterly bounded northerly by land late of Millet about 87 feet to a private way [a street called Derby Court and now known as Custom House

17. PR, 366:367-69, will filed December 7, 1783 (will also published by EIHC, 65(1929):453).

18. RD, 168:106.

19. RD, 168:107, two deeds, each dated December 23, 1800, and recorded January 14, 1801.

Court], thence southerly on the western side of said private way about 193 feet to the bounds first mentioned.²⁰

Deducting the dimensions given for Lot 3A in 1800 from the dimension given for all of Lot 3 in 1818 produces figures that indicate that Lot 3B was L-shaped (from ca. 1785 to 1800), fronted about 50 feet on the north side of Derby Street, extended about 203 feet along the east side of Orange Street, and was about 87 feet wide on the north or rear side. The line butted 84 feet on the west side of Lot 2, ran about 28 feet along the north side of Lot 3A, and then ran south 120 feet to Derby Street along the west side of Lot 3A.

B. Buildings on Lots 3A and 3B, 1661-1818

1. Lot 3A Buildings, 1764-1800 - the Giles/White House

Lot 3A was vacant when Eleazar Giles purchased the property on April 6, 1764, and the same year he apparently erected a frame building on this land that was to serve as his dwelling and also as his cooper's shop.²¹ The number of stories and size of Giles' house are unknown. George Crowninshield, who purchased

20. RD, 216:197, deed dated June 23, 1818, and recorded July 11, 1818. See also footnote 15.

21. In December 1767 Giles took out a mortgage on "my Dwelling House and Shop" as bond for £72, Eleazar Giles to John White, Jr. RD, 125:90, deed dated December 20, 1767, and recorded June 10, 1768.

Lot 3A in December 1800, probably demolished the house and shop in early 1801 as a nuisance (it must have been located very close to the east side of Crowninshield's residence and perhaps slightly in front of his mansion) and incorporated the vacant lot as a part of his front yard.²² The Giles house, in any event, was definitely gone by May 26, 1818, when the United States government was considering the purchase of Lot 3 (see Map No. 2, drawn in May 1818.)

2. Lot 3B Buildings, 1661-1818 - the Ropes/
Crowninshield House,

A deed for Lot 3B dated February 10, 1699/1700, from Paul Mansfield and his sisters to William and Abigail Hooper, described the lot as

a homestead Consisting of a dwelling house and about 20 poles or Rodd of ground to ye Same more or less Butted and bounded as Followeth Southerly on ye Salt Water [South River] Easterly on ye land of Timothy Laskins [Lot 2] Northerly on other land Given by our Said Father [Paul Mansfield, Sr.] unto our Said Sister Abigail [Hooper] & Westerly on ye land or highway [Orange Street] between Edward Bush [owner of Lot 4] & ye Bargained premises.²³

22. However, the will of George Crowninshield lists "the dwelling house and land in Derby Street & adjoining Estate late of Butman, Salem," giving the appraised value at \$1,500. PR, Probate No. 6673, will filed September 5, 1815. This may relate to the Lot 3A dwelling, or more probably to the Crowninshield land and a house on Union Street, near Derby Street. See RD, 240:174, "Indenture of May 9, 1825, Jacob and Mary Crowninshield and Richard and Sally Rogers."

23. RD, 13:131; see also footnote 1.

This frame structure had been erected prior to 1661 by Paul Mansfield, Sr., as his homestead.²⁴ The house was still standing in 1763 when the widows Margaret Silsbee and Mary Renew divided the house and lot between themselves. This indenture or deed of partition indicates that the east-west dividing line of the house was located approximately 75 feet north of Derby Street and that the seventeenth-century dwelling also stood entirely on Lots 3B-2 and 3B-3. The same deed of partition also reveals that the Mansfield house was a two-story structure that had a lean-to addition on the rear.²⁵

David Ropes, a Salem cooper, purchased Lots 3B-2 and 3B-3 and the house from the two widows for a total of £272 6s. in November 1770 and February 1771. In 1771 he demolished the seventeenth-century Mansfield homestead. In its place, at a point about 60 feet north of Derby Street, Ropes constructed a large two-story frame Georgian house for use as a tavern and boarding-house. This house fronted south on Derby Street and was about 50 feet wide and 38 feet deep (see Map No. 2, 1818) and the west side of the house butted on Orange Street. In March 1774 the merchant Richard Derby purchased the new tavern and Lots 3B-2 and 3B-3 from Ropes for £666 13s. 4d., no doubt in part to eliminate the

24. Perley, "Salem in 1770," No. 24, p. 129.

25. Margaret Silsbee was given the north and eastern half of this division, and Mary Renew, the southern and western half; the deed speaks of the "Leanto," the "Chamber over the Great Room," the "Entry, Garret, Cellar," and "a Well and Front Yard." RD, 114:57, indenture of partition dated May 18, 1763, and recorded May 19, 1763. Dimensions given in Margaret (Silsbee) Young's deed to David Ropes, dated February 15, 1771, provide additional data on where the east-west dividing line of the house must have been located. RD, 131:45.

operation of a tavern just across Derby Street from the head of his Derby Wharf and also from the vicinity of Richard Derby's own nearby residence on house Lot 8 (see Map No. 1).

By 1783, Derby's daughter Mary, the wife of Capt. George Crowninshield, Sr., and her family resided in the Ropes house.

On May 3, 1790, Dr. Bentley noted the following in his journal: "Capt. Crowninshield has put up a new light fence with stone posts, raised upon plain Columns a gallery before his house, enclosed with Chinese work."

In October 1798 the Reverend William Bentley recorded in his diary: "Crowninshield, G[eorge], [added] another roof to his House and Cupola,&c., in Derby Street."²⁶

On George Crowninshield's death in 1815 the inventory made of his estate described Lot 3 as "the Mansion house with the land under and adjoining situate in Derby Street Salem," and it set the appraised value of the property at \$5,000.²⁷

The mansion, together with the three frame outbuildings, was sold by Crowninshield's heirs to the United States government in June 1818 for \$5,000. The Ropes/Crowninshield house, a "Wood House," and a "Row of Outhouses,"--all structures on Lot 3 but a "stables or chaise House"--were demolished by the United States in July 1818 to clear the land for the construction of

26. Bentley, Diary, 1:165, 2:467.

27. PR, Probate No. 6673, will filed September 5, 1815.

the proposed new brick Custom House.²⁸ The outhouses, which were about 46 feet wide and 17 feet deep, stood along the north (rear) property line in the northeast (right rear) corner of the lot. The wood house, about 40 feet wide and 15 feet deep, stood with its long side against the east (right) property line, and just to the north (rear) of the mansion. The stable or chaise house, about 34 feet wide and 17 feet deep, occupied the northwest (left rear) corner of Lot 3.²⁹ The frame stable was left standing and served from 1819 until 1829 as the first scale house for the Custom House. On April 15, 1829, the frame scale house was destroyed by fire, and the same year the existing brick scale house was erected on Lot 3 to replace the burned structure.³⁰

No sketches, drawings, or paintings of the Lot 3A and 3B buildings have been found. Robert S. Rantoul, who was the customs collector of the port of Salem from 1865 to 1869, had definitely seen the 1818 map (Map No. 2) and he had probably also seen the Ropes/Crowninshield house as a boy. Writing in 1869, Rantoul described the 1818 structures on Lot 3, as follows:

28. Bentley's entry of August 4, 1818, says "the Crowninshield house in which the late George Crowninshield died, is now demolished to give place to the Custom House. This house was built by the noted David Ropes who had many such adventures [real estate deals] & sold to G.C. [actually to Richard Derby, Sr., in 1774]." Bentley, Diary, 4:538.

29. See Map No. 2, reproduced from David M. Little, "Documentary History of the Salem Custom House," EIHC, 67(1931):17.

30. Salem, Essex County, Salem Engine Company No. 2 Records, April 1829; see also Daniel R. Kuehn, "Historic Structures Report for the Scale House, Building No. 4, Part II, Historical Data Section, Salem Maritime National Historic Site, Salem, Massachusetts" (Salem Maritime National Historic Site, 1964), p. 1.

This lot was a portion of the Derby estate, and when sold the Government was the site of the Crowninshield mansion, a square, two-story, wooden building, of about 38 by 50 feet, every way worthy the conspicuous position of the family. Its substantial proportions and elegant appointments made it compare favorably with Pickman, Derby and other family mansions holding front rank in the architecture of the town. It was finished with heavy pilasters on its water front [south elevation]--stood about 60 feet back from Derby Street--and was surmounted with a cupola, upon the top of which stood, with spy-glass at arm's length, scanning the horizon for his returning argosies, a merchant in antiquated garb of the pre-revolutionary period, the whole elaborately carved in wood. In the rear of the house was a famous garden, stocked with luxuries for every sense; from a chaise house in the extreme corner of which (burnt about 1840) [actually 1829], a broad avenue led to the carriage door at the side of the house. . . . It [the house] was removed, though but 60 or 70 years old [actually only 44 years old] in 1818, to make way for the present structure, the Custom House.³¹

By July 1818, all but one of the eighteenth-century frame buildings standing on Lot 3 had been demolished, and this remaining structure, a wooden stable or chaise house, was destroyed by fire in April 1829.

31. Robert S. Rantoul, "The Port of Salem," vol. 10. Essex Institute Historical Collection, (Salem: 1869) pp. 58-59. He also states, in error, that the Ropes/Crowninshield house was built by George Crowninshield.

C. Uses and Inhabitants of the Buildings, 1661-1818

1. Lot 3A Buildings 1764-1815

The frame structure erected by Eleazer Giles in 1764 served as his residence and cooper shop until June 1769. From June 17, 1769, to October 1793 the building was owned by Capt. John White and apparently rented as a dwelling to persons unknown. White was the father-in-law of Giles and may therefore have continued to lease the property to Giles during this period.

From November 1793 to September 1799 Lot 3A and its house were owned by the Salem merchant Elias Hasket Derby. From September 11, 1793, to January 8, 1800, Derby and his heirs rented the Lot 3A "house & garden" to Thomas Brooks, a Salem "carter" or "truckman." The annual rent in 1793 and 1794 was sixteen pounds per year;³² in 1797 Brooks was paying \$110.16 a year.³³ (Thomas Brooks moved a considerable amount of Elias Hasket Derby's trade goods to and from his vessels and warehouses.)³⁴

In 1795 Brooks owned four horses for his carting business, and these animals were housed in a rented barn that was located a short distance to the east of Derby Wharf, on the south side of Derby Street and at the southern end of Daniels Street (see

32. Salem, Essex Institute, Elias Hasket Derby Account Books (hereafter cited as Derby Account Books), 10 vols. 4:563.

33. See Derby Account Books 7:62, 102 for the 1795-1800 rents.

34. Derby Account Books 2:287, 8:31.

Map No. 6 for general location). On August 31, 1795, an incendiary fire destroyed the barn and his horses. The Reverend William Bentley recorded this disaster as follows:

In the evening the Fire was more serious. After one o'clock a fire broke out in a low barn belonging to Mr. [Thomas] Brooks, Truckman, situated upon Palfrey's Wharf, in Daniel's Street, eastern end of the Town. In it all his four horses were destroyed.³⁵

Capt. George Crowninshield purchased Lot 3A and its dwelling in December 1800 for \$2,520. He probably demolished the structure in early 1801 to eliminate a nuisance and then incorporated Lot 3A as a part of his front yard.

2. Lot 3B Buildings, 1661-1818

a. Lots 3B-2 and 3B-3 Building, 1661-1771

1661-1718, residence of Paul Mansfield and his heirs

1718-1723, residence of Samuel Elsey

1723-? residence of John Browne

1762-1771, residence of Mary Renew, widow, and Margaret Silsbee, widow (who married John Young)

The seventeenth-century house was demolished in 1771.

35. Bentley, Diary, 2:158.

b. The Ropes House and David Ropes, Jr.,
1771-1774

David Ropes, Jr., constructed a two-story wooden Georgian house, which he operated as a tavern and boardinghouse from 1771 to March 31, 1774.

David Ropes, Jr., variously styled as cooper, trader, gentleman, innkeeper, and merchant, was born in Salem in 1738, married Priscilla Webb (1747-October 5, 1831) on October 9, 1760, and died in Salem on December 20, 1793. In addition to the above-listed activities, he also appears to have been involved in selling real estate. As early as 1747 Ropes was listed in a deed as an innkeeper. From 1771 to 1774, he "kept a Boarding House in Derby Street, opposite the head of Derby Wharf. Afterwards he kept the Salem Coffee House, near St. Peter's Church in St. Peters Street." He also kept a boardinghouse in Brown Street.³⁶

c. The Ropes House and John Derby, 1774-1778

Capt. Richard Derby, Sr., purchased the Ropes house on March 31, 1774. According to the Reverend William Bentley, writing in 1812, the son of Richard Derby, Sr., John Derby (1741-1812), lived in the Ropes house, probably from 1774 to 1778. In commenting on the death of John Derby on December 6, 1812, Bentley noted in his diary:

36. William Leavitt, "History of the Essex Lodge of Free Masons," vol. 3. (EIHC, (1861) p. 125). David Ropes, Jr., joined the Mason Lodge March 30, 1780. See also E. Stephen Webb, "Materials for a History of the Ropes Family, collected by E.S.W.," EIHC, 7(1865):162-63.

Only one of the [Richard Derby, Sr.] family survives, Mary, the wife of George Crowninshield Esqr. Now living in the house [the Ropes house on Lot 3] formerly occupied by John Derby deceased [author's underline] When he [John Derby] removed from Derby street in the eastern part of Salem he built a house in Summer Street on the east side, with a stone walk in front, which he sold upon leaving the town [to move to Boston].³⁷

Documentary evidence suggests that Bentley could be correct. Richard Derby bought the house in March 1774; Derby's will indicates that George and Mary Crowninshield were living in the Ropes house in 1783. A deed from William Pynchon to John Derby, dated February 2, 1778, reveals that Derby paid him £3,000 to purchase

a Dwelling House, Barn, & Outhouses with a garden and the land adjoining, bounded easterly on Gardner's land, northerly on land of Francis Cabot, Westerly on the Street leading from the North River to the Burying Place, and Southerly on Mathew Mansfield's Land.³⁸

As Richard Derby, Sr., had made a practice of furnishing most of his children with houses to live in (while retaining title to the properties and houses) on the occasion of

37. Bentley, Diary, 4:136.

38. RD, 135:252. On September 11, 1777, John Derby also purchased the Prince Wharf and warehouses adjoining the "West side of Long Wharf" (Union Wharf) from the estate of John Prince for £558 18s. RD, 135:122.

their marriages, it seems quite possible that John Derby lived in the Ropes house from about 1774 to 1778. The significance of these dates means that he may have been residing there during the first part of the Revolution, and if so, then he would have left this house to take command of his brother's (Richard Derby, Jr.) schooner Quero to carry the Massachusetts Provincial Congress's report of the Battles of Lexington and Concord to London.³⁹ It also means that during the period 1774-1778, Richard Derby and his three sons would have been living in a row along the north side of Derby Street, with Richard Derby, Sr., residing at house Lot 7, and his sons, Richard Derby, Jr., living at Lot 8, John Derby at Lot 3B, and Elias Hasket Derby at Lot 1.

John Derby, the third of the three sons of Richard Derby, Sr., and Mary Hodges, was born in Salem in the Derby homestead on Lot 7 on June 7, 1741. He died in Boston on December 5, 1812. He was married twice, first to Hannah Clark (April 24, 1751-May 24, 1786) of Salem, and second (in October 1787) to Elizabeth Pierce of Boston. The several children born of the first marriage died while young, and there was no issue of the second marriage. John Derby was a sea captain and merchant. It has been noted that on April 27, 1775, he was deputized by the Massachusetts Committee of Safety to carry the revolutionary pro-Whig account of the Battles of Concord and Lexington to England. He accomplished this mission most successfully, reaching London May 28, 1775, allowing the American agent, Arthur Lee, to

39. See Charles W. Snell, "Historic Structure Report for the Derby/Prince/Ropes House, Historical Data Section, Salem Maritime National Historic Site, Massachusetts," (Denver: U.S. Department of the Interior, National Park Service, Denver Service Center, 1976), pp. 35-36, for a fully documented account of this story (United State Department of Interior, National Park Service, Denver Service Center hereafter cited as USDI, NPS, DSC).

score a great propaganda victory because the official British dispatches of the battle, written by Royal Governor Gage, did not reach London until June 10. During the War for Independence, Derby captained privateer and letter-of-marque vessels owned by his brother, Elias Hasket Derby. By one of those strange coincidences that sometimes occurs in history, John Derby, who first carried the news of the war to Europe, was also one of the first to bring news of the peace back to the United States from Europe in 1783. He sailed from Nantes, France, on March 12, 1783, in command of the 350-ton ship Astrea, armed with 22 cannons, carrying the first news of the preliminary signing of the peace treaty of January 20, 1783, and he arrived in Salem on April 5, 1783.

After his second marriage, John Derby moved to Boston. Here he joined with five other Boston merchants in outfitting the Columbia under John Kendrick and the Lady Washington under Robert Gray. When these two ships sailed from Boston on September 30, 1787, they were the first American vessels to visit the coasts of the Pacific Northwest and Russian Alaska. They reached Nootka in July 1778 and traded for sea otter skins, opening a new market for American goods.

The Reverend Bentley knew John Derby well, and on December 6, 1812, he remarked that

he had not the powers of Richard [Derby, Jr., the revolutionary political leader] or the mercantile enterprise of E. Hasket [Derby] but his manners were agreeable, & he was respected tho' not calculated for any public office, or employed in any important trusts. . . . He has left no children & it is believed a handsom fortune.⁴⁰

40. Bentley, Diary, 1:136.

A week later Dr. Bentley noted in his diary: "John Derby . . . left half his estate to his wife & the rest to Richard & Samuel, two sons of his Brother Richard [Derby, Jr., also deceased] whom he made Executors."⁴¹

d. The George Crowninshield, Sr., House,
1778-1815

After John Derby and family moved out of the Ropes house, probably about 1778, George Crowninshield and family moved in. The will of Richard Derby, Sr., indicates that the Crowninshield family were definitely living in the dwelling by 1783. Mary Crowninshield, George Crowninshield's wife, died in the house on November 26, 1813, and George died there on June 17, 1815.⁴²

e. The Ropes/Crowninshield House, 1815-1818

After 1815, and prior to July 1818 when the house was demolished, the Crowninshield heirs leased the house as a dwelling to Col. William Raymond Lee, who was the U.S. collector of customs at Salem from 1802 to October 26, 1824. Lee had had a distinguished career in the Continental Army during the War for Independence. In 1775 and 1776 he had served as major in Col. John Glover's Continental Regiment, which had been raised in Essex County, and he was also active as a lieutenant colonel in the Continental Army during the campaign of 1777.⁴³

41. Ibid., 1:137-38; Perley Derby, "Genealogy of the Derby Family," EIHC, 3(1861):203-204.

42. Bentley, Diary, 4:217, 335.

43. Ibid., pp. 526, 529-30.

D. Biographical Sketches

1. George Crowninshield, Sr., 1734-1815

Perhaps the Salem family second only in importance to the Derbys during the late eighteenth century was the Crowninshields, and these two families were in fact very closely allied by marriage. The Crowninshields were descended from a German doctor, Johannes Casper von Richter von Crowninsheldt, who came from Germany about 1684 and was living near Lynn Spring in Salem by 1702. One of his sons, John, was the father of Capt. George Crowninshield, Sr., who was born at Salem on August 6, 1734, and died in the Ropes house on June 17, 1815.⁴⁴ He began his career as a mariner, became a sea captain, and finally became a merchant.

On July 27, 1757, he married Mary Derby (November 12, 1737-November 26, 1813), a daughter of Richard Derby, Sr., one of Salem's leading merchants. Derby presented the newly wedded couple with about £400 in plate and household furniture, and he also provided them with a residence, the Mehetabel Babbidge house, located on the north side of Essex Street just west of Daniels Street, or about opposite the East Parish meeting house (Derby had purchased the Babbidge house for this purpose for £150). In 1761 one of Richard Derby's sons, Elias Hasket Derby, married Elizabeth Crowninshield, a sister of Capt. George Crowninshield, making E.H. Derby and George Crowninshield brothers-in-law.

44. Ibid., p. 335; see also 2:200.

George and Mary Crowninshield resided at the Babbidge house from 1757 until about 1778, when they probably moved into the Ropes house on Lot 3B. Eight of their ten children were born in the Babbidge house and possibly two in the Ropes house. Their children were:

Mary (July 10, 1762-August 11, 1764)

Sarah (May 29, 1764-August 31, 1779)

George, Jr. (May 29, 1766-November 26, 1817), merchant and yachtsman

Jacob (May 31, 1770-May 15, 1808), merchant and U.S. congressman

John (July 14, 1771-April 5, 1842), sea captain and merchant
Benjamin Williams (December 27, 1772-February 3, 1851), merchant, secretary of the navy, congressman

Richard, December 26, 1774-August 18, 1844 (sea captain and merchant)

Edward (December 12, 1774-January 9, 1793), mariner, died while on a voyage to Guadelupe

Mary (September 1778-September 20, 1835), married Nathaniel Silsbee, U.S. senator and merchant

Sarah (June 22, 1784-February 5, 1847), married John Parker Rice of Boston⁴⁵

Three of the six boys, Jacob, Benjamin W., and George, Jr., became remarkable enough to merit essays in the Dictionary of American Biography.

45. Derby, "Genealogy," p. 161.

George Crowninshield, Sr., sent his six boys to Salem common schools until they were eleven years old. For the next two years they studied navigation and at age fourteen they were sent to sea as captain's clerks. They next became sea captains, and finally, merchants. This was all part of the determination of George Crowninshield, Sr., "that his sons should thoroughly understand all that pertains to commerce from common sailors up to the captain of a ship, and afterwards should learn everything relating to the counting house and management of a large mercantile business."⁴⁶

Three sons, Benjamin, Jacob, and Richard, sailed as captains on Elias Hasket Derby's vessels from 1788 to 1794 and made a total of some fourteen round-trip voyages from Salem to Madeira, Germany, the Cape of Good Hope, and India for the great merchant.⁴⁷

Capt. George Crowninshield, prior to the Revolution, had commanded the schooner Ranger owned by Richard Derby, Sr., and later Derby's ship Fortune, sailing to Fayal and Lisbon. Apparently Crowninshield was not extensively engaged in revolutionary war privateering, since he only owned an interest in one brig. With the coming of peace in 1783, Crowninshield plunged

46. Benjamin W. Crowninshield, "An Account of the Yacht Cleopatra's Barge," vol 25, (Salem: Essex Institute Historical Collection, 1888) p. 85.

47. A list of the vessels and voyages made by the Crowninshield sons for E.H. Derby, together with the cargoes carried, can be found in Charles W. Snell, "Historic Structure Report: Derby Wharf and Warehouses, Together With Data on the Physical History of the Ezekiel Hersey Derby and John Prince Wharf Lots, Lots A and B, Historical Data Section, Salem Maritime National Historic Site, Massachusetts" (Denver: USDI, NPS, DSC, 1974), p. 300.

into shipping and purchased the British ship Pompey, which had been taken as a prize by E.H. Derby's privateer Grand Turk. He renamed it America--the first of his four vessels named America.⁴⁸

A fierce feud developed between the E.H. Derby and George Crowninshield families in the 1790s that was to continue for some thirty years. The Derbys were strong Federalists, and the Crowninshields were leading Jeffersonians. Crowninshield's wharf had been located on the east side of Union Wharf since 1780 or before, directly south of the wharf belonging to Richard Derby, Jr., at Lots J-1 and J-2. In 1795 or 1796 Crowninshield extended his wharf eastward, and thereby made it difficult to use the E.H. Derby wharf at Lot G and also the wharf of the Richard Derby, Jr., estate at Lots J-1 and J-2. A bitter lawsuit followed, and this resulted in a decision in favor of E. H. Derby on November 11, 1796, when the court ordered Crowninshield to shorten the new extension of his wharf by 12 feet.⁴⁹

Mrs. E. H. Derby (Elizabeth Crowninshield) died on April 19, 1799; her funeral was held on April 23, and Dr. Bentley noted in his diary: "The number of Spectators was very great & the procession unusual. The Crowninshield family would not attend in consequence of disaffection of long standing."⁵⁰ The death of

48. James Duncan Phillips, Salem and the Indies: The Story of the Great Commercial Era of the City. Boston: Mifflin & Co., 1947), pp. 81-82. In 1794 Crowninshield had the ship Belisarius built at Salem. Bentley, Diary, 2:109. The second America was built in 1709. Ibid., p. 297. The fourth America was built in 1804.

49. Bentley, Diary, 2:205.

50. Ibid., pp. 300-301.

Elias Hasket Derby on September 8, 1799, appears to have served as a signal for George Crowninshield and his sons to launch a campaign to replace the Derby family as the most powerful mercantile and political family in Salem, and they were largely successful in this endeavor. On May 13, 1800, they bought out the heirs of Richard Derby, Jr., purchasing his wharves and warehouses at the head of Union Wharf at J-1 for \$8,165; on the same day Jacob Crowninshield purchased the fine mansion of Richard Derby, Jr., on Lot 8 for \$6,020 and took up residence there.⁵¹ On September 23, 1800, George Crowninshield eliminated more Derby holdings on Derby Street by purchasing Lot 3A and Subdivisions 5 and 6 of Lot 2 from E.H. Derby's heirs for a total of \$3,960.⁵²

In 1805, Jacob Crowninshield was next able to purchase the famous Elias Hasket Derby farm at Danvers, Massachusetts, paying Elias H. Derby II \$19,000 for this landscaped estate. But the greatest effort made by the firm that was established under the name of George Crowninshield & Sons to eclipse the Derbys was to build a wharf that surpassed the latter's wharf in size. In 1800-1801, the Crowninshields constructed a 900-foot-long timber cobb wharf. This magnificent structure surpassed the Derby Wharf in length by about ninety-seven feet until 1808, when the E.H. Derby heirs completed a thirteen-hundred-foot extension to Old Derby Wharf.⁵³ (Compare Map No. 5, 1806, with Map No. 6, 1820.)

51. Ibid., p. 336.

52. Ibid., p. 350.

53. The farm purchased was the "Epes Farm." Ibid., p. 154, entry of April 27, 1805. In 1808, Bentley wrote in his diary,

Fortunately for historians, George Crowninshield was a very litigious man, who was called into court several times from 1804 to 1807 for "inciting riot," for again extending his wharf on the east side of Union Wharf, for tearing down neighbors' fences, and for contesting the location of other peoples' fence lines.⁵⁴ Aside from enriching his lawyers, these legal contests also produced the first detailed and surveyed maps and plans ever made of Union Wharf, Forrester's (or Central) Wharf, and Ward's Wharf. Among these were "Map of the Land & Wharves of Geo. Crowninshield & Sons, Ward, and Others [Simon Forrester], Survey by Order of the Supreme Court, by the Subscriber, Gideon Foster, April 2, 1805," and "Plan of the Wharf & Lands of Capt. Geo. Crowninshield & Sons and the Widow Hannah Ward," surveyed by Gideon Foster, November 7, 1807. The Reverend Bentley, who knew the Crowninshields well, considered the son Jacob to be the brains and the organizer behind the Crowninshields' rise to influence and power after 1800. With Jacob's death in 1808, however, the sun began to set on the fortunes of the Crowninshield family. The firm

"Crowninshield has sunk three piers for a wharf, from the old rope walk into South River, opp. English Street, & has removed some old buildings." Ibid., p. 468. The Crowninshields began using this new wharf on January 9, 1802. Ibid., 3:148, 2:408. For a reproduction of a fine oil painting of the Crowninshield, or India, Wharf, painted by George Ropes of Salem about 1806, see Charles W. Snell, "Historic Structure Report: Ingersoll/Forrester/Central Wharf, Together With Data on the Physical History of the Flanking Derby/Hatch/Very Wharf, the White/Sanborn/Whipple Wharf, and the Derby/Ward/Smith Wharf, Located on Lots D, E, F, and G of the Salem Waterfront; Historical Data Section, Salem Maritime National Historic Site, Massachusetts," (Denver: USDI, NPS, DSC, 1974), pp. 116, 118.

54. See Bentley, *Diary*, 3(1804):123, (1805)148, (1805)152-53, (1805)199, (1806)221, (1806)225, and (1806)267-68 for details; see also James Duncan Phillips, "Political Fights and Local Squabblers in Salem, 1800-1806," *EIHC*, 82:4. Legal briefs for the Crowninshield/Derby cases are included in Salem Superior Court Records: C--32-33 for the December term 1803; B--354-57 for the April term 1805; and C--195 for the 1807 term.

of George Crowninshield & Sons was dissolved in 1815, and the family began to go their individual ways.⁵⁵

Mrs. Mary Crowninshield died on November 26, 1813, and Dr. Bentley noted in his diary that she was the last of the children of Richard Derby, Sr., writing, "she was indeed an extraordinary woman & maintained with a dignity of person, a dignity of action, which was assisted with the purest manners. In her family we have had nothing like her. . . ."56

George Crowninshield, Sr., died on June 16, 1815, and of him the Reverend Bentley recorded: "Mr. Crowninshield was a son of nature. He had powers employed only in seafaring concerns. He was happy in the best of wives & he has been blessed in a very active family of children."⁵⁷

On November 4, 1815, Dr. Bentley reported: "The value of Capt. George Crowninshield, the Father's estate, is given at 200,000 dollars. Each of the [six] sons have nearly property of the same amount."⁵⁸

As the shadows continued to spread over the Crowninshields, Dr. Bentley was led to muse in November 1816: "What will be the fate of this family--which Jacob led to fame &

55. Bentley, Diary, 3:355. The Crowninshields incorporated the Crowninshield, or India, Wharf on June 17, 1809. This was the second Salem wharf to be so incorporated; the first was Union Wharf in 1803, and the third, Derby Wharf on March 1, 1810.

56. *Ibid.*, 4:217.

57. *Ibid.*, p. 335.

58. *Ibid.*, p. 360.

property, time must explain." Finally, he noted sadly in his journal on January 4, 1817: "The neglect of the Crowninshield Wharf has depreciated the property near it very much as appeared at some late attempts to make sales of real estate. More than Cent [100%] per cent depreciation."⁵⁹

However, with all their faults, James Duncan Phillips, historian of Salem, has concluded: "George Crowninshield and his sons were a very able and aggressive group of merchants, and the very qualities which made them a bit difficult at home helped them to keep their place in the rather unfriendly work abroad."⁶⁰

2. George Crowninshield, Jr., 1766-1817

George Crowninshield, Jr., born May 28, 1766, in the Babbidge house on Essex Street near Daniels Street, lived with his parents George and Mary Crowninshield in the Ropes/Crowninshield house from about 1778 to 1815. George, Jr., was a sea captain, merchant, and pioneer American yachtsman.

After receiving the usual Crowninshield training, George had his first command of a vessel in 1790, and at the age of 24 he sailed to the West Indies. In 1794 he was captain of his father's brand new ship, the Belisarius, which he sailed to the East

59. Ibid., p. 422-35.

60. Phillips, Salem and the Indies, p. 83. For the activities of the Crowninshields as privateers, conducted by Benjamin W. and George Crowninshield, Jr., during the War of 1812, see *ibid*, pp. 386-407.

Indies.⁶¹ About 1800 he came ashore to assist his father in the countinghouse and began directing the extensive commercial interests of George Crowninshield & Sons. The firm made great profits also from the America IV and its other privateers during the War of 1812. Upon the death of George Sr., in 1815, the firm dissolved and George retired after the age of 49 to live upon his very ample income.

George had always exhibited a love of the spectacular and dressed in the extreme of fashion. He normally appeared in a bizarre waistcoat, shaggy hat, and tasseled Hessian boots. He also drove a flashy yellow curricle, and he attracted national attention in August 1813 by taking a brig to Halifax to bring the bodies of Capt. James Lawrence and Lieutenant Ludlow back to Salem. They had been killed in Chesapeake's battle with the Shannon on June 1, 1813.⁶²

The most conspicuous of his actions were his pioneer yachting activities. About 1800 George built what was probably America's first yacht, the small Jefferson, in which he cruised around Massachusetts Bay and sometimes made thrilling rescues after storms. In November 1815, after his retirement, he began building a more elaborate yacht, Cleopatra's Barge.⁶³ On December 9, 1816, Dr. Bentley visited the yacht and reported:

61. Bentley, Diary, 4:488.

62. *Ibid.*, pp. 187,189. George sailed from Salem on August 7 and returned on August 19, 1813, landing at the Crowninshield Wharf. See also *ibid.*, pp. 190, 191.

63. In *ibid.*, p. 422, November 21, 1815: "George is expending a fortune upon a hemaphrodite Brig, which he is preparing for a visit to Europe, in a manner to us before unknown as to expence & project. The property of the family is neglected here & the branches of the family divided."

By invitation I visited the Hermaprodite Brig Concordia [which was renamed in early 1817 as Cleopatra's Barge], lately built by Capt. G. Crowninshield [Jr.] & now fitted for sea in a manner never before observed in this Town. Her model is excellent & her naval Architecture the best. The rigging is in the highest improvement as to its form & complete of the best materials & workmanship. The best patent horizontal windlass with two stations just aft of the foremast. A Rudder fixed to move with the great ease & safety upon a new patent. The belaying pins of the Mast of brass. Below is the berth for the officers. Next is the dining room finished of the best materials furnished with the best carpets, elegant settees with velvet cushions, chairs with descriptive paintings, mirrors, buffets loaded with plate of every name & the best glass & porcelain. Adjoining are the berths for the Owner & Passengers with apartments having all the articles for the ship assigned to their own particular vessels & beyond, about midship, the kitchen with all the necessary furniture for all its purposes. In the forepart of the Vessel are the berths of the seamen. The expence must have been very great but the aid to improvement & enquiry is great & extensive. Nothing has been suffered to enter, not in the highest style of excellence.⁶⁴

On March 4, 1817, "the day of inauguration of the New President James Monroe," Bentley, a good Jeffersonian, reported: "In Salem, the Cleopatra's Barge gave salute, hoisted its

64. Ibid., 4:425-26.

suit of silk colours, & for the first time I dined on board in honour of the day."⁶⁵

On March 30, 1817, George Crowninshield, Jr., left Salem on his cruise to Europe.⁶⁶ He sailed to the Mediterranean carrying with him more than three hundred letters to consuls and other officials in Europe. The yacht was the first seagoing vessel of her class and aroused considerable wonderment in Europe, and throngs of visitors came aboard at every foreign port.

On October 3, 1817, Dr. Bentley reported:

This day the Cleopatra's Barge arrived. She has touched at the western isles & the north coast of the Mediterranean & been as far up as the western Coasts of Italy Mr. Crowninshield has all the habits of a seaman, His Secretaries were for his companions & we learned they have brought several Frenchmen to America. Thus an immense sum has been expended for an excursion which might have been made by working a passage to those several known marts familiar to our seamen & visited almost daily by our vessels.⁶⁷

George Crowninshield, Jr., died suddenly on November 26, 1817. He had been a short man, remarkably robust and strong, with a high reputation for courage. Dr. Bentley remarked on November 27, 1817:

65. Ibid., p. 440.

66. Ibid., p. 444.

67. Ibid., pp. 481-82.

Evils in quick succession come. Last evening died George Crowninshield, the late navigator of the Cleopatra, & son of the late Merchant of the same name. . . . He was the child of their strength. To a very robust constitution he united a most active temper & he was from his youth the first in every enterprise, the most fearless of danger & never sparing of himself in any labour he undertook. The employments of the sea were his constant care & no man earlier or better knew what belonged to practical seamanship. . . . He soon possessed the competence of wealth by 1800 & has ever since supported the character of a man of generous charity, of being first in every danger, of being strongly attached to the naval reputation of his Country. . . . Upon his return [from his cruise to Europe] his iron constitution seemed to have lost its strength & he had such affections of the breast as obliged him to put himself under the care of his physician. . . . Few men were more generous & very few had [a more] agreeable share of confidence. . . . Everyone recollects him with affection.⁶⁸

George Crowninshield never married; however, in his will he left eight thousand dollars to a natural child that he acknowledged to be his own.⁶⁹

68. Ibid., p. 488.

69. Ibid., pp. 507-508, March 11, 1818. For additional data, see The Dictionary of American Biography, (hereafter cited as DAB) 10 vols. 4 supps, (New York: Charles Scribner's Sons) 2:578-79; Crowninshield, Cleopatra's Barge, pp. 81-117; R.D. Paine, Ships and Sailors of Old Salem, (Salem: 1923), pp. 172-81; Samuel E. Morison, Maritime History of Massachusetts, (Boston: 1941), p. 262.

II. Physical History of House Lot 4, the Benjamin W. Crowninshield House Site (No. 180 Derby Street), 1661-1976

This land is now owned by the Salem Association for Relief of Aged and Destitute Women. The house is still standing.

A. Chain of Title for Lot 4, 1661-1976

1. 1661-1715

In 1661 Lot 4 was apparently comprised of two long (but narrow) lots; the eastern lot was then owned by William Cockerell and the western one by Elias Mason (see Map No. 4).

The eastern (or right-hand) lot was apparently the property of William and Elizabeth Cockerell prior to 1661, and their homestead was on this land. William probably died in 1661. The value of the dwelling and land was appraised at £32 pounds in 1664. On January 7, 1669, the administrators of the estate of the widow Cockerell conveyed the house and lot to Edward Bush, a Salem seaman who, with his heirs, held title to the eastern lot until after 1715.¹

The western (or left-hand) lot was a part of the homestead and dwelling of Elias Mason before 1661.² On Mason's death, title passed to his three daughters, Hannah Mason,

1. Perley, "Salem In 1700," No. 25, p. 153; RD, 3:94, 6:101.

2. Perley, "Salem In 1700," No. 25, p. 156; RD, 13:263.

Mary Cox, and Sarah Robinson. The house was gone by 1695, and in 1695 and 1698 the heirs conveyed their interest in the western lot to Thomas Maule, a Salem shopkeeper, for about £13.³

Maule, soon after November 25, 1698, sold the vacant western lot to Edward Bush, who already owned the lot adjoining to the east, for £21. No deed passed at this time, however, and it was not until January 22, 1712, that Maule finally gave the widow Elizabeth Bush a deed for this earlier purchase.⁴

Shortly after 1700, Edward Bush was the owner of both the eastern lot with a house on it and the vacant western lot. These two tracts, united ca. 1700, made up Lot 4. Edward Bush died about March 27, 1711, and his house and two lots were appraised at £74.⁵ By an agreement, dated December 28, 1715, the widow Elizabeth Bush and her children Benjamin Bush, Eastwick Bush, and William Frost, assigned Lot 4 and its seventeenth-century dwelling to the eldest son, Benjamin Bush.⁶

2. 1715-1976

The house and lot then passed into the shadows and there is no definite record of ownership established for the next forty years. When it reappears in history, Lot 4 was owned in

3. Perley, "Salem in 1700," No. 25, p. 156; RD, 11:120, November 20, 1695; RD 13:243, November 14, 1698. The widow Hester Eastwick of Salem also conveyed her interest in the lot to Maule on November 25, 1698. RD, 13:251-53.

4. Perley, "Salem in 1700," No. 25, p. 157; RD, 25:97.

5. Perley, "Salem in 1700," No. 25, p. 153.

6. Ibid., p. 155.

1767 by John Masury, a Salem mariner. Masury mortgaged Lot 4 with Richard Derby, Jr., to secure a debt of £300 and the deed for this transaction describes Lot 4 bounds as follows:

A piece of land 185 feet in length from North to South and about 76 feet in width East to West butting Westerly on Curtices' [Curtis] Lane so called Northerly on Land now or lately of William Browne or in his occupation Easterly on Bush's Lane [Orange Street] so called & Southerly on a Highway next the South Harbour [Derby Street] with the Dwelling House & a Blacksmith Shop thereon. . . . Also another Dwelling House and about 45 Poles of Land [located elsewhere than on Derby Street].⁷

By a deed not discovered, Lot 4 was transferred from Masury to William Brown and his wife Sarah, at some date after 1767 and prior to November 1789. In November 1789, the Reverend William Bentley described Lot 4 as "the front of Land belonging to James Chever, facing the wharves between Crowninshield [on Lot 3B] and Derby [Richard, Sr., or Jr., on Lots 7 or 8]."⁸

James Chever, a merchant, apparently was the son-in-law of William Brown, who actually owned Lot 4.

On August 24, 1799, the heirs of William Brown (these included the widow Sarah Brown; Joseph Brown, mariner; and the merchant James Chever and his wife Sarah) sold what is

7. RD, 121:82, deed dated September 28, 1767, and recorded October 19, 1767.

8. Bentley, Diary, 1:132.

definitely house Lot 4 to George Crowninshield, Sr., merchant and the owner of Lot 3B, for \$3,500. The deed described the bounds of Lot 4 as follows:

Beginning at the southeast corner of the premises on Derby Street, thence running westwardly by said Derby Street to Curtis Street, thence running northwardly by said Curtis Street to land of William Brown, thence running eastwardly bounding northwardly on said William Brown's land to Orange Street, thence running southerly by said Orange Street to the first mentioned bound, with all the title, claim, right or share we as owners of the above granted premises now have or ever had to the flatts and dockage to the southward of Derby Street [waterfront Lots D and E], to the low water mark, or however otherwise we had or have a right unto, as owners as aforesaid.⁹

By 1810 the lot fronted 65 feet on the north side of Derby Street.

George Crowninshield, Sr., owned house Lot 4 for about eleven years, until September 17, 1810, when he sold the property to his son, Benjamin W. Crowninshield, for \$3,000.¹⁰ B.W. Crowninshield and his heirs held title to Lot 4 until April 28,

9. RD, 165:103, deed dated August 24, 1799, and recorded August 27, 1799.

10. RD, 208:14, deed dated September 17, 1810, and recorded June 16, 1815.

1843, when George W. Crowninshield sold Lot 4 to John B. Knight for \$3,500.¹¹

On June 26, 1843, Knight sold "one undivided half interest" in Lot 4 to the merchant William D. Waters for \$2,000.¹² On April 12, 1845, John B. Knight sold his remaining undivided one-half interest in Lot 4 to Waters, for the same amount.¹³ On March 16, 1854, William D. Waters sold Lot 4 "with the Brick Dwelling and out buildings standing thereon," to Robert Brookhouse, a Salem merchant, for \$5,000.¹⁴

Six years later, on April 8, 1860, and in consideration of \$10,000, Robert Brookhouse donated and conveyed Lot 4 and its buildings to the Salem Association for Relief of Aged and Destitute Women, an organization that had been incorporated by an act of the Massachusetts General Court (legislature), passed on April 4, 1860.¹⁵ The Salem Association for Relief of Aged and Destitute Women has remained the owner of Lot 4 from 1860 to the present.

11. RD, 336:259, deed dated April 28, 1843, and recorded April 29, 1843.

12. RD, 338:124, deed dated June 26, 1843, and recorded July 24, 1843.

13. RD, 353:185, deed dated April 12, 1845, and recorded April 14, 1845.

14. RD, 491:104, deed dated March 16, 1854, and recorded March 17, 1854.

15. RD, 623:239, deed dated April 8, 1860, and recorded June 8, 1860.

B. Buildings on Lot 4, 1661-1907

1. 1661-1724

As early as 1661 the eastern portion of Lot 4 had a frame dwelling erected by William Cockerell. This house was still standing in 1715, and the historian Sidney Perley believed that the residence was torn down around (or before) 1724;¹⁶ however, the deeds indicate that the house may still have been standing in 1767. The location of the seventeenth-century house is uncertain. The western portion of Lot 4 also had a frame dwelling house standing on it. This house had been erected by Elias Mason prior to 1661, and the residence was gone by 1695.¹⁷

In 1767 one dwelling and one blacksmith shop were standing on Lot 4.

2. 1789-1810

The Reverend William Bentley provides us with the first information on the nature of the later structure occupying Lot 4. On October 23, 1789, he jotted in his diary: "Mr. Brown & Chever have raised a peaked & rough fence on each side of the land, running parallel with the cross Lanes [Orange and Curtis?] leading to the water, between the Houses belonging to them in said Lanes."¹⁸

16. Perley, "Salem in 1700," No. 25, p. 155.

17. Ibid., 156.

18. Bentley, Diary, 1:128.

On November 23, 1789, Dr. Bentley again noted in his diary:

The front of Land belonging to James Chever, facing the wharves between Crowninshield [living on Lot 3B] & Derby [Richard, Sr., or Jr., heirs] [living on Lots 7 and 8] cleared of Shops. One improved by A. Collins for selling spiritous Liquors, another by a Mr. Webb as a Shoemaker, & another by a Murray as a Cooper's Shop. The last is repaired & to be moved back with the fence to run a parallel line with Crowninshield [on Lot 3B?]. The little Shops are removed [east] to the corner of Daniel's Lane [at Derby Street; see Map No. 6 for location of streets]."¹⁹

On July 9, 1790, Bentley recorded the following improvement on Lot 4 as follows, "Brown's Barn, alias the Store of Capt. James Chever, is moved back to widen the Street near Derby's Wharf."²⁰

These entries indicate that Lot 4 was occupied by a number of small wooden shops prior to November 1789 and that by 1790 there was one cooper's shop and James Chever's store standing on the lot.

19. Ibid., p. 132.

20. Ibid., p. 184. Capt. James Chever's family garden in July 1801 was located in front (opposite to) the East Meeting House. Ibid, pp. 381-82. On July 28, 1790, "Chever has carried the Barn back which stood upon the Road near Derby's Wharf & amply repaired It." Ibid., p. 188.

The men who prepared a history of the first fifty years of the Old Ladies Home at Salem in 1910 were of the opinion that Lot 4 was occupied by "a blacksmith forge, and probably an ancient dwelling" in 1799.²¹ The price of \$3,500 paid for the property, however, might suggest that Chever's store and several small shops occupied the land at that time.

3. 1811-1907 - The Benjamin W. Crowninshield Mansion

On September 17, 1810, Benjamin W. Crowninshield purchased Lot 4 from his father for \$3,000. He demolished the wooden structures standing on the property and erected the brick, three-story Crowninshield mansion in 1811-1812.²² The new mansion, which is still standing, was designed in the style of Samuel McIntire, Salem's famous architect, but it could not have been constructed by the architect because he died early in 1811. Fiske Kimball, the noted architectural historian, who studied McIntire and his work, wrote:

The general design and the interior woodwork are closely related to those of McIntire's later houses, and he may well have designed the house before his death February 11, 1811, although the execution of the woodwork will doubtless have fallen after that date, perhaps to his son.

21. Robert S. Rantoul, Rev. DeWitt S. Clark, and Major George Whipple, A Record of the First Fifty Years of the Old Ladies Home at Salem (Salem: 1910), p. 16; see also pp. 22-23 for an account of the early history of the ownership of the land, 1661-1799, which is less complete than the one in this report. The authors believed that the heirs of William Brown, Jerseyman, sold Lot 4 in 1799. John Brown appears to have been a more likely candidate for this honor.

The stairs are closely similar to front stairs of the Baldwin house. . . . The porch, of Greek character, must owe its form to a time after 1820.

Kimball concluded by noting that "in 1906 and again in 1916 extensive additions and alterations were made."²³

The brick mansion was definitely completed by early 1814, for on April 8, 1814, the Reverend Bentley recorded in his diary: "The Company assembled at Hon. B. Crowninshield's, Derby Street, bet, Curtis & Orange st."²⁴

a. Description of the Mansion as Built

The mansion as it was built in 1811-1812 has been described as follows:

The house covered the entire width [of Lot 4] between the two [Orange and Curtis] streets and showed with its 65 feet of frontage and its larger rear extension on

22. Benjamin W. Crowninshield was taxed on land, Lot 4, and a brick house in Derby Street assessed at \$1,500, a valuation which would indicate the house was still unfinished. Salem, Essex Institute, Town Records, 1811.

23. Fiske Kimball, Mr. Samuel McIntire, Carver: The Architect of Salem, (Salem: Essex Institute, 1940; reprint ed. Gloucester, Mass., 1966), p. 128 and figs. 332-24 (sic).

24. Bentley, Diary, 4:248.

land of said Moseley partly on a private way [Hodges Court] and partly on land of Gamaliel Hodges (formerly of Manning) about 53 feet to the land of Meade, thence running southwardly and bounding easterly on land partly of said Mead, partly of Beckford and partly of Brown about 91 feet 2 inches [Lots 13A, 13B, and 12], thence running again easterly and bounding northerly on land of said Brown [Lot 12] about 16 feet 5 inches to land of the widow Harraden [Lot A] thence running again Southerly and Bounding easterly partly on land of said Harraden [Lot 5A] and partly on land of Benjamin Felt [Lot 5B] about 242 feet and 6 inches to Derby Street, thence running westerly and bounding Southerly by said street about 66 feet to the Bound first mentioned, together with the right and privilege of using the private way now fenced and leading from Essex Street between the dwelling house of said Hodges (formerly Manning) and the dwelling house of Moseley to the northern end of the above desribed message.¹⁰

In 1851 Mrs. Richard Savory and Thomas Farless still jointly owned Lot 6.¹¹ By 1874 Mrs. Joseph Hodges had acquired Lot 6.¹² M. McNulty is listed as the owner in 1897.¹³

10. RD, 241:160, deed dated March 21, 1826, and recorded April 4, 1826.

11. See Map No. 7, dated 1851. Richard Savory, born in 1781, died in 1841. Mrs. Richard or Betsey Savory died in 1861.

12. See Map No. 8, made in 1874.

13. See Map No. 9, made in 1897.

Orange Street, the form of the capital letter L so common of the houses of the period, when built on street corners.

The house stood far enough back [30 feet] from the street to give it the dignity which should belong to a three-story mansion of brick. It had, on the west [left] or Curtis Street corner, an ample parlor filling the whole depth of the short leg of the L, while on the eastern [right] or Orange Street side, it had first a dining room, giving through dummy windows of mirror glass into a convenient China closet which communicated, in turn, with a large pantry or middle kitchen, and that with the working kitchen, servants' eating room, laundry, wood shed, and other offices, extending themselves along Orange Street for 100 feet and opening through two doors upon that street. The coach-house and stable adjoined this long [two-story brick] arm of the L, standing at right angles with it and opening upon Curtis Street. Between these three sides and the [Curtis] street was an ample clothes yard. There was a dove-cote in the northeast corner of the stable. All was of brick.

There was a cellar entrance on Orange Street, built like a cabin door or bulkhead, which only disappeared in the changes of 1907. There was also, besides the kitchen entrance in the rear, a porch-door which opened into a hall in the body of the house, and occupied the jog now [in 1910] dividing the new Orange Street extension from the main house.²⁵

25. Rantoul, Clark, and Whipple, Old Ladies Home, pp. 16-17, 73.

b. Alterations to the Mansion, 1822-1907

In 1822 Benjamin W. Crowninshield remodeled the mansion so that it could be used as a two-family dwelling. "The changes made in 1822, in fitting the house for use of two families, filled the vacant northwest (left-rear) corner of the reverse L and this left the body of the house a square."²⁶ The addition, which fronted on Curtis Street, was four bays wide and three stories high; this with the original two-bay wide arm, gave the 1822 house a six-bay wide frontage on Curtis Street. The eastern half of the house, after 1822, had its entrance on Derby Street, and the western half had its main door fronting on Curtis Street.

The following changes were made to the Crowninshield mansion in 1906-1907 to adapt it for use as an Old Ladies Home:

The old Orange Street [two-story brick] annex, containing the kitchen, laundry, and other offices and some of the chambers, was razed to the ground, saving a portion of the coach-house and stable adjoining. And in this place and in the new three-story structure then added, were provided an ample dining room, a model kitchen, and laundry, eighteen single dormitories, a hospital room, and all needed appliances. The whole building, old and new, is now [in 1910] heated with steam and provided with modern plumbing and with electric lights. An elevator was also installed.²⁷

26. Ibid., pp. 17-18.

27. Ibid., pp. 51-52.

After 1907 the rooms in the rear or service arm were wholly changed, but the parlor or dining room in the southeast front corner of the main house and the dummy windows remained intact.²⁸

Lot 4 was also enlarged to the northward (or rear) as follows:

To the original estate, as conveyed by Mr. Brookhouse [in 1860], has been added by purchase in 1877, a small dwelling and a lot of land in the rear, the house being removed--and with it some risk of fire, and the vacant lot since improved as breathing space. Again, in 1909, another estate of much the same size and character was added, pushing our line still further towards the north, but the house on it was retained for rental.²⁹

C. Uses and Inhabitants of the Buildings, 1661-1976

1. 1661-1754

A frame dwelling standing on the eastern (right) portion of Lot 4 served as the homestead of William Cockerell, ca. 1661-1669, and as the residence of Edward Bush and his heirs from 1669 to after 1715. The house may still have been standing in 1767.

A frame dwelling standing on the western (left) portion of Lot 4 served as the homestead of Elias Mason and his heirs from ca. 1661 to ca. 1695. This house was gone by 1695.³⁰

28. Ibid., p. 73.

29. Ibid., pp. 17-18.

30. Perley, "Salem in 1700," No. 25, pp. 153-57.

2. 1754-1799

In 1767 there was one dwelling and one blacksmith shop on Lot 4. By 1789 it was apparently the location of a number of small one-story frame shops and also of one larger frame store. In 1789 the store of James Chever, a Salem merchant, stood on Lot 4 and also a number of small shops: among them, A. Collins' liquor store, Webb's shoemaker's shop, and Murray's cooper shop. Collins' and Webb's stores were removed from Lot 4 in November 1789 to a new location near Daniels Street.³¹ In April 1798, Dr. Bentley noted in his diary: "A new Shop of two Stories on Derby Street, W. side of Orange Street."³²

3. 1799-1810

During this period Lot 4 was owned by George Crowninshield, Sr., who resided on Lot 3B on the opposite side of Orange Street. Use of the lot is not known, but presumably the property continued to be the site of several small shops that were rented to various craftsmen.

4. 1811-1822

The residence of Benjamin Williams Crowninshield, sea captain, merchant, congressmen, and secretary of the navy,

31. Bentley, Diary, 1:132,184.

32. Ibid , 2:467.

was located on Lot 4. President James Monroe was a guest in the Crowninshield mansion during his visit to Salem, July 8-12, 1817.³³

5. 1822-1860 - A Two-Family Dwelling

In 1822 the Crowninshield mansion was remodeled into a two-family dwelling and in 1837 the eastern half was assigned the number 114 Derby Street, and the western (or left) half became No. 116 Derby Street. Residents of these addresses are listed below:

No. 114 Derby Street

1825-1849: Gen. James Miller
(1776-1851), U.S. collector of
customs for the port of Salem
from 1825 to 1849.³⁴

1851-1854: Edward Smith,
treasurer of the Naumkeag
Steam Cotton Mills.

No. 116 Derby Street

1826-1829: Capt. William P.
Endicott.³⁵

1829-1837: Samuel Colby, who
operated a clothing store located
at No. 16 Curtis Street, or on
the southeast corner of Curtis
and Derby Streets.³⁶

33. For details of President Monroe's visit, see *ibid.*, 4:463-65; see also Rantoul, Clark, and Whipple, Old Ladies Home, pp. 23-24.

34. In *ibid.*, p. 25, it states: "After that date [1822] it was occupied by tenants. Gen. James Miller, Collector of the Port of Salem, from 1825 to 1849, leased the easterly [No. 114] side of it for four years and afterwards the westerly side [No. 116] for 20 years, until he retired from the Custom House and left Salem in 1849." However, Henry Whipple in Salem's first city directory and register (Salem: 1837) indicates that Miller was residing at No. 114 in 1837.

35. Rantoul, Clark, and Whipple, Old Ladies Home, p. 25. Captain Endicott is placed as living at No. 114 Derby Street.

36. Salem directory, 1837.

1846-1850: Gen. George H. Devereux.³⁷ In 1851, John G. Plander, a dealer in provisions, meats, eggs, fruits, and vegetables, lived at No. 116 Derby Street and his store was located at No. 16 Curtis Street.³⁸

ca. 1852-1860: Edward L. Norfolk.

1860-1877: John G. Plander.³⁹

6. 1861-1976 - An Old Ladies Home

The east side of the house, No. 114 Derby Street, was first opened as an old ladies home on October 18, 1861, and there were twelve residents.⁴⁰ The west side of the house, No. 116 Derby Street, continued to be leased as a residence until 1877, when the last tenant, Capt. John G. Plander, left the house, and the western half was also utilized as an old ladies home.⁴¹

37. Rantoul, Clark, and Whipple, Old Ladies Home, p. 21.

38. Salem directory, 1851.

39. Rantoul, Clark, and Whipple, Old Ladies Home, p. 21.

40. Ibid., p. 42.

41. Ibid., p. 31.

The Crowninshield mansion has served as an old ladies home from 1861 to the present. The house was renumbered from No. 114 to No. 180 Derby Street in 1895.

D. Plans and Photographs of the Crowninshield Mansion

Three maps show Lot 4 and the general plan of the Crowninshield mansion during the nineteenth century: Maps Nos. 7 (1851) and 8 (1874) show the original size of Lot 4 before the addition of the lot to the north in 1877, and also the original (1822) plan of the mansion prior to the 1907 rebuilding of the service wing; and Map No. 9 (1897) shows the enlarged lot and also a plan of the mansion.

Five photographs included in this report (Illustrations Nos. 1, 2, 3, 4, and 5), taken in the period 1875 to 1890, show the east, south (front), and west elevations of the Benjamin W. Crowninshield house in great detail and also before the structure was remodeled.

The two-story brick service wing, which extended from the rear of the main house north along the west side of Orange Street is visible in part in Illustration No. 1 and the south and east elevations are to be seen in park negative 1A-3 or 1-269, made about 1870. The Curtis Street, or west end of the rear Birch coach house and stable is visible in Illustration No. 3.

E. Biographical Sketch of Benjamin Williams Crowninshield, 1772-1851

Benjamin Williams Crowninshield, sea captain, merchant, and politician, was born in the Babbidge house on Essex Street, near Daniels Street, on December 27, 1772, as the sixth child, and

fourth son, of George and Mary (Derby) Crowninshield.⁴² He attended common school until eleven, then studied navigation for two years, and at the age of fourteen went to sea as a captain's clerk. Like his five brothers, his father gave Benjamin the command of a ship before he was twenty-one. During the period 1787 to 1792 he made a total of some eight voyages as captain of vessels owned by Elias Hasket Derby.⁴³ He then proceeded from the quarterdeck to his father's counting room and was made a partner in the world-renowned firm of George Crowninshield & Sons. On January 1, 1804, he was married to Mary Boardman, daughter of Francis and Mary (Hodges) Boardman of Salem, and sister-in-law of Nathaniel Bowditch and Zachariah Silsbee.

The death of his gifted brother Jacob in 1808 and the economic disaster caused by the Jefferson embargo of 1807-1809 caused the dissolution of the original firm of George Crowninshield & Sons in 1809. Benjamin then went into business with the reorganized firm that was comprised only of himself, his father, and his brother George. He also served as the first president of the Merchants Bank of Salem from 1811 to 1814 (a Jeffersonian bank organized to oppose Federalist banks). His father's death in 1815 and that of George in 1817 terminated the activities of the second firm of George Crowninshield & Sons in 1817.

42. There is a picture of the Babbidge house in Sidney Perley, The History of Salem, Massachusetts, 3 vols. (Salem: 1924-1928), 2:309.

43. See Snell, "Historic Structure Report: Derby Wharf and Warehouses," p. 300. These were the Schooner Peggy to Madeira, Hamburg (Germany), and Baltimore, 1787-1788; and the brig Henry and the ship Light Horse, and several voyages to the Cape of Good Hope, Africa, 1788-1792.

In politics the Crowninshields were active Jeffersonians and with the death of his able brother Jacob in 1808, Benjamin entered the political arena to take up where his brother had left off. Benjamin was a member of the Massachusetts House of Representatives from May 1807 to 1811 and of the state Senate in 1812.⁴⁴

The fame of his brother Jacob lent Benjamin a reputation that his own political prowess did not yet deserve, and on December 19, 1814, the Senate confirmed his appointment by President James Madison as secretary of the navy. Crowninshield promptly declined and then, a few days later, dispatched a second letter accepting the office.⁴⁵ The weakness revealed in this vacillation marked his whole career in Washington. In deference to his wife, he remained in the capital only while Congress was in session. Consequently, although he discharged the administrative duties of his office with entire competence, he never mastered the complexities of national politics.

The next president, James Monroe, retained Crowninshield in office in March 1817 and also stayed in the house of his secretary of the navy on Lot 4 when he visited Salem in July 1817. Crowninshield resigned as secretary on October 1, 1818. He was a presidential elector on the ticket of Monroe and Tompkins in 1820

44. For election and activities of Benjamin W. Crowninshield, see Bentley, Diary, 3:295, 339; also see Rantoul, Clark, and Whipple, Old Ladies Home, p. 20.

45. Bentley, Diary, 4:304, 305, 307, 342. On March 5, 1815, Bentley wrote in his diary: "Mr. Crowninshield is well endowed by nature, he has been successful in his own commercial & naval affairs & superiour to any man to whom he is allied by Office. A little experience would make him fully qualified for any such station as in the gift of the Government." *Ibid.*, 4:345.

and a member of the Massachusetts Senate in 1822 and again in 1823. In 1818 and 1819 he was also the unsuccessful candidate for the Massachusetts governorship on the National Republican ticket.

He was a director of the Boston branch of the United States Bank and also of the parent U.S. Bank in Philadelphia. He served four terms in Congress, from March 4, 1823, to March 3, 1831, as a Democrat, but was defeated for reelection in 1832. In 1833 he again became a member of the Massachusetts House of Representatives and this was his last term in public office.

Benjamin W. Crowninshield resided from 1811 to 1822 in the brick mansion standing on Lot 4. From 1822 to 1832, when he left Salem to reside in Boston, he lived in the wooden Federal-period mansion at Nos. 204-206 Essex Street (opposite Derby Square), which he had purchased for \$10,600 from the Reverend Thomas Carlile, the son-in-law of the late wealthy Salem merchant, Simon Forrester, in 1822.⁴⁶ Crowninshield lived in Boston from 1832 until his death on February 3, 1851. He was buried in the Mount Auburn Cemetery, Cambridge, Massachusetts.⁴⁷

46. This Essex Street house had been the dwelling of Ezekiel Hersey Derby, a son of the great Salem merchant Elias Hasket Derby. Elias Hasket Derby had purchased this land in 1795 and had the Boston architect Charles Bulfinch design the wooden mansion for Ezekiel Hersey Derby. See Kimball, Mr. Samuel McIntire, Carver, pp. 95-96, and figures 166-186, for history, plans, and photographs of the mansion, which was built 1795-1799. Also see Henry Wyckoff Belknap, "Simon Forrester of Salem and His Descendants," EIHC, 71(1935):57.

47. Rantoul, Clark, and Whipple, Old Ladies Home, p. 20; DAB, 2:577-78; Biographical Directory of the American Congress, 1774-1961 (Washington, D.C., 1961), p. 759.

III. Physical History of House Lot 5, the Benjamin Felt, Jr.,
House Site (16 Curtis Street) and the Two Benjamin Felt, Jr.,
Shop Sites (Nos. 184 and 186 Derby Street), 1649-1920

This land is now owned by the Salem Association for Relief of Aged and Destitute Women. No historic structures are extant; it is now a grassy plot of land.

A. Chain of Title for House Lot 5, 1649-1874

1. 1649-1771

House Lot 5 was a portion of the two acres conveyed by John Baylies, a tailor, to Edward Estwick, a Salem mariner, on August 8, 1649.¹ Estwick built a house upon Lot 5 before 1661 and died in 1666. His widow Esther Estwick, owned the house and land until her death in 1701. Her daughter, Elizabeth, first married William Pickman in 1673 and second Edward Bush, one owner of Lot 5, in 1678. Lot 5 was inherited by the widow Elizabeth Estwick Bush and it passed to her daughter, Mary Bush, who married Thomas Searle in 1697 and then William Frost in 1706. She died about 1750 and willed Lot 5 to her children--William Frost (a Boston shipwright); John Fuller (gentleman) and his wife Hanna of Lynn; William Cook (a Salem shipwright) and his wife Lydia; and the widow Mary Brown. The children then conveyed four-fifths of this lot to John Brown, shipwright (whose wife Elizabeth was a child of Mary Frost and who owned the remaining one-fifth interest) in consideration of £26 13s.4d.²

1. Perley, "Salem in 1700," No. 25, p. 157; RD, 1:6.

2. Perley, "Salem in 1700," No. 25, p. 158; RD, 100:56. The strip of land sold to Ingersoll in 1754 was also 16 feet wide and included land along the east line of Lot 6 and F-5. RD, 98:249.

On April 20, 1754, in consideration of a release of other land and for five shillings, John Brown sold the following land to William Cook, a shipwright, and his wife Lydia:

A small strip of land [Lot 6C-2 and F-2] in said Salem 16 feet in width bounded westerly on land this day sold to Nathaniel Ingersoll [Lot 6C-2] Northerly on land in the occupation of Samuel Bangel, formerly Bush, Easterly by other land of said John & Mary Browne [the eastern or right portion of Lot 5C] by a streight line at Sixteen feet distance easterly from said Ingersoll's east side line of the land sold to him aforesaid & Southerly on the [South] River [Lot 6C and F-2].³

On April 30, 1765, the widow Lydia Cook sold waterfront Lot F-2, 16 feet wide and "bounded Northerly on a Highway [Derby Street] lately laid out" to William Brown, a tailor, for four pounds.⁴

On May 22, 1792, the heirs of William and Lydia Cook (the widow Mary Clifton of Salem and Joseph and Maragaret Hovey, a paper stainer of Boston) sold Lot 5C to Elias Hasket Derby, Salem merchant, for sixty pounds. By this acquisition, Derby widened the Derby Street frontage of Lot 5, which he already owned, from about 42 feet to 58 feet in width. The deed for the Lot 5C acquisition describes the 1792 boundaries as follows:

3. RD, 104:125, deed dated April 20, 1754, and recorded September 6, 1757. Lot 6-C, the southern portion sold, was about 157 feet long.

4. RD, 115:240, deed dated April 30, 1765, and recorded May 20, 1765. Lot F-2 later became part of Forrester's (or Central) Wharf.

A certain piece of land situate in Salem aforesaid, bounding Southerly on the street or highway [Derby Street] leading from the long wharf to the eastern part of said Salem and there measuring 16 feet westerly on land of Capt. Simon Forrester [Lot 6C-2] and there measuring 168½ feet, Northerly on land of said Derby [Lot 6C-7] and there measuring 16 feet, and Easterly on said Derby's land [Lot 5C] and there measuring 160 feet and one-half, with the privileges and appurtenances to the same belonging.⁵

On April 14, 1796, Elias Hasket Derby sold Lot 6C-1 to Capt. Simon Forrester, merchant and the owner of Lot 6A for thirty pounds.⁶ The deed describes the land sold as follows:

A certain piece of land bounded as follows, viz Southerly on land of said Forrester 16 feet, easterly on land of said Derby [Lot 5A], 86 feet, northerly on land of William Brown 16 feet, and Westerly on land of said Simon [Lot 6A] 86 feet to the first mentioned bond, containing about 5 poles more or less.⁶

This property, 1796 to date, has formed a part of house Lot 6 and its history will be treated in that section.

5. RD, 158:195, deed recorded November 10, 1794 (deed published in EIHC, 66:86).

6. RD, 160:235; deed recorded May 18, 1796, (copy in the Simon Forrester Papers, Essex Institute, Salem).

On January 12, 1756, Samuel Bagnal, Salem mariner, sold a piece of land consisting of Lots 5A, 6C-1, and 12, that formed the northern portion of Lot 5, for sixteen pounds to William Patterson, another Salem mariner. The deed for the 1756 transaction described the boundaries as follows:

A piece of land in said Salem containing 20 poles bounded northerly on land of heirs of Benjamin Smith decd & there measuring four poles & 20 links of the chain [about 79 feet 2 inches], Easterly on a Lane [Curtis Street] & there measuring four poles & four links and a half of the chain [about 68½ feet], Southerly on other land of said Samuel Bagnal & Elizabeth his said wife & there measuring four poles and 20 links and one half of the chain and westerly on land of Nathaniel Ingersoll [Lot 6A] & there measuring 4 poles and 4 links and one half of the chain.⁷

2. 1771-1874

On April 3, 1771, Rebecca Patterson, the widow of William Patterson, sold this northern portion of Lot 5 to Elias Hasket Derby for £66 13s. 4d. The deed described the boundaries of Lots 5A, 6C-1, and 12 as follows:

A piece of land in said Salem [it being part of the said intestate's real estate] Butting Easterly on a Lane called Vealys Lane [Curtis Street] 120 feet, Southerly on land of Browne [Lot 5B, about 48 feet] Cook [Lot 5C, about

7. RD, 101:217, deed dated January 12, 1756, and recorded January 12, 1758.

16 feet], & Ingersoll [Lot 6C, about 15 feet] 79 feet, Westerly on land of or in possession of Bethiah Ingersoll 120 feet [Lot 6A] and Northerly on land now or late of Samuel Smith [Lot 13B], 79 feet, with privileges and appurtenances thereof.⁸

Six days later, on April 9, 1771, John Brown, a ship carpenter, sold Elias Hasket Derby the southern portion of Lot 5 (Lot 5B) for £150. The deed describes the boundaries as follows:

A certain piece of land in said Salem containing about 27 poles bounded Southerly on a highway [Derby Street] 48 feet, Easterly on a lane [Curtis Street] 9 poles and 5 feet [153 feet 6 inches], Northerly on Land [Lot 5A] of said Derby 48 feet, Westerly on Land of Lydia Cook [Lot 5C] 9 poles and 5 feet [153 feet and 6 inches], with the appurtenances and privilages to the same belonging.⁹

Expending a grand total of £216 13s. 4d. in April 1771, Elias Hasket Derby thus became the owner of an L-shaped Lot 5 (Lots 5A, 5B, 6C-1, and 12). The lot fronted about 58 feet on the north side of Derby Street, was about 267 feet deep along the west side of Curtis Street, and was about 76 feet wide on the north or rear side, the shorter leg of the L.

8. RD, 130:15, deed dated April 3, 1771, and recorded December 21, 1771 (deed also published in EIHC, 66(1930):77).

9. RD, 130:16, deed dated April 6, 1771, and recorded December 21, 1771 (deed also published in EIHC, 66(77-78)).

On December 3, 1771, Elias Hasket Derby sold to John Brown, carpenter, for £150, Lot 12, the northern part of Lot 5. The bounds were as follows: "A piece of Land together with the Dwelling House thereon bounded easterly on a Lane [Curtis Street] 32 feet northerly on Smith 76 feet [Lot 13B], Westerly on Ingersoll [Lot 6A], Southerly on said Derby's land [Lot 5A] 76 feet."¹⁰

On April 14, 1796, as has been noted, E.H. Derby sold Lot 6C-1, a piece of land 16 feet wide and 86 feet long, to Simon Forrester for thirty pounds. This transaction reduced Lot 5 to a rectangular shaped lot. Elias Hasket Derby owned Lot 5 (comprised of 5A, 5B, and 5C) from April 1771 to March 1799. On March 12, 1799, E.H. Derby sold Lot 5 to Benjamin Felt, Jr., a block maker, for £700. The 1799 bounds of Lot 5 were described as follows:

A piece of land beginning at the S.E. corner of land belonging to Simon Forrester [Lot 6] and running easterly 58 feet to Curtis Street & Bounding on Derby Street to the Southward, then running northerly 235 feet, bounding easterly on said Curtis Street, then running westerly 61 feet and bounding Northerly on land belonging to the heirs of John Brown deceased [Lot 12], then running Southerly 243 feet to the first onset and bounding westerly on land belonging to Simon Forrester [Lots 6C-1 and 6C-2] containing 52 poles and two-thirds of a pole.¹¹

10. RD, 133:50, deed dated December 3, 1771, and recorded March 17, 1774.

11. RD, 165:61, deed recorded June 5, 1799. E.H. Derby, in his will of September 1799, forgot that he had already sold off Lot 5,

Benjamin Felt, Jr., was the owner of the southern portion of Lot 5 [Lots 5B and 5C] from March 1799 until his death in 1854.¹² By 1874, Lot 5, which was listed as Nos. 118 and 120 Derby Street and No. 16 Curtis Street, was owned by the heirs of Samuel Colby.¹³

In 1799, Benjamin Felt, Jr., subdivided the northern portion of Lot 5 and sold it in two sections to William Meriam, a housewright for a total of \$975. Together, Meriam's two lots fronted a total of 115 feet 3 inches on Curtis Street and 116 feet 11 inches on the west side.¹⁴ On November 11, 1799, Felt repurchased a strip of land from Meriam that fronted 11 feet on Curtis Street for \$95.37.¹⁵

During the period of November 1799 to 1874, Lot 5 fronted about 58 feet on Derby Street, 130 feet 9 inches on Curtis Street, about 137 feet 1 inch along the west property line, and about 58 feet on the north.

and wrote: "I do give and devise unto my said son Richard . . . a lot of land situate in Salem . . . and bounded Southerly by Derby Street . . . Westerly by land of Simon Forrester and Easterly by Curtis Street . . . which I estimate at the sum of \$2,000". RD, Probate No. 7571, will filed October 7, 1799. (The will is also published in EIHC, 65(1929):465.)

12. See Map No. 7, made in 1851, which lists Felt as the owner of this property.

13. See Map No. 8, made in 1874.

14. The first lot, 65 feet 3 inches on Curtis Street, sold June 4, 1799, for \$575; it was located south of the second lot sold. RD, 166:4. The second lot, fronting 50 feet on Curtis Street, sold for \$400 on November 11, 1799. RD, 165:150.

15. Ibid., deed dated November 11, 1799, and recorded November 11, 1799.

B. Buildings on Lot 5, 1661-1920

1. 1661-1771

Edward Estwick, a mariner, built his frame dwelling on Lot 5 in the period 1649-1661. In 1771 there was a dwelling house standing on the land that Elias Hasket Derby sold to John Brown for £150. This lot 12, which fronted 32 feet on the west side of Curtis Street and was 76 feet deep, abutted the north side of Lot 5A at a point about 235 feet north of the corner of Curtis and Derby Streets. The historian Sidney Perley believed that this structure was the seventeenth-century Estwick house and wrote that the house was gone before 1818.¹⁶ However, on November 23, 1823, John Brown paid off a \$400 mortgage "on my Dwelling House on Curtis Street," suggesting that the house might still have been standing in 1823.¹⁷

2. 1771-1799

The remaining portion of the Estwick house lot (Lots 5A, 5B, and 5C) were vacant land when Elias Hasket Derby purchased the lots in 1771 and 1792. Between 1771 and 1799, Derby erected, or permitted craftsmen to build, a number of small shops and houses on Lot 5, which he leased to them. Among the buildings which the merchant did rent and which may have been located on Lot 5 are the following structures:

November 15, 1787, to November 15, 1791--Derby received £12. per year from Cornell Mason, a mason, for "house rent."¹⁸

16. Perley, "Salem in 1700," No. 25, p. 158.

17. RD, 224:42.

18. Derby Account Books, 1:24.

1787 to 1791--Derby received £12. per year from William Little "for ground rent for his houses."¹⁹

1793--Derby owned a "dwelling house called the Sugar House" and was collecting rent from Will Crowell.²⁰

From 1790 to 1798--Elias Hasket Derby also owned and leased a "Bake House." This structure was rented and operated from April 15, 1790, to October 15, 1798, by one John Pope, baker.²¹ The annual rate of rent over most of this period was £7 4s. In 1797 the rent was \$40 per year.²²

The Reverend William Bentley remarked on the Lot 5 buildings in his diary on May 5, 1795, as follows: "Hovey's Buildings, so called, in Derby Street next to Forrester's [who owned Lot 6], between Curtis & Herbert's Streets, so long a nuisance & in dispute, taken away. They were a row of Shops added to each other, facing eastward [on Curtis Street]."²³ Hovey was probably Amos Hovey, "a flaming federalist," who "came from Boxford, was first a shoemaker, then a trader, and now [1809] a

19. Derby Account Books, 1:201, 4:30; see also Derby Manuscripts for a bill from Benjamin Eaton, for work repairing "Little House."

20. Derby Account Books, 1:270. Derby received £11 8s. for the period June 27 to December 27, 1793. On pp. 269 and 267 are records of sums paid to Daniel Bancroft, a carpenter, and John Stimpson, a mason, for work on "the Sugar House."

21. Derby Account Books, 1:256, 267, 269, 283.

22. Derby Account Books, 267, 269, 283.

23. Bentley, Diary; 2:464.

Merchant . . . , [and also] a Lt. Col. in the 2 division of [the militia] Artillery."²⁴

In July 1796, Dr. Bentley reported: "Perkins has removed one of the Butcher's Shops from Front Street [this was probably the Col. William Brown estate land that E.H. Derby had purchased in 1784 and on which his new great Federal-style mansion was then being constructed], upon Derby's Lot [Lot 6] in Derby Street. Perkins raising a Barn upon Derby's Lot in Derby Street & the road [Derby Street?] inflected from a right line through the lot so as to run parallel to the Shore."²⁵

3. 1798-1920 the Benjamin Felt, Jr., House and Two Shops

In 1798 and 1799 Elias Hasket Derby leased Lot 5 to Benjamin Felt, Jr., a block maker. Felt constructed his workshop, probably a one-story brick building, on Lot 5 in 1798. As noted, Felt purchased Lot 5 from Derby for £400 on March 12, 1799. E.H. Derby's ledger records this transaction as follows: "From Benjamin Felt for ground rent of shop & for a plot of land sold him: \$2,365.30."²⁶

A study of Maps Nos. 7, 8, and 9, and of Illustrations Nos. 1, 2, 5, 6, 7, and 8, reveals that in the period 1799-1800 Benjamin Felt, Jr., constructed a large three-story frame Federal-style mansion with hipped roof on Lot 5. The mansion stood directly behind (or north of) his one-story brick workshop,

24. Ibid., 3:18, 452-53.

25. Ibid., 2:465.

26. Derby Account Books, 1:86.

which was located in the southeast (front-right) corner of the lot. In 1837 the brick workshop was located at No. 118 Derby Street and the dwelling was located at No. 16 Curtis Street.²⁷

After 1837, but before 1851, a second store, a one-story frame structure was erected in the southwest (left-front) corner of Lot 5; this new structure was numbered 120 Derby Street. In 1895 the Derby Street buildings were renumbered: No. 118 became No. 184 and No. 120 became No. 186 Derby Street. The two stores are visible in Illustrations Nos. 4, 5, and 6.

The Felt mansion and the two stores were demolished about 1920, and vacant Lot 5 then became a part of the grounds of the Old Ladies Home on Lot 4.

Other historical photographs showing the Felt mansion and shops from a distance are in the National Park Service document "Historic Structure Report: Ingersoll/Forrester/Central Wharf," are as follows: (1) pp. 92-93, Peabody Museum neg. 334 or 6,424, made ca. 1874; (2) pp. 96-97, Essex Institute neg. 13,934, made ca. 1880; (3) pp. 104-105, Essex Institute neg. 13,935, made in 1914; and (4) pp. 106-107, Essex Institute neg. 14,085, made about 1920--the Felt mansion is definitely missing in this last photo.

27. Salem directory, 1837.

C. Uses and Inhabitants of the Buildings, 1649-1897

1. 1661-1771

ca. 1649-1751, house of Edward Estwick and heirs

1751- ca. 1788, house of John Brown, shipwright

1788-1823, house of his son, John Brown, baker

This house stood on Lot 12, abutting on the north side of Lot 5.

2. 1771-1799

Lot 5 was the site of a number of small frame one-story shops arranged in a row and fronting on Curtis Street. These buildings, used as shops and dwellings, were leased to craftsmen by Elias Hasket Derby from 1771 to 1798. From 1798 to 1799 the lot was occupied by the workshop of Benjamin Felt, Jr., a block maker, who paid ground rent for the lot and had apparently erected his own building.

3. 1799-1897

The 1799 brick shop, at No. 118 Derby Street, served as the shop of Benjamin Felt and his son, Benjamin Felt, Jr., "Pump and Block-Makers," from 1798 until the father's death in 1854.²⁸ During

28. Salem directories, 1837 and 1851.

29. Ibid.

this same period, the father lived in his mansion at No. 16 Curtis Street (on Lot 5), and the son in a house at No. 8 Curtis Street.²⁹

From 1874 to 1881 the old brick shop at No. 120 Derby Street was occupied by the shop of Thomas McCoard, "a dealer in Live Stock and Provisions."³⁰ The No. 120 store was apparently vacant in 1881, as no occupant was listed for the building in the 1881 city directory.

In 1897 old No. 118, now renumbered 184 Derby Street, was the grocery and provision store of Walter H.J. Edwards, who lived in a house located at No. 28 Broadway. The store at old No. 120, now renumbered 186 Derby Street, was the shop of Arthur W. Lee, a fish dealer, also Robert J. Patterson, machinist, and M.A. Boiland, horseshoer.³¹ The Felt mansion and two stores were demolished at some date after 1914 and prior to 1920.

D. Biographical Sketch of Benjamin Felt, 1770-1854

Benjamin Felt, Jr., was born in Salem in 1770, the son of John and Catherine (Berry) Felt. On October 25, 1794, he married Sarah Ward, the daughter of William and Mary (Masury) Ward. Their three sons were Benjamin (1802-1874), John, and Edward.

During the period 1795-1799, Felt and Connors, block makers, did work on the vessels of Elias Hasket Derby.³² Felt purchased Lot 5

30. Salem directories, 1874 and 1881.

31. Salem directory, 1897-1898.

32. Their account with the merchant for this period is in Derby Account Books, 8:52.

in 1799 and probably erected his mansion around 1799-1800. He had his shop at No. 118 Derby Street and lived in his house, which was No.16 Curtis Street. He and his son Benjamin were pump and block makers at No. 118 from 1799 to 1854. The father died on November 23, 1854, but the son continued to carry on the craft at No. 118 Derby Street until his death in 1874.³³

33. B.F. Browne, "An Account of Salem Common and the Levelling of the Same in 1802, with Short Notices of the Subscribers," EIHC, 4(1862):139.

IV. Physical History of House Lot 6, the Ingersoll/Forrester House Site (No. 188 Derby Street), 1649-1976, and of Lot 10, Manning's Lot, 1783-1795

Lot 6 is privately owned; the historic house is still standing and is being used as a residence. Lot 10 is privately owned.

A. Chain of Title for Lots 6 and 10, 1649-1897

1. 1649-1754

This was a part of the lot of land that belonged to Richard Raymond in 1649. By 1661 it was the property of Alexander Sears, who between 1661 and his death in 1668, erected a frame dwelling on the land. The lot (Lot 6A, minus Lots 6C-1 and 6C-2, a strip of land 16 feet wide along its eastern boundary line) then fronted about 47 feet on South River. Mary Sears inherited the house and land, and in 1669 she married Stephen Searle who died the same year. On March 27, 1670, the widow Mary Searle mortgaged the house and lot for forty pounds to Stephen Haskett of Salem.¹ The mortgage was never paid off and when Haskett died in 1741, the estate was described as his homestead.

On January 28, 1742, Richard Derby, a Salem mariner, acquired a four-fifths interest in the house and homestead of his deceased uncle, Stephen Haskett.² Five years later, on

1. Perley, "Salem in 1700," No. 25, p. 128; RD, 3:114.

2. RD, 84:116, deed of Hannah Symmes to Richard Derby, January 28, 1742, recorded February 7, 1742; RD, 84:117, deed

August 28, 1747, Derby sold his four-fifths interest in the Haskett property (Lots 6A and F-1) to Samuel Ingersoll, a Salem cooper, and his wife Sarah. Sarah was a daughter of Stephen Haskett, and she already owned the one remaining one-fifth interest in the property.

The deed for this transaction describes the property as follows:

The Mansion House of the said Stephen [Haskett] & of that part of his homestead land thereto adjoining & belonging situate in said Salem, containing 44 poles & seven tenths, bounded as follows; viz. Beginning at a stake at ye South west corner of the Widow Smiths Land & ye Northwest Corner of William Phippens Land & is three poles & a half [57 feet 9 inches] Southward from Benj. Mannings Land, thence running Westerly & butting Northerly on land this day released to me, two poles 12 feet & half [45 feet 6 inches] to a stake, thence running Southerly & butting Westerly on ye same Land 9 poles one foot & 4 inches [149 feet 10 inches] to a stake which stands 2 poles 10 feet & 9 inches [43 feet 9 inches] Westerly from Eliza. Frosts Land, thence further Southerly by the Land Released to me 8 poles & 6 inches [132 feet 6 inches] to another stake by the Wharff or the way [Derby Street] thence East Northerly 2 poles & 14 feet [47 feet] to a stake (which stands 12 poles & 5 feet

from the estate of John Pickman to Richard Derby, dated January 28, 1742, and recorded February 1, 1742 (both deeds also published in EIHC, 65(1929):478-79).

[203 feet] Southward from ye corner first mentioned) & thence Northerly partly by Land of Eliza. Frost & partly by Land of Willam Phippen to ye corner first mentioned with all ye Land & Flatts Southward [Lot F-1] of the same & thereto belonging to low water mark, also an open way of 10 feet in width & 3 poles & a half [57 feet 6 inches] in length beginning at ye Northwest corner of the premises & 2 poles & a half [41 feet 3 inches] distance Westerly from Smiths Land & running Northerly to the way Hodges Court Betwist Beadles and Mannings Land.³

This and later deeds indicate that Lot 6A then fronted about 44 feet on the north side of Derby Street, was about 282 feet deep along the west boundary line, about 276 feet deep along the east property line, and about 43½ feet wide on the north (or rear) lot line. A private road about 10 feet wide and 57½ feet long led north to another private way, which became Hodges Court in the late nineteenth century between Beadle's and Manning's land to Essex Street. Lot F-1 was also included in the sale.

2. 1754-1791

On May 4, 1754, Nathaniel Ingersoll, mariner and owner of Lot 6A, widened Lot 6A by acquiring a strip of land (Lot 6C-2) 16 feet wide extending northward along the east property line of Lot 6A. He paid John Brown, shipwright, £10 13s. 4d. for

a Small strip of Land in said Salem of 16 feet in width bounded westerly on sd. Ingersolls Land [Lot 6A],

3. RD, 94:64, deed dated August 28, 1747, and recorded January 23, 1748 (deed also published in EIHC, 66(1930):91-92).

Northerly on Land in ye occupation of Samuel Bagnall formerly Bush's Land [Lot 6C-1], easterly on other Land [Lot 5C] of said John Brown & Elizabeth his wife by a line parallel with said Ingersoll's line and at 16 feet distance from the same and southerly on the harbor only [on] highway [Derby Street] over the same, with the privileges & appurtenance thereof and of Flatts [F-5] thereto adjoining and belonging.⁴

Lot 6A and Lot 6C-2, as shown on Map No. 1, remained in the possession of the Ingersoll family from 1747 to 1791.

3. 1791-1826

On February 3, 1791, Jonathan Ingersoll, a Salem mariner, sold Lots 6A and 6C-2 to Simon Forrester, also a Salem mariner, for £685.

The deed describes the property as follows:

A piece of land in Salem aforesaid with the Dwelling house & all other buildings thereon said land bounding westerly on land of Elias Hasket Derby [Lots 6B and 7A], northerly on his land [Lot 10] then easterly on his land [Lot 12] then again Northerly on Said Derby's land [Lot 6C-1], and then again easterly on land of the heirs of Lydia Cook, widow deceased [Lot 5C] till it comes to the

4. RD, 98:249.

street called Derby Street then southerly by said street till it comes to said Derby land began at [Lot 6B]. Also the flatts [Lot F-1] southward of the aforesaid piece of land [Lot 6A] with the land & wharf adjoining said flatts with the store [or warehouse] thereon said land wharf & flatts bounding northerly on Derby Street & to extend south to the low water mark, the eastern & western sides there of to range with the eastern and western sides of the piece of land first described [Lot 6A].⁵

On April 21, 1795, Simon Forrester expanded his house and wharf lots 6 feet to the west and northward purchasing Lots 6B, 7B, F-3, and the Manning lot (Lot 10) from the merchant Miles Ward, Jr., for £419. The deed describes the bounds as follows:

The following real Estate the whole thereof situate in Salem aforesaid, and one piece of which is bounded as follows to wit, beginning at the South West Corner of land purchased by said Forrester of Jona. Ingersoll on the north side of Derby Street [Lot 6A] hence running Northerly by said Forrester's said land on a straight line to land late Bates; said line intersecting a line which is parallel and touches the South side of said Forrester's Mansion house 12 feet 2 inches westerly from the South West corner Stone of said house, and also intersecting another line which is parallel to and touches the north

5. RD, 152:186, deed dated February 3, 1791, and recorded February 3, 1791 (copy of the deed also contained in the Simon Forrester Papers).

side of said house 13 feet 3 inches Westerly from the North west corner stone of said house thence running Westerly by land late said Bates' partly and partly by land late Mansfield's (being the Northern boundary of land sold to me by Elias Hasket Derby by deed dated the 16th instant) to Herbert Street, hence Southerly by said Herbert Street, 60 feet [Lot 7B], hence Easterly by my land & parallel to said Northern bounds untill it comes to a place 6 feet distant from the West side of said Forrester's land [Lot 6A] as is above described and hence southerly to said Derby Street & parallel to said West side of said Forrester's land, hence easterly by said Derby Street 6 feet to said southwest corner [this comprised Lot 6B]--and also all the wharfe & flatts south and contained within these lines and bounded Northerly on Derby Street there measuring six feet [Lot 3F].

And also another Lot [Lot 10] containing about 9 Rods and two-tenths of a Rod, with the buildings thereon, commonly called Manning's Lot, bounded Northerly by Manning's land, Easterly by Brown's Land [Lot 13], Southerly by land of said Forrester [Lot 6A], & Westerly by a private way [Hodges Court] the whole of the foregoing being part of what I purchased of said Derby by his deed dated the 16th day of this present April.⁶

6. RD, 60:10, deed dated April 21, 1795, and recorded April 25, 1795; see also RD, 236:59, for the record of a March 22, 1791, survey of the west property line of Lot 6A. At that date the northwest (left rear) corner of the 6A lot was 44 feet west of the northeast (right rear) corner of the property. The survey was made by Js. Hiller and John Hathorne. The April 21, 1795, transaction added a piece of land to the north end of Lots 6B and 6A that fronted 60 feet on the east side of Herbert Street and that extended eastward from that street about 102 feet.

On April 14, 1796, Forrester again expanded his lot, this time to the northeast by acquiring Lot 6C-1 from Elias Hasket Derby for £30. This strip of vacant land, 16 feet wide and 86 feet deep, gave Forrester a straight boundary line on the east side.

The 1796 deed described the bounds of 6C as follows:

Southerly on land of Forrester 16 feet [of Lot 6C-2 which had been added to Lot 6A on May 4, 1754], easterly on land of said Derby 86 feet [by Lot 5A], northerly on land of William Brown 16 feet [Lot 13], and westerly on land of said Simon [Lot 6A] 86 feet to the first mentioned bond, containing about five poles more or less.⁷

The acquisition of Lot 6B and Lot 6C-2, with 6A, gave combined house Lot 6 from 1795 a frontage of about 66 feet as is delineated on Gideon Foster's "Map of the Land and Wharves of Geo. Crowninshield & Sons, Ward & Others [Forrester's]," dated April 2, 1805.

Lot 6 and Lot F, with the mansion, wharf, and warehouses, remained the property of Simon Forrester and his sons from 1791 until 1824. Upon Simon Forrester's death in 1817, his widow Rachel received lifetime use of the mansion, but the property was willed to his sons John and Thomas H. Forrester.⁸

7. RD, 160:235; deed dated April 14, 1796, and recorded May 18, 1796.

8. PR, 390:264-76, will dated September 13, 1813, and filed July 17, 1817 (will also published in Belknap, "Simon Forrester," pp. 33-42).

On April 24, 1824, John Forrester conveyed Lot 6 and the mansion and other buildings to John Andrew, a Salem merchant and son-in-law of Simon Forrester.⁹

4. 1826-1897

On March 21, 1826, Andrew sold Lot 6 to Richard Savory, a cooper, and Thomas Farless, Jr., a rigger, for \$5,000. The 1826 deed describes the bounds as follows:

Beginning at the southwesterly corner of the said land on Derby Street . . . and thence running northerly and bounding westerly partly on land of Hannah Ward [Lot 7A] and partly on land of said Forrester now owned by a Religious association called the "Christian Church" [Lot 7B] about 337 feet and 10 inches to land of Moseley, thence running easterly and bounding Northerly partly on land of said Moseley partly on a private way [Hodges Court] and partly on land of Gamaliel Hodges (formerly of Manning) about 53 feet to the land of Meade, thence running southwardly and bounding easterly on land partly of said Mead, partly of Beckford and partly of Brown about 91 feet 2 inches [Lots 13A, 13B, and 12], thence running again easterly and bounding northerly on land of said Brown [Lot 12] about 16 feet 5 inches to land of the widow Harraden [Lot A] thence running again Southerly and Bounding easterly partly on land of said Harraden [Lot 5A] and partly on land of Benjamin Felt [Lot 5B]

9. RD, 24:160.

about 242 feet and 6 inches to Derby Street, thence running westerly and bounding Southerly by said street about 66 feet to the Bound first mentioned, together with the right and privilege of using the private way now fenced and leading from Essex Street between the dwelling house of said Hodges (formerly Manning) and the dwelling house of Moseley to the northern end of the above desribed message.¹⁰

In 1851 Mrs. Richard Savory and Thomas Farless still jointly owned Lot 6.¹¹ By 1874 Mrs. Joseph Hodges had acquired Lot 6.¹² M. McNulty is listed as the owner in 1897.¹³

B. Buildings on Lot 6, 1649-1976

1. 1661-1790 the Sears/Haskett House,

Lot 6A was the site of a frame dwelling erected by Alexander Sears in the period 1661-1668. The house was still standing in 1742 and probably not demolished until 1790, when Jonathan Ingersoll began construction on a new mansion on Lot 6.

10. RD, 241:160, deed dated March 21, 1826, and recorded April 4, 1826.

11. See Map No. 7, dated 1851. Richard Savory, born in 1781, died in 1841. Mrs. Richard or Betsey Savory died in 1861.

12. See Map No. 8, made in 1874.

13. See Map No. 9, made in 1897.

2. 1791-1796 - the Ingersoll/Forrester Mansion

Jonathan Ingersoll, sea captain and merchant, apparently began construction on a new three-story wooden Federal-style mansion on Lot 6 in 1790. On January 24, 1791, Captain Ingersoll's wife died suddenly.¹⁴ Apparently shaken by this event, Jonathan Ingersoll sold the unfinished house, Lots 6A, 6C-2, and F-1, with a wharf and warehouse, to Captain Simon Forrester on February 1, 1791, for £685. On February 2, 1791, the Reverend William Bentley noted in his diary: "Capt. Forrester has purchased the elegant but unfinished House of Capt. Jona. Ingersoll, fronting Derby Street [on Lot 6A], with the Cobb Wharf [on Lot F-1] & Store, & flats, at about £700."¹⁵

Forrester completed construction on the mansion in 1791 and the surviving architectural evidence strongly suggests that the Ingersoll/Forrester mansion was designed and constructed in 1790-1791 by Samuel McIntire, Salem's noted architect.

Fiske Kimball, the architectural historian who studied the Ingersoll/Forrester mansion and its possible relationship with Samuel McIntire, reported his findings in 1939 as follows:

Attribution of this house to Samuel McIntire rests on comparisons of style and detail with the Jerathmeel Peirce, Ward, and Boardman Houses [in Salem]. In the extremely bold staircase there are many points of identity with the Boardman and Ward staircases: the use of small columns as balusters, and their correct academic form;

14. Bentley, Diary, 1:231.

15. Ibid., 1:232.

the treatment of flare and newel at the foot; the profile of the handrail. In the parlor, comparison of the architectural features with those of the Georgian parlor and the chamber above that at the Peirce house reveals much in common: the treatment of the architraves with ears, of the egg-and-dart on the overmantel panel, of the profile of the cornice. The broad end-blocks of the frieze are found in mantels of the Boardman house which have otherwise been modified. The carvings of the frieze and of the pilasters which frame the overmantel are precious specimens of McIntire's carving at this time [1791], the only considerable ones we have. The interior doorways are substantially identical in design with some at the Peirce House. On the exterior also we find features characteristic of McIntire's unusually close adherence to academic canons: the door portico, of Roman Doric with triglyphs and mutules - the front columns have been replaced with barbarous square posts - has three-quarter columns next to the building, like the porticoes of the Peirce house and remodelled Pickman (Derby) house on [No. 70] Washington Street.

The windows have small moulded caps above the casings, as in the Boardman house - features scarcely found elsewhere in Salem.

About 1895 the late Francis Shaw removed the mantel in the east parlor, which he presented to the Essex Institute in 1924.¹⁶

16. Kimball, Mr. Samuel McIntire, Carver, p. 67, figures 5, 71-74.

The three-story frame Federal-styled Ingersoll/Forrester mansion is still standing and is still being used as a private residence.

In March 1798, the ever watchful Reverend Bentley recorded in his diary: "Forrester enlarging Barn on Derby Street [Lot 6], bet. Orange and Curtis Street."¹⁷ In November 1798 he again reported: "Brown's shop, head of Forrester's wharf [on Lots F-1, F-2, F-5, and F-3] removed."¹⁸ The shop was probably situated on Lot F-2.

Maps No. 7 (1851), No. 8 (1874), and No. 9 (1897) show the size and location of the Ingersoll/Forrester mansion, the outbuildings, and the boundaries of Lot 6 during the last half of the nineteenth century. Historical Illustrations Nos. 4, 5, 6, 7, and 8, show the east, south (front), and west elevations of the Ingersoll/Forrester mansion as it appeared in the period 1875-1891.

Other historical photographs, also showing the Ingersoll/Forrester mansion and are in the National Park Service document "Historic Structure Report: Ingersoll/Forrester/Central Wharf," are as follows: (1) pp. 92-93, Peabody Museum neg. 334 or 6424, made about 1874; (2) pp. 96-97, Essex Institute neg. 13,934, made about 1880; (3) pp. 102-103, Salem Maritime National Historic Site neg. 14-26, made about 1910; (4) pp. 105-106, Essex Institute neg. 13,395, made in 1914; and (5) pp. 106-107, Essex Institute neg. No. 14,085, made about 1920.

17. Bentley, Diary, 2:467.

18. Ibid., 4:467.

C. Buildings on Lot 10, Manning's Lot, 1792

The buildings mentioned as standing on "Mannings Lot," Lot 10, in the April 21, 1795, deed from Miles Ward, Jr., to Simon Forrester consisted of a small frame dwelling house that Elias Hasket Derby had erected for several of his former black slaves who were retiring in 1792. Dr. Bentley reported this construction as follows: "Feb. 24, 1792: Mr. [E. H.] Derby raised a small House upon the land [Lot 10 or Manning's Lot] back of Forrester [Lot 6A] & Manning, for some superannuated Domestics."¹⁹ There are not any known pictures or plans of the Lot 10 house.

D. Uses and Inhabitants of the Buildings on Lot 6, 1661-1851

1. 1661-1790

1661-1668, home of Alexander Sears

1669-1670, residence of Stephen Searle

ca. 1671-1741, homestead of Stephen Haskett

1742-1790, homestead of Nathaniel Ingersoll family

The seventeenth-century house was demolished in 1790.

2. 1791-1851

1791-1817, home of the merchant Simon Forrester

1817-1823, home of his widow, Rachael Forrester

June 1823-April 1824, use unknown

19. Ibid., 1:365.

April 1824-March 1826, possibly home of John Andrew, merchant and son-in-law of Simon Forrester

March 1826 to after 1851, house with its large garden used as two-family residence and occupied by the owners, Richard Savory (or Savary), 1826-1861, and Thomas Farless (1826- ca. 1865). The property was purchased by them for \$5,000 in 1826.

The first city directory of Salem, issued in 1837, reveals that the Ingersoll/Forrester house was numbered 120 Derby Street and that Savory and Farless both still resided in that house. Thomas Farless was listed as a rigger, whose shop was located at Peirces Wharf, and Richard Savory was listed as a cooper, whose shop was situated at No. 19 Neptune Street.²⁰

In 1851 the city directory listed Thomas Farless, rigger, Mrs. Richard Savory, widow, and William Savory, mariner, as all living at No. 120 Derby Street.²¹ Mrs. Savory died in 1861 and Thomas Farless died about 1865.

In 1895 old No. 120 Derby Street was renumbered 188 Derby Street. In 1897 No. 188 Derby Street was being used as a tenement house and was occupied by the following persons: Mrs. Mary E. Douglass; Mrs. Francis Harkins, widow, and family; Robert

20. Salem directory, 1837.

21. Salem directory, 1851. Richard Savory (born in 1781 at Portsmouth, N.H.), died at Salem in 1841. His wife Betsey, whom he had married at Salem in 1803, died in 1861.

McCartney, engineer and family; John Dunley, stonecutter, and family.²²

The Ingersoll/Forrester mansion was still being used for residential purposes in 1976.

E. Biographical Sketches of Persons Associated With Lot 6

1. Capt. Jonathan Ingersoll, 1751-1840

Jonathan Ingersoll was born in Salem in 1751, the son of Captain Nathaniel and his wife Bethiah (Gardner); in 1775 he married Mary Hodges (1755-January 24, 1791) also of Salem, the daughter of Gamaliel and Priscilla (Webb) Hodges. He later married Polly Pool in 1793, and he was married for a third time in 1808 to Sarah Purbeck, the widow of Samuel Blythe. Ingersoll died in 1840 at Windsor, Vermont.

The twenty-four-year-old Capt. Jonathan Ingersoll was in command of Elias Hasket Derby's schooner Jamacia Packet, bringing the vessel back to Salem from a voyage to Jamaica in November 1775, when the vessel was seized by the British and carried into the besieged port of Boston.²³ The schooner and cargo were lost, but Ingersoll got back to Salem in March 1776. Ingersoll apparently had a successful career commanding privateers during the War for Independence. In November 1784, after the war, he took E. H. Derby's ex-privateer ship, Grand Turk, on the

22. Salem directory, 1897-1898.

23. See Charles W. Snell, "Historic Structure Report for the Derby/Prince/Ropes House," pp. 39-40 and 82 for details of Ingersoll's adventures.

first trading voyage made by a Salem vessel to the Cape of Good Hope, South Africa.²⁴ With money made from these and other voyages, Ingersoll became a merchant and in 1790-1791 was in the process of constructing a large three-story frame mansion on house Lot 6, when his first wife suddenly died. On February 3, 1791, about one week after her death, Captain Ingersoll sold his unfinished mansion on house Lot 6, and his wharf and warehouse on Lot F-1, to Capt. Simon Forrester for £685 and moved elsewhere in Salem to live.

2. Capt. Simon Forrester, 1748-1817

After the Derby and Crowninshield families, the Simon Forrester family was probably the most important mercantile family in Salem by the end of the eighteenth century. Forrester, a sea captain, privateer, merchant, and shipowner, was born in Killeenach, Ireland, May 10, 1748. At the age of nineteen he decided to try his fortune in America and, over his father's opposition, made his way to Liverpool, where he fell in with Capt. Daniel Hathorne of Salem. Forrester shipped as a hand before the mast in Hathorne's vessel on the return voyage to Salem in 1767. He then apparently served an apprenticeship under Hathorne as a seaman and clerk, and by 1775, at the age of twenty-seven, Forrester was commanding trading vessels. On October 2, 1775, he was in command of Elias Hasket Derby's schooner Nancy. He successfully evaded the British fleet and completed a return voyage from Lisbon, Portugal, via South Carolina and Cape Francois, Haiti.²⁵ On December 7, 1776, Forrester married Rachael Hathorne

24. Phillips, Salem and the Indies, pp. 44-45.

25. Snell, "Historic Structure Report: Derby/Prince/Ropes Houses," p. 81.

(1757-1823), the daughter of his merchant benefactor. (Rachael's brother was to become the father of the noted Salem author, Nathaniel Hawthorne.)

The War for Independence was then in full progress, and on July 12, 1776, the colony of Massachusetts granted Forrester his first commission as the captain of a privateer.²⁶ Taking command of the 70-ton sloop Rover, armed with 8 guns and carrying 80 men, Forrester made the first in a series of very successful privateering voyages in July 1776. In his two 1776 cruises he took six large prizes. He realized nearly £3,000 from the sale of these prizes and with this money he became part owner in 1778 of the privateer 12-gun sloop Black Snake, with Capt. Henry Phelps, and the sole owner in 1779 of the 163-ton brigantine Washington, captained by John Murphey. In 1780 he again took command of privateer vessels owned by others. He cruised from Salem on the sloop Centurion in January 1780 and then in June 1780 on the ship Jason. In 1781-1782, he commanded three vessels all owned by Elias Hasket Derby: the ship Patty, sailing in September 1781; the ship Salem Packet, sailing in November 1781; and the new ship Exchange, departing on February 12, 1782. The first two cruises were successful, but on the third, in the Exchange, Captain Forrester and his crew were captured by the British on April 2, 1782, as they sailed off to New York City.²⁷

26. William Bell Clark and William James Morgan, eds. Naval Documents of the American Revolution, 6 vols. (Washington, D.C., 1964-1972), 3:1034-35. For Simon Forrester's firsthand 1776 accounts of experiences as a privateer, see Naval Documents, 6:607, 612-13, 619, 1196, 1251-99, and 1471.

27. Snell, "Historic Structures Report: Derby/Prince/Ropes Houses," pp. 104, 105, 106; Phillips, Salem and the Indies, pp. 83-84.

After the Revolution, Forrester became a merchant and shipowner in his own right. Under the new U.S. Constitution, he also became a strong Federalist. In February 1791 he purchased house Lot 6A with a fine unfinished three-story mansion on it and waterfront Lot F-1, which included a wharf and warehouse, from Capt. Jonathan Ingersoll for £685. Forrester completed the mansion in 1791 and resided there until his death in 1817. In 1791-1794 he rebuilt and greatly enlarged Ingersoll's Wharf. In 1792 he constructed a new three-story wooden warehouse with a hip roof on the new wharf. Evidence just discovered reveals that by September 19, 1794, his new wharf was already 280 feet long.²⁸

Between 1805 and 1817, and probably during the 1809-1811 embargo, he extended his wharf by another 515 feet so that it reached a total of 795 feet into the South River. The fourth longest wharf in Salem, Forrester's wharf and his warehouse served as the base of his extensive mercantile operations from 1791 to 1817.

During the period from 1790 to 1817, Forrester owned twelve vessels: the brigantine Good Hope, 1790; the barque Good Hope, 1792; the barque Good Intent, 1790; the ship Vigilant, 1799-1801; the ship Perseverance, 1794-1805; the brigantine Sukey, 1795-1812; the brigantine Eliza, 1811-1814; the ship Bonetta, 1803; the ship Endeavor, 1804-1817; the brigantine Little James, 1809; the ship Restitution, 1805-1812; and the ship Messenger, 1805-1814.²⁹

28. Salem, Essex Institute, "Record Book of the Survey of Salem Made in 1794 by Nathaniel Bowditch assisted by Captain John Gibault, September 1794," MSS. Previous documents (maps made in 1805) proved that it was 280 feet long in 1805.

29. Additional data on the vessels and their captains will be found in Snell, "Historic Structure Report: Ingersoll/Forrester/Central Wharf," pp. 32-33; see also pp. 35-36 for vessels owned by Forrester's sons, John and Thomas H. Forrester.

Simon Forrester died on July 4, 1817, and on the following day, Dr. William Bentley, an ardent Jeffersonian, commented in his diary of this strong Federalist:

Yesterday died in Salem Capt. Simon Forrester, aet. 71. . . . He was an apprentice to Capt. Daniel Harthorne, Union Street & afterwards, much against the wishes of the parents, married one of his daughters. With a mind full of superstition [a Federalist no doubt], with a temper as boistrous as a tempest and with habits of occasional intemperance like a ship without a helm, he still retained so much of his industry in the active parts of life as to have more than common success. And for the last ten years when confined mostly to his bed, & often threatened by civil magistrate, he accumulated by the gifts of fortune so as to die the richest man in Salem [in 1817]. His wealth is given at 14 h[undred] th[ousand] D[ollars].³⁰

Simon and Rachael Forrester had twelve children, namely

Eleanor (July 1777-October 29, 1795)

Rachael (November 28, 1778-November 21, 1814)

Catherine (March 7, 1780-July 14, 1845), who married John Andrews, a Salem merchant, September 28, 1804. They lived in a house on Washington Square West that was finished in 1819.

30. Bentley, *Diary*, 4:462-63; also see Snell, "Historic Structure Report: Ingersoll/Forrester Central Wharf," p. 34, for another evaluation of Forrester.

John (October 3, 1781-January 25, 1837), merchant. Married Charlotte Story of Marblehead, October 25, 1810. He lived in the brick house he erected in 1817-1819 on the north side of Washington Square, Brown Street.

Elizabeth (born and died in May 1783)

Simon Jr. (August 8, 1785-died at sea, probably committed suicide), a law student³¹

Sarah (May 9, 1787-July 21, 1791)

Eliza (October 9, 1790-July 3, 1791)

Thomas Haley (November 11, 1791-May 19 or 21, 1830, at Reading, Mass.), merchant, lived in Reading after 1819; never married

Nancy (July 5, 1793-October 30, 1881), married Gideon Barston, a Salem physician and politician, on March 29, 1812; she died in Boston.

Charles (August 30, 1794-April 16, 1816), a mariner

Eleanora (January 18, 1797-June 21, 1885), at Salem, married the Reverend Thomas Carlile on June 30, 1860, who was the minister of St. Peter's Church in Salem and who died at Providence, R.I., March 28, 1824, age 32. She then married Rev. Thomas Winthrop of New London, Conn. (January 30, 1828), who was rector of St. Peter's Church, Salem, from 1826 to 1829. Simon Forrester purchased the Ezekiel Hersey Derby Federal-style mansion, now 204-206 Essex Street, which had been designed by Charles Bulfinch for Derby, the son of Elias Hasket Derby in 1795-1799. (For plans and photographs of the

31. Bentley, Diary, 4:381-82, dated April 11, 1816. One of the sons leaped from the window of his cabin into the sea.

Essex Street mansion, see Fiske Kimball, Mr. Samuel McIntire Carver, pp. 95-96 and figures 166-86.) Reverend Carlile left Salem in October 1822, and he sold his mansion to Benjamin Williams Crowninshield for \$10,600 at that time.³²

The total value of Capt. Simon Forrester's fortune in 1817 was found to be \$805,731.14 (which may be compared with the fortune of \$1,020,957.09 left by Elias Hasket Derby, Salem's greatest merchant, who died on September 8, 1799).³³

Simon Forrester's real estate was valued at \$44,017. Of this, his mansion on Lot 6, Derby Street, was appraised at \$8,000, and "his wharf and stores on [Lot F] Derby Street" at \$14,000. He had also purchased the land and provided houses, still retaining title to the property, for his three sons-in-law. These properties were appraised as follows: for Dr. Barstow, \$9,000; for Mr. Andrew, \$4,000, and for the Reverend Carlile, \$6,050.³⁴

His personal estate was appraised at \$308,324.35, and included some of the following items:

Silver Plate, \$500; Household Furniture, \$1,200; Library \$500; Beds, Blankets & Bed Linen, \$1,000; Family Linen,

32. Belknap, "Simon Forrester," pp. 46-60.

33. This is the figure for the Derby fortune, which was largely settled as of April 26, 1804, PR, 372:167. Prior to his death, Forrester had given his six children another \$105,957.58, which, if counted, brought the grand total to \$911,688.72. See Belknap, "Simon Forrester," pp. 34-35.

34. Ibid, p. 33.

\$500; Wardrobe, \$300; Contents of Cellar, \$350. \$4,350, the subtotal for the contents of his mansion. His Carriage, Chaise & Harness, \$700, and one cow, \$20. His countinghouse furniture was valued at \$20. His weights and beans, \$120; ten iron guns, \$100. He also held about \$60,617 in bank stock and insurance company shares.³⁵

Only six of his twelve children survived Forrester, and his will divided his estate among them as follows:

His widow, Rachael Forrester, received lifetime use of the Lot 6 mansion and outbuildings, together with their furnishings, and also of Forrester's wharf and warehouse on Lot F. On her death these were to pass to his two sons, John and Thomas H. Forrester. She also received his horse and chaise and cow. The widow's share was appraised at \$55,218.57. Finally, Rachael was to receive the income from his 40 shares (valued at \$4,000) in the Salem bank during her lifetime.

His two sons were each given \$10,000 in cash at that time and Forrester also left \$1,500 in trust to the Salem Overseers of the Poor. The interest from this trust fund had to be used to provide two free dinners, one on Christmas Day and the other on Independence Day, for the people in the town poor house. Another \$500 in trust was also given to assist the poor belonging to the congregation of North Church. The balance of estate, \$795,935.54, was then divided into five equal parts

35. Ibid., p. 34.

of \$158,682.38 1/3 each, and one share was given to each of the two sons and three daughters.³⁶

The widow Rachael Forrester died June 29 or 30, 1823, at the age of 66. The Forrester sons sold the Ingersoll/Forrester mansion and Lot 6 on April 24, 1824, to son-in-law John Andrews. John Forrester and Thomas Haley Forrester, however, remained the owners of the Ingersoll/Forrester/Central Wharf on Lot F from July 1817 to March 22, 1834. The warehouses and wharf were then sold for \$7,500.

3. Thomas Farless, 1826-1865

Thomas Farless, a rigger, owned one half and lived in one half of the Ingersoll/Forrester mansion from March 1826 until about 1865.

In April 1840, Farless, in partnership with Michael Shepard and John Bertram, described in the deed as three Salem merchants, purchased the Ingersoll/Forrester/Central Wharf on Lot F for \$7,000.³⁷ Farless was one of the wharf owners from 1840 to April 1865. His portion of the wharf consisted of a lot which fronted 35 feet 10 inches on the south side of Derby Street at the north end of the wharf; his lot with the wharf was 120 feet deep,

36. Ibid., pp. 34-35. A further accounting for the administration of the Forrester estate, 1817 to October 1819 is to be found on pp. 36-41. See also the Simon Forrester will dated September 16, 1813, and filed July 17, 1817. PR, 390:264-276 (extracts from the will are published in Belknap, "Simon Forrester," p. 29).

37. RD, 318:153, deed dated April 11, 1840, and recorded April 23, 1840.

north-south, and was 35½ feet wide, east-west, at the southern end of the wharf. The Farless Wharf was located along the western (left) edge of the way leading out on the main 803-foot-long wharf. Farless's portion of the wharf also had one large wooden warehouse located on it.

On April 3, 1865, the heirs of Thomas Farless sold his wharf and warehouse to Augustus T. Brooks for \$200.³⁸

38. RD, 318:153, two deeds both dated April 3, 1865.

V. Physical History of House Lot 7, the Richard Derby, Sr./
Miles Ward House Site (No. 27 Herbert Street), 1649-1976

This lot is privately owned. The historic house is standing and is being used as a residence.

A. Chain of Title for Lot 7, 1649-1897

1. 1649-1735

This lot may have been comprised of two lots in 1661. The east, or right lot, called the Francis Skerry lot (see Map No. 4) was owned by Richard Raymond in 1649, and between that year and 1661, he erected his frame dwelling on this land. By 1670 the land and house belonged to Francis Skerry, who still owned the lot as late as 1708. The house, however, is believed to have been demolished prior to 1702.¹

The western or left lot, the John Gardner lot (see Map No. 4), was first owned by John Ingersoll, a Salem mariner, who had erected a frame dwelling on the land. On September 6, 1656, Ingersoll conveyed the house and land to John Gardner, a Salem mariner, for fourteen pounds.² Captain Gardner removed to Nantucket Island, Massachusetts, where he died in 1706. In his will he left this Salem house and lot to his grandson, John Gardner of Mendham, Suffolk County, Massachusetts. On April 13, 1713, the grandson sold the Salem house and lot to John Langsford, a Salem mariner, for £70.³

1. Perley, "Salem in 1700," No. 25, p. 158. If not a part of Lot 7, then this lot would have been part of Lot 6.

2. Ibid., p. 159; RD, 1:35.

3. RD, 25:184.

2. 1735-1897

On March 11, 1734, the heirs of John Langsford, namely Ezekiel Goldthwright (bricklayer) and wife Esther, and Paul Mansfield (shoreman) and wife Sarah, all of Salem, conveyed the John Gardner lot, the dwelling house, a bake house, a shop, and a barn, to James Lindall, Esq., of Salem, for £400.⁴ About one and one-half years later, on September 18, 1735, James Lindall sold all of Waterfront Lot G and Lot 7 (which also included Lot 6B) to Richard Derby, a Salem mariner, for £400. The deed for this transaction reads in part as follows:

A certain Dwelling House, Bake house, Shop, Barn & Out Houses with the land whereon they stand & thereto adjoining, situate in Salem aforesaid, late the Estate of John Langsford, containing 60 poles of land more or less, with the flatts [Lot G] adjoining, bounded Southerly by the river to low water mark, Westerly on a lane [Herbert Street], Northerly on land of John Pickman [Lot 7B], Easterly on land of Hasket [House Lot 6A].⁵

This lot fronted about 117 feet on the waterfront and was about 280 feet deep.

Richard Derby enlarged this lot in February 1739 by adding a second piece of vacant land, Lot 7B, containing some 22 poles of land. The addition, about 108 feet wide and 60 feet deep,

4. RD, 68:57.

5. RD, 74:143, deed dated September 18, 1735 (deed also printed in EIHC, 65(1929):476-77).

adjoined the northern end of his first acquisition. This second lot, Lot 7B, was purchased from the estate of John Pickman on February 7, 1739, and the deed reads in part,

a certain piece or parcel . . . of land aforesaid, containing 22 poles & 6/10, butting Northerly on land now or late of Timothy Mansfield, measuring 3 poles three feet seven inches [53 feet 1 inch] Easterly on land formerly of Haskett [Lot 6A] 6-1/2 poles [107 feet 3 inches] Southerly on land of said Richard Derby [Lot 7A], 3 poles, 11 feet 7 inches [61 feet 1 inch]; and Westerly on a Lane or Highway [Herbert Street] there measuring 6 1/2 poles [107 feet 3 inches].⁶

These enlarged lots, Lots 7A, 7B, 6B, and G, remained the property of Richard Derby, Sr., from 1735 until his death on November 9, 1783. An indenture between his three sons dated January 11, 1785, carried out the terms of Richard Derby's will and divided his real estate between Richard Derby, Jr., Elias Hasket Derby, and John Derby. Under this agreement, Lots 7A, 7B, 6B, and G were awarded to Elias Hasket Derby.

The indenture reads in part:

And the said Elias Hasket Derby . . . shall have . . . the following lots or pieces of Land with the Buildings thereon, being Number two or Second Division viz the Mansion House of said Testator [of Richard Derby, Sr.] & the land under the same and thereto adjoining [house

6. RD, 78:267 (deed also published in EIHC, 65(1929):477).

Lots 7A, 7B, and 6B] & all the outhouses & buildings thereon, together with the wharfe & flatts fronting & belonging to the same [that is, Lot G on the property on Map No. 1] the whole situated in said Salem & bounded as follows; viz Westerly on Derby's Lane [Herbert Street] so called, there measuring 22 poles & 2 links [364 feet 4 inches], Northerly on Mansfields & Bates's land, there measuring 6 poles & 5 links [102 feet 3 inches], Easterly partly on Ingersolls land [Lot 6A] & partly on a cart Way [Hodges Court], there measuring 21 poles & 8 links [351 feet 9 inches], Southerly on Water Street [Derby Street], so called, 7 poles & 2 links [116 feet 10 inches] that said wharfe & flatts [Lot G] measuring Northerly on said Water Street 8 poles and 12 links [139 feet 9 inches] & continues Southerly the same width to the Channel of the South River there so called & is bounded Westerly by the wharfe & Flatts [Lot J] above mentioned to have been conveyed by said Testator to his said son Richard [Derby, Jr.] deceased, & Easterly on Ingersolls wharf [located on waterfront Lot F] or flats.

Also a piece of land containing about 9 rods & 2 links [Lot 10] lying near the Northeasterly corner of the above-described lot [Lot 7B and 6B] part of No. 2 & is commonly called Mannings Land, bounded Northerly on Mannings land, 2 poles & 18 links [44 feet 9 inches], Easterly 3 poles & 11 links [56 feet 8 inches] on Browns land [Lot 13], Southerly 2 poles 16 links [43 feet 4 inches] on Ingersolls land [Lot 6A] & Westerly on a passageway for a cart [Hodges Court] (which one Ingersoll has a grant off) 3 poles 11 links [56 feet and 8 inches].⁷

Elias Hasket Derby, retained title to Lots 7A, 7B, 6B, 10, and G, from January 11, 1785, to April 1795. On April 16, 1795, E. H. Derby sold Lots 7A, 7B, 6B, and 10 (Manning's lot), to Miles Ward, Jr., a Salem merchant, for £2,400. The 1795 deed describes the bounds as follows:

To wit one piece or lot of land with the Mansion House of the Late Richard Derby [Sr.] Esquire deceased thereon containing in the whole about 144 rods & bounded southerly by Derby Street formerly Water Street, Westerly by Herbert Street, formerly Derby's Lane, Northerly by land now or late Mansfield's partly and partly by land late Bales' and Easterly partly by a private way or cartway [Hodges Court], & partly by late Ingersoll, but now Forrester's [Lot 6A] as the fence now stands . . . the same [Lots 7A and 7B] containing more or less than 144 poles and also the wharf and flatts [Lot G and Lot F-3] lying southerly and opposite to said first piece [Lot 7A].

And also one other piece of land [Lot 10] situate in said Salem with a small dwelling house thereon containing about 9 rods and 2 links more or less and lying near the northeasterly corner of the lot first mentioned [Lot 7A, 6B] and been commonly called Manning's land.⁸

7. RD, 143:30 (indenture also published in EIHC, 65(1929:457-58).

8. RD, 160:3, deed dated April 16, 1795, and recorded April 18, 1795. On April 17, 1795, as collateral for a £3,600 note, Miles Ward gave Elias Hasket Derby a mortgage on Lots 7A, 7B, 6B, and G, also Manning's lot (or Lot 10). See RD, 160:13, deed recorded May 2, 1795 (mortgage deed also published EIHC, 66(1930:89-90). Ward paid off this £3,600 note by March 14, 1800.

Eight days later, on April 21, 1795, Miles Ward, Jr., sold to Simon Forrester, merchant and owner of Lots 6A and F-1, the following four pieces of land from Lot 7 for £419:

Lot 10, or Manning's lot, with a small dwelling house

A strip of land 6 feet wide and running the length of the eastern boundary line of house Lots 7A and 6B, that is, he sold Lot 6B

A 6-foot-wide piece of wharf, land, and flats south of Derby Street and along the east lot line of Lot G, that is Lot F-3

And finally, a piece of land, Lot 7B, at the northern or rear side of Lots 7A and 6B that fronted 60 feet on the east side of Herbert Street and extended about 102 feet to the east from Herbert Street

This sale reduced the frontage of Lot 7A on the north side of Derby Street from 116 feet 10 inches to 111 feet. The frontage on the south side of Derby Street for Lot G was similarly reduced from 139 feet 9 inches to 133 feet 9 inches. Miles Ward, Jr., and his heirs remained the owners of Lot 7A from April 16, 1795, until after 1897.⁹ Map No. 8, made in 1874, lists "Mrs. Ward" as the owner of Lot 8; Map No. 9, made in 1897, indicates that Lot 7 belonged to the "J. D. Ward Estate."

The 1795-1868 bounds on Lot 7A were again reduced in size on September 25, 1868, when the Ward heirs sold the

9. RD, 160:10, deed dated April 2, 1795, and recorded April 25, 1795. The full description of the boundaries of land added to Lot 6A on April 21, 1795, will be found in the history of house Lot 6, in this report. Joseph Chipman Ward purchased Elizabeth Gardner's (daughter of Miles Ward, Jr.) one-third interest in the Ward estate on January 30, 1800, for \$4,000.

northern (or rear portion of Lot 7A) to Charles L. Osgood for \$2,299.50. The vacant lot sold was described as follows:

A lot beginning at a point on Herbert Street at the Northwest corner of land where it adjoins the land occupied by the Bethel [see Map No. 7, 1851, this was the Seamen's Bethel or Church], thence running in an easterly direction by the same line of Bethel 94 feet 8 inches to land of Hodges, thence South by Hodges land, 94 feet to other land of said Ward [Lot 7A], thence by Ward's land westerly 101 feet 3 inches to the said Herbert Street, thence by Herbert Street north 91 feet 9 inches to the beginning, and containing about 9,100 square feet of land.¹⁰

Osgood sold this same lot to the city of Salem on October 19, 1868, for \$2,300.¹¹ Salem used this land to erect a public school (see public school lot on Map No. 8, made in 1874).

The Miles Ward, Jr., heirs also remained the owners of Lots G-1 and G-2 on the waterfront from April 16, 1795, to 1867. In the following year the heirs of Chipman Ward sold the eastern (right) portion of the wharf Lot G-1, which fronted 40 feet on Derby Street, to Augustus T. Brooks for \$650.¹² The wharf then extended about 122 feet into the river. In July 1868, the Ward heirs next sold the wharf (Lot G-2), the western section of which fronted about 93 feet on Derby Street, to Charles A. Ropes for \$1,500.¹³

10. RD, 758:192-98.

11. RD, 758:194.

12. RD, 749:21-22, two deeds dated February 10 and 19, 1867.

13. RD, 750:140-141, two deeds dated July 10, 1868.

B. Buildings on Lot 7, 1649-1976

1. 1649-1702 - the Richard Raymond House (Francis Skerry Lot, eastern lot)

A frame dwelling was erected on this lot between 1649 and 1661 by Richard Raymond; this house was gone by 1702.¹⁴

2. 1656-1735 - the John Ingersoll House (John Gardner Lot Western Lot and Lots 7A-6B)

A frame dwelling was erected by John Ingersoll prior to September 6, 1656. In 1734, a dwelling house, a bake house, a shop, a barn, and outhouses were standing on Lots 7A and 6B. In 1735 or 1736 Richard Derby apparently demolished the seventeenth-century dwelling.¹⁵

3. 1735-1976 - Derby/Ward House

On September 18, 1735, Richard Derby, mariner, purchased Lots 7A and 6B, and probably within the next year he demolished the seventeenth-century frame dwelling standing on the lot. The architectural evidence of the existing house, which is a two-story frame Georgian house with gambrel roof, would appear to indicate that Richard Derby must have erected this extant house

14. Perley, "Salem in 1700," No. 25, p. 158.

15. Ibid., p. 159.

about 1735-1736. No documentary evidence, however, has been found that relates to the construction of the Derby/Ward house.¹⁶

The plan of the wharf and lands of Capt. George Crowninshield & Sons and the widow Hannah Ward, surveyed by Gideon Foster, November 7, 1807, shows the position of the house in relation to the southwest (left-front) corner of Lot 7A and Derby Street. The house is also shown to be about 45 feet wide and 35 feet deep; the dwelling fronted on the east side of Herbert Street.

Elias Hasket Derby inherited the Derby/Ward house in January 1785, as well as Lots 7A, 7B, 6B, and 10, (Manning's lot). On February 24, 1792, the Reverend William Bentley noted in his diary: "Mr. Derby raised a small House upon the land [Lot 10 or Manning's lot] back of Forrester [who owned Lot 6A] & Manning for some superannuated Domestics [that is for some former old slaves]." ¹⁷

On May 2, 1795, the alert Dr. Bentley reported: "Ward has purchased the old Mansion of [Richard Derby, Sr.] & has sold & opened a road to the Small House back of Forrester's [that is, to Lot 10 or Manning's lot], is building a Chaise's House & making alterations."¹⁸ On May 8, 1795, the doctor again

16. See Derby Manuscripts, 28:62, for 1759 receipt for £200 for masonry work, stone steps, porch, and 9½ feet of hearth stone, signed by Christopher Geyer; 29:4 for 1764 bills for construction of shutters and one large lock; and 29:62 for receipts to "Jno. Blyle, Jr., for painting 24 yards in ye carpet £27 lls 8d, for painting ye carpet in Keepin Room £10" (also for 1766 receipts).

17. Bentley, Diary, 1:365.

18. Ibid., 2:464.

commented: "Ward repairing his building in Herbert Street."¹⁹ In June 1795, Bentley again reported: "Ward drawing in his fence [along the north side of Derby Street] to widen Derby Street."²⁰

From 1804 to 1805 or 1806, Capt. George Crowninshield, Sr., who resided at house Lot 3B and owned waterfront Lot J-1 and wharf Lot 7 along the east side of Union Wharf, and the Ward heirs, who lived in the Derby/Ward house on Lot 7A and also owned the wharf at Lots G-1 and G-2, were locked in protracted court battles over the location of Ward fences on the wharf lots.

On November 24, 1804, Dr. Bentley reported:

The affair of Crowninshield who is indicted for a riot was before the Supreme Judicial Court in this town. The Jury went in last evening & informed the Court that they could not agree, they were sent out again & were out all night & in the morning could not agree, so the action lays over. The affair was in the cutting down of fence at the bottom of Herbert Street, below Derby Street [the fence lay between Lots G and J-1 on the south side of Derby Street], which C.[rowninshield] says ought to lay in common & which was put up on his bounds [Lot J-1]. It is believed that party [politics--Crowninshield was a Jeffersonian and Ward was a Federalist] is concerned in this continued prosecution, tho' provocation has been made by the angry speeches on both sides. Our

19. Ibid.

20. Ibid.

wealthiest merchants are concerned in this business. Mr. Gray in behalf of his Sister in Law [Hannah] Ward.²¹

The following year, on April 23, 1805, Bentley wrote: "The Court of Ipswich & Crowninshield's riot trial comes on again for the third time. No pains are spared to correct the rashness of the Old Man George Crowninshield, Sr. & to diminish the prosperity of that active family. Blake & Dexter are his Council. The old man has little prudence, but his age & his family ought to secure to him at least the impartiality of the Court."²²

Three days later, April 26, 1805, the Reverend Bentley reported:

The third Jury which had Crowninshield's case could not agree & were dismissed. C. recognizes. His friends think that Judge Sewall discovered prejudices but the truth is that the success of his [Crowninshield's] sons has excited envy & party delights to mortify & distress the family. On Tuesday next the [separate] case of Crowninshield's wharf comes on again. It [the wharf at Lot 7] is too long. It has been cut once, and been viewed by Juries several times. So poor man he goes from Court to Court. Some say there is no party in all this conduct.²³

21. Ibid., 3:123.

22. Ibid., p. 153.

23. Ibid.

On November 9, 1805, the jury again failed to reach a decision in the riot case.²⁴

A year later, on April 24, 1806, Bentley happily jotted in his diary: "We learn that the Crowninshield riot [or fence case] has a Noli prosequi, C. paying all the Court Charges, which are said not to exceed \$100."²⁵

During the nineteenth century, the Derby/Ward house, which fronted on the east side of Herbert Street, was numbered 19 Herbert Street. By 1837 a shop had apparently been erected on the southeast (right-front) corner of Lot 7 and designated No. 122 Derby Street. The Salem directory of 1837 indicates that No. 122 was occupied by Augustus T. Brooks, a ship Chandler, as his shop. He resided at No. 8 County Street. In 1851 the No. 122 Derby Street store was leased by George Dodge as a "Clothing & Furnishings Goods and Grocery Store." He resided in a house at No. 2 Brown Street.²⁶ Map No. 8, made in 1874, reveals that the No. 122 store was gone from Lot 7 by that date. The present large frame two-story residence occupying the east (or right) portion of Lot 7 was erected after 1897 (see Map No. 9) and prior to 1911.²⁷

Maps showing the Derby/Ward house and Lot 7 during the last half of the nineteenth century are Map. No. 7, made in 1851, Map No. 8, dating from 1874, and Map No. 9, made

24. Ibid., 3:199.

25. Ibid., 3:225.

26. Salem directory, 1851.

27. The structure appears on the city atlas of Salem for 1911.

in 1897. Map No. 8 reveals that at some date after 1807 a long one-story frame wing had been added to the back or east side of the house by 1874. Another addition also appears to have been made on the north end, near the northeast corner. Illustrations Nos. 10, 11, and 12, made in the period 1874 to 1891, also show the Derby/Ward house.

Illustrations 8 (fence, eastern lot line), 9, 10, 11, and 12, made in the period 1874-1891, show the east, south, west (front), and north elevations of the Derby/Ward house in great detail. In 1895 the Derby/Ward house at No. 19 Herbert Street became No. 27 Herbert Street.

The Derby/Ward house is still standing, is privately owned, and is used as a private residence.

C. Uses and Inhabitants of the Buildings, 1649-1897

1. 1649-1702

The Richard Raymond house:

1649- ca. 1669, residence of Richard Raymond
1670-1702, residence of Francis Skerry. The house was demolished by 1702.

2. 1656-1735

The John Ingersoll house:

Ca. 1656, dwelling of John Ingersoll
1656-1713, house of John Gardner
1713-1734, homestead of John Langsford
1734-1735, house of James Landall
The house was demolished by 1735.

3. 1735-1897

The Derby/Ward House:

Ca. 1735-November 9, 1783, homestead of Richard Derby, Sr., until his death.

January 11, 1785-April 16, 1795, owned by Elias Hasket Derby, and rented as a dwelling to the following persons:

May 1, 1785, to about December 1792, residence of Joseph Chipman, block maker. On May 1, 1785, E.H. Derby wrote to his brother-in-law, the Reverend John Prince: "I myself have let the whole of my Father's homestead [Lot 7] at £30 [per year] to Mr. Chipman & he complains of the highness of that."²⁸

From about 1788 to 1792 Chipman paid E. H. Derby a rent of £37 10s. per year.²⁹

1793-1794, probably the residence of Mr. Fousset and family, refugees from the French Revolution. On June 26, 1794, Dr. William Bentley recorded in his diary:

28. Cambridge, Peabody, Museum, Elias Hasket Derby Letter Books, 2:162 (hereafter cited as Derby Letter Books).

29. Account Books, 4:280, 386, 389, 505; see also entries of January 14, 1790, and April 8, 1791.

Visited in company with Mrs. Appleton, Orne, & Saunders, the family of Mr. Fousset, the only family of french Refugees which has in due form established itself in Salem.

It occupied the mansion house of Capt. R. Derby deceased. Several Vessels have arrived from Jamaica, after a long detention, but bring us no interesting intelligence. One of the Vessels belonged under covert to Mr. Fousset.³⁰

April 1795-1897, residence of the Miles Ward, Jr., family and heirs. This was the residence of Miles Ward, Jr., a lumber merchant, from April 1795 until his death on October 23, 1796, then the dwelling of his widow Hannah Ward, who died on April 22, 1829, and their son, Joseph Chipman Ward, who died June 23, 1832. The house, which fronts on Herbert Street, was numbered 19 Herbert Street in the early nineteenth century. The Salem directory for 1837 indicates that Miles Ward and Mrs. Mary Ann Ward resided in the Derby/Ward house at that time. The directory also shows that the Derby/Ward/Smith Wharf, located on Lot G, on the south side of Derby Street, opposite the end of

30. Bentley, Diary, 2:95.

Herbert Street, was then being leased by the Ward heirs to Lott Alden and Peters, wood dealers, for use as a lumber wharf. Mrs. Francis L. Ward was living at No. 19 Herbert Street in 1881.³¹ In 1895 the No. 19 Herbert Street house became No. 27 Herbert Street and in 1897 Mrs. Francis L. Ward was still residing in the Derby/Ward house.³²

D. Biographical Sketches of Persons Associated with the Derby/Ward House

1. Richard Derby, Sr., 1712-1783

Richard Derby of Salem, Massachusetts, was a leading New England shipowner and merchant of the late Colonial period. Born in Salem on September 16, 1712, he was the son of Richard and Martha (Hasket) Derby. In 1736, at the age of twenty-four, he made his first voyage as the master of a vessel, sailing the sloop Ranger, manned by a crew of seven, to Cadiz, Spain. He carried fish and returned with a cargo of handkerchiefs, fruit, and oil.³³

31. Salem directory, 1881.

32. Salem directory, 1897-1898.

33. James Duncan Phillips, "The Life and Times of Richard Derby, Merchant of Salem," EIHC, 65(1929):256. Benjamin Gerish, Jr., was the owner of the Ranger.

His first voyage to the West Indies was made during the winter of 1739, when he sailed the schooner Ranger to Saint Martin in the French West Indies, where he disposed of his cargo of cod and mackerel for £2,178.³⁴ In July 1742, Derby sailed in the schooner Volant as master and part owner for Barbados in the French West Indies, with a cargo of lumber, sixteen horses, ten barrels of shad, seventy-eight bags of corn, and twenty bags of rye.³⁵

Derby then became allied with Timothy Orne, Jr., one of the important Salem merchants of the mid-eighteenth century. In September 1743, Derby sailed to Montserrat, in the Leeward Islands, as master of Orne's sloop Jolly Bacchus. The cargo carried out was comprised of horses, hay, oats, dry fish, mackerel, empty hogsheads, and shingles. Derby returned in March 1744 with a cargo of cotton, rum, and molasses.³⁶

In 1744 Derby was also the master of the schooner Dolphin, of which he and Orne each owned a third, and in 1745-1746 Derby was master of the schooner Exeter, of which Orne owned a quarter interest. On these two voyages Derby carried cargoes largely comprised of fish and returned with cargoes mainly made of molasses.³⁷ Richard Derby continued his voyages as a captain from 1747 to 1757 and gradually accumulated capital.

34. Ibid., 65:262.

35. Ibid.

36. Ibid., p. 266.

37. Ibid.

On February 3, 1735, Richard Derby married Mary Hodges of Salem (1713-1770). On September 18, 1735, he purchased house Lots 7A and 6B and waterfront Lot G for £400, which had "a Dwelling House, Bake House, Shop, Barn, and Out Houses standing on the property."³⁸ In 1735-1736, Derby apparently demolished the frame dwelling that dated from about 1649 and erected the two-story frame Georgian house with gambrel roof that still stands upon Lot 7. Here in this dwelling house--the Derby/Ward house--Richard and Mary Derby's six children were born between 1736 and 1747. They were:

Richard, Jr. (January 6, 1736-December 8, 1781), mariner, merchant, and politician

Mary (November 12, 1737-June 17, 1813), on July 27, 1757, married George Crowninshield, mariner, merchant, and shipowner (1734-1815).

Elias Hasket (August 16, 1739-September 8, 1799), Salem's most important eighteenth-century merchant, shipowner, and banker (1775-1799).

John (June 7, 1741-December 5, 1812), mariner and merchant

Martha (April 16, 1744-June 26, 1802) married the Reverend John Prince (1773-1816) on September 16, 1762³⁹

38. Ibid., p. 255; RD, 74:143.

39. Derby, "Genealogy," EIHC, 3(1861):161.

Sarah (October 4, 1747-September 2, 1774), on April 13, 1769, married Capt. John Gardner III; mariner and merchant (1735-1816)⁴⁰

In the 1750s Richard Derby began to acquire wharf and warehouse facilities. By February 1750, he was the owner of Lot 6, which was located on the west side of Union Wharf.⁴¹ In March 1755 he obtained a 1,000-year lease at a rent of one shilling a year on a small lot on Winter Island in Salem Harbor from the town of Salem. On this property he built a wharf and small warehouse.⁴² By February 1759, Richard Derby had also constructed a wharf on waterfront Lot G in front of his residence and also an adjoining wharf on waterfront Lots J-1 and J-2 at the head and on the eastern side of Union Wharf.⁴³

He obtained additional warehouse space by renting the western half of John Turner's warehouse from August 13, 1759, to August 3, 1765, and also one-half of Turner's "Towne House Cellar" from August 3, 1759, to February 3, 1767.⁴⁴ In December 1760 he purchased house Lot 1 and waterfront Lot A for about £51,⁴⁵ and in August 1762 he also acquired the rights to the flats

40. Bentley, Diary, 2:436; see also *ibid.*, 4:367, January 4, 1816, for John Gardner.

41. RD, 96:214.

42. Derby Manuscripts, 10:84; see also Phillips, "Life and Times of Richard Derby," p. 268.

43. RD, 162:24.

44. Salem Essex Institute, Derby Family Papers (hereafter cited as Derby Papers), 1759-1767.

45. RD, 109:78.

that comprised waterfront Lots B and C for ten shillings.⁴⁶ He immediately began landfilling operations on waterfront Lots A, B, and C in 1762 for the purpose of creating a firm head for the northern end of his proposed "Long Wharf," and work on this great timber wharf located on Lot C and known as Derby Wharf continued until 1771. In November 1762, Richard Derby also purchased Lots 11A and 11B from David Phippen for more than £443. Derby's distill house, newly completed in 1762, was located on Lot 11A, bounded by Union Street on the east, Walnut Street on the west, and Derby Street on the south. Phippen's wharf and warehouse stood on Lot 11B, which was situated on the south side of Derby Street and near the western side of Union Wharf.⁴⁷

These acquisitions gave Richard Derby an excellent grip on the main Salem waterfront and provided him with a base on which to construct his mercantile facilities during the period 1762-1771.

In 1757, at the age of forty-five, Richard Derby was able to turn the command of his vessels over to his twenty-one-year-old son Richard Derby, Jr., and to devote his attention entirely to his role as a shipowner and merchant.⁴⁸ Between 1757 and 1764, Richard Derby, Sr., owned the 150-ton brig Neptune, the ship Antelope, the brigantine Lydia and Betsy, the brig Salisbury, the brig Ranger, and the brig Mary and Sally. These vessels, ranging from 50 to 100 tons, traded with West Indies island, Madeira, and the Spanish peninsula, and they sailed under

46. RD, 112:139, 140.

47. RD, 110:265.

48. Phillips, "Life and Times of Richard Derby," pp. 268, 276.

the commands of Capt. Richard Derby, Jr., his son-in-law, George Crowninshield, and Capt. Jonathan Lambert. His vessels carried fish, lumber, and provisions to the West Indies and returned with cargoes of sugar, molasses, cotton, rum, claret, or rice, and naval stores from North Carolina. From Spain came wine, salt, fruit, oil, iron, lead, and handkerchiefs.⁴⁹

Richard Derby's vessels during the period 1764-1770 were comprised of the ship Antelope, the brigs Neptune and Earl of Derby, and the schooner Kate.⁵⁰ The firm of Lane and Booth served as Derby's agents in London, and at Bilboa, Spain, Derby was represented by Gardoqui and Company. His agents at Gibraltar were R. Anderson and Company.⁵¹

During the Seven Years' War (1754-1763) between Great Britain and France, Derby suffered some losses. British privateers captured two of Derby's vessels, the 300-ton ship Ranger, commanded by George Crowninshield and carrying sugar valued at \$70,000, probably from Martinique to Leghorn. In December 1759, British privateers also took the 56-ton schooner Three Brothers under Capt. Michael Driver, which was carrying about 800 pieces of eight and cargo to Saint Martin in the French West Indies. The Ranger was carried to the Bahamas and the Three Brothers to Antiqua. Here British courts condemned the two vessels in spite of strong Derby protests, and the value of the

49. Freeman Hunt, ed., The Lives of American Merchants, 2 vols. (New York, 1858), 2:22.

50. *Ibid*, p. 27.

51. Phillips, "Life and Times of Richard Derby," pp. 268-69, 270; Hunt, American Merchants, 2:21-22.

vessels and cargoes was divided among the British privateers and judges. These two incidents turned Richard Derby, Sr., and his sons into bitter enemies of Great Britain. In 1762 French privateers also captured two of Derby's vessels, the schooner Sally and schooner Mary, but in these cases Richard Derby was able to ransom and regain control of his vessels.⁵² His losses to privateers during the Seven Years' War probably exceeded \$85,000.⁵³

Despite these wartime losses, Richard Derby still made money. In addition to the lots, warehouses, and wharves acquired in the 1750s, he also purchased the Ives Farm on the Peabody and Danvers Road near Danvers, Massachusetts, for £650 and there developed a fine farm estate.⁵⁴

In 1760, at the age of twenty-one, Richard Derby's second oldest son, Elias Hasket Derby, entered his father's employment. He kept the books, conducted much of his father's business correspondence, and acted as the family accountant. With two other sons (Richard and John) and two sons-in-law (Capt. George Crowninshield and John Gardner III) sailing for him during the 1760s, Richard Derby, Sr., prospered and became one of Salem's most important merchants.

The work on "Long" or Derby Wharf was also continued, and by the summer of 1771 the great timber structure extended out into the South River to a point that was about 803

52. Phillips, "Life and Times of Richard Derby", pp. 268-71; Hunt, American Merchants, 2:24.

53. Ibid., 2:25-27.

54. RD, 108:54.

feet south of Derby Street. In 1765, E.H. Derby had a three-story frame warehouse, 60 feet 9 inches long and 23 feet 9 inches wide, constructed on the new wharf at the northern head and near the west side (on Lot C). This structure became known as "the upper store" or "Elias Hasket Derby's counting house." In 1771 Richard Derby had a second three-story frame warehouse with a hip roof constructed near the southern end of the wharf and close to the east side. Known as the "lower store," this warehouse was 60½ feet long and 25 feet 2 inches wide.⁵⁵

In 1770 Richard Derby, Sr., was able to retire as a merchant, and he turned over most of his mercantile operations with the West Indies and Spain to Elias Hasket Derby, his thirty-one-year-old son.⁵⁶

In March 1770 Mrs. Richard (Mary Hodges) Derby died. Eighteen months later, on October 16, 1771, Richard married Sarah Langley, the widow of Dr. Ezekiel Hersey of Hingham, Massachusetts. During his last years, Richard Derby, Sr., became active in the political affairs of the colony. He was a member of the General Court (lower house of the Massachusetts legislature) from 1769 to 1773, and of the Governor's Council (upper house) in 1774, 1775, and 1776.⁵⁷ During this period Derby was a strong Whig and was often in opposition to the royal governor.⁵⁸

55. Snell, "Historic Structure Report: Derby Wharf and Warehouses," pp. 36-37, 39.

56. Phillips, "Life and Times of Richard Derby," pp. 267-77, 280.

57. Ibid., 281.

58. For a discussion of the Derby family and the coming of the American Revolution, 1764-1774, see Snell, "Historic Structure Report: Derby/Prince/Ropes House," pp. 26-30.

On Sunday, February 26, 1775, Gen. Thomas Gage, the royal governor of Massachusetts, sent a secret expedition of 200 British soldiers to Salem for the purpose of seizing eight bronze cannons reported to be in the possession of the Salem Whigs. According to Derby family tradition, Lt. Col. Alexander Leslie, the British commander, and the British vanguard marched down to the waterfront as far as the "long wharf" (Union Wharf, or perhaps Derby Wharf), where Colonel Leslie met Richard Derby, Sr., in front of his house (which stood on house Lot 7) near Union Wharf. Colonel Leslie is said to have demanded the surrender of the cannons and old Capt. Richard Derby is reported to have replied: "Find them, if you can! Take them, if you can! They will never be surrendered."⁵⁹

The other deeds attributed to Richard Derby, Sr., in 1775, including the dispatch of the schooner Quero to carry the news of Lexington and Concord to Great Britain on April 25, 1775, were in reality executed by his son, Richard Derby, Jr. Biographers have confused the two Richard Derbys, father and son, during the revolutionary period, 1775-1781. The thirty-eight-year-old Richard Derby, Jr., was in fact the active revolutionary political leader in 1775 and Richard Derby, Sr., appears to have mostly retired from politics.⁶⁰

Richard Derby, Sr., made his last will on October 27, 1783, and died on November 9, 1783. He was buried in a

59. Ibid., pp. 30-31.

60. Ibid., pp. 35-39. The article on Richard Derby, Sr., in DAB, 5:252-53, confuses father with son; see also Phillips, "Life and Times of Richard Derby," pp. 282-286.

square tomb in the Charter Street Burying Ground in Salem.⁶¹ His second wife, Sarah Hersey Derby, died at Hingham, Massachusetts, on June 17, 1790.

The fortunes of Richard Derby, Sr., came to more than £20,800 in real estate in 1783, exclusive of ships and goods. Elias Hasket Derby III, writing in 1858, estimated the value of Richard Derby's fortune to be more than \$70,000.⁶² The historian James Duncan Phillips, writing in 1929, placed the value at between \$100,000 and \$200,000.⁶³

To his second wife and widow, Sarah Derby, Richard Derby, Sr., left all the household furniture, goods, chattels, and estate of every kind that she had brought to Richard Derby on their marriage in 1771. He also gave her "his charriot and two charriot horses." The annual sum of £100 for as long as "she shall remain my widow. Also my Negro child Peggy."⁶⁴ (The Massachusetts Supreme Court, however, abolished slavery in Massachusetts in 1783, acting under the terms of the Bill of Rights of the Constitution of 1780.)

To his daughter Mary Crowninshield, he gave all household furniture and plate given at her marriage in 1757, valued

61. Ibid., p. 288; PR, 366:367-69, will dated October 27, 1783, and filed December 3, 1783 (also published in EIHC, 65:(1929):453-55.

62. Hunt, American Merchants, 2:28.

63. Phillips, "Life and Times of Richard Derby," p. 283.

64. PR, 366:367-69 (EIHC, 65:453-55). See also footnote 17, Chapter I.

at £400; he also forgave her husband George a debt of £400; and he gave her two houses valued at £2,600 and "my Negro girl named Cate with her apparel." In 1757 he had purchased one house, the Mehetable Babbidge house, located on the north side of Essex Street, nearly opposite to the east Parish house and just west of Daniels Street, for the newlyweds.⁶⁵ Derby purchased the second dwelling, the David Ropes, Jr., house in March 1774,⁶⁶ which was located on the north side of Derby Street on house Lots 3B-2 and 3B-3. John Derby had apparently lived in the house from 1774 to about 1778 and then George and Mary Crowninshield from about 1778 to 1783. The total estimated value of Mary Crowninshield's inheritance came to £3,400.⁶⁷

To his daughter Martha Prince, the wife of the Reverend John Prince, Richard Derby gave all household furniture and plate given at her marriage in 1762, which was estimated at £400; he also gave her the brick house and lot at No. 124 Essex Street that he had provided as residence for the newlyweds in 1763, estimated at £1,000 in value.⁶⁸ He also gave her £1,000 in

65. Richard Derby had purchased the house for £150 on November 11, 1757. RD, 105:16. The house lot fronted 90 feet on Essex Street, the west side was 136 feet deep, and the east side was 147 feet deep. The lot was 85 feet wide on the north rear side.

66. Richard Derby had purchased the Ropes house for £666 13s. 4d. on March 31, 1774. RD, 133:50. The will indicates that the Crowninshields were living in the house in 1783.

67. PR, 366:367-69 (EIHC, 65:454).

68. Derby had purchased the lot at No. 124 Essex Street for £263 13s. 4d. (actually two adjoining lots) on March 12, 1762. RD, 311:62 and 112:140. The lot fronted 55 feet 3 inches on the north side of Essex Street and was 132 feet deep. In the period May 29 to October 1763, Richard Derby had erected a brick house on the No. 124 lot at a cost of £720 0s 1d. for the newlyweds to live in. Detailed accounts of the cost of construction are in EIHC. 69:90-92.

cash and "my Negro Man Caesar with his apparel."⁶⁹ The total estimated value of the Martha Prince inheritance was £3,400.

To the three children of his deceased daughter Sarah Gardner (the wife of John Gardner III), Richard Derby gave a total of £3,000 in cash to be divided equally among the children and also the household furniture and plate given at her marriage in 1769. This was valued at £400. Total value of the Sarah Gardner inheritance was thus £3,400.⁷⁰

To his son Elias Hasket Derby, Richard Derby gave "the land belonging to his warehouse & on which it stands extending from the street by my wharfe about 66 feet southward . . . to the notch in the wharfe with the passageway & dockage westward of it" (that is, part of waterfront Lot C, with Elias Hasket Derby's counting house or "upper store" standing on it, at the northern head and on the west side of Derby Wharf).⁷¹

Finally, Richard Derby, Sr., directed that "the remainder of my estate, both real, personal, & mixed" (including lands, wharves, warehouses, farm, and various residences), be divided equally among his three sons: the heirs of Richard Derby, Jr., Elias Hasket Derby, and John Derby.⁷² The real property, exclusive of the Ives Farm at Danvers, which was sold separately and the proceeds then divided equally three ways, was appraised at

69. PR, 366:367-69 (EIHC, 65:455).

70. PR, 366:367-69 (EIHC, 65:454).

71. PR, 366:367-69 (EIHC, 65:454).

72. PR, 366:367-69 (EIHC, 65:454).

about £5,661. This total was divided into three shares, each worth £1,887. In the actual division, the heirs of Richard Derby, Jr., received lands, wharves, warehouses, and dwellings, valued at £2,130 16s. 8d. For this they paid to John Derby the sum of £130 16s. 8d. in cash to even out the share.

Elias Hasket Derby received lands, warehouses, wharves, and dwellings valued at £3,109 11s. 8d. For this he also paid John Derby the sum of £1,222 11s. 8d. in cash to even out the share.

Finally, John Derby received real estate valued at £502, plus £130 16s. 8d. in cash from the heirs of Richard Derby, Jr., and the sum of £1,222 11s. 8d. in cash from Elias Hasket Derby to make equal John Derby's share of £1,887.⁷³

The details of the division of the estate of Richard Derby, Sr., among the three sons, which was effected on January 11, 1785, are found in Appendix I of this report. Appendix II has a check list of the names of some forty-one vessels associated with Richard Derby, Sr., during the period 1735-1770.

2. Miles Ward, 1744-1796

Miles Ward, the son of Ebenezer Ward (April 10, 1710-January 1791) and Rachael Pickman (July 25, 1717-January 9, 1789) was born at Salem on July 12, 1744, and he died October 23, 1796. On June 28, 1772, he married Hannah, daughter of the

73. This division among the three brothers was executed by the indenture of January 11, 1785. RD, 143:30 (also published in EIHC, 65:456, 461); see also Bentley, Diary, 2:203, 4:77, 453.

Reverend and Rebecca (Hale) Chipman. Hannah Ward was born December 20, 1742, and died April 22, 1829.

The children of Miles and Hannah Ward were as follows:

Joseph Chipman (died June 23, 1832), married Mary Noon Betsey (1775-April 14, 1815), married Richard Gardner July 29, 1797.⁷⁴

The children of Joseph Chipman Ward were:

Miles (July 1806-September 6, 1848), never married
Joseph Chipman (December 12, 1807-October 4, 1809)
Mary Ann (December 12, 1808)
Rachael Pickman (October 1, 1810-September 15, 1856),
unmarried
Chipman (December 31, 1813-December 4, 1861)⁷⁵

Miles Ward (1744-1796) was a Salem lumber merchant. From February 14, 1789, to February 14, 1793, he leased a wharf (probably the wharf located on Lot G) from Elias Hasket Derby, and this served as Ward's lumber wharf. During this period (1789-1793) Ward paid Derby a total of £86 in rent.⁷⁶ During this same period, Ward also leased the warehouse on Union Wharf, Lot J-1, from the heirs of Richard Derby, Jr. On September 28, 1789, the Reverend Bentley noted in his diary: "The Store on Long

74. George R. Curwen, "Materials for a Genealogy of the Ward Family in Salem or Notices of the Descendants of Miles Ward Compiled by George R. Curwen," EIHC, 5(1863):209-12.

75. *Ibid.*, 5:215.

Wharf [Lot J-1 on Union Wharf] & belonging to Heirs of Richard Derby [Jr.], repaired by Miles Ward in virtue of a Lease."⁷⁷

On November 6, 1789, Dr. Bentley recorded

A Fence raised from Ingersoll's Store [on Lot F-1] to the Land of the heirs of Richard Derby [Jr., Lot J-1] Esq. by Miles Ward, inclosing the New Wharf, lately finished by E.H. Derby [on Lot G], before his Father's Mansion House [located on Lot 7A] the whole length [of the fence] being above 130 feet. The purpose is to secure a Lumber Wharf.⁷⁸

Miles Ward, as has been noted, purchased Lots G, 7A, and 6B from Elias Hasket Derby on April 16, 1795, for £2,400. Miles Ward at the age of fifty-two, died on October 23, 1796, and William Bentley reported in his diary on October 24, 1796, "yesterday afternoon died Miles Ward in the old mansion house of Richard Derby [Sr.]"⁷⁹

76. Derby, Account Books, 4:451, 529, 534.

77. Bentley, Diary, I:127.

78. Ibid., p. 131.

79. Ibid., 2:203.

VI. Physical History of House Lot 8, the Richard Derby, Jr./
Jacob Crowninshield House Site (Nos. 202, 204, 206,
208, 210, and 212 Derby Street), 1657-1914

This land is privately owned with no extant historic structures, the Derby Street front is occupied by several brick stores

A. Chain of Title for Lot 8, 1657-1856

1. 1657-1739

This land was a part of the homestead of Joseph Hardy and he lived here as early as 1657. Hardy died in 1688 and in his will he left his dwelling "with the wharf, warehouse" to his son, James Hardy, a mariner. James Hardy died in 1703, leaving a widow, Ruth Hardy. Hannah Marshall released her interest in the James Hardy estate to Ruth Hardy on November 16, 1703.¹

Mrs. Hardy married Ezekiel Upton of Reading on January 23, 1711/1712 (calendar change); they released the property to Samuel Swasey, a shipwright of Salem, on March 25, 1717.² According to the historian Sidney Perley, the seventeenth-century house of Joseph Hardy was gone before February 1739.³

2. 1741-1800

On April 7, 1741, Samuel Swasey of Ipswich, a shipwright, and Nathaniel Swasey of Salem, a cooper, sold house

1. Perley, "Salem in 1700," No. 25, p. 162; RD., 21:126.

2. Ibid., 32:6; Perley, "Salem in 1700," No. 25, p. 162.

3. Ibid.

Lot 8 and waterfront Lots J-1 and J-2 to Richard Derby, a Salem mariner. The boundaries of Derby's acquisition were described as follows:

About one-half Acre of land in Salem aforesaid near the Dwelling House of the said Richard Derby [which was located on house Lot 7A], butting Northerly on land formerly of Sam Beadey [Lot 8B]; Easterly on Lane or Highway [Herbert Street]; Southerly on the Harbour to Low water mark [including Lot J-1 and J-2]; & Westerly on Union Street (so called) with appurtenances.⁴

On November 21, 1770, Richard Derby, Jr., purchased Lot 8B and a house from Mary Cloutman for £83 6s. 8d. The deed reads in part:

My mansion house with the land [Lot 8B] it stands on and thereto adjoining aforesaid Butting westerly on a way called Long Wharf Lane [Union Street] Southerly on Land of Richard Derby Jr. [Lot 8A, where Derby was apparently residing, for Lot 8A belonged to his father] Easterly on another way called Derby Lane [Herbert Street] and northerly on land now in the occupation of Lydia Hiteman.⁵

On March 3, 1781, in consideration of £10, Richard Derby, Sr., conveyed house Lot 8A and waterfront Lot J to Richard Derby, Jr. The deed reads in part:

4. RD, 80:200 (also published in EIHC, 65:478).

5. RD, 129:281, deed dated November 21, 1770, and recorded August 14, 1772.

The dwelling house in which he now lives [on house Lot 8A] with the land under it & adjoining to it & the buildings thereon, all situate in said Salem near to the Long Wharfe [Union Wharf], bounded Easterly on the lane [Derby Lane or Herbert Street] which runs between the premises & my own Mansion house [on house Lot 7], Southerly upon the street [Derby Street] in front of the house, Westerly on Long Wharfe lane so called [or Union Street], Northerly upon land of the grantee [Lot 8B, the land which Richard Derby, Jr., had purchased from Mary Cloutman on November 21, 1770], together with the flatts & wharfe land belonging to the premises [Lot J].⁶

Richard Derby, Jr., on March 3, 1781, relinquished a portion of his inheritance in trade of property in the following deed to his father:

Received of my honored Father Richard Derby, Esquire, Deed of Conveyance to me of the house & land whereon I now dwell in Salem together with the Wharf land & flatts belonging thereto all conveyed to me by him & by me accepted as part of my portion of his estate & to account for as such agreement is the true intention of his will.⁷

Richard Derby, Jr., died on December 8, 1781.⁸

6. RD, 138:187, deed dated March 3, 1781, and recorded March 29, 1781 (also published in EIHC, 66(1930):95-96).

7. RD, 139:8.

8. PR, will filed January 7, 1782.

His father, Richard Derby, Sr., died on November 9, 1783. Under the senior Derby's will, which was executed by an agreement or indenture between his three sons on January 11, 1785, the seven children of Richard Derby, Jr., received Lots 11A, 8A, J-1, and J-2 from their grandfather. The indenture as it relates to the heirs of Richard Derby, Jr., reads as follows:

It is agreed by and between the said Elias Hasket, John Derby for themselves and their heirs & said John Gardner on behalf of said grandchildren of their heirs (he Gardner being authorised as is aforesaid) in manner following that is to say that the grandchildren & their assigns shall have hold possess & enjoy in severalty all that lot or piece of land situated in said Salem with all the buildings, outhouses & distill house thereon & all the utensils belonging thereto & bounded as follows, to wit, beginning at the Northwesterly corner thereof by a way [Neptune Street] leading to the long Wharfe there so called at a post there standing from thence runs North 73 degrees & 15 inches East 8 poles and 22 links [146 feet 6 inches], outting on land late David Phippen to land lately Jonathan Phelps, thence South 18 degrees East 3 poles & 17 links [60 feet 10 inches] by said last mentioned land, thence partly South 72 degrees & 30 inches West 4 poles & 20 links [67 feet 4 inches] partly by land lately Whitefoot's & partly by land lately Tozier's, then South 9 degrees East 3 poles & 14 [58 feet 8 inches] by the last said land, thence South 80 degrees West one pole & 10 links [23 feet] by said way, then North 34 degrees West 7 poles & 12 links [123 feet 3 inches] by the said way [Neptune Street] to the corner first above mentioned. . . it being the same which the said Testor bought of one David Phippen by deed recorded Book 110, Leaf 265 [that is, Lot 11A].

And also one other piece of land with all the buildings thereon adjoining & contiguous to the foregoing, it being the same which said Phippen conveyed to said Testator by deed dated 1st of Oct. 1770 [11A] and recorded Book 137, leaf 146 of both which pieces the said Testator died seized which said two pieces together with the Mansion House ["wharfe and buildings thereon" on Lots 8A and J] & mentioned & value as is above at the sum of two thousand pounds exceed the value of one third part of the residue of the real estate given as aforesaid as it was valued and appraised by a committee appointed by the Judge of Probate for said County by the sum of 130 pounds 16 shillings & eight pence which sum is to be paid as is hereinafter mentioned for equality of Partition; this is to be called Number one or first division.⁹

On October 15 and 26, 1798, Richard Derby III and Charles Derby, two sons of Richard Derby, Jr., each sold their one-quarter interest in Lots 8A and J to their brothers, Jonathan and Samuel Derby, for a total of \$3,900, with each seller receiving the sum of \$1,950. The deeds for these transactions read in part,

convey . . . one undivided fourth part of the Mansion house which is now in the occupation of my brother Samuel Derby, and one undivided fourth part of the land under and adjoining the same, and the other building thereon [house Lot 8], all situated in Salem aforesaid, near the long wharf [Union Wharf] bounding easterly by

9. RD, 143:30, deed dated and recorded January 11, 1785 (indenture also published in EIHC, 65:456-57).

Herbert Street, southerly by Derby Street, westerly by Union Street and northerly by land of Mrs. Ester Holt, together with one undivided fourth part of the Flatts and wharf land [Lot J] belonging to the premises, and of the Store wharfage and erections thereon, . . . meaning one undivided fourth part of that Mansion house, land, buildings, wharf, land, and flatts, which our father, Richard Derby, Esquire, purchased of our grandfather, Richard Derby, Esquire, by deed dated the third day March A.D. 1781 recorded . . . in Book 138, Leaf 187 - the said Samuel Derby being now in possession of the whole of the premises above described.¹⁰

Jonathan Derby, a Salem merchant, died on April 15, 1799.¹¹

3. 1800-1856

On August 7, 1800, the heirs of Richard Derby, Jr., sold Lots 8A and 8B to Jacob Crowninshield for \$6,830. The deed describes the bounds of Lot 8 as follows:

A certain piece of parcel of land situate in Salem aforesaid and of the dwelling house and all other buildings thereon . . . which piece . . . of land is

10. RD, 164:287, deed of Richard Derby to Samuel Derby, dated October 15, 1798, and recorded October 26, 1798; see also RD, 164:158, deed of Charles Derby to Jonathan Derby dated and recorded October 26, 1798, RD, 164:158.

11. PR, Probate No. 7583, will filed May 7, 1799.

bounded as follows, to wit, southerly by Derby Street and there measuring 86 feet and 6 inches, westerly by Union Street and there measuring 188 feet and 6 inches, northerly by land of Mrs. Mary Holt and there measuring 88 feet 9 inches, and easterly by Herbert Street, and there measuring 187 feet and 5 inches.¹²

From April 15, 1808, following the death of Jacob Crowninshield, until May 1825, house Lot 8 was jointly owned by his heirs: Jacob and Mary Crowninshield and Richard and Salley Rogers. On May 9, 1825, Jacob Crowninshield, Jr., became the sole owner of Lot 8.¹³

Jacob Crowninshield "of Seneca Falls, N.Y.," still owned Lot 8 on June 12, 1849, when he took out a two-year mortgage of \$2,000 on

that certain property situate on or near Union, Derby, and Herbert Streets in the city of Salem . . . known as

12. RD, 167:69, deed dated August 7, 1800, and recorded September 22, 1800. Richard Derby conveyed a one-tenth and one-fourth interest of a twentieth part, Charles Derby conveyed a one-tenth and one-fourth part, and Samuel Derby conveyed a six-tenths and one-fourth part. Ebenezer Preble of Boston, for \$170.75, conveyed a two-quarters of a one-twentieth part. RD, 167:69, deed from Benjamin Hodges and John Gardner to Crowninshield dated August 7, 1800, and recorded September 22, 1800. Charles, Richard, and Samuel Derby received \$5,720 as their share. The six children of Jonathan Derby, represented by Hodges and Gardner, received a total of \$939.12½ to be divided among themselves, RD, 167:70.

13. RD, 240:74, articles of division and agreement dated May 9, 1825, and recorded January 23, 1826.

the Mansion House and lands adjoining, and the property belonging to said Mansion House, but not including the Shops and their proper appurtenances, and which said Mansion House grounds, is part of the property formerly owned by Samuel Derby and others, and now owned in fee by said Jacob Crowninshield.¹⁴

Jacob Crowninshield of Seneca Falls, N.Y., sold off three subdivisions of house Lot 8 on October 21, 1856. One lot, sold to Daniel Henderson, was described as follows:

The . . . lot of land with the dwelling house and all out buildings thereon situate in said Salem, viz. bounded westerly by Union Street 61 feet and 4 inches, southerly by land this day conveyed by men to William Calley and John Henry Kehew 87 feet, easterly by Herbert Street 66 feet 6 inches, northerly 87 feet 10 inches.¹⁵

Crowninshield received \$1,340 for this lot and house.

The second lot, sold to William Calley for \$350, was bounded westerly by Union Street for 55 feet, northerly by land of Daniel Henderson for 43 feet 6 inches, easterly 50 feet on land of John Henry Kehew, and southerly by the way hereafter described 43 feet and 2 inches, "together with the use of a way 7 feet in

14. RD, 418:168, deed recorded October 18, 1849. The mortgage was paid off, October 17, 1856. RD, 540:126.

15. RD, 541:54, deed dated October 21, 1856, and recorded November 3, 1856.

width next southerly of the premises, extending from Herbert Street to Union Street."¹⁶

The third lot was sold to John Henry Kehew in 1856 for \$300 and was bounded 50 feet on the east by Herbert Street, southerly for 43 feet 2 inches by a 7-foot-wide way, westerly for 50 feet by land of William Calley, and northerly for 43 feet 6 inches by land of Daniel Henderson.¹⁷

B. Buildings on Lot 8, 1657-1914

1. 1657-1739 - Joseph Hardy House

Lot 8 was the site from about 1657 to about 1739, of the frame dwelling house erected by Joseph Hardy.¹⁸ The lot was vacant, however, when Richard Derby purchased the property in 1741.

2. 1741-1851 - Derby/Crowninshield House

Documentary evidence relating to the nature of the Richard Derby, Jr., house is limited to the deeds. The 1770 deed for the Mary Cloutman lot [8B] suggests that he may have been living on Lot 8A at that time. The March 3, 1781, deed from his father for Lots 8A and J indicates that Richard Derby, Jr., was

16. RD, 541:98 deed dated October 21, 1856, and recorded November 8, 1856.

17. RD, 540:201, deed dated October 21, 1856, and recorded November 1, 1856.

18. Perley, "Salem in 1700," No. 25, p. 162.

definitely residing in a dwelling house on Lot 8A at that date. However, the deeds do not provide any information on the nature of his residence. The high evaluation of £2,000 placed on Subdivision 1 of the estate of Richard Derby, Sr., or the portion of the property belonging to the heirs of Richard Derby, Jr., in 1783, and Jacob Crowninshield's willingness to pay \$6,850 for Lot 8 in 1800 does suggest that Lot 8 was the site of a very fine, and probably brick, mansion.

Elias Hasket Derby's Account Book No. 1, page 119, contains the detailed accounting of the costs of constructing an unidentified new brick house for an unidentified person in the period December 21, 1772, to January 3, 1774.¹⁹ The cost was the very respectable sum of £1,123 3s. 7d.²⁰ The author is of the opinion that these figures are probably for the construction in 1773 of a brick mansion on Lot 8 by Richard Derby, Sr., for his son Richard.

No drawing, sketches, photographs, or plans of the Derby/Crowninshield house on Lot 8 are known to exist. The mansion house was still standing in May 1825 when the heirs of Jacob Crowninshield divided his real estate.²¹ However, Map No. 7

19. Derby Account Books, 1:119.

20. Derby Account Books, 1:119. (These figures have also been published in EIHC, 69:93-95, in Snell, "Historic Structure Report: Derby/Hawkes House (Building No. 3), Historical Data Section, Salem Maritime National Historic Site, Massachusetts," (USDI, NPS, DSC, 1976), Appendix B, and in Snell, "Historic Furnishings Study: Elias Hasket Derby's Brick House, Salem Maritime National Historic Site, Massachusetts" (USDI, NPS, DSC, 1974), pp. 80-84.)

21. RD, 240:74. The division was made May 9, 1825.

(1851) indicates that the dwelling house was gone by that year. Maps Nos. 7, 8 (1874), and 9 (1897) do show a house located on Lot 8B, at No. 29 Union Street, but this was probably not the large Derby/Crowninshield house.

3. 1837-1914

In July 1796 Dr. William Bentley recorded in his diary: "S.[amuel] Derby [a son of Richard Derby, Jr.] has opened before his House in Derby Street, near Union Street, a Cooper's Shop, on the Shore bet. Hardy's [Herbert ?] & Daniel's [Union ?] Street."²² This shop could also have been located on waterfront Lot J, just across Derby Street from Lot 8.

On March 30, 1805, Bentley reported: "Hon. Jacob Crowninshield [the owner of Lot 8] moving his fence into Herbert Street."²³

By 1837 five wooden shops had been erected on the south end of Lot 8 so as to front on Derby Street.²⁴ By 1851 the Salem directory lists six numbers for Lot 8. The 1851 Map No. 7, however, shows only four shop structures standing on Lot 8. By 1874 the directory and Map No. 8 (1874) agree, listing six numbers and showing six buildings located on Lot 8. The numbers for Lot 8 shops from 1837 to 1894 were Nos. 126, 128, 130, 132, 134, and 136 Derby Street. In 1895 these structures became Nos. 202, 204, 206,

22. Bentley, Diary, 2:465.

23. Ibid., 3:149.

24. The Salem directory, 1837 lists five street numbers for Lot 8.

208, 210, and 212 Derby Street. Maps Nos. 8 (1874) and 9 (1897) also show how the Lot 8 estate was subdivided into smaller lots. Illustration 4, a photograph taken about 1880, is the only known view of the Lot 8 stores, and the building at No. 126 (or 202) Derby Street is visible. This was a rectangular two-story frame structure with gabled roof that had its narrow end fronting on the north side of Derby Street. There appears to have been a shop on the first floor and quarters on the second.

The six similar wooden shops, probably erected in the period 1809-1837, were destroyed in the great Salem fire of 1914.²⁵ The two-story brick commercial structures now occupying the southern end of Lot 8 were all constructed after the 1914 fire.

C. Uses and Inhabitants of the Buildings, 1657-1897

1. 1657-1739

ca. 1657 to 1688, residence of Joseph Hardy
1688-1703, residence of James Hardy
1703-1717, residence of the widow Ruth Hardy (Mrs. Ezekiel Upton, 1712-1717)
1717-1739, residence of Samuel Swasey

2. 1741-1851

1741-1783, property of Richard Derby, Sr. Richard Derby, Jr., was apparently living on Lot 8 by

25. EIHC Photographs of the 1914 fire, looking northwest at Lot 8 and towards the church of the Immaculate Conception, reveal that every structure standing on the southern end of Lot 8 was completely destroyed.

1770. The Derby/Crowninshield house was probably constructed in 1773 as the residence of Richard Derby, Jr., 1773-1781.

1781-1800, residence of the heirs of Richard Derby, Jr. A son, Samuel Derby, merchant, was residing in the house in October 1798.

1800-1808, residence of Jacob Crowninshield

1808- ca. 1825, residence of the heirs of Jacob Crowninshield

1840-1851 - The house was probably demolished in the period.

3. 1809-1897

Six two-story frame shop structures were most likely constructed on the south end of Lot 8, probably in the period 1809-1837. The Salem directories for 1837, 1851, and 1881 indicate that these stores were used as follows:

	<u>1837</u>	<u>1851</u>	<u>1881</u>
No. 126	No listing	*	No listing
No. 128	Luke Brooks, III, groceries	Samuel Pease, tinsplate and sheet iron, Stoves	Edward Flannigan, currier
No. 130	Granville Alden & Lot Allen, wood dealers Wharf at Lot G	Rufus L. Gordon & Harrison G. Summer, Teamsters	No listing
Lot 132	Thomas Melzard & S.I. Stanwood, maker Tobacconists	M.R. Smith, cigar	No listing

No. 134	Matthew Newport and William Lee, Jr., victualiers	Daniel J. Cooper, hairdresser	Wm. F. Odlin, residence
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No. 136	no listing	Edward Trask, toys	Wm. F. Odlin's liquor store
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*The building with No. 126, however, is clearly shown on 1874 maps. Buildings with Nos. 126, 128, and 130 were then owned by James A. Smith, and those with Nos. 132, 134, and 136 were owned in 1874 by the estate of Jonathan Collins.

In 1895 these buildings were renumbered and they were occupied in 1897 as follows:

No. 126 became 202 and was occupied by T.J. Cleary, hairdresser.

No. 128 became 204 and was the residence of Joseph Gibert.

No. 130 became 206 and was the residence of Ellen Casey.

No. 132 became 208 and was the antique furniture shop of James C. Casey.

No. 134 became 210 and was the residence of William F. Odlin.

No. 136 became 212 and was the tobacco and cigar store of William F. Odlin.²⁶

26. Salem directory, 1897-1898.

D. Biographical Sketches of Persons Associated With Lot 8

1. Richard Derby, Jr., 1736-1781

Richard Derby, Jr., sea captain, merchant, and politician, has been confused with his father by historians, and the son's role in history has thus been almost completely forgotten.

Richard Derby, Jr., born January 6, 1736, was the oldest child of Richard and Mary (Hodges) Derby. He is said to have studied medicine in early life but by the age of twenty-one, in 1757, Richard Derby, Jr., was sailing as captain of his father's vessels. The son became a merchant and shipowner in his own right. Richard Derby, Sr., and his three sons, Richard, Elias Hasket, and John, were ardent, active Whigs from 1764 to 1774 and consistently opposed the various revenue and anti-trade laws that the British Parliament enacted in an effort to tax the colonies and alter the imperial relationships.

Of the three sons, Richard was the most politically active; he joined the Salem Sons of Liberty when they were organized in 1765, the most radical group in Salem. By 1768 he was their avowed leader, and from 1769 to 1773 he was a Salem representative to the General Court (the Massachusetts legislature). He was a counselor to the governor in 1774, 1775, and 1776, and a delegate to the Provincial (Massachusetts revolutionary) Congress in 1774 and 1775. He was also a member of the Salem Committee of Safety and Correspondence.

On the afternoon of April 25, 1775, the Massachusetts Provincial Congress directed Richard Derby, Jr., to fit out a vessel as a packet for the purpose of carrying the Whig's version of the battles of Lexington and Concord to their London agent,

Benjamin Franklin.²⁷ The Massachusetts Committee of Safety, meeting at Cambridge on April 27, resolved

that Captain [John] Derby be directed and he hereby is directed to make for Dublin, or any good port in Ireland, and from thence to cross to Scotland or England, and hasten to London. This direction is, that so he may escape all cruisers that may be found in the chops of the Channel to stop the communicating of Provincial Intelligence to the Agent.²⁸

Richard Derby, Jr., provided one of his own vessels, the 60-ton schooner Quero, and on April 28, 1775, four days after the official British packet boat Sukey departed from Boston carrying Gov. Thomas Gage's official report, Capt. John Derby sailed from Salem on the Quero with the Whig account. In the interest of speed John Derby disregarded his instructions and sailed directly for Great Britain. He landed at Southampton on May 26 or 27 and proceeded by stage to London, arriving there on Sunday evening, May 28. Arthur Lee, the Massachusetts agent (Franklin had recently left England), broadcast the Whig account of the battles far and wide and scored a signal propaganda victory for the colonial cause with this first news of these events. The official British dispatches carried on the Sukey did not arrive in London until June 10, 1775.²⁹

Historians have all given Richard Derby, Sr., credit for the actions of Richard, Jr., in the case of the Quero.

27. Clark and Morgan, Naval Documents, 1:224.

28. *Ibid.*, p. 229.

29. *Ibid.*, pp. 481, 485.

John Derby left London in June, set sail on the Quero, arrived at Salem on July 18, and reported on the success of his mission to Gen. George Washington at Cambridge on the same day.³⁰ For his expenses in England, John Derby charged the Massachusetts Provincial Congress £57 0s. 8d. and for "my time in Executing the Voige [sic] from hence [Salem] to London & Back: 0."³¹ The colony paid Richard Derby, Jr., £143 9s. 2d. "For the Hire, Victualling, Port Charges, Portledge Bill &c for the Schooner Quero, voyage from Salem, in New England, to Great Britain, and back to Salem, aforesaid, in the service of this Colony, with Depositions relative to Battle of Lexington, Viz. April 25, 1775, to July 19, 1775."³²

On November 26, 1775, the brig Kingston Packet, owned by Richard Derby, Jr., and captained by Samuel Ingersoll, was captured while en route home from Jamaica by two of Washington's armed schooners, the Hancock and Franklin, at Barrington, Nova Scotia, on suspicion of having violated the trade regulations of the Continental Non-Importation Association.³³ The case was referred to the Salem Committee of Safety of which Richard Derby, Jr., was a member and president, and when this body refused to consider the matter, the case was sent to General Washington for a final decision.³⁴ The capture of the Kingston Packet must have greatly embarrassed the pro-Whig Derby family, for on December 9,

30. Ibid., pp. 934, 941.

31. Ibid., p. 967.

32. Ibid., pp. 968, 990, 1001, 1027.

33. Ibid., 2:1284.

34. Ibid., pp. 1316-17.

Richard Derby, Jr., issued a public apology to the Salem Committee of Safety. General Washington ordered the Kingston Packet returned to Richard Derby, Jr., who received the schooner on December 14, 1775.³⁵

On February 17, 1776, the Massachusetts House of Representatives appointed Richard Derby, Jr., who was one of its members, to a committee responsible for building five sloops of war for the colony's proposed new navy.³⁶ By May 14, 1776, he was appointed state agent for the middle district and as such he supervised the construction of the sloop Tyrannicide and the brig Massachusetts, launched in April and July 1776 for the state navy.³⁷

On August 14, 1776, the Massachusetts Council also appointed Richard Derby, Jr., and Daniel Hopkins as a committee to draft the rules and regulations governing the seamen and marines of the new Massachusetts navy.³⁸

On September 18, 1776, the Massachusetts General Court appointed Richard Derby, Jr., state agent for the purpose of equipping his ships for the new Continental Navy. One of these vessels was the ninety-two-gun Continental frigate Hancock, John Manly, commander, at Newburyport.³⁹

35. Ibid., 3:18-19; see also Snell, "Historic Structure Report: Derby/Prince/Ropes House," pp. 36-37.

36. Clark and Morgan, Naval Documents, 4:1162.

37. See Snell, "Historic Structure Report: Derby/Prince/Ropes House," pp. 37-39, for details.

38. Clark and Morgan, Naval Documents, 6:191.

39. Ibid., pp. 882, 953, 972.

Richard Derby, Jr., was still serving as state agent for the Massachusetts state navy and was in charge of handling prizes in the middle district of Massachusetts in 1778. Additional data on the wartime activities of Richard Derby, Jr., during the period 1777 to 1781, will undoubtedly be revealed as subsequent volumes of Naval Documents of the American Revolution are published.

Richard Derby, Jr., lived in a house on Lot 8, on Derby Street, Salem. But he also owned a large and valuable estate at Real Side, Beverly, Massachusetts, known as the "Browne Hall, an estate formerly owned by Hon. Col. William Browne, on which Derby resided during the summer months, and conducted his farm."⁴⁰

Richard Derby, Jr., married twice: first, on September 13, 1759, to Lydia (the daughter of Capt. Jonathan Gardener and his wife Elizabeth Gardener), born March 19, 1739, died April 25, 1777; second, on January 22, 1781, to Mrs. Lucy Smith of Falmouth, who survived him, and on January 22, 1784, married Benjamin Greenleaf of Newburyport. Richard Derby, Jr., died on December 8, 1781, at the age of forty-five.⁴¹

40. Derby, "Genealogy," pp. 166-67. On April 23, 1779, Richard Derby, Jr., purchased a 420-acre farm from Thomas Fayeweather for £1,594. Half of the farm lay in Beverly and the other half in Danvers; there were a dwelling house, barns, and other buildings. See RD, 138:37, deed dated April 23, 1779, and recorded February 28, 1780.

41. Derby, "Genealogy," pp. 166-67. Lucy Smith was born in 1740 and died in September 1820 at Newburyport, Massachusetts.

He had eight children by Lydia, seven of whom survived him, and none by Lucy. In his will he gave his wife life-use of his farm in Beverly and directed that all of his other real and personal property be divided into twelve parts: Each of his three daughters was to receive one-twelfth part and the remaining nine-twelfth portions were to be divided equally among his four sons.⁴² The children were as follows:

Lydia (March 24, 1761-May 18, 1800), married Capt. John Carnes on September 12, 1782, who died April 1797⁴³

Mary (March 29, 1763-March 1794), died at Portland; married Ebenezer Prebble June 9, 1785; they had two children.

Richard (February 23, 1765-June 13, 1832), died in Boston; a mariner

Samuel Gardner (January 24, 1767-January 17, 1843), died at Weston, Mass.; married Margaret Barton, who died August 12, 1802; they had six children. He was a mariner, merchant, and then a farmer.⁴⁴

Elizabeth (March 1, 1769-January 29, 1799), died in Boston; married Ebenezer Prebble, July 2, 1795; they had three children.⁴⁵

Jonathan (January 3, 1771-April 15, 1799), died in Salem; Mariner and merchant

42. PR, filed January 7, 1782.

43. Bentley, Diary, 2 :111, 218,334-35.

44. Ibid., p. 443.

45. Ibid., 3:295.

Charles (February 2, 1773-September 22, 1802), died while on a voyage in the Sandwich (Hawaiian) Islands and news of his death reached Salem on March 26, 1703; a mariner⁴⁶
Thomas (January 9, 1775-September 18, 1775)⁴⁷

Three of his sons, Jonathan, Richard, and Samuel, made a series of eight voyages as masters of vessels owned by Elias Hasket Derby. They took the brig Peggy, ketch John, brig Antelope, and ship Nancy to ports in Italy, India, the Netherlands, France, Sweden, East Indies, Germany, Spain, and West Indies.⁴⁸

Most of the estate of Richard Derby, Jr., was not liquidated by his heirs until the summer of 1800, when his major real estate assets were sold off as follows:

A 156-acre farm and dwelling house in Danvers, Massachusetts, was sold on July 30, 1800, for a total of \$2,980.⁴⁹

House Lot 8A, with the Derby mansion, and the Lot 8B, north of Lot 8A, was sold to Jacob Crowninshield on August 7, 1800, for a total of \$6,830.⁵⁰

46. Ibid., p. 17.

47. Derby, "Geneology," pp. 167,188-94.

48. The vessels and voyages are listed in Snell, "Historic Structure Report: Derby Wharf and Warehouses," p. 301.

49. RD, 167:28, deed dated July 30, 1800, and recorded August 22, 1800.

50. RD, 167:69, deed dated August 7, 1800, and recorded September 22, 1800. See also Bentley, Diary, 2:336: "May 13, 1800 - The Estate of Richard Derby (Jr) was sold this day in lots at the head of Union Wharf for \$17,000. The House [on Lot 8A] was sold at \$6,020 & the lot behind it at 800 Dollars."

Earlier, on January 17, 1785, Lot 11A, containing 49 poles 4/10th of a pole of land and the distillery house that had been erected by Richard Derby, Sr., in 1762, was sold to Joseph White and Robert Stone, merchants, for £1,300.⁵¹

On July 30, 1800, John Page and Samuel Ropes, Salem merchants, purchased a small lot, Lot J-2, located on the northwest corner of Lot J at Derby and Union streets, for a total of \$2,340.⁵²

Finally, on July 26 and August 20, 1800, George Crowninshield & Sons purchased the balance of waterfront Lot J and Lot J-1, including wharf and warehouse, for a total of \$8,165.⁵³

These figures for the real estate of Richard Derby, Jr., revealed that £1,300 was realized from the sale of Lot 11A in 1785, \$17,335 from the sale of Lots 8 and J in 1800, and another \$2,980 from the sale of the farm near Danvers in 1800, making a grand total of \$20,315 from the sales in 1800, plus £1,300 from the 1785 sale.

2. Jacob Crowninshield, 1770-1808

Jacob Crowninshield, sea captain, merchant, and congressman, was born in Salem, Massachusetts, on May 31, 1770,

51. RD, 143:36, deed dated and recorded January 17, 1785. The property was mortgaged by White and Stone, and the mortgage was paid off February 9, 1795. RD, 144:5.

52. RD, 167:176,77, deeds dated July 30, 1800, and recorded February 4, 1801.

53. RD, 167:25, deed dated July 26, 1800, and recorded August 21, 1800. See also RD, 167:26-28, deed dated August 20, 1800, and recorded August 21, 1800.

the son of George and Mary (Derby) Crowninshield. Jacob was the second of six boys and the most gifted member of the family. He received the usual Crowninshield education: attending common school until he was eleven, studying navigation for two years, and then going to sea as a clerk to a ship's captain. In 1790, at the age of twenty, he was the master of the schooner Active on a voyage to Europe. From 1791 to 1794, he made two voyages as master of Elias Hasket Derby's ship Henry.⁵⁴ In 1791 he took the Henry to the West Indies, then on to Isle of France (Mauritius) in the Indian Ocean, returned to Salem from Calcutta on November 3, 1792, and on January 23, 1793, he sailed on a second voyage in the Henry for India, returning in November 1794. E.H. Derby and Capt. Jacob Crowninshield had a difference of opinion over the wages due to Crowninshield on the last trip to India, which was settled by referees appointed by the Superior Court on March 27, 1795; it was decided that Derby owed Crowninshield an additional \$181.02.⁵⁵

In April 1796 Jacob sailed in command of his father's famous armed ship America, and he brought the first live elephant ever seen in the United States to New York; the animal was sold for \$10,000.⁵⁶

On June 5, 1796, Jacob married Sarah Gardner (1773-1807), daughter of John and Sarah (Derby) Gardner III. Jacob remained

54. See Snell, "Historic Structure Report: Derby Wharf and Warehouses," p. 300, for a list of ports and dates of voyages.

55. Salem, Essex County, Superior Court Records B-15-77, for adjudication of the dispute between Crowninshield and Derby, see also Bentley, Diary, 3:355-56.

56. *Ibid.*, 2:235. The elephant, a 6'4" female, visited Salem on August 30, 1797.

ashore thereafter, devoting himself to the extensive commercial interests of George Crowninshield & Sons and to politics. He was apparently the driving force and brains behind the effort to have the Crowninshield family eclipse the Derby family in Salem both commercially and politically. In 1800-1801, he helped his father construct the 900-foot-long Crowninshield (or India) Wharf, which surpassed the 1800 to 1808, 803-foot Derby Wharf. On August 7, 1800, Jacob was able to acquire and to take up residence in the fine mansion of Richard Derby, Jr., on Lot 8 for \$6,830. On July 20 and August 20, 1800, George Crowninshield & Sons purchased the Richard Derby, Jr., wharf and warehouse on Lot J for \$8,165, thereby eliminating a commercial facility previously owned by the heirs of Richard Derby, Jr.⁵⁷ In April 1805, Jacob had the further satisfaction of purchasing Elias Hasket Derby's famous Epes farm near Danvers for \$19,000, from the great merchant's son, E. Hasket Derby II, who had already run through his inherited fortune and needed money.⁵⁸

Like the other members of his family, and in contrast to the Derbys who were Federalists, Jacob Crowninshield was an uncompromising supporter of Jeffersonian politics. He was an unsuccessful Democratic candidate for election to Congress in 1798 and again in May 1801.⁵⁹ In 1801, he was elected to the Massachu-

57. See Bentley, Diary 3:148, March 29, 1805: "The great success which attends the Crowninshields has so far eclipsed the successors of Mr. Derby that they move in the shadow unseen. The names of Pickman [E.H. Derby's son-in-law] & Derby no longer stand prominent in the business & navigation of the Town." See also *ibid.*, 3:154,168.

58. *Ibid.* 3:296. "She [Epes farm] had been erected by Capt. John Derby, who is the only son of the famous Richard Derby (Sr.) of Salem, now living."

59. *Ibid.*, 2:374.

setts Senate, where he served until 1802. In November of 1802, Jacob defeated Timothy Pickering in a bitterly contested race for the U.S. House of Representatives.⁶⁰ Crowninshield served in the eighth, ninth, and tenth Congresses (March 4, 1803-April 15, 1808) and was regarded as one of the most able members of the Whig party. In 1805, President Thomas Jefferson invited him to succeed Robert Smith as secretary of the navy. Crowninshield felt compelled to decline because of reasons of health, but the president nevertheless sent his nomination to the U.S. Senate. It was confirmed, and according to the records of the Department of State, Jacob Crowninshield was secretary of the navy from March 3, 1805, until March 7, 1809, although he never assumed the duties of the office.⁶¹

On May 18, 1807, Jacob's wife Sarah died at the age of thirty-four.⁶² His own health now grew precarious. The rugged young sailor, who could take a ship from Salem round the Cape of Good Hope to Calcutta and back again, succumbed to the stuffy, unventilated atmosphere of the House of Representatives. Blood gushed from his throat as he brought his last speech to a close. He died on April 15, 1808, while Congress was still in session, and his body was brought back to Salem for burial. He was interred in the Harmony Grove Cemetery at Salem.

On April 20, 1808, the Reverend William Bentley, a close friend of the congressman, wrote in his diary of Jacob Crowninshield:

60. Ibid., pp. 452, 455-56.

61. Ibid., 3:346

62. Ibid., p. 296.

We lament him very much for his Natural Abilities, his great Commercial knowledge, his sincere virtues, & his inflexible patriotism. I have known him from a lad & have nothing to blame in him. He was everything in every domestic, social, & civil relation. Had he not been confined in his early education & early been engaged in the business of the Seas he would have left none before him.⁶³

Jacob and Sarah Crowninshield had four children.⁶⁴ Three of them were still alive in May 1825 when they divided the real estate of their father, Jacob Crowninshield, and of their grandfather, George Crowninshield, Sr.⁶⁵ The surviving children were Jacob Crowninshield, Jr., gentleman, Mary Crowninshield, gentlewoman, and Sally, then the wife of Richard S. Rogers, a merchant.

63. Ibid., pp. 355-56.

64. Ibid., p. 356; DAB, 4:579; Biographical Directory, p. 759; B.B. Crowninshield, "An Account of the Private Armed Ship America of Salem," EIHC, 37(1901):1-76.

65. RD, 240:74, deed of division dated May 9, 1825.

VII. Physical History of House Lot 11A, the Richard Derby, Sr., Distillery House Site, and Lot 11B, the Phippen/Derby Wharf (Derby Street), 1762-1800

The land is privately owned, with no extant historic structures; the lot is not adjacent to National Park Service lands.

A. Chain of Title and History for Lots 11A and 11B, 1762-1800

Lot 11A appears to have been located in the section of Salem bounded by Union Street on the east, Derby Street on the south, and Neptune Street on the west (see Map No. 6, 1820, and Map No. 10 for plat of lot).

Lot 11B was located on the south side of Derby Street, opposite Lot 11A, near the northern head and west side of Long or Union Wharf. Lots 11A and 11B will not be included on the final Historical Base Maps, but the data are recorded here for interpretive use.

On November 22, 1762, Richard Derby purchased Lots 11A-1 and 11B from David Phippen, gentleman, for £443 6s. 8d. The deed described the bounds of Lot 11A, then containing 38½ poles of land as follows:

Beginning at the Northwesterly corner thereof by the way [Neptune Street] leading to the Long Wharf so called [Union Wharf], at a Post there Standing and from thence runs North 73 degrees and 15 minutes East 8 poles and 22 links [146½ feet] of the chain, butting on my own land to land of Jonathan Phelps, and thence South 18 degrees East 3 poles and 17 links of the chain [60 feet 10 inches]

by said Phelps' Land, thence South 72 degrees and 30 minutes West, 4 poles and 20 links of the chain [67 feet 4 inches], partly by land now or late Whitefoots and partly by land of Ebenezer Tozier; thence South 9 degrees; East 4 poles and 14 links of the chain [58 feet 8 inches] by said Tozier's land; thence South 80 degrees West one pole and 10 links of the chain [23 feet] by said way [Neptune or Derby Street]; and thence North 34 degrees West 7 poles and 12 links of the chain [123 feet 3 inches] by the same way to the corner first mentioned.

The second piece, Lot 11B, appears to have been located near the west side of Long or Union Wharf. The bounds of the Lot 11B described were as follows:

Also another piece of land in said Salem with the Warehouse and wharf thereon on the opposite [south] side of said way [Derby Street] and in said Salem bounded as follows:

Beginning at a stake by the said way near the North-easterly corner of said Warehouse and running from thence South 32 degrees & 20 minutes East one pole and 20 links of the chain [29 feet 8 inches] by said way [Derby Street]; thence South 40 degrees East one pole and 22 links of the chain [30 feet] by the same way; thence South 80 degrees East 2 poles & 6 links of the chain [35 feet 9 inches] by the same way and thence South 9 degrees East to the channel of South River, and thence by the same Channel until you come to where a line running from said Channel North one degree and 30 minutes West will Strike the Westernmost Angle of

Phippen's Wharf, so called and bounds by ye same line from said Channel to said Angle, and same angle being at 10 poles and 19 links of the chain [177 feet 5 inches] distance from the Easternmost angle measuring on the wharf runs & on the outermost or Southerly part of the wharf and from the said Westernmost Angle and said wharf the line continues North one degree and 30 minutes West and runs 3 poles [49 feet 6 inches]; thence East 2 degrees South 2 poles [33 feet]; thence North 5 degrees and 30 minutes East 23 links of the chain [15 feet one inch]; thence South 85 degrees and 20 minutes East 3 poles and 2 links [52 feet 10 inches] to the way leading to Long Wharf and to the stake aforesaid, together with the Dock and Dockage Belonging to the premises on the Westerly sideline thereof.

Also liberty of a way 12 feet in width to remain and be in common between said Derby and his heirs . . . and me and my heirs. . . . forever from the highway [Derby Street] by & next the North End of said warehouse and round by ye Northwesterly side of the same warehouse as far Southward as my wharf there unsold runs. The wholes of which 12 feetway its understood to be and remain in common.

It being also understood what the Distill House on the piece first here before described [house Lot 11A-1] hath been erected by and at the charge of said Derby since our Bargin for the land it stands on and so belonging to him and is not part of this sale and it is provided hereby the said Derby, heirs, and assigns shall not make any addition westward to the wharfe on the west side of the line of the land last described and reserves liberty for

me . . . forever to pass and repass to the dock next the same west side line with vessels and rafts as need shall be and reserved also to Phippen the shop on the southerly part of the land [Lot 11A-1] said Distill house stands on and liberty to remove the same shop at any time within nine months.¹

On October 1, 1770, Richard Derby, Sr., further enlarged Lot 11A by acquiring "a piece of land in said Salem, containing 10 & nine-tenths part of a pole" of land from David Phippen for £24 19s. 7d. The deed described the bounds as follows:

Butting South a little, Easterly by a line running from the way [Neptune Street], North 76 degrees & 30 minutes East by said Derby's land [Lot 11A] on part whereof his Distill House stands 8 poles and 21 lengths of the chain [145 feet 9 inches], west a little southerly on said way 20 feet thence the line of the premises runs by my other land, North 76 degrees & 30 minutes East, 9 poles and 4 links of the chain [151 feet], & thence the line runs Southerly 20 feet to the Southeasterly corner of the premises butting easterly on land of Thomas Safford which he bought of Jona. Phelps.²

Richard Derby, Sr., retained ownership of enlarged Lot 11A, now containing 49 poles and 4/10 of pole of land, his distillery house, and Lot 11B with a warehouse and wharf, from 1762 until his death on November 9, 1783.

1. RD, 110:265, deed dated November 22, 1762, and recorded December 21, 1762 (also published in EIHC, 66:68-70).

2. RD, 137:146, deed dated October 1, 1770, and recorded July 31, 1783 (also published in EIHC, 66:73).

On January 11, 1785, an enlarged Lot 11A, "with all the buildings, outhouses & distill house thereon & all the utensils belonging thereto," was awarded to the heirs of Richard Derby, Jr.³ Six days later, on January 17, 1785, John Gardner III, acting on behalf of the heirs of Richard Derby, Jr., sold Lot 11A and its buildings to Joseph White and Robert Stone, merchants, for £1,300.⁴

In the division of the real estate of Richard Derby, Sr., that took place among his three sons on January 11, 1785, the Lot 11B, Phippens Wharf and warehouse, were awarded to John Derby.⁵

B. Buildings on Lots 11A and 11B, 1762-1785

The deeds quoted above indicate that the newly completed distill house of Richard Derby, Sr., was already situated on Lot 11A on November 22, 1762, when he purchased the land and that the distill house was still standing in January 1785, when the heirs of Richard Derby, Jr., sold the property.⁶

Distilleries were important to eighteenth-century Salem because they were used to convert the immense quantities of molasses imported from the West Indies into rum, which was readily and widely salable. There were seven distilleries in Salem in 1791.

3. RD, 143:30, indenture of January 11, 1785 (also published in EIHC, 65:456-57).

4. RD, 143:36, deed dated and recorded January 17, 1785.

5. RD, 143:30, indenture of January 11, 1785 (also published in EIHC, 65:460).

6. RD, 143:37, deed dated and recorded January 19, 1785.

While small, they probably distilled 500,000 to 600,000 gallons of rum every year that were shipped abroad and also used at home.⁷

Receipts for lumber dated February 25, 1761, signed by Samuel Luscomb (a carpenter) and by Jonathan Peeler, probably relate to the construction of Richard Derby's "still house" on Lot 11A-1.⁸

Other receipts indicate that Richard Derby was producing and selling great quantities of rum from 1762 to 1773.⁹

Derby's distillery was operated by Benjamin Williams from December 18, 1766, to 1773. Derby paid Williams "60 pounds for one years service done at Derby distillery," on February 27, 1768.¹⁰

In November 1762 and January 1785, Lot 11B contained a wharf and one warehouse. The wharf was generally known as "Phippens Wharf," in the deeds; however, there are no known plans or pictures of the structures and wharf on Lots 11A and B.

7. Phillips, Salem and the Indies, p. 16.

8. Derby Manuscripts, 28:64.

9. The receipts for 1762 are in the Derby Papers; receipts for 1764-1765 are in Derby Manuscripts, 29:14. Records for the period 1766 to 1773 are in Derby Account Books No. 5. 10. Derby Account Books No. 5.

VIII. Physical History of Waterfront Lot J, the Derby/Crowninshield Wharf (at the Northern Head and on the East Side of Union Wharf, Nos. 201, 203, 205, 207, 209, 211, and 213 Derby Street), 1741-1914

Lot J and the east side of Union Wharf are privately owned and used for commercial purposes.

The eighteenth-century and early nineteenth-century original historic timber wharf structures of Union Wharf's east side are probably preserved largely intact under late nineteenth-century and twentieth-century fills and additions.

The extant buildings standing on Lot J and the east side of Union Wharf were erected following the Salem fire of 1914.

A. Chain of Title, for Lot J, 1741-1807

Richard Derby, a Salem mariner, purchased what appears to be house Lot 8A and waterfront Lots J-1 and J-2 from Samuel and Nathaniel Swasey on April 7, 1741. The bounds of this acquisition were described as follows:

About one-half Acre of land in Salem aforesaid near the Dwelling House of the said Richard Derby [which was located on house Lot 7], butting Northerly on land formerly of Sam Beadey; Easterly on Lane or Highway [Derby Lane or Herbert Street]; Southerly on the Harbour to Low Water Mark [Lot J]; & Westerly on Union Street (so called) with appurtenances.¹

1. RD, 80:220 (deed also published in EIHC, 64:478).

At the Salem town meeting of March 20, 1726/27, the town had authorized the construction of Union Wharf and voted

that the town give leave to build a wharf on the flatts [petition of Capt. William Bowditch from Samuel Whitefoot] to the Little Island by some called Jiggles Island in the South River to the Island, and accept of the way [a highway of 28 feet in width] eastward of and adjoining to Capt. William Pickering's Homestead, from the Main [Essex] Street down to South River, to repair [this long Wharf Lane or Union Street] as far as till it comes to the wharf or flatts to go to the island.²

By February 16, 1750, Richard Derby, Sr., was definitely one of the joint owners or proprietors of Union Wharf.³ Derby's wharf, Lot 6, and the western half of a warehouse located on that lot, belonged to him and these were situated on the west side of Union Wharf. Richard Derby sold Union Wharf, Lot 6, and one-half interest in the warehouse to Salem merchant Walter Price Bartlet on February 16, 1781.⁴

2. Town Records, 1725-1743, sheet-17. For the deeds for Union Wharf, which was a cooperative venture from the 1726-1727 period on, see RD, 50:74-76.

3. Richard Derby is listed among eleven owners of Union Wharf in the sale of wharf Lot 2 to Nathaniel C. Archer on February 16, 1750. RD, 96:214 (deed also published in EIHC, 66:92-93). Derby held a one twenty-fourth share in Union Wharf.

4. RD, 142:8, deed dated February 16, 1781, and recorded October 9, 1783 (also published in EIHC, 66:95). The deed reads: "One undivided twenty-fourth part of the Long Wharf so called in Salem aforesaid, being lot number six & the western half of a certain warehouse & of the land & wharf under said half & all the wharf to the westward of the said warehouse which said wharf adjoineth to the aforesaid long wharf on the western side thereof with the privileges & rights to the premises belonging, particularly of a way for passing & repassing to & from the same with carts & teams."

On February 23, 1759, apparently to reaffirm his rights to Lot J (purchased in 1741), Richard Derby also acquired a deed from the proprietors of Long or Union Wharf for the flats on the east side and at the head of Union Wharf. This deed (see Map No. 11) gave Derby

a parcel of Flatts [Lots J-1 and J-2] in said Salem on ye Easterly side of Union Wharf, so called, bounded Northerly [Lot 8] to Easterly on land of flatts [Lot G] of said Derby, Southerly on flatts or ye channel belonging to ye proprietors of said wharf by a line running due East from said wharf, and Westerly by said wharf, there measuring 150 feet, from ye North part of ye string which leads on to ye wharf, Southward to a bound which is 90 feet Southward from ye wharf which ye Derby hath lately joynd to ye Union Wharf [his new wharf apparently being located on Lot J] & is within about 6 or 8 feet of ye channel where a passage is open in said wharf with a bridge over it with ye liberty of joyning his wharf on & to ye said Union Wharf as far as ye flatts hereby granted bound on said wharf & all ye appurtenances & privileges to ye same flatts belonging.⁵

On March 3, 1761, in consideration of ten pounds, Richard Derby, Sr., conveyed to Richard Derby, Jr.,

the dwelling house in which he now lives [on house Lot 8A] with the land under it & adjoining to it & the buildings thereon, all situate in said Salem near to the

5. RD, 162:24, deed dated February 23, 1759, and recorded November 9, 1796 (deed also published in EIHC, 66:65).

Long Wharff, bounded Easterly on the lane which runs between the premises & my own Mansion house [Derby Lane or Herbert Street], Southerly upon the street in front of the house [Derby Street], Westerly on Long Wharfe lane so called [Union Street], Northerly upon land of the grantee [Lot 8B of Richard Derby, Sr.] together with the flatts & wharfe land belonging to the premises [Lot J], that is to say the flatts extending Easterly so far only as the above mentioned eastern bounds of the house & land extend [that is, to the west side of Derby Lane or Herbert Street and Lot G] westerly so far only as the western bounds therof extend. Southerly to the low water mark.⁶

On August 14, 1780, the proprietors of Long or Union Wharf, in consideration of eighty pounds, conveyed to Richard Derby, Jr., and George Crowninshield

that [vacant wharf, Lot 6] lot or right lying on the eastern side of the string of said wharf so called, between the warehouse or lot [J-1] of the said Richard Derby, Jr., & the warehouse or the lot of said George Crowninshield [Lot 7]. . . . Provided the said Richard Derby, Jr. and George Crowninshield shall within five years from the date hereof or sooner if the war ends extend the string of said wharf within the bounds aforesaid six feet further to the eastward so as to range with the Western sides or ends of said warehouse, that the

6. RD, 138:187, deed dated March 3, 1781, and recorded March 29, 1781 (deed also published in EIHC, 66:95-6).

same be built solid (except the passageway or run under the bridge which is to be left open as the old run of the channel or passageway for the water now is) and that they keep the same both bridge and solid part in good repair to the satisfaction of the proprietors of said wharf. . . . Also that they leave a dockage of 52 feet in width between the warehouses aforesaid.⁷

Richard Derby, Jr., died in December 1781. Lot J remained the property of his heirs (seven children) from 1781 to 1800. In July and August of 1800, Lot J was subdivided and sold. On July 30, 1800, John Page and Samuel Ropes, Salem merchants, purchased Lot J-2 for \$2,010 from the three surviving Richard Derby, Jr., sons--Richard, Samuel, and Charles (Jonathan Derby had died in 1799). Lot J-2 was described as

a parcel of the land and wharff thereon in said Salem, which formerly belonged to our father Richard Derby II . . . being the northwestern corner thereof and numbered (3) and bounded as follows: beginning at the northwesterly corner of the store now erected on the premises and from thence running easterly and bounding northerly on Derby Street there measuring 30 feet, thence running southerly 56 feet bounding easterly on the other part of said wharf and land [Lot J-1] lately belonging to Richard Derby II . . . to a post, thence running westerly, bounding southerly on the said part of

7. RD 139:7, deed dated August 14, 1780, and recorded February 4, 1782.

said wharf and land lately belonging to said Richard Derby II 42 feet to a stake by Union wharff, which stake is 46 feet distant southerly from the northwestern corner of said store now standing on the premises, from thence running northerly to the said corner of the said store the, bound first begun at, bounding, westerly by Union wharf.⁸

On August 7, 1800, for an additional \$330, Page and Ropes acquired the balance of the other Derby heirs' interest in this same lot.⁹

For a total of \$8,165.10, the Richard Derby, Jr., heirs, on July 26 and August 20, 1800, conveyed to George Crowninshield, Sr., and his sons George, Jacob, John, Benjamin, and Richard, Lot J-1 or the following portion or balance of waterfront Lot J:

A piece of land & flats in Salem and the wharf, store or warehouse, & platform erected thereon, beginning at a Post by Derby Street at the Northeast corner of the land or lot [Lot J-2] conveyed by us and the heirs of Richard Derby, [Jr.] Esq. deceased to John Page and Samuel Ropes, and from thence running easterly by Derby Street

8. RD, 167:176, deed dated July 30, 1800, and recorded February 4, 1801. Samuel Derby conveyed a sixth, undivided tenth part and a one-quarter of a twentieth part; Richard Derby conveyed one tenth and one fourth of a twentieth part interest; and Charles Derby a one-tenth part and a one-fourth of a twentieth part, or eight undivided tenth parts and three-fourths of a twentieth part.

9. RD, 167:177, deed dated August 7, 1800, and recorded February 4, 1801, from Benjamin Hodges and John Gardner, acting as guardians of these Derby heirs.

75 feet and 6 inches to a stake, thence running southerly by 197½ feet to the stake thence running westerly 132½ feet to the southwest corner of said platform, this line ranging thereby & being about 8 feet to the southward from the south side of said warehouse, from thence running northerly by the string of Union Wharf and adjoining to said wharf 119 feet 8 inches to the southwest corner of said lot conveyed to Page and Ropes as aforesaid, then running easterly by that lot 42 feet to the Southeast corner thereof, thence running northerly by that lot 56 feet to the first corner together . . . and also use undivided moiety and 1/2 part of all the lot or piece of land or flats ground [Union Wharf, Lot 6, acquired in 1780] in Salem lying on the eastern side of the string (so called) of Union Wharf, between the land herein [Lot J-1] before conveyed to said granters and the wharf of said Crowninshield [Union Wharf, Lot 7] as it now stands.¹⁰

In another agreement between the Derbys and Crowninshields, dated August 20, 1800, it was stated that

Joseph Chipman Ward [the owner of Lot G] . . . erected a certain fence running from Derby Street southerly and

10. RD, 167:25, deed dated July 26, 1800, and recorded August 21, 1800, and sold for \$6,838.18; RD, 167:26, Ebenezer Prebble to Crowninshield for \$204.12½, deed dated August 8, 1800, and recorded August 21, 1800; RD, 167:27, Hodges and Gardner to Crowninshields for \$1,122.68, deed dated August 9, 1800, and recorded August 21, 1800, making a grand total of \$8,165.10 received by the heirs of Richard Derby, Jr. The land was sold at a public auction held May 13, 1800. See Bentley, Diary, 2:136.

easterly towards the river upon the line and parrallel with the west side of Herbert Street and whereas the said Crowninshields as owners of the premises and as a part of the public, do claim a right of way over the place where said fence hath been erected to go from the premises to Herbert Street now so called . . . and did forbid the said Ward from erecting the same. . . . The Derbys state that they have never done anything to establish to the said Ward or any other person a right to erect said fence, to impede or obstruct the said right of way for passage from the premises to Herbert Street.¹¹

George Crowninshield constructed the 900-foot-long Crowninshield (or India) Wharf at the foot of English Street in 1800-1801 and began using the new facility in January 1802. They now no longer needed the Lot J wharf and adjoining Union Wharf on Lot 7. On August 8, 1804, the Reverend William Bentley noted in his diary: "This week the Crowninshield's offered their Wharf, in the string of Long [Union] Wharf, for sale, but no purchase was made."¹²

Two maps show Lots J-1 and J-2, the east side of Union Wharf, and the buildings thereon in detail, which indicate that George Crowninshield & Sons still owned these wharves in 1805 and 1807. The two maps are as follows:

"Map of the Land & Wharves of Geo, Crowninshield & Sons, Ward & Others [Simon Forrester] Survey by an Order of the Supreme Court by the Subscriber, Gideon Foster, April 12,

11. RD, 167:27, deed dated August 20, 1800, and recorded August 21, 1800.

12. Bentley Diary, 3:101.

1805."¹³ This map was made because of the legal quarrel between the Derbys and the Crowninshields over the correct boundary line between Derby Wharf and the wharf on Lot G and Union Wharf, Lot 7.

"Plan of the Wharf & Lands of Capt. Geo. Crowninshield & Sons and the Widow Hannah Ward, surveyed by Gideon Foster, Nov. 7, 1807." This map was made because of George Crowninshield's court fight with Mrs. Ward over the location of a fence line between the wharves on Lots G and J.

Between November 7, 1807, and March 8, 1808, however, George Crowninshield & Sons were apparently able to dispose of Lot J and the Union Wharf Lot 7. (The deed for this sale has not been located.) On March 9, 1808, when Union Wharf was incorporated as a corporation with 500 shares (the first wharf in Salem to become a corporation), the Crowninshields were not listed among the "proprietors of Union Wharf."¹⁴

The sixteen proprietors on March 8, 1808, were Edward Allen, Ebenezer Putnam, Hannah Hodges, Jonathan Gardner, Jonathan Mason, Benjamin and Mary Pickman (his wife), Elizabeth Orne, Jonathan Peele, John Morris, John Gardner, and Ebenezer Beckford--who owned twenty of twenty-four parts. The remaining four parts of the twenty-four parts were owned by the heirs of Mary Oliver, Jonathan Archer, Timothy Orne, and Joseph Orne.¹⁵

13. This map is printed in Snell, "Historic Structure Report: Ingersoll/Forrester/Central Wharf," pp. 124-125.

14. Joseph B. Felt, Annals of Salem, 2 vols. (Salem, 1845), 2:373. The Crowninshields incorporated India Wharf on June 17, 1809, and the Derbys incorporated Derby Wharf on March 1, 1810.

15. Ibid.

The purchaser of Lot J in 1807-1808 has not been determined, and the chain of this title has not been carried beyond 1807.

Map No. 7 (1851) indicates that D. Pingree owned Lot J-2 and probably J-1 in 1851. By 1874, Lot J appears to have been subdivided into several lots and its owners were J. Cunningham, Jr., No. 129 Derby Street, and William W. Kelman, Lot J-2 on a northwest corner, including Nos. 131, 133, and 135 Derby Street (see Map No. 8).

According to Map No. 9 (1897), J.W. Mahoney owned No. 129 Derby Street (now renumbered 201) and the No. 57 Union Street lot. W.W. Kelman still owned 131, 133, and 135 (now renumbered 203 to 213 Derby Street). R. Foran owned No. 59 Union Street.

B. Buildings on Lot J, 1759-1914

Richard Derby's deed of February 23, 1759, mentions "ye wharf [on Lot J] which ye Derby hath lately joynd to ye [east side of] Union Wharf," indicating that this structure had probably been built in 1758. The deed of August 14, 1780, indicates that Richard Derby, Jr., had a warehouse or store located on Lot J, and George Crowninshield also had a warehouse standing on his wharf (on Union Wharf, Lot 7), directly to the south of Lot J.¹⁶

On September 28, 1789, the Reverend William Bentley noted in his diary: "The Store on Long Wharf [Union Wharf] belonging to Heirs of Richard Derby [Jr., wharf located on Lot J],

16. RD, 139:7.

repaired by Miles Ward in virtue of a lease."¹⁷ Ward, a lumber merchant, also leased the wharf on waterfront Lot G from Elias Hasket Derby for use as a lumber wharf from February 1789 to February 1793.

On November 6, 1789, Miles Ward fenced the entire Derby Street front of "the new Wharf" on Lot G, about 130 feet, to secure the area as a lumber wharf.¹⁸ On November 11, 1789, Bentley reported: "The fence mentioned [above] continued upon the estate of heirs of Richard Derby [Jr.] by Mr. Ropes, who occupied the Cooper's Shop at the corner of the Long Wharf, upon said [Lot J] estate."¹⁹

On May 2, 1795, Dr. Bentley again reported: "A small Store finishing on the Corner, E. of Long Wharf."²⁰ In October 1796 he commented, "Crowninshield building on his Wharf [Union Wharf Lot 7] & attempted a Well."²¹ George Crowninshield's extension of his wharf to the eastward in October 1796 touched off the long and bitter series of court fights between the Derbys and Crowninshields that has previously been mentioned. Crowninshield was finally forced to remove some 12 feet of this extension.

In 1797 Bentley reported: "Nov. New [Fire] Engine House in Derby Street, N.E. Corner of Union Wharf."²² Also in 1797, he noted: "Frame raised for a Store on Derby's part [Lot J] of Long

17. Bentley, Diary; 1:127.

18. *Ibid.*, p. 131.

19. *Ibid.*, p. 132.

20. *Ibid.*, 2:464.

21. *Ibid.*, p. 465.

22. *Ibid.*, p. 466.

[Union] Wharf."²³ In April 1798 he reported the completion of the store, writing: "A New Shop & Store, E. Side of Union Wharf, on Derby's Lot [Lot J]."²⁴

On October 29, 1799, the Reverend Bentley jotted in his diary: "Capt. Crowninshield has raised his large store on wharf [Lot 7], E. of Long [Union] Wharf."²⁵

On May 13, 1800, Bentley recorded:

The Estate of Richard Derby [Jr.], which included the mansion house and outbuildings on Lots 8A and 8B and the warehouse, store of Ropes, and wharf on [Lots J-1 and J-2] was sold this day in Lots at the head of Union Wharf for 17,000 [actually \$17,335] Dollars.²⁶

The Richard Derby, Jr., warehouse (measuring 28 feet by 45 feet) was called "Red Store" and was erected prior to 1780 on Lot J. The 1797-1798 store was about 30 feet by 46 feet, was located at the northwest corner of Lot J-2, and was sold to Ropes and Page in 1800. Capt. George Crowninshield's store on Union Wharf, Lot 7, was about 32 feet by 48 feet in size and was probably standing in 1780. All of these buildings were still standing in 1805 and are shown in detail on Gideon Foster's map of April 2, 1805.

23. Ibid.

24. Ibid., p. 467.

25. Ibid., pp. 315, 522.

26. Ibid., p. 336.

On January 9, 1802, Dr. Bentley reported: "The Crowninshield family have begun the use of the new [India] Wharf below English Street [see Maps Nos. 5 (1806) and 6 (1820) for location], & three vessel are now actually at it." On March 30, 1805, Bentley wrote: "The Crowninshields removing their largest store on Long Wharf [Lot 7, Union Wharf] to the New Wharf [India Wharf] near English Street. It was a new store [built in 1799] & well finished."²⁷ Reverend Bentley made no more notes in his diary on the Union Wharf properties from 1806 until his death in 1819.

Nineteenth-century maps that show Lot J and Union Wharf, together with their buildings, are Maps Nos. 7 (1851), 8 (1874), and 9 (1897).

The buildings on Lot J and the east side of Union Wharf were destroyed in the great Salem fire of 1914.²⁸ The existing brick structures were erected after this fire. Four detailed plans of Lot J and the east side of Union Wharf are included in Snell's "Historic Structures Report: Ingersoll/Forrester/Central Wharf." A February 24, 1894, plan is on pages 148-49, a December 1895 plan on pages 150-51, an October 5, 1894, plan on pages 152-53, and a January 1892 plan on pages 154-55. (The January 1892 plan is also reproduced in this report as Map No. 12.)

There is one known early view of Salem and Derby Wharf made in 1797 that also shows the southern end of the 460-foot-long Union Wharf. Visible at the left-hand side of this picture is a three-story wooden warehouse or store that was located at the

27. *Ibid.*, p. 408 3:149.

28. See Snell, "Historic Structure Report: Ingersoll/Forrester/Central Wharf, photo of 1914, pp. 104-105 Essex Institute neg. 13,935).

southern end of Union Wharf. This building may have been the one erected by Thomas Perkins in August 1791.²⁹

There are two known nineteenth-century photographs of Lot J and the east side of Union Wharf, both of which are contained in "Historic Structures Report: Ingersoll/Forrester/Central Wharf." The photographs are (1) the southern end and eastern side of Union Wharf, ca. 1885, pages 90-91 Essex Institute neg. 16,296), and (2) the east side of Union Wharf and south (rear) side of Lot J, pages 92-93 (Essex Institute neg. 6424), view made ca. 1874. Illustration No. 4 in the present report shows the north (front) elevation of the buildings on Lot J about 1880. Illustration No. 8 also shows part of a building that is probably located on Lot G, but possibly on Lot J.

C. Mid-Nineteenth Century Uses of Buildings on Lot J

<u>Derby Street</u>	<u>1837³⁰</u>	<u>1874³¹</u>	<u>1881³²</u>
No. 129	Charles Nick & Jonathan Nick, sailmakers	John J. Cunningham, wine & liquor store and residence	Jeremiah Coffey, driver, Mary Griffin, widow

29. Bentley, Diary, 1:365. The 1797 view (Essex Institute neg. 8029) can be found in Snell, "Historic Structure Report: Derby Wharf and Warehouses," pp. 166-67.

30. Salem directory, 1837.

31. Salem directory, 1874.

32. Salem directory, 1881.

No. 131	John Brown, hairdresser (a Negro--lived at No. 11 Pond Street)	William O'Donnell grocery store (lived at No. 14 Elm)	Residence of John & William liquor dealers, store at No. 104 Derby St.
No. 133	No listing	?	
No. 135	Nathaniel Griffith, ship chandler (lived at No. 3 Winter Street)	?	
No. 137	No listing	?	William W. Kelman, liquor dealer

1897³³

Derby Street

No. 201 (129)	Mrs. Margaret J. Kennedy, variety store & residence; John Kennedy, janitor of the U.S. Custom House; David O'Brien, laborer
No. 203 (131)	John W. Mahoney; P.J. Vorbett, variety store; Michael J. Ahern and M.J. Fitzpatrick
No. 205 (133)	No listing

33. Salem directory, 1897-1898

No. 207 (135)

No. 209 (137) Vacant

No. 211 J.C. Casey, pool room

No. 213 Vacant

Narrative History of Lot J, 1804, omitted

from text of "Historic Sites Survey Report: Some Derby Street Houses and Inhabitant, Salem Maritime National Historic Park, Massachusetts," November 1979, by Charles W. Snell.

Data should have followed page 164a

The Crowninshields Subdivide and Sell Lot J, 1804

In July 1804, the Crowninshields employed Gideon Foster to survey and subdivide Lot J and their Union Wharf Lots into a number of smaller building lots. Foster's map, entitled "A Plan of the Wharf & Flats owned by Capt. Geo. Crowninshield & Sons adjoining Union Wharf on the East side thereof, Surveyed by the Subscriber the 27th and 30th July 1804 - Scale - Ten feet to an inch," on which he accomplished this task is on file in the Essex Institute.¹ The subdivided lots are shown on Map No. 12, page 222, in this report.

On August 31, 1804, George Crowninshield & Sons sold Lot No. 2 on the 1804 map to which we have assigned the new number J-11, to John Pitman and Benjamin Swan, traders, for \$ 2,170.00.

The deed describes the bounds of Lot J- 11 as follows:

"bounded 30 feet westerly on the string of Union Wharf, 47 feet northerly on Lot No. 1 [our Lot No. J-12], Easterly 30 feet 6 inches on a common way [Wharf Street, which the Crowninshields were then preparing to lay out on Lot J], thence running westerly to the string of Union Wharf 55 feet and having as its southern bounds Lot No. 3 [New Lot No. J- 1], together with the Store now standing there [on Lot J-11]. The said common way extends from the northeast corner of Lot 2 to the southern corner of Lot No. 4 & no farther and is in length 95 feet 9 inches and 30 feet in width at the northern part thereof and about 32 feet in the Southern part thereof." [However, in 1809 Wharff Street was to be reduced to 20 feet in width and made longer].²

The 1804 map indicates that the store on Lot J-11 fronted 21 feet on Union Street and was 37 feet deep and that a wharf located in the northwest corner occupied about one-third of the total area of the lot.

1. All of Gideon Foster's plans of Salem are filed under his name and not by the title of the maps and plans.

2. Deed Book 171, 193-194.

On August 31, 1804, George Crowninshield & Sons also sold Lot 1 on the 1804 map, to which we have given the No. J-12, to Samuel Herron, a cordwainer, for \$ 1,450.00. The deed described the bounds of Lot J-12 as follows:

"25 feet westerly on the string of Union Wharf, 42 feet northerly on the land of Page and Ropes [Lot J - 15], this line ending at the southeast corner of their land, 25 feet easterly on Lot No. 7 & this line ending at the capson of the wharf & thence running westerly to the string of Union Wharf & having its south bounds on Lot No. 2 [our Lot No. J-11 on Map 12] & there measuring 47 feet."³ Lot J-11 contained a wharf but had no buildings.

Further Subdivision and Sales in 1809:

In 1809 George Crowninshield and Sons again engaged Gideon Foster, the surveyer, and had him further subdivide their remaining Lot J property. Foster completed his map, entitled " A Plan of the Upper Wharf of Capt. Geo, Crowninshield & Sons," in August 1809, producing 10 lots, in addition to the two [Lots J-11 and J-12] that had been sold of in 1804. Between October 23, 1809 and January 11, 1810, the Crowninshields were able to sell off the 10 lots for a total \$ 5,895.00. This amount, with the total of \$ 3,620 realized from the sale of the two lots in 1804, brought the grand total received to \$ 9,510.00 for the 12 Lot J -1 property, which they had purchased for \$ 8,165.00 in 1800.

Lot No. J-1: Sold at public auction on October 31, 1809 to Samuel Ropes and John Page for \$ 600.00, Lot J-1 bounded "Northerly on land of John Pitman [Lot J-11], there measuring 56 feet, westerly on Union Wharf, there measuring 35 feet 3 inches, southerly on land of the grantor [Lot No. J-2], there measuring 57 feet 6 inches, easterly on the private way called Wharff Street, leading to the wharf of the said
3. Deed Book No. 174, p.184.
4. Map in Essex Institute Collections.

"George [Crowninshield], Sr. on Lot 7], there measuring 36 feet 9 inches."⁵

Lot No. J-1 was flats only and has neither wharf or buildings.

Lot No. J-2: Samuel Webb, III, apparently purchased Lot No. J-2 from George Crowninshield and Sons on January 11, 1810 and failed to record his deed. On January 18, 1810, however, Webb sold Lot J-2 to George Crowninshield, Jr. for \$ 1,450.00, which was probably the price that Webb had paid for it. The deed described Lot J-2 as "a parcel of land with Red Store on it ... bounded Southerly on Land of George Crowninshield, Sr. [Lot No. J -13], 58 feet 6 inches, easterly on a private way called Wharf Street 41 feet 6 inches, northerly on land....[of] George Ropes [Lot J-1] 57 feet 6 inches, westerly on Union Wharf 39 feet 9 inches."⁶

The map of 1804 reveals that "Red Store" fronted 22 feet 6 inches on Union Wharf and was 43 feet deep.

Lot No. J-4 Also sold by Samuel Webb III, to George Crowninshield, Jr. on January 18, 1810, together with Lot J-2 and included in the total of \$ 1,450.00 paid by Crowninshield to Webb, was Lot J-4. The deed described Lot J-4 as "a parcel of land bounded westerly on said Wharf Street 40 feet, northerly on land conveyed to Joshua Oakes [Lot J-5] 42 feet six inches, easterly on land now or late of Ward [Lot G] 40 feet 3 inches, and Southerly on land conveyed... to Thomas Grandy [Lot J-3] 48 feet."⁷ Lot No. 4 was flats or water only in 1809.

Lot No. J-5: The Crowninshields sold Lot No. J-5 to Joshua Oakes, a shipwright, on October 23, 1809 for \$ 350.00. The deed describe the bounds as "Southerly on other land of Grantors [Lot J-4] 42 feet 6 inches, easterly on land now or late of Ward [Lot G] 40 feet 3 inches, northerly on other land of the grantors [Lot J-6] 37 feet six inches, westerly on a private way called Wharf Street... 40 feet."⁸ Lot J-5 was a water lot with no structures on it in 1809.

5. Deed Book No. 189, p.97.

6. Deed Book 190, p.202.

7. Deed Book 190, p.202.

8. Deed Book 189, p.190; deed recorded March 10, 1810.

Lot J-3 : The Crowninshields sold Lot J-3 to Thomas Grandy at the public auction held on October 23, 1809, for \$ 300.00. The deed describes the bounds of J-3 as " Southerly on land [J-14] of said George [Crowninshiel Sr.] 54 feet six inches, easterly on land now or late of Ward [Lot G], northerly on other land of the grantors [Lot J-4] 48 feet, and westerly on a private way called Wharf Street leading from the wharf of said George to Derby Street 48 feet." ⁹ Lot J-3 was a water lot in 1809 and had no structures on it.

Lot No. J-6: Sold to Thomas Whittridge, a merchant, at the public auction held on October 23, 1809 for \$. 415.00, the deed described the bounds of Lot J-6 as follows: "Southerly on land of said grantors this day conveyed to Joshua Oakes [Lot J-5], there measuring 37 feet six inches, Easterly on land now or late of Ward [Lot G], there measuring 40 feet 3 inches, northerly on land of the Grantors [Lot J-7], there measuring 32 feet, and westerly on a private way called Wharf Street...., there measuring 40 feet." ¹⁰ Lot No. J- 6 was comprised of a wharf with no buildings on it in 1809.

Lot No. J-7: The Crowninshields sold Lot No. J-7 to Henry Prince at the public auction held on October 23, 1809, for \$ 1,000.00. ¹¹ On January 11, 1810, Henry Prince conveyed Lot J-7 to Thomas Whittridge, a merchant and the owner of adjacent Lot J-6, for \$ 1,010.00. ¹² The two deeds describes the bounds of Lot J-7 as "Southerly on land of the Grantors this day conveyed to Thomas Whittridge [Lot J-6] there measuring 32 feet, easterly on land now or late of Ward [Lot G]. there measuring 48 feet, northerly on Derby Street there measuring 26 feet six inches, and westerly on a private way called Wharf Street...., there measuring 41. ¹³ Lot J-7 was a wharf that had no buildings on it in 1809. Lots 6 and 7 combined, were 26 feet 6 inches wide on Derby Streetm 88 feet 3 inches deep on the east, 81 feet deep on the wide, and 37 feet 6 inches wide on the southern end.

9. Deed Book 203, p.14- Deed Recorded February 28, 1814.

10. Deed Book 189, p.256. Deed recorded April 24, 1810.

11. Deed Book 188, , 133-134.

12. Deed Book 189, 257.

13. Deed Book 188, 133-134.

Lot No. J-8. George Crowninshield & Sons sold Lot No. J-8 at the

public auction held on October 23, 1809 to John Page, of Page and Ropes, merchants, for \$ 1,025.00. These partners owned adjoining Lot J-15, which was situated at the southeast corner of Derby and Union Streets. The deed described the bounds of Lot J-8 as follows: "Northerly on Derby Street 25 feet nine inches, westerly on land of Pages and Ropes [Lot J-15] 56 feet, southerly on land of the Grantors [Lot J-9] 12 feet 10 inches, and easterly on a private way called Wharf Street... 61 feet six inches."¹⁴

Lot J-8 was a wharf with no buildings on it in 1809. Combined Lots J-8-J-15, now owned by Page and Ropes, fronted 56 feet three inches on Derby Street, 46 feet on Union Street, was 54 feet 10 inches wide on the south side, and fronted 61 feet six inches to the east on Wharf Street.

Lot No. J-9: Lot No. 9 was sold at the auction held on October 23, 1809 to Samuel H erron, cordwainer and owner of adjoining Lot J-12, for \$ 205.00. The bounds of Lot J-9 we re "Northerly on land this day conveyed to John Page [Lot J-8] 12 feet 10 inches, westerly on land of said Herron [Lot J-12] 26 feet, southerly on other land of the Grantors [Lots J-10] eight feet, and easterly on a private way called WharfSSStreet ... 25 feet."¹⁵

Lot J-9 was a wharf lot and had no buildings on it in 1809.

The combined Lots J- 9 and 12 were 55 feet wide on the south, 54 feet 10 inches wide on the north, 25 feet wide on Union Street, and 25 feet wide on Wharf Street.

Lot No. J-10: This property was apparently purchased by Samuel Webb, III, on October 23, 1809. Webb failed to record his deed but on September 1, 1810 he conveyed title to Lot J-10 to John Pitman, a trader and the owner of adjacent Lot J-11.¹⁶ Lot J-10 was a triangular shaped lot and was bounded northerly eight feet by Lot J-9, w esterly 30 feet 6 inches by Lot No. J-11, which was the property of John Pitman, and easterly 29 feet 3 inches on Wharf Street.¹⁷ Lot J-10 was a water lot with no structures on it it 1809. After 1810 the combined bounds of Lots No. 10 and 11 were as

14. Deed Book 189, p.98. The deed was recorded on January 10, 1810 .

15. Deed Book 188, p. ~~97~~ 97-98.

16. Deed Book 190, p.29, Also see Deed Book 246, p.27.

17. Ibid.

Wharf Lots Nos. 7, 8, 9, 10, -all located along the east side of Union Wharf during the years 1805 to 1897 will be found in Appendix III. Because of time limitations, the chain of title on some of these lots is not 100% complete.

follows: bounded on the north 55 feet by Lots J-9 and 12; fronting 30 feet on Union Street, running 56 feet to the south on Lot J-1, and fronting on the east 29 feet three inches on Wharf Street.

Lots J- 13 and J-14 :

After the sale of the 10 lots listed above, George Crowninshield, Sr. still held title to two lots, Nos. J-13 and No. 14. He remained the owner of these two flats or water lots¹⁸ and also Union Wharf Lot No. 7 until his death in 1815.

Lot No. J-13 fronted 37 feet six inches on Union Street to the west, 58 feet six inches on Lot No. 2 to the north, 37 feet six inches on Wharf Street to the east, and 60 feet four inches on the wharf Lot [Union Wharf Lot No. 7] to the south.

Lot No. 14-J fronted 37 feet six inches on Wharf Street to the east, 54 feet six inches on Lot J-3 to the north, 37 feet six inches on Lot G to the west, and 60 feet four inches on the wharf on Union Wharf Lot No. 7 to the south.

On October 22, 1821, the heirs of George Crowninshield, Sr., sold Union Wharf Lot 7 and the adjacent Lots J-13 and J-14 to Samuel Webb, a Salem merchant, for \$ 5,000.00.¹⁹

Wharf Street, as laid out in its final form in 1809, was 20 feet six inches wide at its northern point where it joined Derby Street, and 20 feet wide at the southern extremity. Wharf Street extended 238 feet six inches south from Derby Street along its east side and 231 feet along the west side. In 1809 the southern two-thirds of this "street" extended out over flats.

Data on the ownership of the 15 J Lots and also of the Union

18. Lots J-13 and 14, located on the north side of Union Wharf Lot 7, was the same property that Richard Derby, Jr. and George Crowninshield, Sr., had jointly purchased on August 14, 1780 from the Proprietors of Long or Union Wharf.

19. Deed Book 227, p.300.

9. Wharf Street.

This street was first laid out on paper by George Crowninshield and Sons in August 1804 when they subdivided Waterfront Lot J into about nine smaller lots. The new private way was intended to provide access to the subdivided properties, many of which were flats or water lots. The 1804 street was to be 30 feet wide at its junction with Derby Street, about 32 feet wide at its southern extremity, and 95 feet nine inches long¹ north-south. This first Wharf Street probably never existed.

In 1809 the Crowninshields again had Lot J subdivided on a new system and Wharf Street was also laid out on a new plan. In this final version for Wharf Street, the street was 20 feet^{six inches} wide at its northern junction with Derby Street, 20 feet wide at its southern extremity, 238 feet six inches long along the east side and 231 feet long, north-south, on the west side. The northern third of Wharf Street, the portion running^{over} the wharf between Lots J- 6 and 7 and J- 8 and 9, probably came into existence when these lots were sold in October 1809. The remainder of the street in 1809, however, extended over flats or water lots and could not^{have} be used until owners of water lots created^{new} land on their properties.²

1. Deed Book 174, p. 193-194.

2. See Map No. ~~36~~ and Map No. ~~17~~.

1804

1809

IX. Streets, Sidewalks, and Street Lamps, 1784-1819

A. Salem Street Names

Most of the street names in the vicinity of Salem Maritime National Historic Site were officially adopted by the town of Salem in 1794. Dr. William Bentley noted in his diary on September 25, 1794:

The names having been given to the Streets the boards [street signs] appointed to be placed at the end of each street were put this day. The [street] names are whimsical & do not include so much of the history of the Town as I should have supposed. Gratitude in some cases had a struggle from the prepossessions of the Committee.¹

The streets named in 1794 (and still retaining these names) are as follows (see Map No. 6, 1820): The streets running east and west were Essex Street and Derby Street; streets running north and south, and listed from east to west, were English Street, Becket Street, Carlton Street, Turner Street, Hardy Street, Daniels Street, Orange Street, Curtis Street, Herbert Street, Union Street, and Neptune Street-Walnut Street. Most of these streets preserved the "names of their antient proprietors," but as the Reverend Bentley observed, under this system Orange Street should have been named "Bush Street."²

1. Bentley, Diary, 2:107.

2. *Ibid.*, pp. 108-109, with itemized list of names and routes of streets; see also *ibid.*, pp. 188-190, May 14, 1796, for another discussion of the routes and names of these streets.

Other streets in the immediate vicinity of the park received their following names (streets are listed from east to west): Kosciusko Street, named after 1897;³ Palfrey's Court, named after 1851 and before 1874;⁴ Custom House Court, named after the construction of the U.S. Custom House in 1818-1819; Hodges Court, named after 1874 and before 1897.⁵

B. A Layout of Salem Streets

1. East-West Streets

Essex Street is an ancient way probably dating from 1628 when the town of Salem was first settled (see Map No. 3). It was first called the highway or street; by 1675 it was called Main Street (see Map No. 4), and in 1794 it was called Essex Street.⁶

Derby Street was laid out by the town of Salem in 1764 and was long called the highway to Long Wharf (Union Wharf) by the South River or harbor. By 1785, it was called Water Street, and in 1794 it was officially named Derby Street. The width of the street in 1818 was about 40 feet, and the present width dates from the mid-twentieth century.⁷

3. See Map No. 9, where it is called Grant Street.

4. See Maps Nos. 7 and 8.

5. See Maps Nos. 8 and 9.

6. Perley, "Salem in 1700," No. 24, p. 114.

7. For laying out of Derby Street in 1764, see "Plan containing the Wharf & Lands of Captain Geo. Crowninshield & Sons and the Widow Hannah Ward, surveyed by Gideon Foster, Nov. 7, 1807," which shows the line of the street in 1764 and 1807, and also the width of the street. The deed of Lydia Cook to William Brown for

2. North-South Streets (listed east to west)

Daniels Street was laid out as a lane or highway by 1661. It was called Ingersoll's Lane in 1715, Daniels Lane by 1742, Daniels Street in 1769, and was officially named Daniels Street in 1794.⁸

Kosciusko Street did not exist prior to 1820.⁹ It was probably laid out after July 3, 1821, when Benjamin Hawkes purchased the land on which this street is situated.¹⁰ Hawkes arranged to develop the street as a "way" or an approach to the shipbuilding yard that he constructed at the southern end of his lot. The street appears on Map No. 7 (1851) without a name. It is also unnamed on Map No. 8 (1874), but is labeled Grant Street on Map No. 9 (1894), undoubtedly taking its name from President U. S. Grant, 1869-1876. The name Kosciusko was applied to the street in the twentieth century after a Polish colony had taken up residence in this area.

Palfrey Court was laid out after 1820 and before 1851.¹¹ The street appears on Map No. 7 (1851) without a name but is labeled "Palfrey Court" on Map No. 8 (1874).

Lot F-2, dated April 30, 1765, describes Derby Street as a "Highway lately laid out." RD, 115:240. For Water Street, see RD, 143:30, indenture of January 11, 1785, dividing the property of Richard Derby, Sr., among his three sons, giving Lot G to Elias Hasket Derby.

8. Perley, "Salem in 1700", No. 24, p. 114.

9. See Map No. 6.

10. RD, 226:182.

11. Compare Map No. 6 (1820) with Map No. 7(1851).

Custom House Court was laid out by John Derby in December 1800. The lane was originally 25 feet wide and extended north from Derby Street for 210 feet.¹² The street was known as Derby Court from 1800 until after 1819, when the U.S. Custom House was constructed on Lot 3 on the west side of Derby Court. By 1818 the street was 28 feet 10 inches wide and 204 feet long.

Orange Street came into existence as the result of an agreement signed on August 1, 1671, between Paul Mansfield, who owned Lot 3 on the east side of the proposed lane, and Edward Bush, who owned Lot 4 on the western side.¹³ Their agreement created the northern three fourths of Orange Streets. Paul Mansfield, a fisherman, donated a strip of land 352½ feet long and 8 feet 10 inches wide from his property, and Edward Bush, a seaman, gave a strip 7 feet wide and equally long to form a lane 15 feet 10 inches wide. At the southern end of the new lane, which did not yet quite reach South River, they allowed "ten foote of Ground apiece it is Twenty foote Square beside ye breath of ye Said Lane & Shooting away Eastward from it for roome for a Cart to turne in."¹⁴ By 1700, the lane was extended southward to reach South Harbor and the cart turnaround was eliminated. The lane was called Bush's Lane in deeds in 1752, also Masury Lane,¹⁵ and was officially named Orange Street in 1794. Orange Street was 19 feet wide in 1818.

12. RD 168:106, deed dated December 25, 1800, and recorded January 14, 1801.

13. RD, 25:125.

14. RD, 25:125.

15. Perley, "Salem in 1700," No. 24, p. 114.

Curtis Street was laid out by the widow Hester Eastwick over her land about 1668. This street originally extended only to the rear of her house, but was carried through to South Harbor about 1700. In the deed the street was sometimes called Vealy's Lane in 1741 and also Curtis' Lane in 1759.¹⁶ It was officially named Curtis Street in 1794. The southern portion of Curtis Street has been closed off in the twentieth century, and this southern portion of the former street now forms a part of the yard of the Old Ladies Home.

Hodges Court from Essex Street south about a third of the distance to Derby Street was laid out as a 10-foot-wide private way by Mrs. Mary Searle, administratrix of the estate of Alexander Seares in 1669. The street then passed between the houses of Mrs. Searle and Humphrey Coomes.¹⁷ (See Map No. 4.) Hodges Court, however, was not extended south to Derby Street until after 1874 and before 1897.¹⁸ The Hodges Court name was not applied to the street until after 1874.

Herbert Street was originally 16½ feet wide and was laid out over the ground of Joseph Hardy by an agreement of September 26, 1661, that he made with John Gardner, who owned the land adjoining on the east. This document indicated that the two men

agree that there shall be a cart waie betweene our house lots, from ye (northern) butting on ye common, downe

16. Ibid., No. 25, p. 152.

17. RD, 3:92; also see Perley, "Salem in 1700," No. 25, p. 152.

18. Compare Maps Nos. 8(1874) and 9(1897).

all along ye lott to the river, & is to be one pole [16½ feet] in breathe, to lay wholly in Joseph Hardyes ground, on ye side next to John Gardners ground & this we doe mutually ingage ourselves, that is to say, the cart way shall never be sold or converted to any other use, but to lay in common between us both, for our owne private use, & for the use of any that shall live on either lott, & in consideration of ye pr'mises, John Gardner have given unto Joseph Hardy fifty shillings to his content.¹⁹

Herbert Street was called Hardy's Lane in 1729 (and also by the Reverend William Bentley in the 1790s) and Derby's Lane in the 1760s and 1780s. The street was officially named Herbert Street in 1794.

Union Street was laid out in three different steps (see Map No. 4). In 1665 Thomas Jeggles conveyed the northern or front part of his lot to James Brown and at this time Jeggles reserved a strip of land, now the northern end of Union Street, for an entrance into the remainder of his land from Essex Street. On May 3, 1675, Jeggles gave the owners on either side bonds that he would keep this lane open.²⁰ When he sold the next lot to Robert Glanfield, August 27, 1677, Jeggles reserved a strip 20 feet wide on the eastern side of this lot as a southern continuation of the northern lane.²¹ By 1706 the street had been extended all the way southward to reach South River.

19. RD, 2:49; see also Perley, "Salem in 1700," No. 25, p. 152.

20. RD, 4:107.

21. RD, 5:110; see also Perley, "Salem in 1700," No. 25, pp.152-53.

On March 20, 1726/27, as has been noted, the Salem town meeting gave leave to

build a wharf on the flatts from Samuel Whitefoot to the Little Island by some called Jeggles Island in the South River to the Island and accepts of a way (a highway of 28 feet wide eastward of and adjoining to Capt. William Pickering's Homestead) from the Main Street [Essex Street] down to the South River, to repair as far as till it comes to the wharf or the flatts to go to the island.²²

Union Street, during the eighteenth century was called the "lane leading to the Long Wharf," as "Long Wharf Lane," and as "Union Street," and was officially named Union Street in 1794.

Walnut Street was in existence by 1680.²³ It was sometimes called Long Wharf Lane or Browne's Lane in the early eighteenth century, but it was officially named Walnut Street in 1794.

C. Paving Salem Streets and Yards (see Map No. 6, 1820)

In 1799, Dr. Bentley noted in his diary: "Street paved from Elm Street through Neptune Street, to Union Wharf."²⁴ On September 6, 1799, he wrote in more detail: "The PAVEMENT from the Head of long Wharf as far round as the end of Elm Street,

22. Town Records, 1725-1743, Sheet 17.

23. Perley, "Salem in 1700," No. 25, p.153.

24. Bentley, Diary, 2:468.

has been finished & the Street leading from Essex Street to the Burying Ground, called Liberty Street is now paved."²⁵

In 1815 Bentley remarked:

The first settlers of Salem had pavements of yards & cellars which they learned from Mr. Hugh Peters, their minister, & every family of note adopted them. Few have since the first generation. The public pavements were an example followed by a few private pavements. Brown, Hollingsworth, Bradstreet, Peters, Lynde, English, Curwin, Turner, &c, had pavements which continued to my time. Salem had only these antient [seventeenth century] ones when I came to town [in 1784]. They now begin to obtain among citizens of moderate incomes, & of just economy. Four of the antient were in my [east] parish & three now exist.

The Flags are not so good for our climate as the tile or brick. They have broad slippery surfaces & are readily injured by frost, while the stones from the beach admit of such surfaces as are safe, yield kindly & yet remain &

25. Ibid., 2:317. In 1792 Essex Street from Washington Street to Washington Square had been paved with stone. August 22, 1792, Bentley wrote, "This day the Pavement was finished at the Andrew's Corner as continued from the Center of Town. . . . The Stones brought for the pavement, said from Milk Island, came from Norman's Woe. The Length of the Pavement given by the Workman from the old to Andrew's Corner is 3120 feet." On August 27, 1792, he wrote, "The Gutter from the pavement leading on to the Common being 156 feet on a descent of 18 feet was finished this day," *ibid.*, 1:356, 372, 388.

exist after a century and one half as well as when first laid.²⁶

On October 17, 1819, Bentley wrote again:

The paving of yards has become more common lately than since the first generation. It is now found convenient & Peabody & _____ are paving their yards. The cellars formerly were paved with stones from the beach. It is said by Capt. H. Prince that in Borbon they knock the head of the stones with great facility. I asked all pavers & they declared it impossible with our stones on our shore & attempted it in vain in my presence with any instrument they could handle.²⁷

On June 12, 1818, Bentley wrote: "It has been proposed to have a pavement on Derby Street near the Wharves. The town has accepted the purpose if 700 dollars can be obtained by subscription from those who have property & particular interest to be promoted by this new expence."²⁸

Bentley did not record if the paving of Derby Street was executed in 1818 or 1819, but his remarks do indicate that Derby Street, Custom House Court, Orange Street, Curtis Street, and Herbert Street, in the area of the park, were not paved prior to 1818.

26. Ibid., 4:349. On August 5, 1815: "Several late instances of paving yards, some with brick but I urge stones, as the pavement of my Grand Father in Boston in 1755 is still perfect."

27. Ibid., p. 623.

28. Ibid., pp. 524-25. For construction of conduits in 1818, see ibid., p. 526.

Photographs showing the status of Salem's streets, sidewalks, fences, and trees in the park area about 100 years ago are as follows:

Derby Street West, looking west from Orange Street towards Union Street, about 1880, Illustration No. 4

Derby Street East, looking east from Orange Street towards Daniels Street about 1871, Illustration No. 7, in Daniel R. Kuehn, "Historic Structures Report: Part II, Historical Data Section for the Custom House, Building No. 1, Salem Maritime National Historic Site, Massachusetts" (Salem Maritime National Historic Site, May 1964), p. 104

Photograph about 1870 showing Custom House Court and Orange Street, the two streets flanking the Custom House (Salem Maritime National Historic Site neg. 1A-3, to be utilized in the forthcoming historic structure report for the Custom House)

Orange Street, Illustrations Nos. 1 and 2 in this report

Curtis Street, Illustrations Nos. 3 and 5

Hodges Court, 1891, Illustrations Nos. 8 and 10

Herbert Street, Illustrations Nos. 11 and 12,

The street or way between Derby/Prince/Ropes house and the West Indies Goods Store on Lot 1, in Snell, Historic Structure Report: Derby/Prince/Ropes House, pp. 134-135, Illustration No. 3, ca. 1891-1895.

D. Salem Sidewalks, 1816

Following a serious fire that destroyed numerous buildings along Liberty Street on August 22, 1816, Dr. Bentley reported on the following day: "The Selectmen are widening Liberty Street this day. In consequence of the narrowness of these streets we lost so many houses. A walkway for the first time has been raised in the principal streets in the eastern part of Town [author's underline]".²⁹ The eastern part of town would have included the park area.

On September 20, 1816, the Reverend Bentley recorded: "In Salem we were never more engaged in public works. The Market Square [Derby Square] is beyond any thing ever contemplated in Salem which has never had any such accommodation, but refused it when offered to them. The Charity House is upon an expensive scale & has already received an additional grant & will need another. The Roads & unpaved streets have all been turn-piked & supplied with elevated foot paths [author's underline]".³⁰

E. Salem Street Lamps, 1802

On December 18, 1802, Dr. Bentley wrote in his diary: "The business of lighting lamps in our streets has great success. The whole town will probably be soon illuminated at private expence. It is then expected that the Lamps will be supported at the Town's charge. It is singular that never before such a thing should have been used."³¹

29. Ibid., p. 405.

30. Ibid., pp. 409-10.

31. Ibid., 2:460.

On December 28, 1802, Bentley reported: "Last evening was the first in which the Lamps furnished by subscription for Essex Street were lighted, with good effect."³²

On February 16, 1803, the Reverend Bentley noted: "The use of Lamps has generally obtained. Scarcely a street is to be found that is not illuminated from the Beverly Bridge to Danvers lower Meeting. Scarcely anything has had more full consent than this measure. The Lamps are placed at private expence."³³

Finally, on August 14, 1810, Dr. Bentley commented:

The subject of Lamps through the year has been mentioned in Boston & has been repeated in Salem. It seems that some persons are not favourable to the lighting of them in Summer. It has been touched in the papers.³⁴

This evidence indicates that Derby Street should have received its first street lamps in December 1802 or early 1803 at the latest.

Photographs showing the type and location of the five street lamps along Derby Street in the park area, about 100 years ago, are as follows:

Photograph about 1871, Derby Street East, looking east from Orange Street towards Daniels Street, (Salem Maritime National Historic Site neg. 1A-6)

32. Ibid., p. 461.

33. Ibid., 3:11.

34. Ibid., p. 534.

Illustration No. 4 in this report, Derby Street West,
looking west from Orange Street towards Union Street,
ca. 1874

Details of construction of the street lamps and
their posts are to be seen on Illustrations Nos. 6 and 7 in this
report.

I L L U S T R A T I O N S

1. Benjamin Williams Crowninshield House, Lot 4, ca. 1890
2. Benjamin Williams Crowninshield House, Lot 4, ca. 1875, South (Front) Elevation and East Side
3. Benjamin Williams Crowninshield House, Lot 4, ca. 1875, South (Front) Elevation and West Side
4. Derby Street, Looking West from Orange Street towards Union Street, ca. 1880
5. Benjamin Felt, Jr., House and Two Shops, Lot 5, 1910
6. Benjamin Felt, Jr., House, Lot 5, 1886
7. Ingersoll/Forrester House, Lot 6, 1886
8. Ingersoll/Forrester House, Lot 6, 1891
9. Derby/Ward House, Lot 7, 1874
10. Derby/Ward House, Lot 7, 1889, East (Rear) Elevation and South End
11. Derby/Ward House, Lot 7, 1891, South End and West Front Elevation
12. Derby/Ward House, Lot 7, 1891, North End and West (Front) Elevation

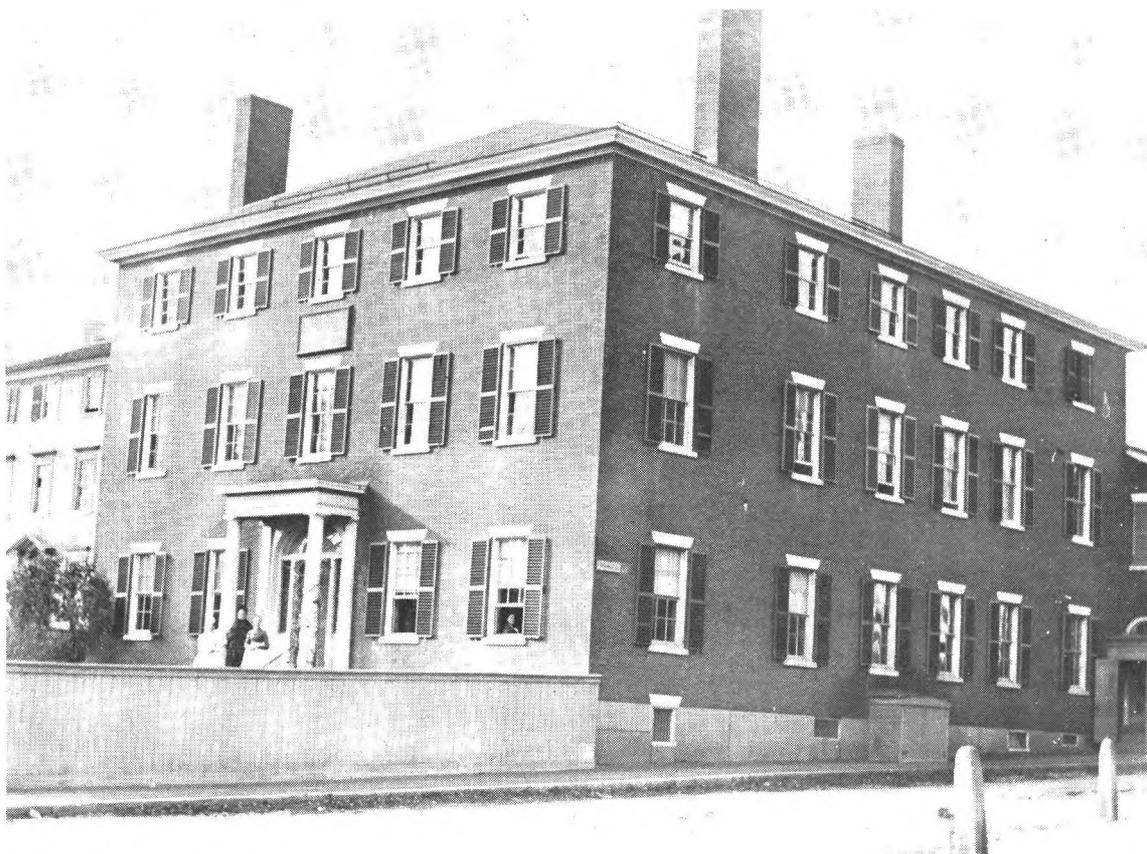
Note: There are no known drawings or pictures of the eighteenth-century buildings that stood on house Lot 3, house Lot 8, Lot 10, or Lots 11A and 11B.

1. Benjamin William Crowninshield House, Lot 4, No. 180
Derby Street, Ca. 1890.

Late nineteenth-century view of the south (front) elevation and east (Orange Street) side of the brick Benjamin Williams Crowninshield house, built in 1811-1812.

In this photograph the house is being used as an Old Ladies Home. Note the south end of the two-story brick rear service wing of the house at the right side of the photo. This view shows the east (Orange Street) side and the rear wing before they were altered in the work of 1907. The three-story frame house to the left of the Crowninshield mansion is the Benjamin Felt, Jr., residence built about 1799-1800, which stood on Lot 5 until it was demolished sometime in the 1920s. The street in the foreground is Orange Street.

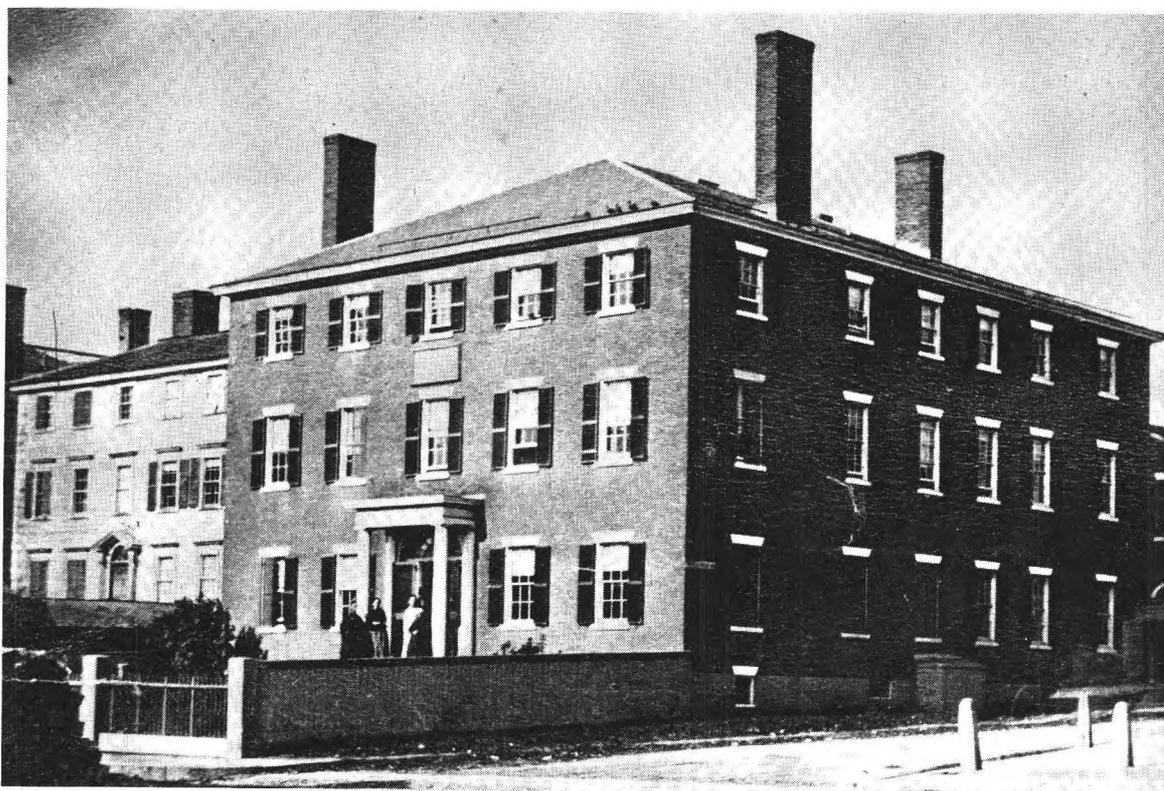
Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 6915).



2. Benjamin Williams Crowninshield House, Lot 4, No. 180 Derby Street, 1875, South (Front) Elevation and East Side

This early view shows the Benjamin Williams Crowninshield house built 1811-1812 being used as an Old Ladies Home. To the right is the east or Orange Street side. In the center is the south or front elevation, facing upon the north side of Derby Street. Note the fencing and sidewalk in front of the house on Lot 4, also the surfacing of Derby Street in the foreground. The three-story frame house to the left of the Crowninshield mansion is the Benjamin Felt, Jr., house, built about 1799-1800, on Lot 5 and fronting on Curtis Street. President James Monroe stayed at the Crowninshield mansion in July 1817 and was entertained by B.W. Crowninshield, who was then his secretary of the navy.

Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 16,825).





3. Benjamin Williams Crowninshield House, Lot 4, No. 180 Derby Street Ca. 1875, South (Front) Elevation and West Side

This view shows the west side of the Benjamin Williams Crowninshield mansion built in 1811-1812 and fronting on the east side of Curtis Street at the left. The two-story brick structure on the right side of Curtis Street and to the rear (north) of the mansion is the west end of the Crowninshield coach house and stable. Note the paving of Curtis Street and the sidewalks, also the fencing across the Derby Street front of the Crowninshield mansion. The large structure to the right is the west side of the Custom House built in 1812-1819, located on Lot 3, and separated from Lot 4 by Orange Street. In this view, the Crowninshield mansion is being used as a home for Salem's aged and destitute women.

Used as a two-family house from 1822 to 1860, the Crowninshield mansion was numbered 114 and 116 Derby Street. It became an Old Ladies Home on October 18, 1861 (the last tenant, Capt. John J. Planders, moved out of the west half of the house, No. 116 Derby Street, in 1877).

Courtesy of Essex Institute, Salem Massachusetts (Essex Institute neg. 16,824).



4. Derby Street, Looking West From Orange Street Towards Union Street, C. 1880

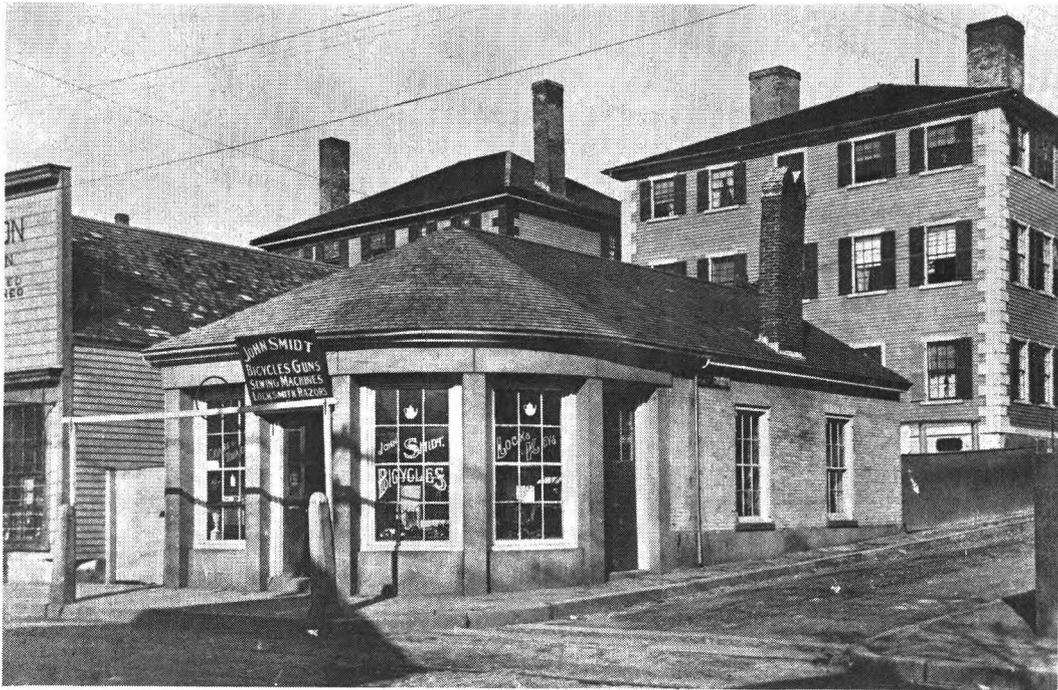
Moving from right to left along the north side of Derby Street: at the extreme right on Lot 3, the southwest corner of the Custom House, built 1818-1819; then the southern end of Orange Street; next the east side and south facade of the brick three-story Benjamin Williams Crowninshield mansion, built 1811-1812, and located on Lot 5 at the No. 180 Derby Street; next the southern end of Curtis Street. Note that the three-story frame house of Benjamin Felt, Jr., erected about 1799-1800 and located on Lot 5, with the address of No. 16 Curtis Street, is hidden from view in this photo. Located in front of the Felt house, at the southeast corner of Curtis and Derby Streets on Lot 5, and numbered 184 Derby Street, is the one-story brick shop or store of Benjamin Felt, Jr. This was built by Felt, a pump and block maker, about 1799, as his workshop. Next to the brick shop, also on Lot 5 and at No. 186 Derby Street, stands a one-story frame store with gable

roof and parapet front. This wooden shop was constructed at some date after 1837 and prior to 1851. The large three-story wooden mansion visible to the right of the brick shop is the Ingersoll/Forrester house, erected in 1790-1791, on Lot 6 at No. 188 Derby Street. The large tree standing in the front yard of Lot 6 and the wooden fences visible beyond the wooden shop are the front fences of Lots 6 and 7. The two-story wooden building is standing on the southeast corner of Union and Herbert Streets on Lot 8A. (Note the street lamp in front of Lot 6.)

The large two-story wooden buildings in the center of Derby Street are located on the southwest corner of Union Wharf and on the south side of Derby Street. Moving to the right, the three-story building with two street lamps in front, on the southeast corner of Union and Derby Streets, is apparently located on Lot J-2.

The next two-story wooden buildings are apparently located on Lots J-I and G, and two three-story buildings visible in part at the extreme left, are situated on Lot F, the entrance to the Ingersoll/Forrester/Central Wharf.

Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 5356).



5. Benjamin Felt, Jr., House And Two Shops, Lot 5, No. 16 Curtis Street, And Nos. 184 And 186 Derby Street, 1910

Taken on December 22, 1910, this view shows the southeast corner of Lot 5, with Curtis Street running up the hill to the right and Derby Street in the foreground. The large three-story Federal-style house at the right is the Benjamin Felt, Jr., house erected about 1799-1800, which fronted to the east on the west side of Curtis Street at No. 16 Curtis Street. The one-story brick structure in the center foreground was the shop of Benjamin Felt, Jr., and his son Benjamin (both pump and block makers), and probably built about 1799; the structure was very unusual because of its use of brick. The only other brick commercial building in this area of Derby Street was the Forrester warehouse, which was located on the south side of Derby Street on Lot F. The brick shop, first numbered 118 Derby Street became No. 184 Derby Street after 1895. Also standing on Lot 5, the one-story frame shop, to the left of the brick store, was built in the period 1837-1851; it was first numbered 120 and then 186 Derby Street. Capt. John G. Plander's "Central Market" was located at No. 118 Derby Street from about 1851 to 1877; Plander was a dealer in "provisions, meats, vegetables, eggs, and fruits." The Felt house and the two store buildings were demolished in the 1920s. The lot (now a vacant grassy area) forms a part of the Old Ladies Home property. The southern portion of Curtis Street has also been closed off in recent years and included as a part of the grounds of the Old Ladies Home.

Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 16,826).



6 Benjamin Felt, Jr., House, Lot 5, No. 16 Curtis Street, In 1886.

In the center of this view taken in August 1886 is the south elevation of the Benjamin Felt, Jr., house, built 1799-1800 on Lot 5. The large brick house to the right in the background is the west side of the Benjamin W. Crowninshield house, built in 1811-1812 on Lot 4 and separated from Lot 5 by Curtis Street. The one-story frame shop in the lower right-hand corner stands on Lot 5 and was built between 1837 and 1851. This store was first numbered 120 and later (after 1895) 186 Derby Street. The Felt house fronted, for address purposes, on No. 16 Curtis Street. The portion of the house visible at the left side of the photo is the south facade of the Ingersoll/Forrester house, built in 1790-1791 and standing on Lot 6. The Ingersoll/Forrester house (first numbered 120 Derby Street) was renumbered 188 Derby Street in 1895. The fence and yard with the large trees in the left foreground are part of Lot 6. Note the street lamp in the center foreground. Several street lamps were first utilized in Salem in December 1802.

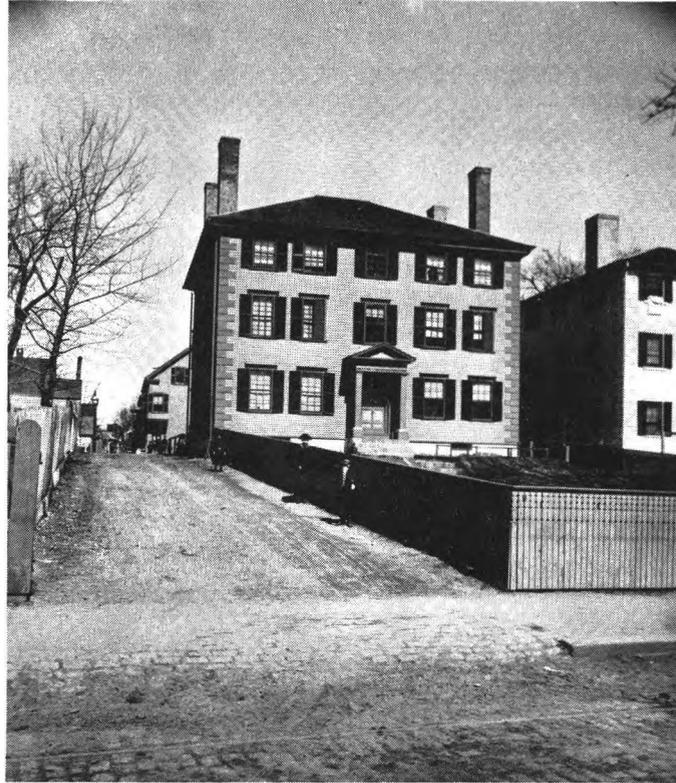
Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 6,865).

7. Ingersoll/Forrester House, Lot 6, No. 188 Derby Street, in 1886

This view shows the south (front) elevation of the Simon Forrester house and its front yard on Lot 6. In 1837 the Ingersoll/Forrester house was numbered 120 Derby Street, and in 1895 it was renumbered 188 Derby Street. Note the fencing and two large trees in the front yard, also the street lamp in the lower left-hand corner. The street along the left fence is Hodges Court, which did not come south to reach Derby Street until some time after 1874. The corner of the large three-story frame house visible at the right is the southwest corner of the Benjamin Felt, Jr., house erected in ca. 1799-1800, on Lot 5. The Ingersoll/Forrester house was probably designed and constructed by Samuel McIntire, Salem's noted architect.

Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 6,866).





8. Ingersoll/Forrester House, Lot 6, No. 188 Derby Street, in 1891

This view, from the Frank Cousins Collection, shows the south (front) elevation and west side of the Ingersoll/Forrester house on Lot 6 in the center of the photograph. Construction of the house was started by Capt. Jonathan Ingersoll in 1790 and completed by Capt. Simon Forrester in 1791. The house was probably designed and built by Samuel McIntire, Salem's noted architect. The mansion was numbered 120 Derby Street in 1837 and renumbered as 188 Derby Street in 1895. The street running up the hill to the left is Hodges Court; originally a private way from Essex Street, this lane did not reach south to Derby Street. A street lamp can be seen on the left side of the street at the top of the hill (in foreground) and stood until some date after 1874 and before 1891. The fence line at the left is the fence for the east property line of Lot 7. Note that the two large trees visible in Illustration No. 7, taken about 1886, are gone from the front yard of No. 188 Derby Street in this view. At the right, the west (side) and south elevation of the Benjamin Felt, Jr., house, built in 1799-1800 on Lot 5, is visible.

Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 209).

9. Derby/Ward House, Lot 7, No. 27 Herbert Street, Southeast Corner of Herbert And Derby Streets, in 1874.

This view, shows the south end (left) and east (rear) elevation of the Derby/Ward house, and also its rear one-story service wing. The view is made from Derby Street looking northwest from about the site where Hodges Court was to come south from Essex Street after 1874 to join Derby Street. The gravel way in the right foreground may be the private road on Lot 6 that was a forerunner of Hodges Court.

Richard Derby, Sr., constructed the Derby/Ward house on Lot 7, probably in 1735-1736. In this house his sons Richard Derby, Jr., Elias Hasket Derby, and John Derby, and three daughters were born. The rear one-story frame wing was added to the original house at some date after 1807 and before 1851. The house was the residence of Richard Derby, Sr., from 1735 until his death on November 9, 1783. It was then the residence of Miles Ward, a lumber merchant, and his heirs from April 16, 1795, until the early twentieth century.

Photo made from an original print at Salem Maritime National Historic Site (neg. 22-4 or 31-2).





10. Derby/Ward House, No. 27 Herbert Street, Corner of Herbert and Derby Streets, in 1889

This view shows the south end (at left) and east (rear) elevation of the Derby/Ward house on Lot 7. The house was built by Richard Derby, Sr., in 1735-1736 and served as his residence until his death in 1783. It was the residence of Miles Ward and his heirs from 1795 until after 1900. Compare this photo with Illustration No. 9 (1874), and note that house Lot 7 has now been fenced. The street at the right is Hodges Court which was extended south from Essex Street to Derby Street at some date after 1874. The street in the foreground is Derby Street. The rear one-story frame wing attached to the east side of the Derby/Ward house was added by the Ward heirs at some date after 1807 and before 1851. The wing is no longer extant. The Derby/Ward house fronted on Herbert Street and was numbered 19 Herbert Street in 1837, and in 1895 it was renumbered 27 Herbert Street.

Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 16,823).



11. Derby/Ward House, Lot 7, No. 27 Herbert Street in 1891

This view, from the Frank Cousins Collection, shows the south end and west (front) elevation of the Derby/Ward house. The street on the left side is Herbert Street, the street in the foreground is Derby Street, and the large three-story frame house at the right is the Ingersoll/Forrester house, built in 1790-1791 and standing on house Lot 6 at No. 188 Derby Street. The Derby/Ward house was built by Richard Derby, Sr., in 1735-1736 and served as his residence until 1783. It was the residence of Miles Ward and his heirs from 1795 until the early 1900s. The house in 1837 was numbered 19 Herbert Street, but in 1895 was renumbered as 27 Herbert Street. Note the location of the street corner in relation to the Derby/Ward house. In the twentieth century Derby Street was considerably widened to the north, and the south end of the Derby/Ward house now abuts directly on the sidewalk along the north side of Derby Street.

Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 249).



12. Derby/Ward House, Lot 7, No. 27 Herbert Street, in 1891

This view shows the north end and west (front) elevation of the Derby/Ward house on Lot 7. The two- and one-half story wing on the north end of the house was added by the Miles Ward heirs at some date after 1807 and before 1874. The main house was built by Richard Derby, Sr., in 1735-1736 and served as his residence until 1783. Miles Ward, a lumber merchant, and his heirs resided in the dwelling from 1795 until the early 1900s. The house was numbered 16 Herbert Street in 1837 and renumbered 27 Herbert Street in 1895. The street in the foreground is Herbert Street.

On the right side can be seen the junction of Herbert Street with Derby Street. On the other (south) side of Derby Street can be seen a two-story frame building. This shop or office is probably located on Lot G at No. 197 Derby Street (otherwise on Lot J-1). The structure at No. 197 Derby Street would have been the office for the coal and oil yard and wharf of Winchester Smith in 1891.

Courtesy of Essex Institute, Salem, Massachusetts (Essex Institute neg. 498).

H I S T O R I C A L P L A N S A N D M A P S

1. Property Map of the Salem Waterfront Lots and House Lots, 1750-1799
2. Plan of the Ropes/Crowninshield Buildings on the Custom House Lot, Lot 3, May 26, 1818
3. Plan of the Town, from Sidney Perley's Map of Salem Massachusetts, ca. 1660
4. House Lots and Dwellings Standing in 1700 from Sidney Perley's Map of Salem in "Salem in 1700"
5. Salem Wharves in 1806, from Nathaniel Bowditch's "Chart of the Harbours of Salem, Marblehead, Beverly, and Manchester, Massachusetts, 1806"
6. Salem Wharves and Streets in 1820, from Jonathan P. Saunders, Plan of the Town of Salem, Massachusetts, 1820
7. Map of the City of Salem, 1851
8. Map of the City of Salem, 1874
9. Map of the City of Salem, 1897
10. Plat of Lot 11, the Distillery House and Lot of Richard Derby, Sr.
11. Plat of Lot J, Derby/Crowninshield Wharf
12. Map of Buildings on Lots J-1 and J-2 in 1892

1. Property Map of the Salem Waterfront Lots and House Lots,
1750-1799

Scale: 1 inch to 60 feet.

This map was prepared by Charles W. Snell, September 3, 1976. It supersedes the "Preliminary Property Map of Salem Waterfront, 1735-1799," prepared by Charles W. Snell, April 30, 1974.

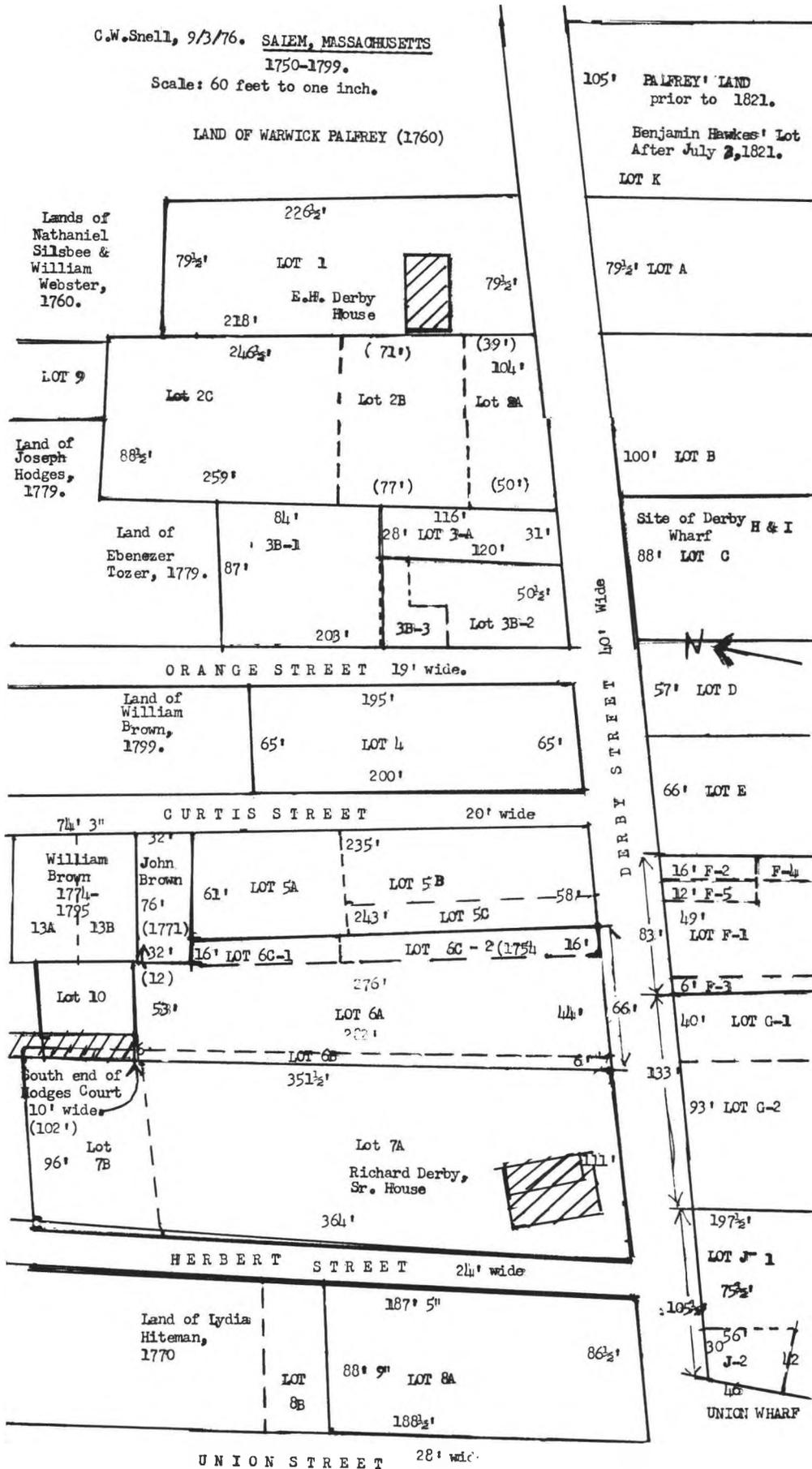
The final map contains one error in drawing that has not been corrected: The overall frontage of Lots 6C, 6A, and 6B of 66 feet and of 44 feet for Lot 6A on Derby Street is correctly given on the map in figures. In the drawing, however, Lots 6C, 6A, and 6B are depicted as fronting 83 feet (not 66 feet) on Derby Street. This, and also Lot 6A, are thus drawn as being 17 feet too wide. A correction of this error would thus move Lots 7 and 8, 17 feet farther to the east on the map.

C.W. Snell, 9/3/76. SALEM, MASSACHUSETTS

1750-1799.

Scale: 60 feet to one inch.

LAND OF WARWICK PALFREY (1760)



105' PALFREY' LAND prior to 1821.

Benjamin Hawkes' Lot After July 2, 1821.

LOT K

79½' LOT A

100' LOT B

Site of Derby H & I Wharf
88' LOT C

40' Wide

57' LOT D

66' LOT E

16' F-2

12' F-5

49' LOT F-1

6' F-3

40' LOT G-1

133'

93' LOT G-2

197½'

LOT J-1

75½'

105½'

30' 56' J-2

48'

UNION WHARF

UNION STREET 28' wide.

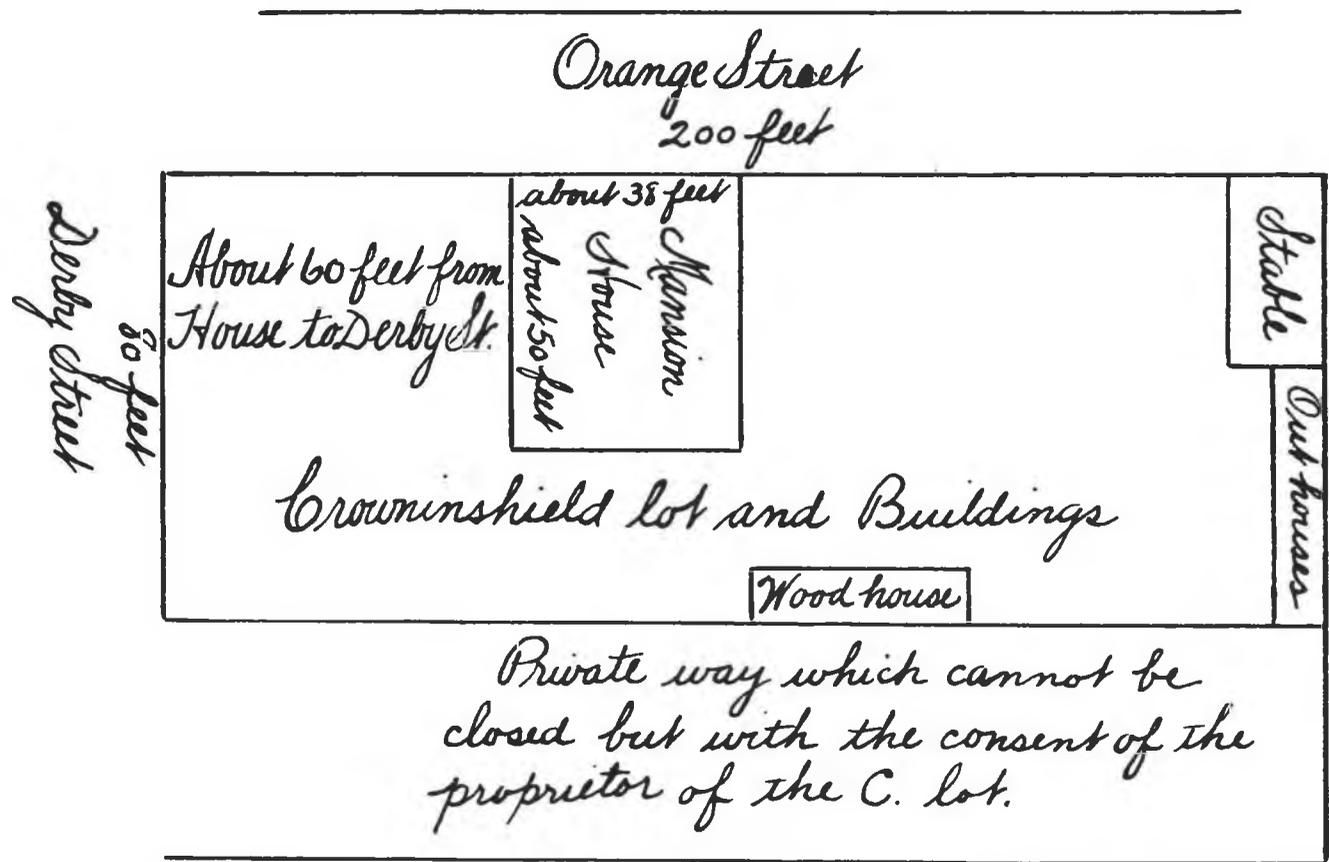
2. Plan of the Ropes/Crowninshield Buildings on the Custom House Lot, Lot 3, May 26, 1818

This map is also reproduced in David Mason Little, "Documentary History of the Salem Custom House," Essex Institute Historical Collection, (Salem, Mass.: Essex Institute) vol. 67 (1931), p. 17. On page 16 is another detailed plan that gives dimensions of Lot 3, Derby Court, Orange Street, Derby Street, and the front yard of Lot 4. It was reproduced from the original in the Salem Maritime National Historic Site files.

Map No. 2 was submitted May 26, 1818, by the committee of Salem merchants appointed to select a site for the new Salem Custom House.

Map No. 2 gives the approximate dimensions of Lot 3 and its buildings. The mansion house, 50 feet wide and 38 feet deep, was the tavern erected by David Ropes, Jr., in 1771-1772 and used by George Crowninshield, Sr., as a residence from about 1778 until his death in 1815. The mansion, wood house, and outhouses, as shown on this map, were demolished in July 1818 to clear the land for the construction of the new Custom House. The wooden stable located in the northwest corner of Lot 3 was retained by the U.S. government in 1818 and used as the scale house for the new Custom House. The frame scale house was finally destroyed by fire on April 15, 1829.

The "Private Way," shown on the right of Lot 3, is Derby Court, about 25 feet wide and 210 feet long. This street was laid out by John Derby from house Lot 2 in December 1800. Later (after 1819) it became known as Custom House Court.



Scale
3" = 100'

3. Plan of the Town of Salem, Massachusetts, Ca. 1660 (From Sidney Perley, The History of Salem, Massachusetts, 3 Vols. (Salem, 1924-1928), 1:312)

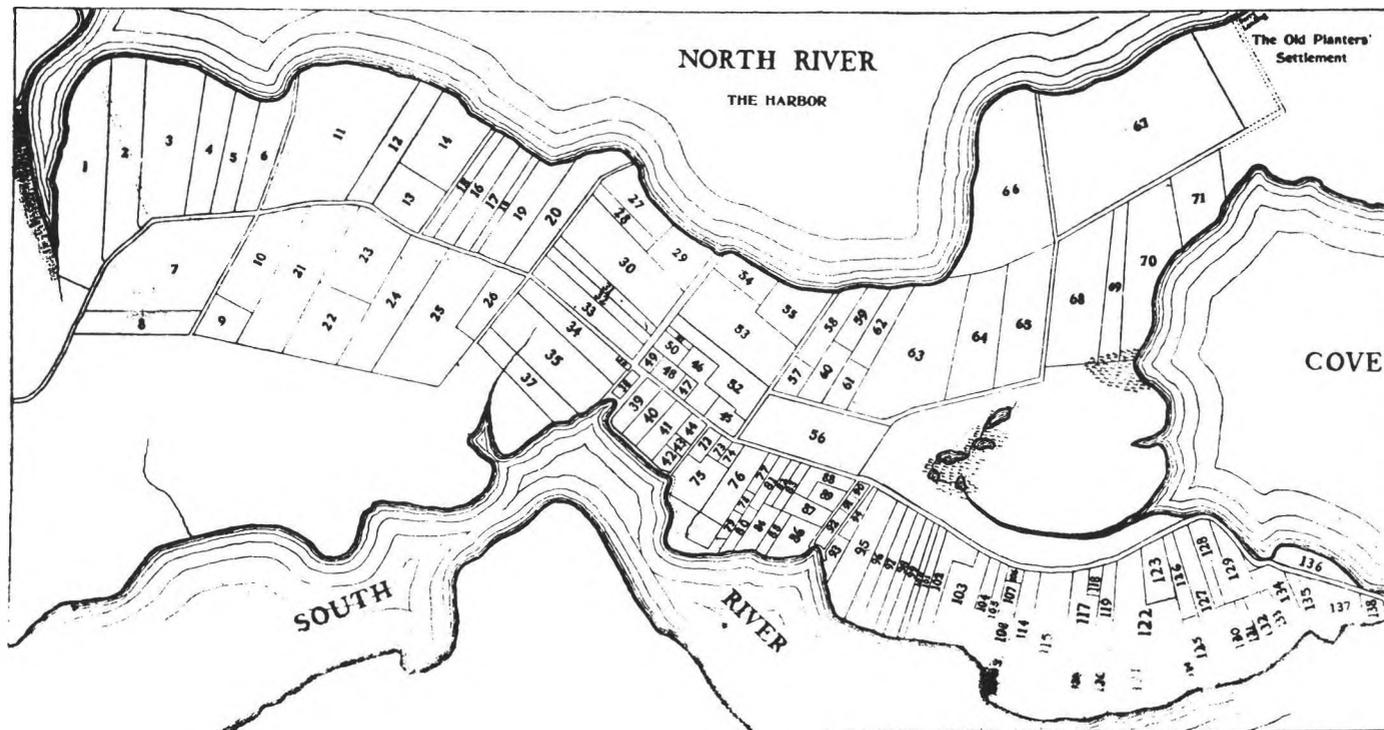
The town of Salem was founded in 1626 by Roger Conant as the plantation of Naumkeag. Two years later the plantation was established as the town of Salem, the first town to be established in the colony of Massachusetts Bay.

Historian Sidney Perley, after conducting an extensive study of the early land records of Salem, prepared the following map which shows the original plan or ownership of land by the early settlers. The map shows conditions about 1660.

The numbers on the lots were established by Perley to help identify the properties.

The lots listed below, comprised of about one acre each, were located about where Salem Maritime National Historic Site is now situated.

<u>Map Lot No.</u>	<u>Name of Settler</u>	<u>Years</u>
102	Paul Mansfield, fisherman (house Lots 1, 2, and 3)	1661-1688
101	William Cockerell (eastern portion of Lot 4)	1661-1669
100	Elias Mason (western portion of Lot 4)	1661-1695
99	John Baylies, tailor (Lots 5A, 5B, and 12)	1649
	Edward Estwick, mariner (Lots 5A, 5B, and 12)	1649-1701
98	Richard Raymond, Alexander Sears (Lot 6A)	1661-1669
	Richard Raymond (Lot 7-eastern part)	1649-1670
97	John Ingersoll, mariner (Lot 7-western part)	1656
	Captain John Gardner, mariner (Lot 7-western part)	1656-1713
96	Joseph Hardy (house Lot 8)	1657-1703
95	William Jeggles (Union Street and area to west)	1659



PLAN OF THE TOWN

4. House Lots and Dwellings Standing in 1700, from Sidney Perley's "Salem in 1700"

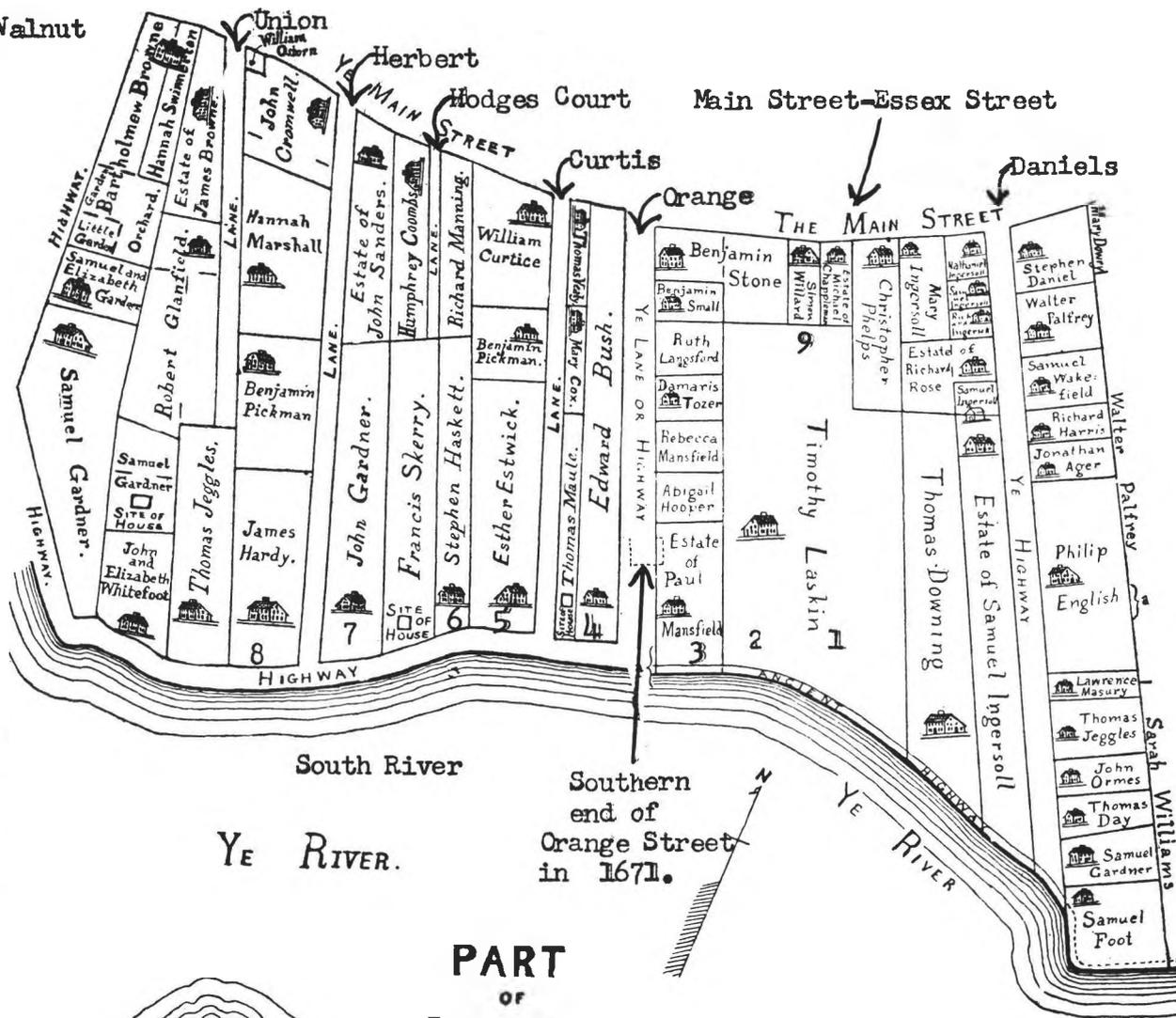
This map by the historian Sidney Perley has been created by combining two of his maps, Nos. 24 and 25, drawn 1906, to form one map that shows Salem Maritime National Historic Site. The maps are from Sidney Perley, "Salem in 1700," Essays Nos. 24 and 25, Essex Antiquarian, vol. 10(1906), map 24, p. 115, and map 25, 154.

The present author has added modern street names and the house lot numbers to the lots in the park to help orient the reader. The map also shows the location of all seventeenth-century houses, as determined by Perley, on the lots included in the mapped area.

It should also be noted that of the numerous seventeenth-century dwellings shown on this 1700 map, only two still stand: (1) the Stephen Daniels house, erected about 1667 and located at No. 1 Daniels Street, on the southeast corner of Daniels and Essex Streets, and (2) the Narbonne house (called the Simon Willard house on the map) on house Lot 9. The Narbonne house, erected about 1671, is owned by the National Park Service. The Daniels House is privately owned.

A file of the Essex Antiquarian, with the thirty-four Sidney Perley essays on "Salem in 1700," is available in the library of the Essex Institute.

Walnut



YE RIVER.

South River

Southern end of Orange Street in 1671.



PART
OF
SALEM
IN
1700
NO: 25

SCALE: 1 inch=200 ft

5. Salem Wharves in 1806, from Nathaniel Bowditch's "Chart of the Harbours of Salem, Marblehead, Beverly, and Manchester, Massachusetts, 1806"

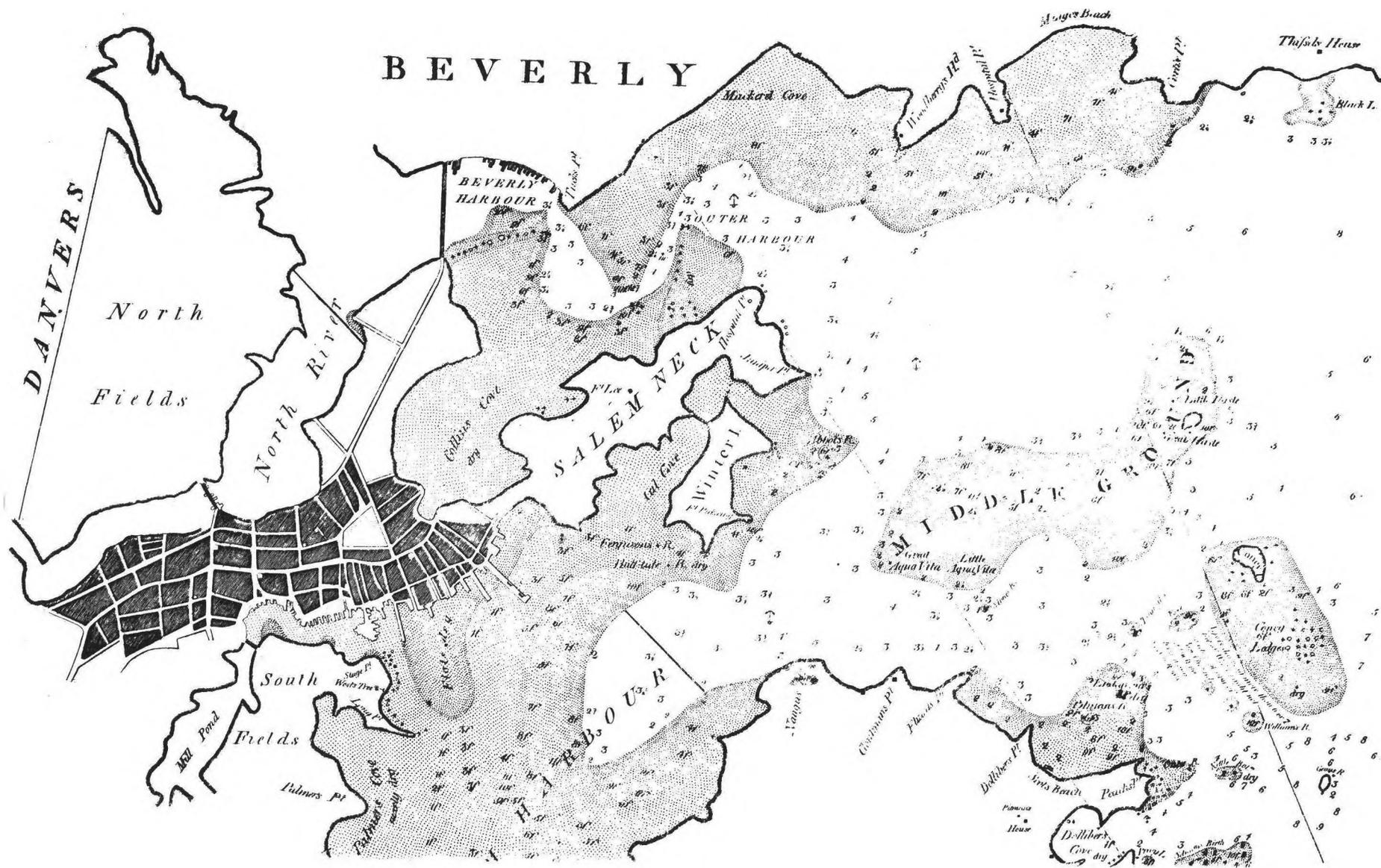
This section of the map showing a portion of Salem's harbor is reproduced at the original scale of the chart. The wharf with many projecting docks on its east and west sides, just above (north of) Stage Point in South Fields, is Union Wharf, about 460 feet long. Moving to the right, the next long wharf is the Ingersoll/Forrester/Central Wharf, then 280 feet long; moving again to the right the next long wharf is Derby Wharf, then 803 feet long. Finally, moving about one inch to the right, the 900-foot-long "L"-shaped wharf is the Crowninshield (or India) Wharf, constructed in 1800-1801 and surpassing Derby Wharf in length by some 97 feet until Derby Wharf was lengthened by a 1,300-foot-extension in 1806-1808.

On September 25, 1804, Dr. William Bentley noted in his diary, "Mr. B. [Nathaniel Bowditch] & B. [George Burchmore and William Ropes III] are out upon a survey of this neighbourhood in order for a better chart of our harbors & shores. Holland's is the best even to the present time: Mr. [Capt. John] Gibaut [and Nathaniel Bowditch] never finished his work [the field survey of September 1794] tho' fully competent to it . . ." ¹

On September 19, 1806, Bentley reported, "Mr. Bowditch favoured me with his [new] Chart of Salem. I confess that I was pleased with this proof of reconciliation. . . . So far Mr. B[owditch] confesses to me that he made his Chart from Gibaut's [who did the surveying for the uncompleted, chart of 1794] without any new projection & of the same size . . ." ²

1. Bentley, Diary, 3:113.

2. Ibid., p. 248. Bentley added, "Mr. Bowditch did borrow it [Gibaut's field notes] & detain it & has not yet returned it to me. I was with Capt. Gibaut [during September 1794] in the greater part of his surveys & soundings. Mr Bowditch never did project a single line in the whole (1794) survey."



6. Salem Wharves and Streets in 1820, from Jonathan P. Saunders, Plan of the Town of Salem, Massachusetts, 1820

(This is a Plan of the Town of Salem in the Commonwealth of Massachusetts, 1820 from Actual Surveys made in the Years 1796 (1794) & 1804 with the Improvements and Alterations since that Period as Surveyed by Jonathan P. Saunders)

Copied at the original scale, 1-1/8 inches to 400 feet, from an original map in Essex Institute, Salem, Massachusetts.

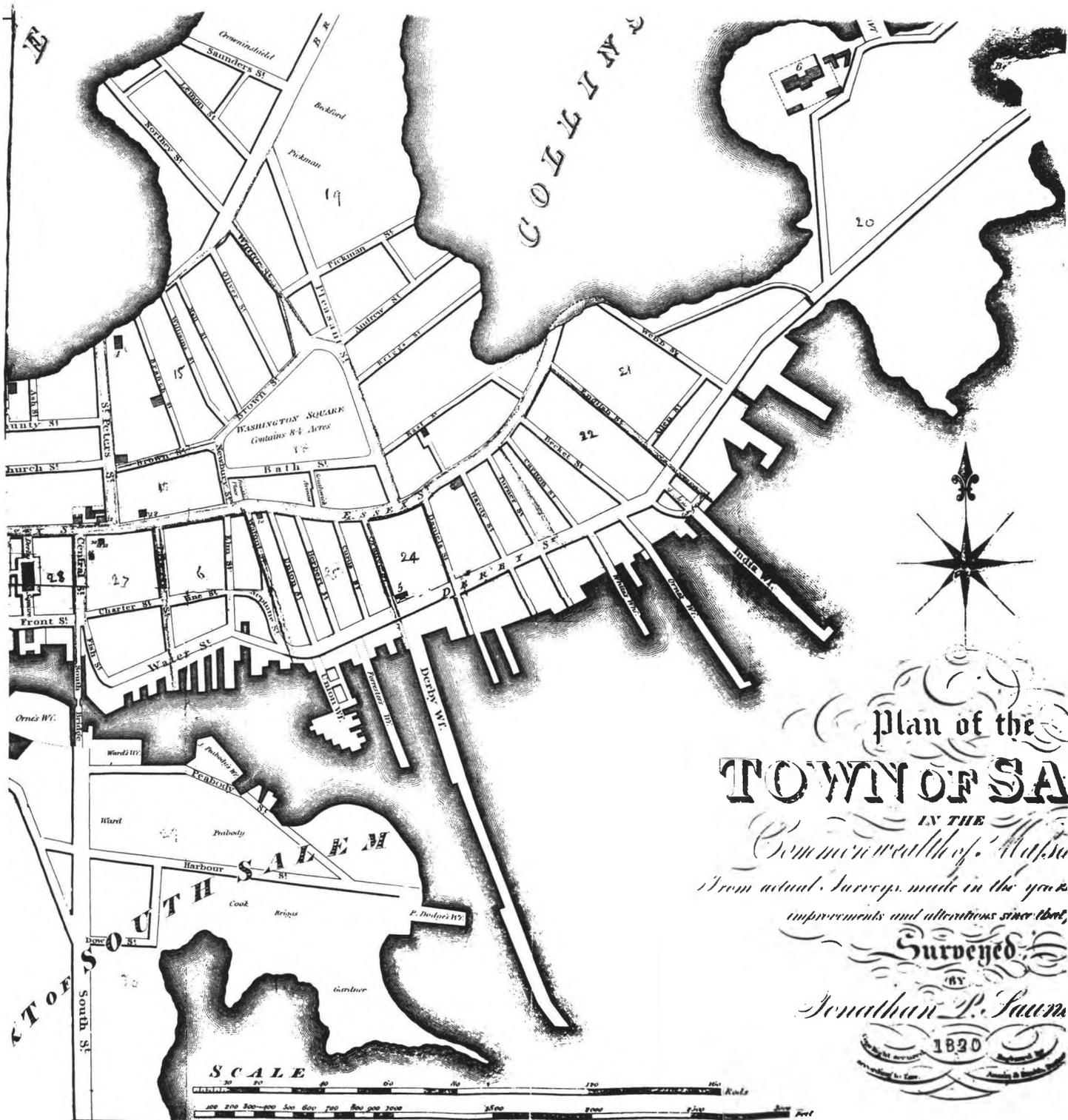
Most of the street names shown on this map were officially adopted in September 1794. The map also shows Forrester's Wharf extended to its final length of 795 feet and Derby Wharf to its length of 2,100 feet.

Map Legend:

- | | |
|---|-------------------------------|
| 1. Market, Town Hall,
Derby Square, built 1816 | 7. Friends N.M. |
| 2. Court House | 8. Salem Laboratory |
| 3. Registry of Deeds | 9. J. Dodge's Seat |
| 4. County Jail | 10. Banks |
| 5. Custom House | 11. Athenaeum |
| 6. Alms House | 12. Insurance Offices |
| | 13. East India Marine Museum. |

On October 27, 1819, Dr. William Bentley noted: "Jonathan P. Saunders [is] comparing his survey of Salem with the plans I hold in my possession from Ford, Gibaut [survey of 1794], Mansfield, & papers used in a survey by Government. I lent him Ford's plan of Salem & its vicinity to be returned in a few days. When the Survey was made Bowditch, then first entering upon his study of numbers, had the field book but no power of projection. Gibaut [Capt. John Gibaut, in September 1794] was accurate & sure, when he could be engaged, but he had ill health & endless delays. Everything began well but nothing was finished [in 1794]. The papers I hold are in the state in which I have put them long since the survey, without expectation that a plan of Salem would be published. The object of Saunders is to qualify himself in the distress of his affairs as a practical surveyor."¹

1. Bentley, Diary, 4:626.



Plan of the
TOWN OF SALEM

IN THE
 Commonwealth of MASSACHUSETTS
 From actual Surveys made in the years
 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820,
 and all the improvements and alterations since that time.

Surveyed
 BY
 Jonathan P. Sauer

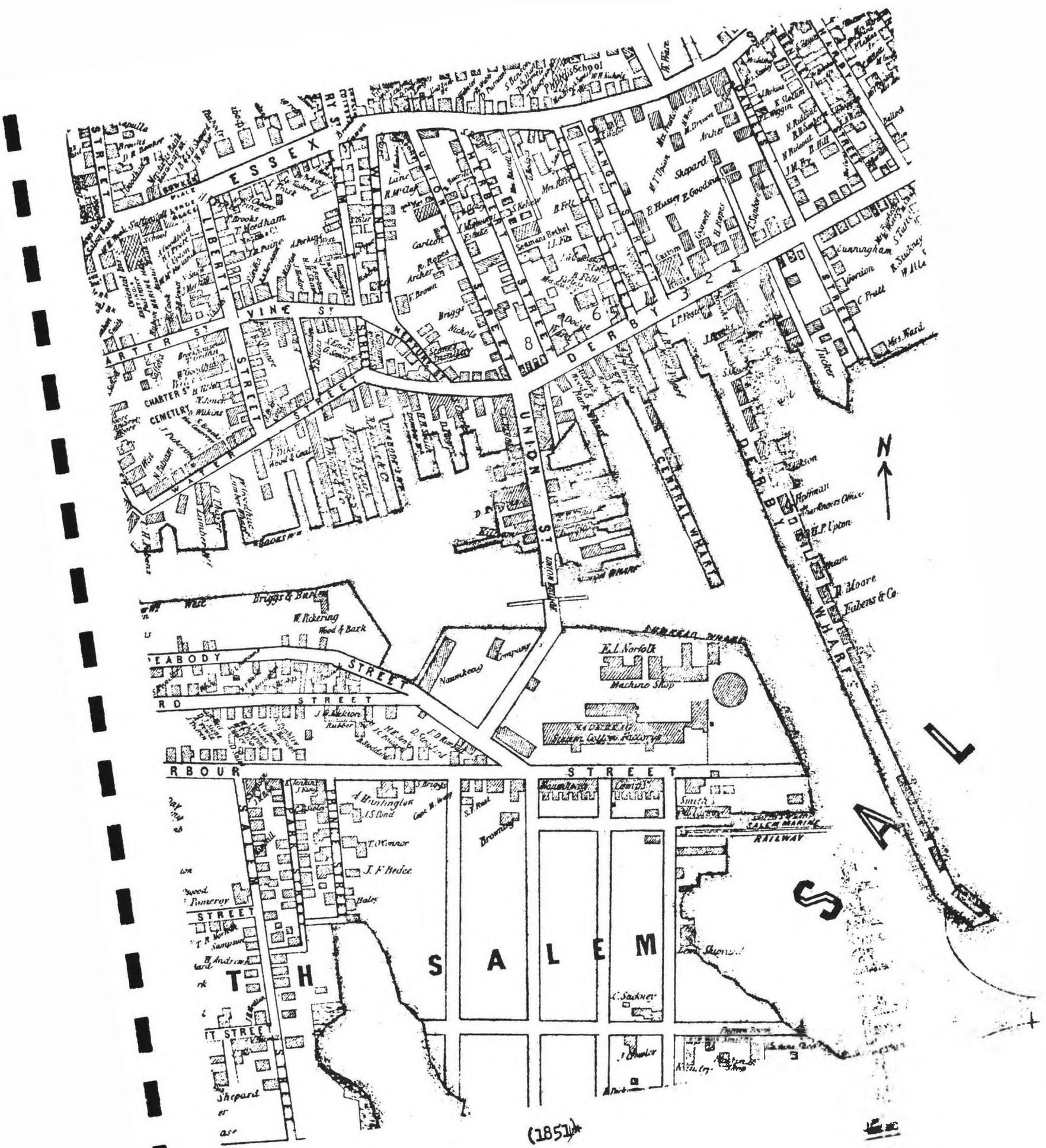
1820



7. Map of the City of Salem, 1851

Original scale: 1 inch to 400 feet (From an Actual Survey by Henry McIntyre)

Published by Henry McIntyre, Philadelphia, Pennsylvania, 1851.



(1851)

12 1/2

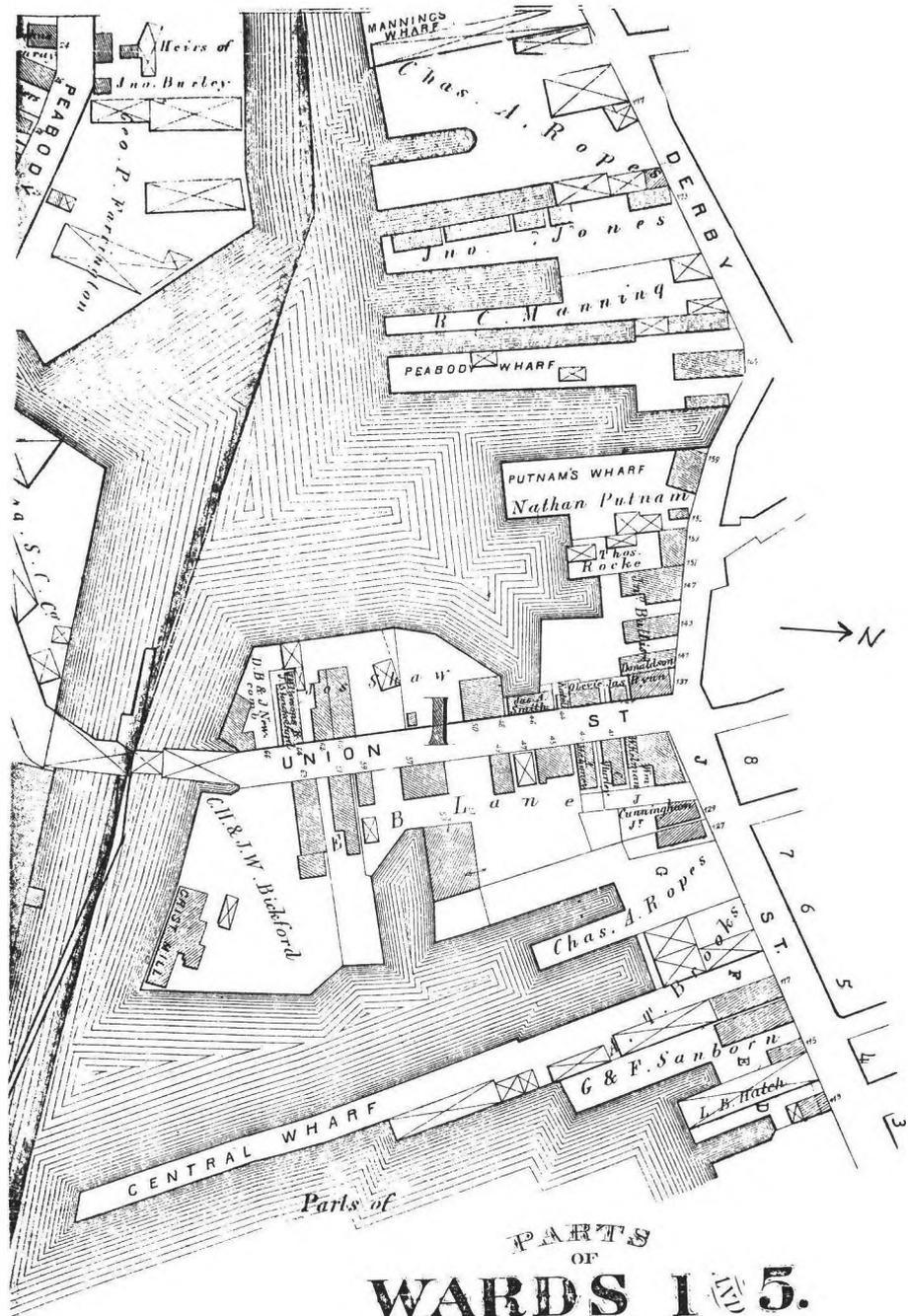
8. Map of the City of Salem, 1874

From Atlas of the City of Salem, Massachusetts, 1874, Published by
G. M. Hopkins & Co., Philadelphia, Pennsylvania, 1874.
(Philadelphia: G.M. Hopkins & Co., 1874)

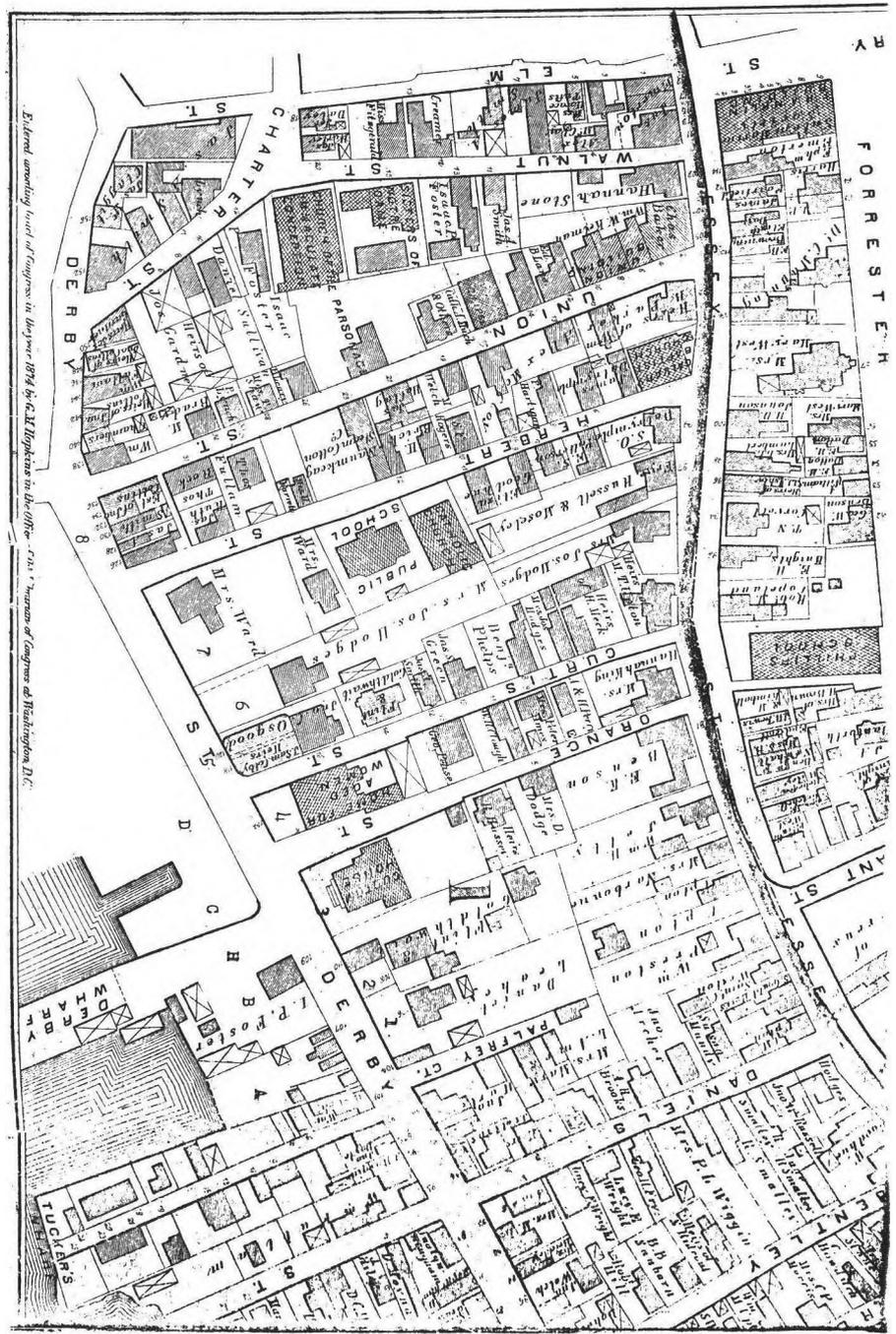
Original Scale: 1 inch to 100 feet.

8A, Plate A, page 10. 8B, Plate K, p. 51

Waterfront lot letters and house lot numbers have been added
to the map.



PARTS
OF
WARDS 1 & 5.
SALEM.



Entered according to act of Congress in the year 1874 by G.M. Hopkins in the Office of the Librarian of Congress at Washington, D.C.

9. Map of the City of Salem, 1897

From Atlas of the City of Salem, Massachusetts, 1897, (L.C.
Richards & Company, 1897)

Original Scale: 1 inch to 100 feet.

Plate No. 3.

Waterfront lot letters and house lot numbers have been added.

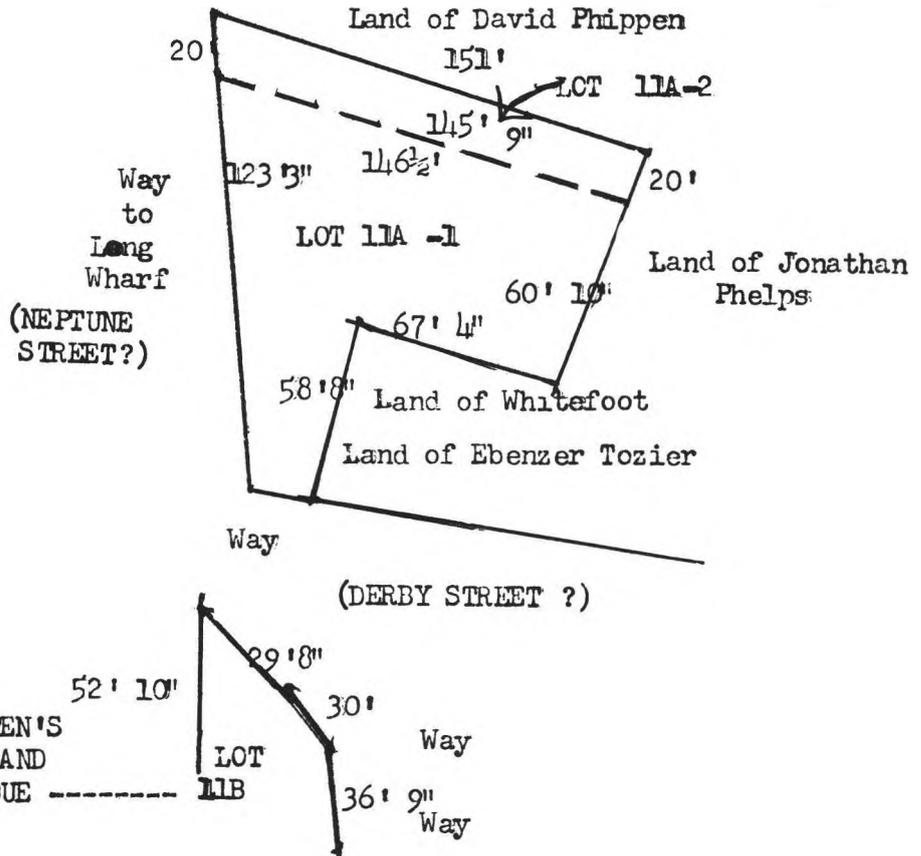
10. Plat of Lot 11, the Distillery House and Lot of Richard Derby, Sr.

Scale: 1 inch to 60 feet

Site of Richard Derby, Sr.'s, House Lot and Distillery.

SITE OF RICHARD DERBY, SR. 'S

DISTILLERY HOUSE, LOT 11A-1, NOVEMBER 1762



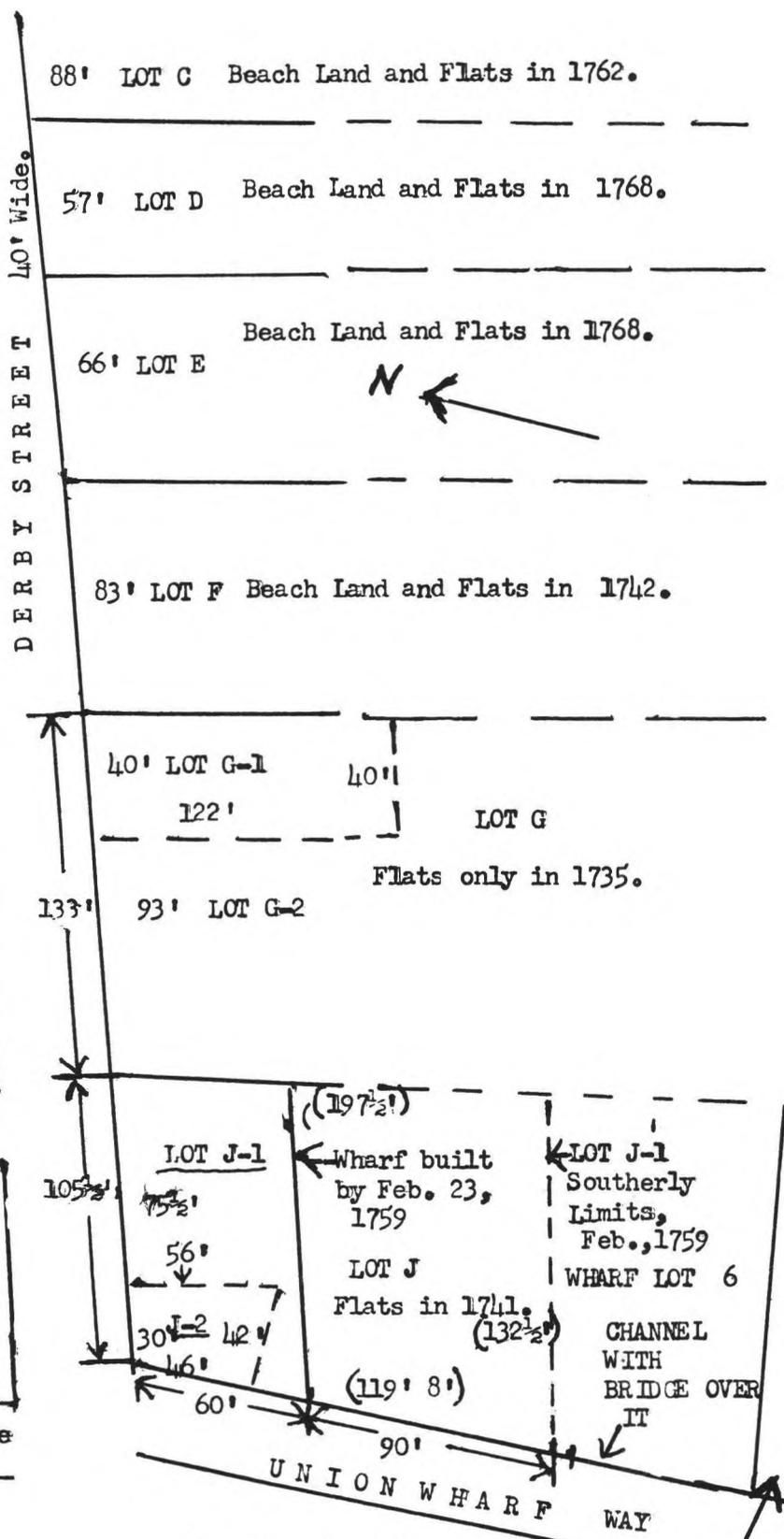
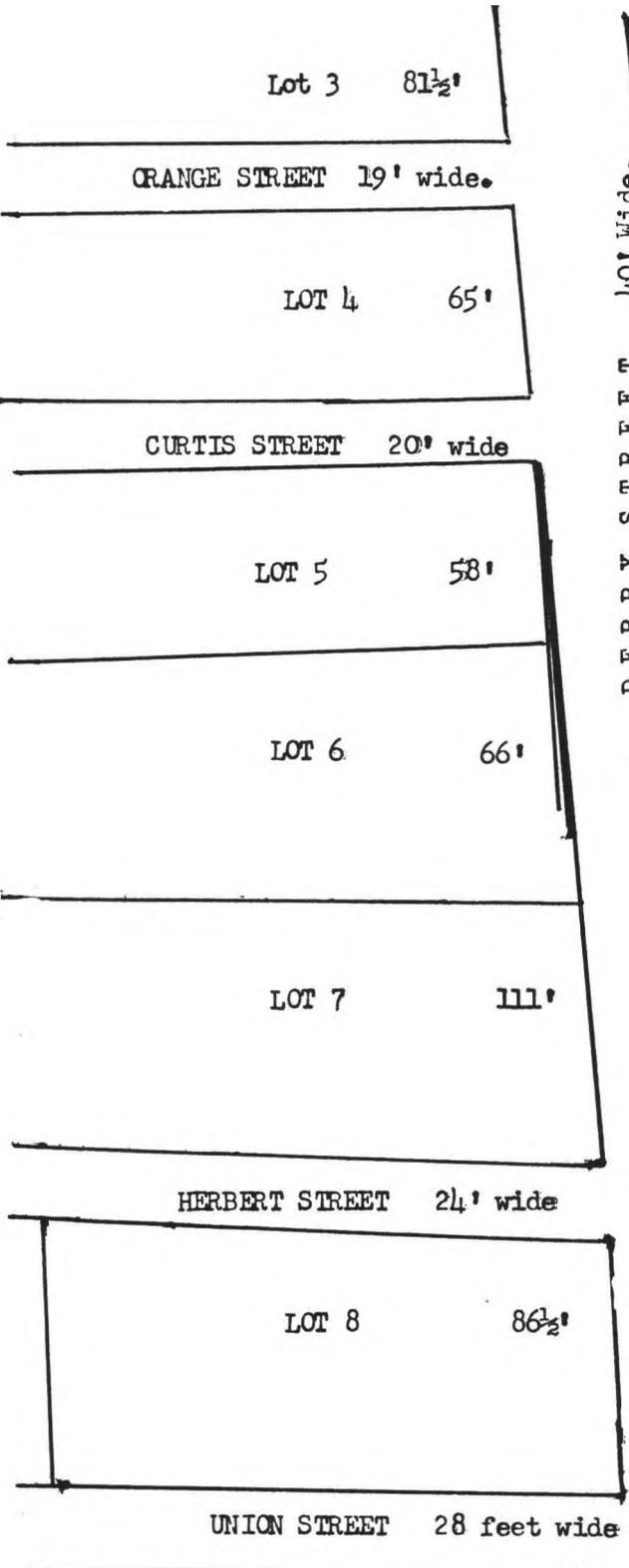
MAP NO. 10

C.W. Snell, 9/9/76.

Scale: 60 feet to one inch.

11. Plat of Lot J, Derby/Crowninshield Wharf

Map showing the construction of Union Wharf authorized March 20,
1726-1727.



DERBY STREET 40' Wide.



MAP NO. 11

Scale: 60 feet to one inch.
Charles W. Snell, 9/9/76.

Construction of Union Wharf authorized March 20, 1726/27.

12. Map of Buildings on Lots J-1 and J-2 in 1892.

SCALE: 1 inch to 20 feet

Essex County Registry of Deeds, Southern District, Deed Book 1340, page 4, recorded April 15, 1892.

Book of Plans, Plans No. 7, and 19

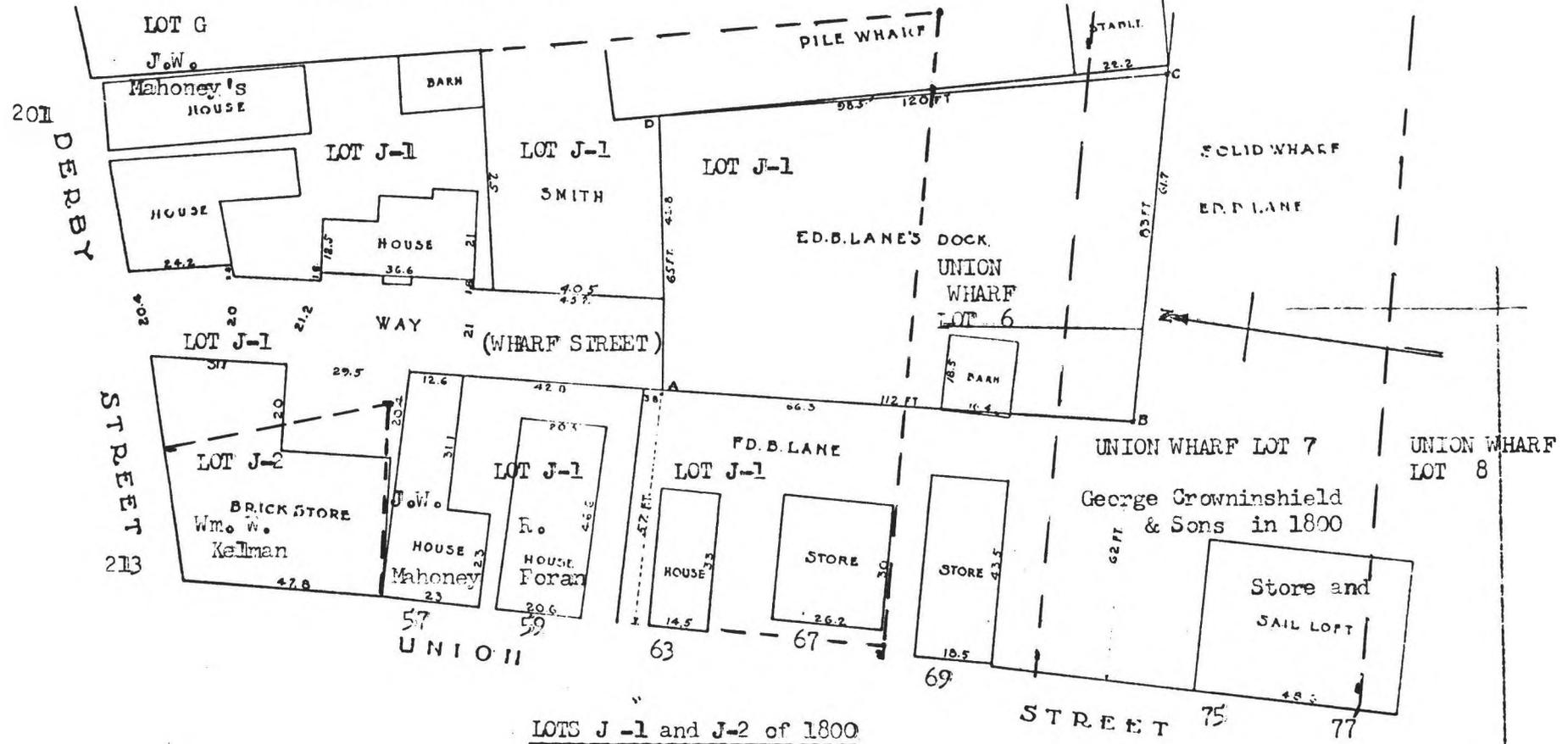
1892 map showing the buildings on Lots J-1 and J-2, and Union Wharf Lots 6 and 7, east side of Union Wharf as of January 1892.

Additions made by Charles W. Snell, September 9, 1976.

GRAPHIC SCALE IN FEET



WHICHESTER SMITH'S WHARF



LOTS J -1 and J-2 of 1800
In JANUARY 1892.

Street Numbers added.
 January 1892
 1800 Lot Lines Added
 C.W. Snell, 9/9/76.

*Book of Plans No 7, Plan No 19
 Signed Apr 15, 1892. Recorded
 in Essex Reg Deeds, So Dist
 with license Mass Harbor
 and Land Comrs to Edward
 Lane, trustee - See B 1340, L 4
 Attest Chas S Osgood, Reg.*

No 1439
 Approved by Harbor and Land Comrs
 February 14, 1892
 Henry W Swift
 John I. Parker
 Chas H Howland

PORTION OF
 EDWARD B. LANE'S WHARF.
 SALEM.

SCALE 20 FEET TO AN INCH.
 JANUARY 1892.
 BY C.A. PUTNAM, C.E.

ESSEX REG. OF DEEDS SO. DISTRICT
 RECEIVED FOR REGISTRATION
 APR. 5, 1892.
 BULK
 LEAF

*This plan has been reduced for
 correct scaling see original file.*

A P P E N D I X E S

I. Chart Showing the Acquisition and Division of the Real Estate of Richard Derby, Sr., Among the heirs of Richard Derby, Jr., Elias Hasket Derby, and John Derby on December 31, 1783, and January 11, 1785

II. List of 41 vessels Associated with Richard Derby, Sr., 1735-1770

REAL PROPERTY OWNED BY RICHARD DERBY, SR., 1770-1783

Item	Piece of Property	Acquisition Price	Richard Derby's Estimate of Value	Appraised Value	Sold to	Purchase Price	Date
1	House Lot 8A and Lots J-1, J-2. Lot 8--86½ feet wide on north side of Derby Street, 188½ feet deep along Union Street, 187 feet 5 inches deep along Herbert Street and 88 feet 9 inches wide on the north or rear side. Both Lots 8 and J vacant in 1741. Lot J-1 and J-2--105½ feet wide; both acquired from Samuel and Nathaniel Swasey on April 7, 1741 ¹		Richard Derby, Sr., built a wharf on Lot J about Feb. 1759 ⁴ Brick mansion built on Lot 8A by Richard Derby, Sr., in 1772-74 for his son ⁵		Heirs of Richard Derby, Jr.	Inherited	January 11, 1785
2	House Lot 11A. Bounded by Derby and Neptune Streets, 49 & 4/10 poles of land; includes Lot 11 ^A in price (see Item 10); Acquired from David Phippen in two sections: (1) November 22, 1762 ² (2) October 1, 1770 ³	£443 6s. 8d. £24 19s. 7d.	Richard Derby's new distill house built on Lot 11A in 1762 ⁶		Heirs of Richard Derby, Jr.	Inherited	January 11, 1785
Subdivision 1-Heirs of Richard Derby, Jr.			£2,000	£2,000			
1.	RD, 80:220.	5.	RD, 138:18.				
2.	RD, 110:205.	6.	RD, 110:265.				
3.	RD, 137:146.	7.	RD, 110:265.				
4.	RD, 162:24.	8.	RD, 110:265.				

REAL PROPERTY ETC.

Item	Piece of Property	Acquisition Price	Richard Derby's Estimate of Value	Appraised Value	Sold to	Purchase Price	Date
3	House Lot 1 and waterfront Lot A, Derby Street. Lot 1 fronted 79½ feet on north side of Derby Street, 218 feet deep on west side, 226½ feet deep east side and 79½ feet wide at rear. Lot A was flats on the south side of Derby Street, 79½ feet wide, south to the low water mark. Acquired from Timothy Mansfield on December 11, 1760 ⁹	£51 6s. 8d.	Vacant land & flats in 1760. Brick house constructed by Richard Derby, Sr., on Lot 1 in 1761-1762 for E.H. Derby's residence. Lot A was land filled and wharf built in 1762-1763		Elias Hasket Derby	Inherited	January 11, 1785 ¹¹
4	Waterfront Lot B, Derby Street. A piece of beach land and flats fronting 100 feet on the south side of Derby Street and extending south to the channel of South River. Acquired from Josias Adee on August 9, 1762. ¹⁰	Five shillings and for the making of a good cartway	Wharf constructed and land filled in 1762-1763. Flats in 1762		Elias Hasket Derby	Inherited	January 11, 1785 ¹²

9. RD, 109:78.

10. RD, 112:140.

11. RD, 140:30.

12. RD, 140:30.

REAL PROPERTY

Item	Piece of Property	Acquisition Price	Richard Derby's Estimate of Value	Appraised Value	Sold to	Purchase Price	Date
5	Lot C. A piece of beach land and flats fronting 88 feet on the south side of Derby Street and extending southward at the same width to the channel of South River. Acquired from Margaret Silsbee and Mary ¹³ Renew on August 9, 1762.	Five shillings and making a good cartway	Derby Wharf built in 1764-1771 and located on Lot C, also the "lower store," a warehouse built in 1771, near south end of wharf.		Elias Hasket Derby	Inherited	January 11, 1785 ¹⁵
6	House Lots 7A, 7B, 6B, Lot 10, and waterfront Lot G. The house lot fronted 116 feet 10 inches on the north side of Derby Street, was 364 feet 3 inches deep along Herbert Street, 351 feet 9 inches deep on the east side, and 102 feet 3 inches wide on the north side. Lot G fronted 139 feet and 9 inches on the south side of Derby Street and extended south at the same width to the channel of South River. Also Manning's lot, Lot 10, located at the northeast (right) corner of Lots 7A and 6B. Lot 10 was 44 feet 9 inches wide on north side, 56 feet 8 inches on east side, 43 feet 4 inches on south side, and 56 feet 8 inches on west side.	£400	Lots 7A and 6B had a seventeenth-century dwelling, bake house, shop, barn, & outbuildings on them in 1735. Richard Derby built a Georgian house on Lot 7A in 1735-1736. Lot 10-vacant land in 1785.		Elias Hasket Derby	Inherited	January 11, 1785 ¹⁶

13. RD, 112:140.

14. RD, 74:143, purchased from the estate of John Langsford, September 18, 1735. Lot enlarged by vacant lot purchased from the estate of John Pickman on February 7, 1739; RD, 78:267.

15. RD, 143:30.

16. RD, 143:30.

REAL PROPERTY

Item	Price of Property	Acquisition Price	Richard Derby's Estimate of Value	Appraised Value	Sold to	Purchase Price	Date
7.	A 1,000-year lease from the town of Salem for a lot on Winter Island in Salem Harbor. Lease dated March 1, 1755. ¹⁷	1 shilling a year in rent	Vacant land. Richard Derby built a wharf on and small warehouse on lot in 1755.		Elias Hasket Derby	Inherited	January 11, 1785 ²⁰
8.	One undivided moiety in real estate lying in Gloucester, Mass., of Ephraim Sheldon, on judgment of Inferior Court of Common Pleas held at Ipswich, March 1773. (Other half interest held by John Derby, see Item 16.) ¹⁸		Land located in Gloucester, Mass.		Elias Hasket Derby	Inherited	January 11, 1785 ²¹
9.	One full right or share in the Common Lands or Great Pasture of Salem. Acquired from John Smith on September 22, 1740. ¹⁹		Town Commons Salem,		Elias Hasket Derby	Inherited	January 11, 1785 ²²
Total of Subdivision No. 2--Property allotted to Elias Hasket Derby			£3,109 11s. 8d.	£3,109 11s. 8d.			

17. Copy of the lease for the Winter Island lot is in the Derby Family Manuscripts, 10:84.

18. RD, 132:231.

19. RD, 80:124.

20. RD, 143:30.

21. RD. 143:30.

22. RD, 143:30.

THE REAL PROPERTY

Item	Piece of Property	Acquisition Price	Richard Derby's Estimate of Value	Appraised Value	Sold to	Purchase Price	Date
13	English Field, on English Lane, Derby Street Salem. 2½ acres and a house. 1. 1½ acres with a house, warehouse, and wharf acquired from Phillip English on February 24, 1748. ³¹ Located on the east side English Lane. 2. 1 acre & 5 poles, with wharf, acquired from Mary Browne on March 4, 1761. ³²	£43 6s. 8d.	Dwelling house, wharf, and warehouse on lot in 1748 ³⁴ Wharf on lot in 1761 ³⁵		John Derby	Inherited	January 11, 1785 ¹³⁶
14	Three full rights or shares in the Common Lands or Great Pasture of Salem				John Derby	Inherited ³⁷	January 11, 1785
15	Two Pews, Nos. 19 and 24, on the floor of the East Parish Meeting House (church)				John Derby	Inherited ³⁸	January 11, 1785
16	One undivided moiety of real estate (E.H. Derby, see Item 8), situated in Gloucester, Massachusetts, from Ephraim Sheldon, March 1773 ³³		Land located in Gloucester, Massachusetts		John Derby	Inherited ³⁹	January 11, 1785

- | | |
|------------------|-----------------|
| 31. RD, 93:22. | 36. RD, 143:30. |
| 32. RD, 107:169. | 37. RD, 143:30 |
| 33. RD, 132:231. | 38. RD, 143:30 |
| 34. RD, 93:22. | 39. RD, 143:30 |
| 35. RD, 107:169. | |

THE REAL PROPERTY

Item	Piece of Property	Acquisition Price	Richard Derby's Estimate of Value	Appraised Value	Sold to	Purchase Price	Date
17	An 8-acre tract of salt marsh situated in Ipswich, Mass. Acquired from John Manning, March 1, 1771. ⁴⁰	£29 0s. 4d.	Vacant land at Ipswich, Mass.		John Derby	Inherited ⁴²	January 11, 1785
	Value of Subdivision 3--Awarded to John Derby		£502	£502	John Derby	Inherited	January 11, 1785
18	The Ives farm near Danvers, Mass., about 127 acres acquired from Peter Chever and others on September 21, 1759. ⁴¹	£650	This farm was sold by the three male heirs of Richard Derby, Sr., prior to January 11, 1785, and the proceeds divided equally among themselves.				
	Paid by the heirs of Richard Derby, Jr., to John Derby to make the latter's share equal:					£502	
	Paid by Elias Hasket Derby to John Derby to make the latter's share equal:					£130 16s. 8d.	
						£1,222 11s. 8d.	
	Total of John Derby's Inheritance		£1,887				

40. RD, 129:115.

41. RD, 108:54.

42. RD, 143:30.

REAL PROPERTY

Item	Piece of Property	Acquisition Price	Richard Derby's Estimate of Value	Appraised Value	Sold to	Purchase Price	Date
19	Christopher Babbidge House, Essex Street. Lot fronted 90 feet on the north side of Essex Street, was 136 feet deep on the west and 147 feet deep on the east side, and 85 feet wide at the rear. The house stood nearly opposite to the East Parish Meeting House and just west of Daniels Street. ⁴³ Purchased from Mehetabel Babbidge, November 8, 1757.	£150	Dwelling house & barn standing on lot in 1757. Acquired to provide a house for newly married daughter, Mary Crowninshield		Mary (and George Crowninshield)	Inherited	December 3, 1783 ⁴⁵
20	David Ropes, Jr., house, Lots 3B-2 and 3B-3, Derby Street. Lot fronted 50½ feet on the north side of Derby Street, 120 feet on the east side, 120 feet on west side, and 56 feet wide at the rear. Purchased from David Ropes, Jr., on March 31, 1774. ⁴⁴	£666 13s. 4d.	Two-story frame Georgian house, built in 1771-1772 as tavern. Residence of John Derby ca. 1774-1778. Residence of Mary and George Crowninshield, ca. 1778-1815. Lot 3B-1 apparently acquired by Crowninshields after 1783.		Mary (and George) Crowninshield	Inherited	December 3, 1783. ⁴⁶
Value of real estate inherited by Mary Crowninshield: £2,600				£2,600			
Note: Property transferred directly by the will of Richard Derby, Sr., filed December 3, 1783.							

43. RD, 105:16.

44. RD, 133:50.

45. RD, will filed December 3, 1783.

46. RD, will filed December 3, 1783.

REAL PROPERTY

Item	Piece of Property	Acquisition Price	Richard Derby's Estimate of Value	Appraised Value	Sold to	Purchase Price	Date
21	The Reverend John Prince House, No. 124 Essex Street, Salem. Lot fronted 55 feet 3 inches on the north side of Essex Street and was 132 feet deep. Acquired from Elizabeth Higginson, the widow of Stephen Higginson ⁴⁷ on March 7, 1763, in two deeds.	£200 and £62 13s. 4d.	Contained a dwelling in 1763. Richard Derby built a brick house on this lot in 1763 at a cost of £720 as a residence for his newly married daughter, Martha Prince.		Martha (and the Reverend John) Prince	Inherited	December 3, 1781 ⁴⁸
Value of Real Estate inherited by Martha (and Rev. John) Prince			£2,000	£2,000			
22	Part of Lot C, a piece of land and wharf, 66 feet long, north to south, and fronting about 40 feet on the south side of Derby St., located at the northern head and on the west side of Derby Wharf. ⁴⁸	Piece of flats when acquired by Richard Derby on August 9, 1762	Elias Hasket Derby's counting-house or upper store, erected in 1765, stood on this lot. Wharf constructed in 1762-1764.		Elias Hasket Derby	Inherited	December 3, 1783 ⁵⁰

NOTE: No real estate was given under Richard Derby's will to his daughter Sarah (deceased), the wife of John Gardner, III.

47. RD, 111:162; RD, 112:140.

48. This land was a part of the beach land and flats fronting 88 feet on the south side of Derby Street that Richard Derby purchased from the widows Margaret Silsbee and Mary Renew on August 9, 1762, for five shillings and making a cartway. RD, 112:140.

49. RD, will filed December 3, 1783.

50. RD, will filed December 3, 1783.

APPENDIX II.

List of 41 Vessels Associated with Richard Derby Sr., 1735-1770

<u>Name of Vessel</u>	<u>Relationship</u>	<u>Dates of Operation</u>
1. Ship <u>Antelope</u>	Owner	1761-1770*
2. Brig <u>Benjamin</u>		1762*
3. Sloop <u>Betsey</u>		1760*
4. Schooner <u>Chance</u>		1752*
5. Schooner <u>Charming Kate</u>		1755*
6. Schooner <u>Dolphin</u>	Master and part owner	1744
7. Schooner <u>Exeter</u>	Master	1745-46*
8. Brig <u>Earl of Derby</u>	Owner	1764-70
9. Schooner <u>Fairlady of Salem</u>		1766*
10. <u>Flying Fish</u>		1747*
11. Schooner <u>Friendship</u>		1760*
12. Sloop <u>Jolly Bacchus</u>	Master	1743-44
13. Schooner <u>Joseph</u>		1765*
14. Schooner <u>Kate</u>	Owner	1756-61, 1764-70
15. Brigantine <u>Lydia and Betsy</u>	Owner	1757-1764
16. Ship <u>Lydia</u>		1758-60*
17. Schooner <u>Mary</u>	Owner, schooner captured by French privateer in 1762	1750-66*
18. Brig <u>Mary and Sally</u>	Owner	1760*
19. Sloop <u>Morning Star</u>		1748*
20. Brig <u>Neptune</u>	Owner, 150 tons	1754-64*
21. Schooner <u>Patty</u>		1764*
22. Schooner <u>Pembrooke</u>		1763-64*
23. Sloop <u>Penquin of Rhode Island</u>		1766*
24. Sloop <u>Polly</u>		1763*
25. Schooner <u>Polly</u>		1769-72
26. Sloop <u>Ranger</u>	First voyage as a master	1763-38*
27. Schooner <u>Ranger</u>	First voyage to West Indies as master in 1739	1763*
28. Brig <u>Ranger</u>	Owner	1758-60, 1762*
29. Brig <u>Ranger</u>	Owner	1762*
30. Ship <u>Ranger</u>	Owner; 300 tons ship captured by British privateers and lost 1759; loss about \$70,000	1758-1759*
31. Schooner <u>Salem</u>		1762*
32. Brig <u>Salem</u>		1749*
33. Brig <u>Salisbury</u>	Owner	1754-1764*
34. Schooner <u>Salley</u>	Owner; schooner Captured by a French privateer in 1762 and ransomed	1750-1762*
35. Sloop <u>Salley</u>		1767
36. Schooner <u>Success</u>		1751*
37. Brig <u>Three Brothers</u>	Owner; brig captured by a British privateer and lost in 1759	1755-1759*
38. Ship <u>Three Brothers</u>		1760*
39. Sloop <u>Three Friends</u>		1755-62*
40. Schooner <u>Three Sisters</u>		1741-42*
41. Schooner <u>Volant</u>	Master and part owner	1741-42*

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*see Charles W. Snell, "Historic Structures Report: Derby Wharf and Warehouses" (Denver Service Center, 1974), pp. 350-51, for location of papers and documents relating to the vessels in the Derby Family Manuscript Collection of the Essex Institute.

Appendix III

Data on the History and Ownership of the
Lots along the East Side of Union Wharf,
1804- 1897.

Lots J-1 to J-15, inclusive, and Wharf
Lots No. 7, 8, 9, and 10, Union Wharf.

DATA OMITTED FROM "HISTORIC SITES SURVEY REPORT: SOME DERBY STREET
HOUSES AND INHABITANTS," SALEM MARITIME NATIONAL HISTORIC SITE,
MASSACHUSETTS, November 1979- by Charles W. Snell

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
Lot J- 15 Corner of Derby & Union Street	John Page & Samuel Ropes	\$ 2,010.00	July 30, 1800	Wharf and Store	Book . . 167, p. 176, 177
Lot J- 8 Derby St.	John Page	\$ 1,025.00	Oct. 23, 1809	wharf	Book 189, p. 98.
Lots 15 and 8: Lot fronted 56 feet 3 inches on Derby Street, 46 feet wide on Union Street, front to east 61 feet 6 inches on Wharf Street, and was 54 feet 10 inches wide on the south.	Page & Ropes merchants.	\$ 3,035.00	1809	Wharf built in 1758. Wooden store probably built in 1795.	
Page & Ropes sell to Lots J-15, J-8 and J-1 North on Derby Street frontage given as 55 feet 9 inches, other bonds the unchanged.	David Pingree, merchant.	\$ 4,750.00	April 2, 1836	Brick and wooden store	Book 288, p. 220.
Trustees of David Pingree Lots J-8 and 15.	John C. Howard	\$ 2,520.00	May 22, 1856	Brick building	Book 532, p. 219-220.
John C. Howard to Lots J-8 and 15.	William W. Kelman	\$ 1,000.00	April 2, 1857	Brick building	Book 549, p. 86.
W.W. Kelman still listed as the owner of Lots J-8 and 15 on Map No. 8B (1874) and Map No. 9 (1897).					
Kelman sold off his backyard on J-8: Lot 42 feet 7 inches on east side, 32 feet 3 inches on south side, 34 feet 6 inches on west side, and 31 feet 1 inch on the side. (See Map 12 for lot).	E. B. Lane	\$ 300.00	June 28, 1875	land	Book 930, p. 268.
(Note: Lot 15 was part of Historical Union Wharf Lot No. 1).					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Book
Lot J-12 Union Street. North side 42 feet wide, west (Union Street) side 25 feet wide, east side also 25 feet wide, and south side 47 feet wide.	Samuel Herron, cordwainer	\$ 1,450.00 (Wharf probably built in 1758)	Aug. 24, 1804	wharf Herron erected building on Lot J-12. prior to May 10, 1816—see Book No. 209, p. 118.	Deed Book 174, p. 184. Book 188, p. 97-98.
Also Lot 9: 12 feet 10 inches wide on north, 26 feet wide on west, 8 feet wide on south, and 25 feet wide on Wharf Street to the east.	Samuel Herron	\$ 205.00	Oct. 23, 1809	wharf	Book 188, p. 97-98.
Samuel Herron to Lots J- 9 and 12	Jonathan Nichols, Tanner	\$ 542 and \$ 147.86	April 27, 1821 June 19, 1821	shop	Book 226, p. 92 Book 227, p. 157.
Jonathan Nichols to Lots J - 9 and 12	John Perkins, housewright	\$ 700.00	Dec. 26, 1821	one shop	Book 243, p. 92.
	David Pingree	?	Prior to 1851	building	See Map No 7 (1851)
Heirs of David Pingree to	Cornelius Hurley	\$ 500.00	May 22, 1856	dwelling house	Book 532, p. 153
C. Hurley still the owner in 1874 (See Map No. 8B,) street address No. 41 Union Street					
J.W. Mahoney listed as the own in 1897 (See Map No. 9), Street address No. 57 Union Street. This may be a mistake, as he may have owned Lot J-11 at No. 59 Union Street. R. Foran, who is listed as the owner of Lot J-11 on this map, may have been the owner of Lot 12. (Note: This lot was part of Historical Union Wharf Lot No. 2)					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
Lot J-11 Union Street Western boundary on Union Street 30 feet wide, southern line 55 feet, east line on Wharf Street 30 feet 6 inches wide, and north line 47 feet wide. Heirs of Sean to Pitman	John Pitman & Benjamin Swan, traders.	\$ 2,170.00	Aug. 31, 1804	Part of a Wharf and a store that was 21 feet wide and 37 feet long.	Book 174, p. 193- 194.
	John Pitman	\$ 875.00	?	Store built in 1797. 1/2 store	Book 186.215
Lot 11 from John Pitman	George Crowninshield and Sons	\$ 953.17	19 Aug. 1809	store and wharf	Book 186, p. 215
Benjamin W. Crowninshield, etc. to	William Peele, Pump and blockmaker	\$ 550.00	Oct. 30, 1809	store and wharf	Book 254, p. 77
William Peele was still the owner of Lot J 11 on Oct. 18, 1846.					See mortgage paid off. Book 255, p. 84.
William Peele to	David Pingree, merchant	prior to 1851 ?	prior to 1851	building	See Map No. 7, (1851)
Heirs of David Pingree to	Andrew Mahoney	May 22, 1856 \$ 625.00	May 22, 1856	dwelling house	Book 532, p. 159
<p>Andrew Mahoney listed as owner of Lot J-11 on Map No. 8B (1874) - street address No. 43 Union Street.</p> <p>J. No. of the house in 1897 was No. 59 Union Street. The owner is listed as being "R. Foran. This may be an error as a "J.W. Mahoney is listed as being the owner of Lot J-12 at No. 57 Union Street (See Map No. 9.</p> <p>(Note: This lot was part of Historical Union Wharf Lot No. 3)</p>					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
Wharf Street Lot J-10- A triangular lot, 8 feet wide on north side, 29 feet 3 inches wide on Wharf Street or east side, and 30 feet 6 inches wide on side abutting Lot 11.	John Pitman, trader	?	Sept. 1, 1810	none Flats only in 1810.	Book 190, p. 29.
Heirs of John Pitman to	Oliver Berry, blockmaker	\$ 26.00	July 12, 1827	none	Book ²⁴⁶ 26, p. 27.
Benjamin W. Crowninshield to	William Peele, Blockmaker, and owner of Lot 11	\$ 10.00	Oct. 30, 1829	none	Book 254, p. 76.
William Peele was still the owner of Lot J-10 in 1846, when he paid off a mortgage	on the property				Deed Book 255, p. 34.
William Peele to	David Pingree, merchant	?	Prior to 1851	none	See Map No. 7 (1851)
Heirs of Pingree Lot J 11 and 10:	Andrew Mahoney		May 22, 1856	none	Book 532, p. 159
In 1874 the No. of this house was No. 43 Union Street In 1895-1897 the street No. of this lot was No. 59 Union Street (This lot was part of Historical Union Wharf Lot No. 3).					(Lot J-11 and 10). (Lot J-11 and 10).

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Book
<p>Lot J- 1 Union Street</p> <p>North boundary line 56 feet wide, 35 feet 3 inches wide on Union Street (west side), 57 feet 6 inches wide on south side, and 36 feet 9 inches wide to east on Wharf Street.</p>	<p>John Page & Samuel Ropes, merchants</p>	<p>\$ 600.00</p>	<p>Oct. 31, 1809</p>	<p>none</p> <p>Flats only in 1809.</p>	<p>Book 189, p. 97.</p>
<p>Page & Ropes</p>	<p>David Pingree</p>	<p>\$ 4,750.00, including Lots J -15 and 8.</p>	<p>April 2, 1836</p>		<p>Book 288, p. 220.</p>
<p>Pingree heirs to E. B. Lane</p>	<p>E. B. Lane</p>	<p>\$ 400.00</p>	<p>April 22, 1872</p>	<p>Blacksmith shop.</p>	<p>Book 852, p. 225.</p>
<p>E. B. Lane Still the owner in 1897 according to Map No. 9.</p> <p>Street address No. in 1874 was 45 and No. 63 in 1897.</p> <p>In 1874 a large building stood on Lot J- 1</p> <p>In 1897 Lot J- 1 had a house on its lot. (See Map 12 for details).</p>					
<p>(Note: This lot was part of Historical Union Wharf Lot No. 4).</p>					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Book
<p>Lot J-2 and "Red Store" Union Street.</p> <p>Lot fronted to west 39 feet 6 inches on Union Street, fronted to east 41 feet 6 inches on Wharf Street, was 57 feet 6 inches wide on the north line and 58 feet 6 inches wide on the south side.</p>	<p>George Crowninshield Jr.</p> <p>Crowninshield died Nov. 27, 1817 and apparently left this property to the children of Jacob Crowninshield. Jacob had died on April 15, 1808.</p>	<p>\$ 1,450.00</p> <p>and including Lot J-4.</p>	<p>Jan. 18, 1810</p>	<p>"Red Store" and wharf.</p> <p>Red Store 22 feet 6 inches wide and 43 feet long.</p> <p>Red store built by Richard Derby, Jr. and standing in Aug. 1780.</p>	<p>Book 190, p. 202.</p>
<p>The estate of Jacob Crowninshield divided among his children and Lot J-2 awarded to</p>	<p>Sally Crowninshield</p> <p>Inherited</p>		<p>Jan. 13, 1819</p>	<p>Red Store and wharf</p>	<p>Book 218, p. 178.</p>
<p>Richard S. Rogers, the husband of Sally Crowninshield sold Lots J-2 and J-4 to</p>	<p>E. B. Lane</p>	<p>\$ 666.67</p>	<p>Oct. 13, 1871</p>	<p>no building mentioned 1871</p> <p>cooper shop mentioned April 22, 1872.</p>	<p>Book 837, p. 9.</p> <p>Book 852, p. 2.</p>
<p>E. B. Lane is listed as the owner of Lot J-2 on Map No. 8B (1874) and building, perhaps a barn, is shown as standing on Lot J-2. The street address is given as 47 Union Street.</p> <p><i>The estate of</i></p> <p>E. B. Lane is also listed as the owner of Lot J-2 on Map No. 9 (1897). A <i>store</i> is shown as standing on the property and has the street address of No. 67 Union Street. (See Map 12 for details of building).</p> <p>67</p> <p>(Note: This lot was part of Union Wharf Historical Lot No. 5).</p>					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Book
<p>Lot J-13, Union Wharf • 37 ' 6 inches wide to west on Union Wharf, 60 feet 4 inches long on south, 37 feet 6 inches wide on east or Wharf Street side, and 58 feet 6 inches long on the north side.</p>	<p>Retained by George Crowninshield, Senior.</p>	<p>Not sold</p> <p>(Note--this was the lot that Richard Derby, Jr. and George Crowninshield, Sr. purchased together on August 14, 1780, for L 80, see Deed Book 139, p. 7.)-- Lot J- 1/4 was also included in the 1780 transaction.</p>	<p>in 1809</p>	<p>flats only</p>	<p>Map No. 13.</p>
<p>Lot J-13, Lot J-14, and Union Wharf Lot No. 7</p>	<p>Samuel Webb, Jr. merchant</p>	<p>\$ 5,000.00</p>	<p>Oct. 22, 1821</p>	<p>flats or dock only</p>	<p>Book 227, p. 300</p>
<p>Samuel Webb, Jr. to Webb sells Lot J-13 and enlarges it slightly by including part of Lot 7: Dimensions of J-13 as sold: 52 feet wide on Union Street, 55 feet wide on north side, 52 feet wide to east on Wharf Street, and 49 feet wide on south side.</p>	<p>John Andrew, merchant</p>	<p>\$ 310.00</p>	<p>June 24, 1823</p>	<p>flats only</p>	<p>Book 232, p. 178.</p>
<p>John Andrews to</p>	<p>To Richard S. Rogers, husband of Sally Crowninshield, and owner of Lot J- 2 and Red Store.</p>	<p>?</p>	<p>ca. 1825</p>	<p>dock or flats</p>	<p>Book 238, p. 5 Book 254, p. 87</p>
<p>Richard S. Rogers to</p>	<p>Edward B. Lane</p>	<p>\$ 333.33</p>	<p>Oct. 13, 1871</p>	<p>dock and flats</p>	<p>Book 837, p. 8.</p>
<p>Map No. 8B indicates that E. B. Lane, by 1874, had constructed a wharf on Lot J-13 and erected a building on this wharf. The street address is given as No. 49 Union Street. Map No. 9 (1897) indicates that the estate of Edward B. Lane still owned Lot J-13 and its building and that the address is No. 69 Union Street.</p>					
<p>(Note: This was part of Historical Union Wharf Lot No. 6).</p>					

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Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
<p>Lot J- 6 and Lot J-7 Lot J-6..... Derby and Wharf Streets. Lot J-7.....</p> <p>Boundary of combined lots: 26 feet 6 inches wide on Derby Street to north, 88 feet 3 inches wide on east line; 37 feet 6 inches wide on south side, and 81 feet wide on the west or Wharf Street side.</p>	<p>Thomas Whittridge " " Merchant Thomas Whittridge and Joshua Oakes, the owner of Lot J-5 to the south, exchanged triangular pieces of land that were 3 feet wide, north-south, and about 19 feet long, east-west, for \$ 1,00 on June 8 and June 28, 1811, Deek Book 204, 183-84. This exchange increased Whittridge's frontage on Wharf Street from 81 feet to 84 feet. The width on the east line was reduced from 88 feet 3 inches to 85 feet.</p>	<p>\$ 415.00 \$ 1,010.00</p>	<p>Oct.23,1809 Jan.11,1810</p>	<p>wharf wharf Wharves built in 1758.</p>	<p>Book 189,p.256 Book 189,p.257.</p>
<p>Heirs of Thomas Whittridge</p>	<p>John Sweeney</p>	<p>?</p>	<p>?</p>	<p>Buildings</p>	<p>Book 668, p.16.</p>
<p>John Sweeney to</p>	<p>John J. Cunningham</p>	<p>Nov.14,1870 ?</p>	<p>Nov. 14,1870</p>	<p>Buildings</p>	<p>Book 810,p.10</p>
<p>Map 8B(1874) lists John Cunningham, Jr. as the owner of Lots J-6 and 7 in 1874. The Street address of the large building located on this lot is listed as No. 129 Derby Street.</p> <p>Map No. 9 (1897) indicates that J.W. Mahoney as the owner of Lot J 6 and 7. In 1897 there were three houses and a barn located on this property. Two of the houses fronted on Derby Street and the third one on Wharf Street. The Barn was located in the southeast corner of Lot J- 6. (See Map No. 12- for details).</p>					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Book
<p>Lot J- 5. Wharf Street</p> <p>Lot fronted 40 feet to west on Wharf Street, 42 feet 6 inches wide to south, 40 feet 3 inches wide on the east, and 37 feet 6 inches wide on the north side</p>	<p>Joshua Oakes, shipwright</p>	<p>\$ 350.00</p>	<p>\$ 350.00 Oct 23 1809</p>	<p>flats only</p> <p>Oakes builds a Ship Joiners shop prior to June 8, 1814.</p>	<p>Book 189, p.190.</p>
<p>Joshua Oakes and Thomas White</p>	<p>Widge, owner of Lot 6</p>	<p>exchange small</p>	<p>triangular shaped pieces of</p>	<p>land about three feet wide -north-south and 19 feet long, east-west for \$1.00</p>	<p>Deed Book 204, p/ 183, 184 .</p>
<p>Joshua Oakes to</p>	<p>Joseph Chipman Ward (owner of Lot G)</p>	<p>\$ 600.00</p>	<p>June 29, 1814</p>	<p>Ship Joiners shop and other building</p>	<p>Book 204, p.183.</p>
<p>Heirs of Joseph Chipman Ward</p> <p>"A certain wharf in rear of No. 57 Union Street (Lot J-12) being a continuation of a wharf owned by said Lane, beginning at the Northeast corner of said Lane's Wharf then running easterly in a line with the capill of said Lane's Wharf and by the South River back 40 feet, then running southerly by the South River about 60 feet, then running westerly by the South River about 40 feet to the wharf of said Lane, then running by said Lane's Wharf 60 feet to the beginning." This seems to include all of Lot J-5.</p>	<p>Edward B. Lane</p>	<p>\$ 110.00</p>	<p>Jan. 30, 1866</p>	<p>wharf only</p>	<p>Deed Book 696, p. 286. Also Book 738, p.38.</p>
<p>E.B. Lane is shown as the owner of Lot J-5 on Map No. 8B (1874)</p> <p>* The 1814 exchange reduced Oakes' frontage on Wharf Street from 40 feet to 37 feet in width. It increased the width of his lot on the east side from 40 feet 3 inches to 43 feet 3 inches.</p>			<p>and also in 1897 on Map No. 9.</p>		

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Book
<p>Lot No. J- 4, Wharf Street. Lot fronted 40 feet to the west on Wharf Street, was 42 feet 6 inches wide on the north, 40 feet 3 inches wide on the east, and 48 feet wide on the south side.</p>	<p>George Crowninshield Jr. Crowninshield died Nov. 27, 1817 and apparently left Lot J-4 and J-2 to the children of Jacob Crowninshield. Jacob had died on April 15, 1808.</p>	<p>\$ 1,450.00 and including Lot J- 2 and Red Store.</p>	<p>Jan. 18, 1810</p>	<p>flats only</p>	<p>Book 190, p. 202.</p>
<p>The estate of Jacob Crowninshield is divided among his children and Lot J-4 and J-2 are awarded to</p>	<p>Sally Crowninshield</p>	<p>inherited</p>	<p>Jan. 13, 1819</p>	<p>no buildings</p>	<p>Book 8 218, p. 178.</p>
<p>Richard S. Rogers, the husband of Sally Crowninshield, sold Lots J-2 and J-4 to:</p>	<p>E. B. Lane</p>	<p>\$ 666.67</p>	<p>Octo. 13, 1871</p>	<p>land only</p>	<p>Book 837, p. 9.</p>
<p>E. B. Lane is listed as the owner of Lot J-4 in 1874 (see Map No. 8B) and there were no buildings on Lot J-4 at that date.</p> <p>The Estate of E. B. Lane is shown to be the owner of Lot J-4 in 1897 (see Map No. 9). Lot J-4 is also clear of buildings in 1897.</p> <p>(Note: This lot was part of Historical Union Wharf Lot No. 4)</p>					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
<p>J- 3-Wharf Street</p> <p>Lot fronted 40 feet to west on Wharf Street, 54 feet 6 inches wide on south, 44 feet wide on east, and 48 feet wide on the north side</p>	Thomas Grandy	\$ 300.00	Oct.23,1809	flats only	Book 203,p. 14.
Heirs of Thomas Grandy	Joseph Chipman Ward(owner of Lot G)	\$ 100.00	April 3,1820	Land only	Book 223,p.199
Joseph Chipman Ward	E. B. Lane	?	Prior to 1874	land only	See Map 8B (1874)
E.B. Lane is listed as the owner of Lot J-3 in 1897(See Map No. 9-1897).					
(Note: This lot was part of Historical Union Wharf Lot No. 5).					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
<p>Lot J- 14 Wharf Street</p> <p>Lot measured 37 feet 6 inches on Wharf Street to the west, was 54 feet 6 inches wide on the north side, 37 feet 6 inches wide to the east, and 60 feet 4 inches wide on the south side</p>	<p>Retained by George Crowninshield</p>	<p>Not sold</p> <p>(Note Lot J-14 and J-13 were the lots that Richard Derby, Jr. and George Crowninshield, Sr. jointly purchased for L 80 on August 14, 1780, see Deed Book 139, p. 7).</p>	<p>in 1809</p>	<p>flats only</p>	<p>Map 13</p>
<p>Heirs of George Crowninshield, Sr. sell Lots J-13 and J-14, and Union Wharf Lot 1 to</p>	<p>Samuel Webb, Jr., Merchant.</p>	<p>\$ 5,000.00</p>	<p>Oct. 22, 1821</p>	<p>flats only</p>	<p>Book 232, p. 178.</p>
<p>Webb sells off Lot J-13, but retains Lots J-14, and 1. Webb sells J-14 and Lot 1 to</p>	<p>Benjamin W. Crowninshield</p>	<p>?</p>	<p>June 24, 1823</p>	<p>flats only - J-14</p>	<p>Book 232, p. 276.</p>
<p>B.W. Crowninshield Lot J-14 and Lot 1</p>	<p>David Pingree, merchant</p>		<p>June 7, 1843</p>	<p>flats only, Lot J-14</p>	<p>Book 337, p. 182.</p>
<p>Heirs of David Pingree</p>	<p>Edward D. Kimball</p>		<p>Nov. 1, 1853</p>	<p>flats only</p>	<p>Book 536, p. 265</p>
<p>Edward D. Kimball to</p>	<p>Edward D. Lane</p>		<p>April 23, 1860</p>	<p>flats only</p>	<p>Book 610, p. 4</p>
<p>Map 8B (1874) indicates that by that date E.B. Lane had constructed a wharf on Lot J-14. Lot J-14 was located behind (to the east of) No. 49 Union Street. Lane is also listed as the owner of J-14. Map 9 (1887) lists the estate of E.B. Lane as the owner of Lot J-14, which was occupied by a wharf. Lot 14-J was located to the east (behind No. 69 Union Street.</p> <p>(Note: This was part of Historical Union Wharf Lot No. 6)</p>					<p>225m</p>

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
Union Wharf Lot 7 , East Side. Lot fronted 72 feet on Union Street, 143 feet deep on north side.	Owned by George Crowninshield, Sr. as early as 1780.	Property not offered for sale in 1804 or in 1809	Warehouse built by George Crowninshield & standing 1780.	Wharf and a store that was 48 feet 6 inches by 37 feet in size	Book 139, p.7.
Heirs of George Crowninshield, with Lot 7 , and Lots J-13 and J-14, to	Samuel Webb, Merchant	\$ 5,000.00	Oct. 22, 1821	wharf and store	Book 227, p.300.
Samuel Webb sells Lot 7 and J-14, to	Benjamin W. Crowninshield	?	June 24, 1823	wharf and store	Book 232, p.276.
Benjamin Crowninshield, Lots 7 and J-14, to	David Pingree, merchant	\$ 1,200.00	April 28, 1843	wharf and store	Book 337, p.182.
Heirs of David Pingree, Lots 7 and J-14, to	Edward D. Kimball, merchant.	\$ 2,800.00	Nov. 1, 1853		Book 536, p.265.
Edward D. Kimball, Lot 7 and J-14, to:	Edward B. Lane	\$ 1,600.00	April 23, 1860	Building and flats	Book 610, p.4
<p>Map 8B (1874) lists E. B. Lane as the owner of Lot 7, the old store building is apparently still standing and is numbered as No. 57 Union Street. In the rear of No. 57 is another large structure that is No. 51 and 53 Union Street.</p> <p>Map 9 (1897) lists the estate of E. B. Lane as the owner of Lot 7; the old store at No. 57 is standing, labeled as a sail loft (See Map. 12) and numbered as No. 75 and 77 Union Street. The large building standing in the rear at No. 51 and 53 Union Street in 1874, however, is no longer standing in 1897.</p> <p>On January 30, 1866, Edward B. Lane purchased for \$ 110.00 from the heirs of Chipman Ward: "A certain wharf (located on Lot G) in the rear of No. 57 Union Street being a continuation of a wharf owned by said Lane. The piece of wharf was 40 feet wide east-west and 60 feet long, north-south, Deed Book 696, p.286. See Map 8B for the piece of wharf which is located to the east (rear) of the large building on Lot No. 7 at No. 51 and 53 Union Street.</p>					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
Union Wharf Lot No. 8, East Side. Lot fronted to the west 82 feet on Union Wharf and was 208 feet long along the south line.	In 1805 lot was the property of George Hodges, Gamaliel Hodges, Ichabod Nichols, and the heirs of Major General John Fiske.	Major General Fisk owned Lot No. 8 in September 19, 1794 when Nathaniel Bowditch and Captain John Gibaut made a survey of "Long" or Union Wharf. Record Book of the Survey of Salem, Sheet LA.			See Map No. 16. Also Deed Book 188, p. 211; Book 214, p. 18 64.
Heirs of General Fiske to	Thomas Perkins	\$ 1,500.00	Sep. 13, 1826	wharf, main store, two docks	Book 242, p. 112-113.
Thomas Perkins to	David Pingree, merchant		Prior to 1851	shore, wharf, 2 docks	See Map No. 7, which lists Pingree as owner
Heirs of David Pingree to sell Lot 8	Edward B. Lane	\$ 3,000.00	Dec. 14, 1870	shore and building, wharf	Deed Book 812, p. 157
<p>Map 8B, (1874) indicates that E.B. Lane still owned Lot No. 8. Standing on Lot 8 are two buildings, two of these are numbered 59 and 61 Union Street. The third structure, located in the rear of no. 59, was probably a barn.</p>					
<p>Map No. 9 (1897) list the estate of E.B. Lane as the owner of Lot No. 8. Two large structures are standing on Lot 8 and these are numbered No. 83 and 85 Union Street.</p>					

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Book
Union Wharf Lot No. 9, East Side. Fronting 311 feet 8 inches to the west on Union Wharf and 222 feet long along the south side. Heirs of Benjamin Lynde to	Ichabod Nichbals and Benjamin Hodges	\$ 2,000.00	Feb.7,1799	stores, buildings, wharf.	Book 164, p. 228.
Ichabod Nichols and heirs of Hodges to	Robert Upton	\$ 1,750.00	March 25, 1829	one undivided half interest in store and flats	Book 252, p.100 (See Map 7-1851).
J. Upton, George Upton, and Edwin Upton to	James E. Osgood	\$ 1,500.00	Sept.13,1866		Book 710, p.48.
James E. Osgood to	Edward B. Lane	\$ 2,400.00	July 19,1871		Book 829, p.235.
Edward B. Lane to	Charles H. Beckford and Albert Dodge	\$ 2,300.00	July 19,1871	store and wharf	Book 829, p.235
C.H. and J.W. Bickford listed as No. 63 Union Street.	C.H. and J.W. Bickford listed as the owners of Lot No. 9 on Map No. 8B. Bickford also own adjoining lot No. 10, which has a		Building standing on lot and numbered		and numbered
Map 9(1897) indicates that	George W. Pickering owned Lots No. 9 and 10 in 1897.		The "office", standing on lot		and large coal bins.
No. 9, is numbered 87 Union Street.	Lot No. 10 is occupied by a large coal shed		and large coal bins.		

Lot No. and Description	Purchased by	Purchase Price	Date of Sale	Buildings	Deed Books
Union Wharf Lot No. 10, East Side. 47 feet 6 inches frontage to west on Union Wharf	Lot not researched, but from deeds owned by George Williams, deceased and Thomas Mason	of adjoining Lot No. 9 to north:	Feb. 7, 1799		Map No. 16 (1805) for boundaries. Deed Book 164, p. 228
	Archibald Rea and Gamaliel Hodges le		March 25, 1829	wharf and store	Deed Book 252, p. 100 Map 7 (1851)
By Map 8B, 1874 Lots 9 and 10 owned A large building, numbered	Charles H. Beckord (or Bickford) and J. W. Beckford 63 Union Street,	stand on their Lot No. 9.		Large grist mill standing on Lot 10, also barn or shed .	Map 8B. 1874
By. Map No. 9 (1897) Lots 10 and 9 are owned by His "Office" numbered 87 Union	George W. Pickering Street,	stands on Lot No. 9.		Large coal shed and large coal bins standing on Lot 10.	Map 9. 1897.

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