

historic furnishings study

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SALEM MARITIME

DERBY WHARF WAREHOUSES

NATIONAL HISTORIC SITE / MASSACHUSETTS

HISTORIC FURNISHINGS STUDY
DERBY WHARF WAREHOUSES
SALEM MARITIME NATIONAL HISTORIC SITE
MASSACHUSETTS

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by

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U.S. Department of the Interior
National Park Service

DENVER SERVICE CENTER
HISTORIC PRESERVATION TEAM
NATIONAL PARK SERVICE
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PREFACE

This report has been prepared to satisfy the historical research needs outlined in Development/Study Package Proposal No. 104, requiring the preparation of a furnishing study for the Derby Wharf warehouses. The purpose of this study is to facilitate the preparation of accurate furnishing plans for two of the Derby Wharf warehouses for the period 1799-1805.

All known relevant documentary evidence in the collections of the Essex Institute and the Peabody Museum at Salem, Massachusetts, has been collected, studied, and included in this report. Detailed lists of the furnishings and goods in Elias Hasket Derby's six warehouses during September-October 1799 will be found in section IV and Appendixes C, D, E, and F of this report. It may also be noted here that by utilizing the 282 manifests of outbound/inbound cargoes recorded in Elias Hasket Derby's Account Books Nos. 3, 5, and 9, in the collections of the Essex Institute, it is also possible to accurately reconstruct the goods that could have been stored in E. H. Derby's warehouses at any point during the period June 1, 1785, to September 8, 1799.

A number of people have greatly facilitated the research necessary to prepare this report. Particular thanks are due Park Manager H. John Dobrovolny of Salem Maritime National Historic Site; Director David B. Little, Reference Librarian Irene Norton, and Library Assistants Barbara Adams Blundell and Elizabeth Beston of the Essex Institute; and Director Ernest Stanley Dodge and his staff at the Peabody Museum Library. The data used in preparing this study were collected in August and September 1973.

Charles W. Snell
May 24, 1974

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I. ELIAS HASKET DERBY, MERCHANT-VENTURER AND SHIPOWNER, 1739-99

A. E. H. Derby, 1739-83

Elias Hasket Derby was born in Salem, Massachusetts, on August 16, 1739, the second son of Richard Derby and his first wife, Mary Hodges.¹ Richard Derby had first sailed as the master of a merchant vessel in 1736 and, after accumulating capital as a sea captain, had retired from the sea about 1757 to begin a new career as a merchant and shipowner. During 1757-70, Richard Derby built up a considerable trade with the West Indies and the Iberian Peninsula.² Although his two brothers became captains, Elias Hasket Derby never went to sea. Instead, at an early age, he entered his father's employment in the mercantile business; he kept the books, conducted the business correspondence of his father, and acted as the family accountant. In 1770, at age 31, Elias succeeded his father in the mercantile business and engaged extensively in the trade with the British and French West Indies, particularly with the island of Jamaica. By 1775 Elias H. Derby was the owner of seven schooners and sloops, small vessels ranging from 60 to 100 tons, and had already amassed a small fortune estimated at about \$50,000.³

The American Revolution in Massachusetts was financed (and in part led at a considerable risk to themselves) by wealthy merchants such as John Hancock, Josiah Quincy, and James Bowdoin from Boston; Elbridge Gerry from Marblehead; and Richard Derby, Sr., and his two sons, Richard Derby, Jr., and Elias Hasket Derby, all from Salem.⁴ In the first

1. Elias Hasket Derby was born in the Richard Derby House, which still stands on the northeast corner of Herbert and Derby streets, fronting on the Salem waterfront.

2. Richard Derby, Sr., (1712-83) died on November 9, 1783, and left a fortune of about \$70,000. Freeman Hunt, ed., Lives of American Merchants, 2 vols. (New York, 1858), II, 28.

3. Hunt, Lives of American Merchants, II, 29.

4. Samuel Eliot Morison, The Maritime History of Massachusetts, 1783-1860 (Boston, 1941), p. 28. E. H. Derby did not serve as a political leader, but he did advance the Revolutionary government considerable sums of money, credit, and supplies. His older brother, Richard Derby, Jr., (1736-81), was a political leader, served in the Massachusetts Congress during the Revolution, and was a president of that body. His house was located on the northwest corner of Herbert and Derby streets. Richard, Jr., died December 8, 1781. The youngest brother, John Derby of Boston (1741-1812), also a sea captain, was the first to carry the news of the Battle of Lexington to Great Britain and also the first to bring home the news of the preliminary signing of the peace, in April 1783.

year of the War for Independence, British cruisers captured three of E. H. Derby's seven unarmed merchantmen.⁵ Driven from the sea by the Royal Navy, Derby and other American merchants began arming their vessels. Derby's first privateer, the 60-ton schooner Sturdy Beggar, with 6 guns and 25 men, sailed in June 1776; his second privateer, the schooner Revenge, with 12 guns, sailed in September of that year. Of the 158 privately owned vessels that Salem merchants sent out during the war years, 1776-83, Elias Hasket Derby owned or was part owner of about 85.⁶ As the War for Independence continued, it became clear that only larger American vessels, those capable of outsailing or outshooting the British Navy, could hope to survive in the dangerous occupation of preying on British commerce.⁷ To meet these requirements, Elias Hasket Derby had larger and faster sailing vessels constructed. When the war closed in 1783, Derby found himself the owner of seven large armed vessels; two ships, the Grand Turk and Astrea, from 300 to 360 tons; and five brigs, the Cato, Light Horse, Henry, Nancy, and Three Sisters. All were of superior models, and replaced the seven small sloops and schooners that he owned at the beginning of the war.⁸

5. Hunt, Lives of American Merchants, II, 30, 32.

6. Robert E. Peabody, Merchant Venturers of Old Salem, A History of the Commercial Voyages of a New England Family to the Indies and Elsewhere in the XVIII Century (Boston, 1912), p. 46. John D. R. Platt, Special History Study, Shipping in the Revolution, Salem Maritime National Historic Site, NPS typescript (Denver Service Center, August 1973), p. 68. A privateer went to sea for no other purpose than to capture enemy vessels and was laden with no cargo except cannon and a crew large enough to man any prizes that might be captured on the cruise. A letters-of-marque vessel carried cargo for a destined port, but it was also fully armed and had authority to defend itself against the enemy or to take prizes if possible.

7. Salem's 158 armed vessels took 445 British ships, and about 400 of these prizes were bought safely into port. The British Navy, however, captured at least 54 of Salem's privateers and letters-of-marque vessels, and many more were lost to the perils of the sea. Hunt, Lives of American Merchants, II, 47-49.

8. Hunt, Lives of American Merchants, II, 51. The classification of the listed vessels as ships or brigs, however, is based on the ship manifests found in Elias Hasket Derby's Account Books No. 3 and No. 5, on file at Essex Institute, Salem, Mass.

B. E. H. Derby, A World Trader Pioneering New Routes and Markets, 1784-99

Following the War for Independence, the American merchant marine and its export trade underwent a period of severe readjustment. American vessels and merchants were excluded from the markets of Great Britain, France, the Netherlands, Portugal, and Spain because of the mercantilistic economic policies followed by those governments. The new and weak Confederation of 13 American States was unable to retaliate, and American merchants were forced to seek markets outside Western Europe and the West Indies. Among the most important leaders and most successful American merchants pioneering new routes and markets was Elias Hasket Derby of Salem, Massachusetts. In June 1784 he sent his brig Light Horse, commanded by Capt. Nehemia H. Buffington, to Kronstadt, the port of St. Petersburg, Russia. Light Horse was the first American vessel to enter the Baltic and to begin the trade with Russia and Sweden.⁹

In November 1784 Derby dispatched his ship Grand Turk, under Capt. Jonathan Ingersoll, on the first trading voyage from Salem to the Cape of Good Hope, South Africa. In December 1785 he next sent the Grand Turk, commanded by Capt. Ebenezer West, from Salem via the Cape of Good Hope on the first American voyage to the Isle of France (now Mauritius) in the Indian Ocean. Arriving in April 1786, the Grand Turk then proceeded eastward to Canton, China. Derby's ship was the first New England vessel and the third American vessel to reach China.¹⁰ The Grand Turk returned to Salem from China in May 1787 with a rich cargo of tea, silks, and nankeens, but even before its arrival, Derby had dispatched the two brigs, Light Horse and Three Sisters, to the Isle of France, and thus began direct trade with the Indian Ocean island.¹¹

9. James Duncan Phillips, Salem and the Indies, The Story of the Great Commercial Era of the City (Boston, 1947), pp. 39-43. Between 1784 and 1790, at least 24 voyages were made from Salem to the Baltic by various Salem merchants.

10. The Empress of China, sailing from New York City, made the first American visit to Canton, China, in 1784. The second American vessel, Hope, also from New York, visited Canton in 1786.

11. Phillips, Salem and the Indies, pp. 44-49. The Light Horse returned from the Isle of France to Salem in January 1788. By the end of 1789, 19 Salem vessels had sailed to or beyond the Cape of Good Hope.

The first American vessel to reach port in India was the Chesapeake, sailing out of Baltimore sometime in 1786 or 1787, but Derby's vessels were not far behind. In December 1787 he again dispatched Grand Turk, this time under the command of his oldest son, 22-year-old Elias Hasket Derby, Jr., to the Isle of France. From there the young captain proceeded to Bombay, India, where he arrived in August 1788. He remained in India for 3 years, and laid the foundations of the extensive Indian trade subsequently developed by his father. In 1788 young Derby loaded the ship Peggy at Bombay and sent her back to Salem, where she arrived in June 1789 with the first American cargo of Indian cotton. In 1789 Derby vessels also visited the Indian ports of Surat, Madras, and Calcutta, and carried cotton from Bombay to Canton. In August 1792 Derby's ship Astrea, commanded by Capt. John Gibaut, called at Rangoon and became the first American vessel to visit Siam. Finally in this chain of pioneering efforts, Derby's ship, Astrea II, under Capt. Henry Prince, made the first American visit to Manila in the Phillipine Islands in 1797.¹² Between 1784 and 1799, it is evident that Elias Hasket Derby played a major role in finding and opening up new markets for American merchants in the Baltic, the East Indies, India, and China.

C. European Markets Reopened, 1789-99

After 1789 the newly reformed federal government of the United States, aided by the outbreak of the French Revolution and war in Europe, was able to induce western European countries to once again reopen their markets to American merchants on favorable terms. During the Napoleonic Wars that raged in Europe from 1795 to 1815, the British, Dutch, French, and Spanish merchant marines were largely destroyed by the warring powers. The United States, acting as a neutral in this long contest, impartially sold goods to both sides. In the course of these wars, the American merchant engrossed most of the carrying trade between Europe and the French and Spanish colonies in the Western Hemisphere; between Great Britain and Canada and the British West Indies; and between Europe and South Africa, India, China, and the East Indies. This "Golden Age" of American commerce lasted from 1795 to December 22, 1807, when President Thomas Jefferson's Federal Embargo Act took effect and halted all American foreign trade for 15 months (to March 1, 1809); then the War of 1812 (beginning July 12, 1812) stopped all trade for nearly 3 more years.

12. Phillips, Salem and the Indies, pp. 50-56, 180, 186, 242. Between 1785 and 1800, Salem vessels made at least 117 voyages to India, the East Indies, and China.

During 1795-1807, a period of unparalleled prosperity, American tonnage registered for foreign trade jumped from 123,893 tons in 1789 to 840,163 tons by 1807, and the percentage of the value of all goods in transit to the United States, carried by American vessels, increased from 40.5 percent in 1790 to 90 percent by 1797, and reached 92 percent in 1807. Similarly, the combined export-import trade of the United States leaped from \$43,000,000 in 1790 to \$118,000,000 in 1795, and reached \$247,000,000 in 1807.¹³

In 1790-99, Elias Hasket Derby gave up his trade with China because the American market became overstocked with tea; but he continued to be very active in the commerce with India and the East Indies, and he also began a vigorous trade with the reopened markets in Western Europe. One measure of his success in foreign commerce was his estate, valued at \$990,882.75, which he left upon his death at the age of 60 on September 8, 1799. This sum was one of the largest fortunes amassed in the United States up to this time.¹⁴

D. Salem's and Derby's Roles in the Foreign Commerce of the United States, 1784-99

The foreign trade of the United States from colonial times to 1815 was the principal commerce of America, and also the chief source that produced the much-needed capital used to further develop manufacturing and transportation systems of the new Republic. The total receipts of the U. S. Treasury from 1789 through 1800, for instance, amounted to \$67,650,604, and of this total \$59,402,459 (all but \$8,248,145) was produced by the customs and tonnage taxes collected from foreign commerce.¹⁵

13. U. S. Bureau of the Census, Historical Statistics of the United States, 1789-1945 (Washington, D. C., 1949), pp. 208-18.

14. Derby Family Manuscripts, VII, 78-80, on file at Essex Institute, Salem. This MS contains the executors' accounting of the E. H. Derby Estate for the period September 21, 1799, to January 24, 1800. They paid a total state, county, and town tax of \$1,587.40 in 1799, and a tax of \$1,658.38 in 1800 (VII, 12). Additional papers and receipts relating to the settlement of his estate are also in Derby Family MSS, IX, 40. Five of Derby's vessels did not return to port until 1800. The value of these vessels and their cargoes, when added to 1799 figures, brought the total of his fortune to \$1,020,957.09--accounting of April 26, 1804.

15. Bureau of the Census, Historical Statistics of the United States, p. 298.

Salem, with a population of 7,921 in 1790, was the sixth largest city in the United States;¹⁶ it owned more than 10 percent of the total American tonnage registered for the foreign trade (13,726 tons for 124 vessels);¹⁷ and its customhouse collected about 5 percent (\$3,057,883) of the total revenues of the United States Government during 1789-1800.¹⁸

16. William Bentley, The Diary of William Bentley, D.D., Pastor of the East Church, Salem, Massachusetts, 4 vols. (Gloucester, Mass., 1962), I, 212. The five larger American cities in 1790 were Philadelphia, New York, Boston, the newly-rising Baltimore, and Charleston, S. C. Prior to 1775, Newport, R. I., had been larger than Salem, and Baltimore had been much smaller.

17. Joseph B. Felt, Annals of Salem, 2 vols. (Salem, Mass., 1845), II, 298.

Salem's Vessels and Tonnage in the Foreign Trade, 1790-1807

<u>Type of Vessels</u>	<u>(a)</u> <u>1790</u>	<u>(b)</u> <u>1794</u>	<u>(c)</u> <u>1800</u>	<u>(d)</u> <u>1807</u>
Ships	5	15	34	48
Brigs	41	54	45	55
Schooners	76	47	59	75
Sloops	2	4	0	0
<hr/>				
Totals	124	160	138	185
Total Tonnage	13,726	14,964	19,636	43,570 (e)

(a) Felt, Annals of Salem, II, 298; (b) Diary of William Bentley, II, 118; (c) Phillips, Salem and the Indies, p. 224; (d) Ibid., p. 266; and (e) Hunt, Lives of American Merchants, II, 51. This figure probably also includes fishing and coastal vessels.

18. <u>Years</u>	<u>Salem</u> <u>Customs Duties Collected</u>	<u>Salem</u> <u>No. Entries from Foreign Ports</u>
1789-1790	108,064.48	205 vessels entering Salem
1791-1800	2,949,817.19	1,508 vessels entering Salem
Subtotals	3,057,882.67	1,713 vessels entering Salem
1801-1810	7,272,633.31	1,758 vessels entering Salem
Grand Totals	10,330,515.98	3,271 vessels entering Salem

Phillips, Salem and the Indies, p. 429.

Elias Hasket Derby's dominating position in Salem's mercantile efforts is revealed by the fact that he owned about 10 percent of the total number of vessels and approximately 25 percent of the total tonnage of Salem's merchant marine from 1784 to 1799.¹⁹

During 1783-1800, a total of 2,029 vessels cleared Salem bound for foreign ports, and about 2,421 vessels from foreign ports entered at Salem.²⁰ Arrivals in Salem came from the following areas:²¹

Entries at Salem from Foreign Ports, 1783-1800

<u>Years</u>	<u>West Indies</u>	<u>Baltic</u>	<u>Other Europe</u>	<u>China, Africa, India</u>	<u>Grand Total</u>
1783-1789	501	24	281	19	781
1790-1800	892	?	693	98	1,683
Totals	1,393		1,072	117	2,464

During 1784-1800, utilizing 90 different vessels and employing the services of 107 sea captains, Elias Hasket Derby completed about 336 voyages. Approximately 223 of these were made in the foreign trade and the remaining 113 trips took place in the coastal trade.²²

19. Hunt, Lives of American Merchants, II, 51. See also chart under fn. 17 and Chart No. 1, p. 12.

20. Foreign Trade of Salem, 1783-1800

<u>Years</u>	<u>Total Clearances</u>	<u>Total Entries</u>
1783-1789	692 vessels	781 vessels
1790-1800	1,337 vessels	1,640 vessels
Grand Totals	2,029 vessels	2,421 vessels

Phillips, Salem and the Indies, pp. 173, 174. Of the total of 692 vessels clearing Salem, 1783-89, 516 were bound for the West Indies and 176 for all other foreign ports (ibid., pp. 68, 173).

21. Phillips, Salem and the Indies, pp. 42, 68, 178, 184, 190.

22. Charles W. Snell, Vessels, Voyages, Masters, and Ports of Call Associated with Elias Hasket Derby's Trading Operations and Derby Wharf, Salem, Massachusetts, June 1785 to August 1799, published with Historic Structure Report, Derby Wharf and Warehouses, Historical Data, NPS typescript (Denver Service Center, 1975).

Elias Hasket Derby's Voyages, 1784-1800²³

<u>Trade Type</u>	<u>Clearances</u>	<u>Entries</u>	<u>Total Voyages</u>
Foreign	115	108	223
Coastal	66	47	113
<hr/>			
Totals	181	155	336 voyages

Derby owned or employed between 6 and 15 vessels per year (with an average of probably 8 vessels a year) to carry on his foreign and coastal ventures. His fleet of 90 different vessels over the years (1784-99) comprised 21 ships, 24 brigs, 28 schooners, 13 sloops, 3 ketches, and 1 snow.

Of the 223 recorded Derby voyages made in the foreign trade (1785-99), 53 were to points in South Africa, the Isle of France, India, the East Indies, and China. Thirty-six voyages were associated with ports in Northern Europe (Germany, Great Britain, the Netherlands, North Ireland, Russia, and Sweden). Thirty-one voyages were made to or from ports in Southern Europe (France, Gibraltar, Italy, Portugal, and Spain), and 8 more were associated with Madeira in the Atlantic. Derby had 43 voyages associated with ports in the West Indies and South America.

Of the 115 recorded Derby voyages made in the coastal trade, 13 were with Boston, 27 with New York City, 26 with Philadelphia, 17 with Baltimore, 24 with Virginia ports (Alexandria, Norfolk, and Petersburg), 4 with Edenton and Wilmington, North Carolina, and 4 with Charleston, South Carolina (see Chart No. 2).²⁴

23. In the period June 1, 1785-August 31, 1799, Elias Hasket Derby made a grand total of 282 recorded voyages, 174 outbound and 108 inbound, that are listed and have their cargoes recorded in E. H. Derby's Account Books Nos. 3, 5, and 9. The Derby Family MSS, XXXII, 44-45, indicate that another 31 inbound voyages were completed in the period 1795-1800. The remaining or unrecorded voyages have been estimated at 23 trips. (See Charts Nos. 1 and 2 in this report.)

24. Snell, Vessels, Voyages, Masters, and Ports of Call, Charts Nos. 15-21. Destinations are taken from the manifests as recorded in E. H. Derby's Account Books Nos. 3, 5, and 9. Some vessels, outbound, went beyond the destination listed on the manifest. For example, the ship Grand Turk, in December 1785, is listed only as bound for Cape of Good Hope, South Africa, and is included only under this port. The ship, in fact, sailed on to the Isle of France and then to Canton, China, before returning to Salem.

E. The Rhythm of Trade and the Scene at Salem's Wharves, 1784-1815

James Duncan Phillips, historian of Salem's history, 1600-1815, has described the pace of Salem's commerce during its greatest era as follows:

During these years [1789-1807], vessels were arriving from foreign ports at the rate of about three a week and sailing as often, not to mention the fishing fleet coming and going and the coastwise vessels arriving every three or four days. Of course, these arrivals were not evenly distributed and while some weeks saw 20 arrivals, others could count but one or two. The Baltic vessels had to sail in the spring and return before the winter froze them in; the Mediterranean fleet could go at almost any time, but the West India ships usually sailed in the autumn after the hurricane season was over.

For a few days or weeks the wharves would be seething with activity, and then the big ships would sail away, few would come in, and everybody would have time to catch up before the next busy season. For instance, in June 1791, . . . 43 vessels entered or cleared in a single month and adjacent weeks were at a similar pace.²⁵ [See Chart No. 1 for the number of Derby departures and arrivals per year, 1784-1800.]

Regarding the scene at the wharves, Phillips wrote:

When the Indiamen from a year's voyage came along side things got very busy. Apparently the crews did most of the loading and unloading. There were no swift winches with powerful, rapid-running motors. All lifting was with hand windlasses painfully cranked, or by a pair of horses operating from a block on the wharf. Things went swiftly, however, . . . and the warehouses filled rapidly with fragrant teas and spices. The captains and their clerks labored over long manifests and wondered why some goods were there which they had forgotten to enter and others could not be found. The merchant's clerks in his counting room endeavored to make the additions of the long columns of figures, still to be found among the vast files of the shipping papers

25. Phillips, Salem and the Indies, p. 167.

of the Essex Institute, come out right and no doubt saw cause enough for the captain's neat 'E. & O.E.' [errors and omissions excepted] beside his certificate of value. But somehow they all got unloaded unless part of the cargo was to continue on to the next voyage, which made more complications; the crew was paid off and the old ship tender came aboard to smoke his pipe until the ship was commissioned for her next voyage.²⁶

F. E. H. Derby's Fleet and Death, 1799

On Sunday, September 8, 1799, the Reverend William Bentley noted in his diary:

This evening at 8 o'clock died ELIAS HASKET DERBY, the most eminent merchant that has ever been in Salem. His industry, his manners, his economy, exactly conformed to the best character of this place. He was 60 years of age in the last month of August. . . . His property is far beyond anything ever known in Salem.²⁷

Eleven days later Bentley remarked on the effect of Derby's death on the economy of Salem:

This [Derby's fleet of 14 vessels with a total tonnage of 2,580 tons] must at the Lowest estimation be employment for 100 men, besides boys, in only the peace establishment of navigation, & excluding Artificers, merchants, & servants in pay. This is a large stock to withdraw from the Trade of a single Town, being in the first instance 1/90 of its whole population.²⁸

26. Phillips, Salem and the Indies, pp. 167-68.

27. Diary of William Bentley, II, 317.

28. Ibid., II, 318. Salem's population was then about 9,000, but 100 sailors would have been closer to 9 percent of Salem's male population 16 years of age and over.

Regarding Derby's fleet, Bentley recorded:

Vessels and Tonnage Belonging to E. H. Derby, in 1797 & till 1799²⁹

<u>Seven Ships,</u> 1,680 tons	<u>Four Brigs,</u> 490 tons	<u>Two Ketches,</u> 360 tons	<u>One Schooner,</u> 50 tons
1. <u>Henry</u> , 180 tons	1. <u>Antelope</u> , 130 tons	[1. <u>John</u>]	1. [<u>Dolphin</u>]
2. <u>Benjamin</u> , 140 tons	2. <u>Fanny</u> , 120 tons,	[2. <u>Brothers</u>]	50 tons,
3. <u>Martha</u> , 300 tons	taken [or captured]	One sold in 1798	sold
4. <u>Mount Vernon</u> , 300 tons	3. Brig <u>Hannah</u> , 100 tons,		
5. <u>Astrea [II]</u> , 300 tons,	since sold		
sold in 1799	4. Brig [<u>Cruger</u>]		
6. <u>Recovery</u> , 280 tons	of S[amuel]		
7. <u>Enterprise</u> [bark], 180 tons	Derby, 140 tons		

G. Some Reasons for E. H. Derby's Mercantile Successes

Elias Hasket Derby devoted practically his entire time to his business operations, and never held a political office. His success lay partly in his farseeing initiative as a trader--he had the courage to embark in new fields of commerce, 1784-99, and was always ready to take advantage of changing conditions--and partly in the superior men he employed as captains and supercargoes (mercantile representatives or agents) of his vessels. Because his ships were often gone a year or more without their owner hearing from them, responsibility for the outcome of the voyage rested largely in the hands of the captain or supercargo. Therefore, Derby encouraged these young, able, and energetic men with large shares in the profits, and as a result many of them became wealthy and subsequently had important careers as merchants in later life. Elias Hasket Derby himself never went to sea, but he nevertheless had a thorough knowledge of ships, and most of his fleet (of about 90 different vessels) was built under his own supervision. Of all the vessels he dispatched to the ends of the earth, only one, the Juno, was lost due to marine perils (1788).³⁰

29. Ibid., II, 319.

30. Hunt, Lives of American Merchants, II, 70-78. Derby had purchased the Juno from Thomas Lee in 1787; the ship foundered at sea 2 days out of Salem in moderate weather due to some latent defect. The cargo was lost, but the captain and crew were saved.

CHART NO. 2

Profile of E. H. Derby's Trading Operations, 1784-99. Number and Years of Voyages Made to Europe, West Indies, Africa, India, East Indies, and China

	1784	1785	1786	1787	1788	1789	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	TOTALS	RECORDED VOYAGES, TO AND FROM SALEM
1. SOUTH AFRICA		1	2	3	5			1		1	2						15	
2. ISLE OF FRANCE, INDIA, EAST INDIES				2	2	3	1	2	4	1	3	8	6	1	1	0	34	
3. CHINA				1			3										4	
4. Subtotal		1	2	6	7	3	4	3	4	2	5	8	6	1	1	0	53	
5.																		
6. Northern Europe			5	5	6	1	3	1		3	4	0	5		1	2	36	
7. Southern Europe		1	2	2	0	0	2	3	2	3	2	1	2	4	5	2	31	
8. Madeira				2	0		1		2		1		1		1		8	
9. Subtotal Europe		1	7	9	6	1	6	4	4	6	7	1	8	4	7	4	75	
10.																		
11. West Indies & South America		2	2				1	8	6	10	6	1		1	1	5	43	
12. TOTAL OF FOREIGN TRADE VOYAGES		4	11	15	13	4	11	15	14	18	18	10	14	6	9	9	171	
13.																		
14. TOTAL, U. S. COASTAL TRADE VOYAGES		5	9	11	15	12	10	16	14	8	8	3	1			3	115	
15.																		
16. GRAND TOTAL OF FOREIGN & COASTAL		9	20	26	28	16	21	31	28	26	26	13	16	6	9	12	287	
17. TRADE IN-BOUND AND OUTBOUND VOYAGES																		
18. NUMBER OF DIFFERENT VESSELS UTILIZED		6	7	9	10	8	13	12	12	15	8	8	10	7	7	8	90	VESSELS
19. 21 ships, 24 brigs, 28 schooners,																		
20. 13 sloops, 3 ketches, and one snow used to make a total of 282 recorded voyages.																		
21.																		

		1784	1785	1786	1787	1788	1789	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799	TOTALS	GRAND TOTAL
1.	OUTBOUND																		
2.	Ships		2	1	2	4	1	3	3	2	2	4	2	6	2	4	4		21 Ships
3.	Brigs		4	3	3	2	1	2	2	4	5	1	1	0	2	2	2		24 Brigs
4.	Schooners		0	1	1	2	5	5	6	5	6	1	1	2	1	0	0		28 Schooners
5.	Sloops		0	2	3	2	1	3	1	1	2	1	1	0	0	0	2		13 Sloops
6.	Ketches		0	0	0	0	0	0	0	0	0	1	3	2	2	1	0		3 Ketches
7.																			1 Snow
8.	GRAND TOTAL		6	7	9	10	8	13	12	12	15	8	8	10	7	7	8		90 Vessels
9.	INCOMING																		
10.	Ships			1	2	0	2	3	1	2	1	3	*	* 2					
11.	Brigs			5	3	1	1	2	1	3	2	2							
12.	Schooners			1	3	3	5	3	4	5	2	2		1					
13.	Sloops			1	3	2	4	1	2	2									
14.	Ketches											1	1						
15.	Snows												1						
16.	GRAND TOTAL			8	11	6	12	9	8	12	5	8	2	3					

CHART NO. 3

Number of Different Vessels
and Types Employed by
E. H. Derby, 1784-99

* no complete lists for 1795 & 1796
incoming vessels.

II. CARGOES CARRIED AND GOODS EXCHANGED

Although important new trade routes were opened to the Baltic region of Northern Europe, South Africa, India, the East Indies, and China, the principal American trade routes during 1784-1815 were across the North Atlantic to Western and Southern Europe, and to the West Indies and South America, as in colonial times.

A. Trade with the West Indies and South America

During the 15-year period 1785-99, Elias Hasket Derby's vessels made 43 recorded voyages to or from the West Indies and South America.¹ There was at least one voyage a year for 11 out of the 15 years. His vessels clearing Salem for the West Indies carried codfish, horses, lumber, wheat, flour, biscuits, beef, pork, bacon, peas, and Indian corn. For this, his captains received coin, sugar, molasses, rum, coffee, cocoa, gin (distilled spirits), indigo, dyewoods, fustic, cotton, wool, salt, and bills of exchange drawn on British merchants.

Most of these West Indian commodities were carried from the islands to Great Britain and were exchanged there for British manufactured goods. Molasses, sugar, coffee, and cocoa made up about nine-tenths of the West India homeward trade to Salem. At Salem the rum and molasses were sold for use in the fur trade, the slave trade,² the New England fishery, and the Newfoundland trade.³ Vessels heading for the West Indies showed respect for the hurricane season and sailed less often between August and November. Most ships left in the last 2 months of the year, carried out their trading during the cooler months when yellow fever was less prevalent, and straggled back to Salem in the spring when they succeeded in getting a profitable cargo.⁴

1. Three of these voyages were with Surinam, Dutch Guiana, in South America.

2. However, not more than eight of the hundreds of Salem sea captains were directly engaged in the slave trade during 1784-1802. Newport, R. I., was then the great New England slave trade port. Morison, Maritime History of Massachusetts, pp. 19, 32-34; also Phillips, Salem and the Indies, pp. 65-66.

3. Phillips, Salem and the Indies, pp. 32, 168-69.

4. Ibid., p. 232.

B. Trade with Madeira

Elias Hasket Derby sent codfish, lumber, and provisions, which were exchanged for wine, to Madeira in the Atlantic Ocean. Part of the wine was carried back to the United States and part was shipped to Great Britain; there it was sold and the proceeds were used to buy manufactured goods. In the 15-year period 1785-99, Derby vessels made a total of eight recorded voyages to or from this island, about one voyage every other year.

C. Trade with Great Britain and Northern Ireland

Derby vessels made a total of seven recorded voyages to or from Great Britain, and made two voyages associated with Belfast, Ireland. From Ireland his vessels brought back glass (largely window glass), common earthenware or chinaware, and linen. From Great Britain came cargoes of window glass, glassware, common earthenware, chinaware, paint, nails, frying pans, tin, pewter, buttons, hardware, coal, ironmongery, and other manufactured goods.⁵

D. Trade with the Baltic Countries, Northern Europe

Between 1786 and 1799, Derby's vessels made a total of 26 recorded voyages to or from the Baltic nations. Hamburg, Germany, was visited 8 times; Amsterdam, Netherlands, 4 times; St. Petersburg, Russia, at least 3 times; and Gottenburg, Sweden, 11 times.

The first few voyages were all to St. Petersburg, but as time passed more vessels turned around at Gottenburg. West India goods, such as sugar, coffee, and spices, and goods from India and China, such as coffee and tea, were carried to the Baltic and exchanged for bars of iron, slit iron in great quantities, bundles and bales of hemp, cordage, Russian duck, canvas, bagging, and sailcloth. There were at least 24 voyages made to the Baltic between 1784 and the end of 1790. Sometimes they were direct, but more often cargo was collected in the Southern States or the West Indies.

Vessels bound for the Baltic, if they were going to Charleston, South Carolina, or to the West Indies first to pick up a cargo, often left Salem as early as January, but those making the direct voyage sailed in March or early April to avail themselves of the ice-free season in the northern waters and were gone only 5 or 6 months at

5. Ibid., p. 170.

an average. Most of the Baltic vessels got back to Salem in October or November.⁶

E. Trade with Southern Europe

E. H. Derby's vessels made a total of 31 recorded voyages to or from Southern Europe in the period 1785-99. The French ports, Bordeaux and L'Orient, were visited on 12 voyages, Gibraltar on 6, Spain on 10, Portugal on 2, and Italy on 1. Derby's vessels carried pickled fish, codfish, and lumber to Southern Europe, which were sold for coin, bills of exchange, and Southern European produce. Raisins, wines, salt, soap, and some delicate fabrics like kerchiefs and scarfs came from Spain. France and Portugal supplied raisins, wines, and salt; and from France and Italy came such fancy goods as gloves, ribbons, fans, silks, and other women's apparel.⁷ Proceeds from this trade were often carried to Great Britain and exchanged for manufactured goods.

In the straight or direct voyages from Salem to France or Spain, Salem ships sailed and arrived with apparent indifference to the seasons.⁸

F. Trade with Africa, India, the East Indies, and China

In the period June 1785 to August 1799, E. H. Derby's vessels made 53 recorded voyages to and from the Cape of Good Hope, South Africa, and points further east. There were 15 voyages at least as far as the Cape of Good Hope; 4 to Canton, China; 16 to the Isle of France (Mauritius) in the Indian Ocean; 12 to India; and 6 to or from the East Indies.

1. The China Trade, 1785-90

E. H. Derby's first vessel to the Cape of Good Hope, the Grand Turk, in November 1784, carried rum, cheese, salt provisions, sugar, butter, and ginseng. The provisions were sold at Cape Town and the rum was exchanged for an East India Company ship's cargo of teas, silks, and nankeen. In December 1785 the Grand Turk under its master, Ebenezer West, sailed for the Isle of France in the Indian Ocean. This was the first voyage from Salem beyond the Cape of Good Hope. The ship carried rice, butter, flour, cheese, pork, beef, fish,

6. Ibid., pp. 42, 171, 229.

7. Ibid., pp. 169-70.

8. Ibid., p. 232.

brandy, rum, beer, wine, and a small amount of bar iron, earthenware, and candles. This cargo was valued at about £7,000. Arriving in April 1786, the Grand Turk then proceeded eastward carrying a cargo of freight to Canton, China, where the vessel docked later that year. At Canton the Grand Turk was loaded with 75 cases of chinaware, 140 cases of cassia, 415 chests of bohea tea, and enough hyson, singlo, and congo teas to complete a cargo that cost \$23,218. Arriving back at Salem in May 1787, Derby is said to have more than doubled his money invested in this voyage of the Grand Turk.

In 1789 four Derby vessels, the ships Atlantic, Light Horse, and Astrea, and the brig Three Sisters, all arrived in Canton, China. This trip of the Astrea was the first and last direct voyage one of Derby's vessels made, via Batavia, to Canton. The 360-ton ship sailed from Salem under the command of Capt. James Magee on February 14, 1789. Derby's cargo on the Astrea comprised 32,000 pounds of butter, 48 barrels of beef, 50 barrels of salmon, 1,792 gallons of rum, 6,300 pounds of codfish (probably all from New England), 336 barrels of flour and 50 barrels of tar from southern ports, 8,933 pounds of spermaceti candles perhaps from Nantucket, 9 kegs of snuff from Newburyport, Massachusetts, 100 tons of bar iron from Russia, 56 pipes of wine from Madeira and France, and 72 barrels of beer from Philadelphia. Other Salem merchants shipped a phaeton, a lot of harness and saddlery, and thousands of pounds of ginseng, then held in high esteem by the Chinese as a curative herb, packed in boxes and bags. The total value of the Astrea's cargo exceeded \$30,000. (The manifest of the Astrea cargo, dated February 14, 1789, is found in Appendix A, and E. H. Derby's letter of instructions to Capt. James Magee will be found in Appendix B of this report.)

By October 7, 1789, Derby's four vessels, Astrea, Atlantic, Light Horse, and Three Sisters, were lying at Whampoa Reach below Canton. Unfortunately for Derby, at least 15 American vessels visited Canton between the fall of 1788 and early 1791. The market for ginseng was thus greatly overstocked, and as a result the ginseng on board the Astrea had to be sold \$20,000 below the original cost. Also enough tea could not be found or bought to fill his four vessels for a return cargo. Derby's young captains, however, were able to snatch a brilliant success from a possible failure. They loaded the two best ships, Astrea and Light Horse, with all the tea they could get--728,871 pounds--and other even costlier and less bulky goods, such as ivory carvings, paper hangings, pictures, silks, and chinaware.⁹ The Atlantic and the

9. The manifests for the return voyages have been published in the Essex Institute Historical Collections, LX, 202. The original recorded manifests will be found in Elias Hasket Derby's Account Book No. 5, invoice Nos. 54-56.

Three Sisters were sold for \$6,600 and \$4,000 respectively, and their crews returned in the other two ships. The Astrea reached Salem on June 1 and the Light Horse on June 15, 1790. E. H. Derby paid \$27,109.18 in customs duties on the cargo of the Astrea, and \$16,312.98 for the cargo of the Light Horse.

These were, however, the last of Derby's vessels to visit China during his lifetime. In 1790 an unprecedented total of 2,601,852 pounds of tea, including the cargoes of the Astrea and Light Horse, were imported from China into the United States; this was enough tea to last the new Republic nearly 4 years. As a result, the previously high price of tea fell to a record low. With little or no chance of profit, Derby abandoned the China trade in 1790, and no other Salem vessels visited Canton again until 1799.¹⁰

2. The India and East Indies Trade, 1786-99

E. H. Derby's most lucrative trade was with the Isle of France, or Mauritius as it is now called, a small island in the Indian Ocean east of Madagascar. Made a free port by the French in 1784, the Isle of France quickly became a great clearinghouse for the Indian and East Indies trade. Here Derby exchanged American farm products for sugar, coffee, tea, spices, and cotton. His ship Grand Turk, in April 1786, was the first American vessel to visit the island. In 1787 two Derby vessels, Three Sisters and Light Horse, traded at the Isle of France, and the Three Sisters was sold there; both crews returned to Salem on the Light Horse in January 1788.

Even prior to this venture, Derby decided to enter the India trade on the mainland. He placed his eldest son, 22-year-old Elias Hasket Derby, Jr., in charge of Grand Turk, and sent him out to manage his affairs on the Isle of France and in India. The Grand Turk, with a cargo worth about \$28,000, sailed from Salem on December 7, 1787. On board were 200 or 300 barrels and hogsheads of fish, 200 barrels of beef and pork, boxes of cheese, firkins of butter, and 1,200 gallons of New England rum. There was also chocolate, sugar, and more rum, all from the West Indies. Also on board were 175 barrels of flour, 17,000 pounds of tobacco, 23 pipes of Madeira wine, and 58 casks of Bordeaux wine.

10. Phillips, Salem and the Indies, pp. 52-57, 59-60; Morison, Maritime History of Massachusetts, pp. 48-49, 83; Hunt, Lives of American Merchants, II, 57-66.

The Isle of France was enjoying a boom when the Grand Turk arrived, and her cargo sold rapidly. Young Derby was also offered a price for the ship far beyond the value his father placed on her, so he sold the Grand Turk for \$13,000. With this money and the proceeds from his cargo young Derby bought and freighted two vessels, the ship Peggy and the brig Sultana, for Bombay, India. He went there himself in August 1788, but he had to leave quickly when his vessels were half-loaded, in order to escape pirates. Returning to the Isle of France, all of the Indian cotton cargo was loaded on the Peggy, which was ordered to Salem and arrived there in June 1789.

In 1788 E. H. Derby endeavored to reinforce his son by sending four more vessels, the ships Juno, Light Horse, and Atlantic, and the brig Henry, to the Isle of France. The Juno foundered at sea, but the other three vessels reached the island safely.

Meanwhile, in 1788, young Derby was waiting at the Isle of France. The ships Light Horse and Atlantic arrived there late that year, and after selling their cargoes of foodstuffs, he sent them to Bombay to load up with cotton and blackwood; from there he sent them to Canton, China, where the two vessels arrived in October 1789. Young Derby loaded the Sultana for Madras, India, and commanding her himself, later sailed to Calcutta. The brig Henry, commanded by his young cousin, Benjamin Crowninshield, arrived at the Isle of France in 1789 and was ordered by young Derby to follow him to Calcutta. The Sultana was sold and a cargo was secured for the Henry. Young Derby and his cousin returned home on the Henry and arrived in Salem in January 1791. The immediate results of young Derby's trading activities in the Isle of France and India was a profit of \$100,000.

Under such favorable conditions, E. H. Derby engaged extensively in the India and East Indies trade from 1786-99. The departures of Salem's East Indiamen were controlled by the seasons of the trade winds in the Atlantic and the Indian oceans. As a rule they seemed to sail from November to February, and to return more frequently in May, June, and July, but they often ignored the seasons and returned almost any time, especially if they stopped at other ports en route.¹¹

11. Hunt, Lives of American Merchants, II, 56-57; Phillips, Salem and the Indies, pp. 48-53, 232; Morison, Maritime History of Massachusetts, pp. 84-87. The manifest of the ship Peggy is recorded in E. H. Derby's Account Book No. 5, invoice No. 61.

G. The United States Coastal Trade

In order to provide the cargoes needed for his operations in foreign commerce, Elias Hasket Derby also engaged in the coastal trade along the eastern coast of the United States. As has been noted, he made a total of 115 recorded voyages in the coastal trade in the period June 1785-August 1799.

Important contributions were brought up from the south or collected from southern ports by outbound vessels. The most important was flour in vast quantities from Baltimore and other Maryland ports of the Chesapeake Bay area. Next in importance was tobacco from the Virginia plantations along the James and Potomac rivers, shipped from Alexandria and Norfolk, and also from Edenton and Wilmington, North Carolina. Naval stores also came from North Carolina and from Savannah, Georgia. Rice was collected at Charleston, South Carolina.

Salem itself supplied rum from half a dozen distilleries, as well as furniture, saddlery, and, occasionally, chaises and carriages. New England fishermen provided Derby with pickled fish and dried codfish. Inland New England suppliers sent by oxcart vast quantities of pipe staves for wine and sugar casks, as well as hoops and barrel heads, and pot and pearl ashes. They also provided Derby with salt pork, salt beef, cheeses, kegs of butter, and handmade shoes from the thousands of little private shoeshops where the New England farmers' families worked during the long winters. From the upriver New England country also came sawn timber and spars, as well as big pine and oak planks to make up cargoes of lumber.¹²

12. Phillips, Salem and the Indies, pp. 172-73.

III. A DESCRIPTION OF ELIAS HASKET DERBY'S MERCANTILE FACILITIES
AT SALEM, MASSACHUSETTS

A. Derby Wharf and Warehouses, 1764-1800¹

In August 1762 Richard Derby, merchant and shipowner, purchased the two pieces of "Beach Land & Flatts" that were soon to become the site for the northern end or head of his "Long" or Derby Wharf. Landfilling operations were underway on the two waterfront lots (Lots B and C on Map No. 1) in September 1762. Construction of the great timber wharf must have been underway in 1764, because by 1765 there was enough wharf to construct a large three-story wooden warehouse, or store. Built for Elias Hasket Derby in 1765, this structure was known as the Upper Store in the Derby Account Books and was also sometimes called "Elias Hasket Derby's Counting House." The warehouse stood on the wharf on Lot C (see Map No. 1) near the western side and at the northern head.

Construction on the Long Wharf continued in 1768, 1769, and 1770. By the summer of 1771, Derby Wharf must have been completed to a point about 803 feet south of Derby Street, because a second large warehouse was constructed on the wharf at a point about 45 feet 7 inches north of the southern extremity and near the east side. (See wharf Lot 7 on Map No. 1; prior to 1800 the Lower Store stood on the wharf and in 1800 it was moved about 25 feet eastward onto a pile foundation on Lot 7, as shown on Map No. 1.) Built for Richard Derby in 1771, the new three-story frame warehouse was known as Lower Store.²

Derby Wharf, about 803 feet long, was Salem's longest wharf from 1771 to 1802. From this great timber structure and its two wooden warehouses, Richard Derby and his son, Elias Hasket Derby, conducted all of their mercantile ventures from 1765 to 1775. From here, 1776-83, they also serviced and dispatched the 85 armed privateers and letters-of-marque vessels, which they owned or partly owned. Derby Wharf was undoubtedly utilized also by many of the other 133 privately-owned armed vessels that Salem sent out during the War for Independence to attack British commerce.

1. All data in Section III is drawn from Snell, Derby Wharf and Warehouses.

2. Ibid., pp. 36-37, 38-39.

Richard Derby died on November 9, 1783, and his title to Derby Wharf and the Lower Store passed to Elias Hasket Derby. With the coming of peace, E. H. Derby began to make improvements to his Main Wharf. The timber walls along the east or seaward side were faced with stone seawalls in 1784. In the fall of the same year, he had a chimney added to his "Counting House" or Upper Store, a hearth was laid, and the interior of the warehouse was lathed and plastered. In 1789 Derby carried out landfilling operations on the east side of Derby Wharf and advanced the waterfront lines of two lots (Lots A and B on Map No. 1) southward 94 feet, so that they stood at a point about 144 feet south of Derby Street. On the enlarged land area, Derby erected a shipyard, and here in 1790-91 Enos Briggs constructed the ship Grand Turk (II) and the brig Henry for Derby.

In 1794, probably as a result of his expanding trade with India, the East Indies, and Europe, Derby, working with his son-in-law, Nathaniel West, doubled the warehouse capacity by erecting two more three-story warehouses. Unlike the two older stores that stood on the wharf, the new warehouses stood on pile foundations on the flats along the east side of the wharf. E. H. Derby erected the building which he called the "New Store" on what later became known as wharf Lot 4, and Captain West erected a warehouse on what was to be known as wharf Lot 6 (see Map No. 1). The certificate of membership in the Salem Marine Society, dated October 26, 1797, has a very accurate sketch that shows how the southern three-fourths of Derby Wharf--the Lower Store, New Store, and Captain West's Store--appeared in 1795, when the drawing was made.³

In 1795 Derby had a series of angular berths for vessels constructed on the western side of the wharf at the northern head, and had the walls of the berths faced with stone walls about 252 feet in length. (See Lot C area on Map No. 1.) In 1796 he made his final improvement to Derby Wharf, when he had the southern end, about 74 feet wide, faced with a stone seawall.⁴ Derby died on September 8, 1799.

In 1800 his seven heirs completed the physical development of the 803-foot wharf, which soon became known as Old Derby Wharf. They had the western side of the wharf, running from the southern end north about 569 feet to the angular berths, faced with a stone seawall. Following the instructions in his father's will, Elias Hasket Derby, Jr., also had the Lower Store moved eastward about 25 feet off the wharf onto a pile foundation on wharf Lot 7, in order to be in a line with

3. Snell, Derby Wharf and Warehouses, Photograph No. 1, p. 166.

4. Ibid., pp. 43-45.

the two 1794 warehouses. Two of Elias Hasket Derby, Sr.'s, sons-in-law, Benjamin Pickman, Jr., and John Prince, Jr., each constructed in 1800 a three-story frame warehouse on pile foundations on the flats along the east side of Derby Wharf on wharf Lots 3 and 5, respectively. By the end of 1800, then, Derby Wharf had a total of six large three-story warehouses: the Upper Store still stood on the wharf at the northern head and near the west side; and the other five warehouses stood on pile foundations in a line along the flats of Lot B on the east side of Old Derby Wharf.⁵

Map No. 1 in this report, "A Plan of the Estate, Late Elias H. Derby-Esquire-on the South Side of Derby Street," surveyed by Gideon Foster and dated February 25, 1805, provides a very detailed and accurate measured drawing of the wharf and the six warehouses. This plan shows how Old Derby Wharf appeared from October 1800, when the seven Derby heirs completed their improvements to the wharf, until May 1806, when the Derby heirs began adding a great timber extension to the original wharf.

B. Construction of New Derby Wharf, or Extension, and the Addition of Nine Warehouses, 1806-29

In 1806, six of the seven Derby heirs--Elias Hasket Derby II, Ezekiel Hersey Derby, John Derby, Benjamin Pickman, Jr., John Prince, Jr., and Nathaniel West--united to build a 1,124-foot-long extension and the 166-foot-long addition known as "the lower pier" to Old Derby Wharf.⁶ Construction of this 1,290-foot-long timber extension began in the spring of 1806 and was completed by the end of 1808. The total cost of the addition, which was called New Derby Wharf, was about \$41,645. From 1808 to date, Old Derby Wharf, combined with the New Derby Wharf extension, has been the longest wharf in Salem.⁷

In May 1809 the six proprietors of Derby Wharf subdivided the flats along the east side of the 1,124-foot straight extension of New Derby Wharf into 13 wharf lot sites on which warehouses could be constructed on pile foundations. Each lot was 60 feet long, north-south,

5. Ibid., pp. 39-51.

6. The seventh heir, Richard C. Derby, sold his interest in Derby Wharf, the Upper Store on Lot C, and wharf Lot 1 to the other Derby heirs and moved to Boston to live.

7. The Crowninshield, or India, Wharf, erected by George Crowninshield and sons, 900 feet long, and finished in 1802, was the longest wharf in Salem from 1802 until 1808.

and 40 feet wide. The lots were generally separated by 11-foot-long intervals (north-south). The new wharf lots were numbered from 8 to 20, with the numbers running north-south. In addition, there was one more warehouse site (an unnumbered lot which the writer has numbered 21) located on the 166-foot-long lower pier. Lot 21 was 100 feet long and 30 feet wide.

Between May 1809 and May 1812, the proprietors leased 9 of the 14 new lots, and on these sites were constructed 9 more warehouses. Eight of the new structures were three-story, hip-roofed frame buildings. Each was 60 feet long, 25 feet wide, and their plans were modeled after the six older warehouses on or along Old Derby Wharf. Standing on pile foundations, these eight warehouses stood along the 1,124-foot-long extension. The ninth warehouse was a two-story frame building, 100 feet long, 30 feet wide, and covered with a hip roof. Standing on Lot 21, this building was divided into four compartments or stores, and it stood with 20 feet of its width on the lower pier and the remaining 10 feet supported by pile foundations.

By 1809 the first floors of the warehouses on both Old and New Derby wharves were subdivided into two or three stores. Store numbers, like the wharf lot numbers, ran north-south. Stores Nos. 1-16 were on Old Derby Wharf (Lot C and wharf Lots 1-7) and stores Nos. 17-43 were on New Derby Wharf (wharf Lots 8-21). No stores, however, were built on wharf Lots 1 and 2 prior to 1820, and no warehouses were ever built on wharf Lots 15-19. (See Map No. 2 in this report.) Store numbers, however, were set aside or reserved in 1809 for use on the stores that the proprietors hoped would some day be erected on the seven vacant wharf lots.

From 1812 to February 1819, a total of 15 large warehouses containing a total of 35 stores stood along Old and New Derby wharves. In April 1819 the Upper Store on Lot C, then containing store No. 1 and probably No. 2, was demolished. From April 1819 until the spring of 1829, 14 large warehouses containing 33 stores stood on the wharf. In the spring of 1829 the number of warehouses rose to 15 and the number of stores to 39, when a one-story frame gable-roofed warehouse, 150 feet long and 25 feet wide, containing six stores, was erected on New Derby Wharf (wharf Lot 22).⁸

8. Snell, Derby Wharf and Warehouses, pp. 51-63.

C. A Description of the Derby Warehouses in 1799-1800

1. Lot C: Upper Store, or, Elias H. Derby's Countinghouse

Located at the northern head of Derby Wharf and on the west side of the wharf on Lot C, the Upper Store, or, "Elias Hasket Derby Counting House" was erected for E. H. Derby in 1765. The three-story frame warehouse was 23 feet 9 inches wide and 60 feet 9 inches long and stood with its narrow northern end fronting on the south side of Derby Street. After 1789 the building had a chimney and a fireplace, and the interior walls were lathed and plastered. An interior stairway led to E. H. Derby's "Counting Room" on the second floor. Exterior walls were probably clapboard and the roof was probably covered with wood shingles. The type of roof utilized and many other details of the structure are unknown, because there are no known drawings or sketches of the building. Richard C. Derby owned the Upper Store from 1799 to 1806, and John Derby was the owner from 1806 to 1819. The Upper Store was demolished in April 1819.⁹ During 1809-19, the structure contained store No. 1 and probably No. 2.

2. Wharf Lot 3: Benjamin Pickman, Jr.'s, Store, 1800-1907

Benjamin Pickman, Jr., constructed this warehouse on pile foundations on wharf Lot 3 along the east side of Old Derby Wharf in 1800. From 1809 to 1907 the first floor contained three stores, each about 20 feet wide, known as stores Nos. 5, 6, and 7. Pickman owned the warehouse from 1800 until his death in 1843, and the building was still standing in 1906.

The Pickman store was a three-story, hip-roofed frame structure 60 feet long, north-south, and 25 feet 2 inches wide. The building was two rooms deep, and Pickman's counting room was located on the west side of the structure. As has been noted, by 1809 the first floor had been divided into three store sections. Exterior walls were covered with clapboards and the roof had wooden shingles. There was an interior end chimney at the north and south ends of the warehouse. The Derby Wharf Corporation regulations of 1810 governing the use of the wharf and warehouses specified that only coal (no wood) fires could be kept in the

9. Ibid., pp. 76-80.

buildings as a fire prevention measure. The building had double-hung windows; those on the north end had 8-over-12 lights, while those on the west or front elevation apparently had 9-over-9 lights. Photos made during 1870-85 show that the second floor of the Pickman store was then used as a sail-maker's shop, or sail loft.¹⁰

• 3. Wharf Lot 4: The New Store, 1794-1905

Elias Hasket Derby erected the New Store on wharf Lot 4 in 1794. His son, John Derby, owned the warehouse from 1799 until his death in 1831. From about 1809 to 1905, the first floor was divided into two store sections that were known as stores Nos. 8 and 9. New Store was destroyed by fire late in 1905.

New Store was a three-story frame building with a hip roof and no chimneys. Standing on pile foundations on the flats along the east side of Old Derby Wharf, the structure was 60 feet long and 25 feet 2 inches wide. By 1809 the first floor was divided into two store sections, each 30 feet long. The structure was probably two rooms deep, and in 1799 the counting room was located on the second floor. The 1795 sketch of Derby Wharf shows that New Store was four bays wide on the west elevation and one bay deep on the south end. Exterior walls were clapboard and the roof was covered with wooden shingles. Windows were double-hung, and those on the north end had 8-over-12 lights. There was an exterior wooden stairway on the north end that provided access to the second floor, and there was probably a similar exterior stairs on the south end. A two-store type warehouse, New Store appears to have served as a model for a number of the warehouses that were built along New Derby Wharf during 1809-12.

4. Wharf Lot 5: John Prince, Jr.'s, Store,
1800-1907

John Prince, Jr., built the warehouse on wharf Lot 5 in 1800 and owned the property until 1821. From 1809 to 1907 the first floor of Prince's store was divided into three store

10. Ibid., pp. 82-84, and Photographs Nos. 3, 4, and particularly 5, which shows an advertisement for the sail loft.

sections, each about 20 feet wide, and known as stores Nos. 10, 11, and 12. The building was still standing in 1906.

Standing on a pile foundation on the flats along the east side of Old Derby Wharf, the Prince warehouse was a three-story frame structure with a hip roof and an interior end chimney at the southern end. Exterior walls were clapboard and the roof was covered with wooden shingles. The edifice was 59 feet 9 inches long, north-south, and 25 feet 2 inches wide. The double-hung windows had 8-over-12 lights. Exterior stairways on both the north and south ends led to the second story. The building was two rooms deep on the first floor and probably the same on the second. The three-unit store plan of the Prince store was followed as a model in 1809 when the warehouse on wharf Lot 10, New Derby Wharf, was erected.

5. Wharf Lot 6: Nathaniel West's Store,
1794-1905

Nathaniel West constructed this warehouse on wharf Lot 6 in 1794 and owned the property until his death in 1851. From 1809 to 1904 the first floor of West's store was divided into two store sections, each about 30 feet long, and these were known as stores Nos. 13 and 14. West's store was still standing in 1904.

The 1795 view of Derby Wharf shows that the West warehouse was a three-story, hip-roofed frame structure with no chimneys; also, that the building was four bays wide on the west side and one bay deep on the south end. At some later date, an interior chimney was added near the southeast (rear) corner of the warehouse. The exterior walls were covered with clapboard and the roof had wooden shingles. The store was 59 feet 9 inches, north-south, and 25 feet 2 inches wide. The first and second floors were probably two rooms deep, and in 1799 it is also likely that the counting room was on the second floor, as in the New Store. The double-hung windows had 8-over-12 lights, and there was an exterior stairs at the north and south ends of the store to provide access to the second-story level. The two-unit store plan of the West warehouse appears to have been followed as a model for the warehouses that were constructed on New Derby wharf Lots 14 (1812) and 20 (1811).

6. Wharf Lot 7: The Lower Store, 1771-1858

Richard Derby constructed this warehouse on the wharf in 1771. His son, E. H. Derby, owned the structure from 1783 to 1799 and called it the Lower Store. His eldest son, Elias Hasket Derby II, owned the building from 1799 to 1814, and in 1800 he moved the edifice 25 feet eastward off Old Derby Wharf so that it stood on a pile foundation on wharf Lot 7 in a line with the other warehouses on wharf Lots 3-6. Walter Channing owned the Lower Store from 1814 until at least 1830. The Lower Store was demolished before 1859, and there are no known photographs of the building. From 1809 to whenever the building was demolished, stores Nos. 15 and 16 were located on the first floor.

The only known sketch of the structure, the view of Old Derby Wharf made in 1795, shows that the Lower Store was a three-story frame building with a gable roof and no chimneys. The structure was probably three (and at most four) bays wide on the west elevation and one bay deep on the south end. The warehouse was 60 feet 6 inches long, north-south, and 25 feet 2 inches wide. The exterior walls were clapboard and the roof covered with wooden shingles. The first floor was divided into two store sections by 1809, each about 30 feet long. The first and second floors were probably two rooms deep. The October 1799 inventory of Elias Hasket Derby's goods stored in his warehouses fails to mention a counting room when describing the articles stored in the Lower Store, suggesting that the building had no active counting room at that date.

D. Three Other Warehouse Facilities of E. H. Derby in 1799

In 1799 Elias Hasket Derby also had three other structures not associated with Derby Wharf, which he used for the storage of his trading goods. These other facilities were his New House (now known as the Hawkes House) near Derby Wharf, his Winter Island Store, and the Long Stores on the waterfront of his Essex Street Mansion property.¹¹

11. Ibid., pp. 34-35, 37-38.

1. House Lot 2: The New House (Hawkes House), 1775-99

Elias Hasket Derby erected a three-story, hip-roofed frame mansion, 52 feet 6 inches wide and 44 feet deep, on house Lot 2, opposite Derby Wharf, in 1773-80. Costing £1,123 3s. 7d. to build, New House, as Derby called the structure, was intended to be the new family residence, but before the building was finished this plan was abandoned and New House still stood in an unfinished state in September 1799. A practical man, E. H. Derby used the unfinished New House from 1780 until his death in September 1799 as a place to store some of his trading goods. In 1799, New House was about one-third larger than its present dimensions, which are 32 feet wide by 44 feet deep.

2. Winter Island Store, 1756-99

In March 1755 the town of Salem granted Richard Derby a part of Winter Island, an area that had previously been set aside for the use of fishermen to dry their catch. The rent was 1 shilling a year for the next 1,000 years, and Derby was also required to construct a wharf and warehouse on the leasehold. These facilities were built, but because Winter Island was located so far east of Derby Wharf and the commercial center of Salem, the warehouse and wharf were never of major commercial importance.¹²

Elias Hasket Derby inherited the Winter Island leasehold from his father in 1783. In 1789 he repaired and enlarged the warehouse and wharf on Winter Island, the Reverend William Bentley noting in his diary: "Mr. Derby has repaired the Store on Winter Island, & continued the Roof down over a new part raised on the West side, towards a convenient landing within the Wharf. . . ."¹³ E. H. Derby stored some of his trading goods in the Winter Island facility during 1789-99.

12. Ibid., pp. 34-35.

13. Diary of William Bentley, I, 127; Elias Hasket Derby Account Book No. 8, pp. 268, 269, 272; in October 1789 E. H. Derby paid Nathaniel Hitches and Abjah Hitches for building a shed on Winter Island and for work on the store and wharf; Derby Family MSS, II, 29, 88; Derby Family MSS, II, 48; on Oct. 3, 1789, E. H. Derby paid James Gould, carpenter, £17 12s. for "raising, shingling, clapboarding, & warehouse per agreement"; Elias Hasket Derby Account Book No. 4, p. 292; Elias Hasket Derby Account Book No. 6, entry for Oct. 2, 1789.

3. Long Stores, Essex Street Mansion, 1785-99

The Long Stores were located on the waterfront of the Col. William Browne estate on Essex Street, and to the west of Derby Wharf and Union Wharf. E. H. Derby purchased the Browne estate, the confiscated property of a Tory, from the Commonwealth of Massachusetts on December 6, 1784, and another portion from Paul Dudley Sargent of Boston on December 14, 1784.¹⁴ Derby was to erect his great Essex Street mansion on the Browne estate in 1795-98. He demolished the old Browne mansion in June 1795 to make way for his new residence, but retained the Browne wharf and stores on the waterfront.¹⁵ Derby had trade goods stored in the Long Stores in September 1799.

E. Shops of Tradesmen and Craftsmen on Salem's Waterfront and Wharves

In addition to the large warehouses on the Salem wharves, there were also small shops on or near the wharves for the craftsmen and tradesmen who worked in the related shipping trades. James Duncan Phillips has discussed this:

The diversity of trades which the shipping brought to the town was most interesting. Of course, shipyards had to have ship-carpenters, but they also required sparmakers, caulkers, painter, cabinet-makers, and carvers. There were ropemakers and blockmakers and pumpmakers and many many sail-makers. Rigging seems to have been a special trade. Then there were anchor smiths and chain smiths who forged the anchors and chain cables and presumably

14. Registry of Deeds, Essex County, Southern District, Salem, Mass., Book 143, p. 17; E. H. Derby to Dr. John Prince, Oct. 8, 1784, in Elias Hasket Derby Letter Book No. 2, on file at the Peabody Museum, Salem, Mass. In this letter, Derby claims he paid £1,850 for Browne's store and garden, and that this sum did not include the great Browne mansion.

15. Diary of William Bentley, II, 141. Elias Hasket Derby's account for "the Browns House or New House on Essex Street" will be found in Elias Hasket Derby Account Book No. 8, p. 69, which covers the period 1795-1800. Also see Account Book No. 4 (pp. 32, 33, 264, 348, 423, 509, 567) for the period 1786-90; Account Book No. 6, for June 8, 1789, and Jan. 29, 1790; and Derby Family MSS, III, 62.

the infinite variety of other special iron work. Every ship carried two or three rowboats, and the building of these was a special industry. All of these trades and many more were represented in Salem. Schools of navigation sprang up and with them appeared a few nautical instrument-makers and chronometer-makers. There was no specialization of industry in great centers, so each small center had to supply all its own needs.

Of these industries, those which were most conspicuous as you roamed about town were the shipyards and the ropewalks. The sail-lofts took a lot of space, but were likely to be found in the second story of large warehouses on the wharves whose ground floors were used for heavy storage. Boat-builders had to have space, but few of the builders built more than one boat at a time and one good shed served their purpose. The shipyards needed a great deal of space and that space must be contiguous to water deep enough at high tide to float their largest ship. The rope-walks also required great length as ropes were then spun. A cable of 100 fathoms required well over 600 feet straightway for the ropemakers to lay. This meant a lot of continuous cheap land, and that is why the district east of the Common, where the long sheds could run out on piles over the mud flats of Collins Cove, was favored as a location. The lesser industries like blockmakers were grouped handy to the larger wharves and could be found along Front Street and what was then Fish Street, which led along under Burial Hill into Water Street, soon [in 1785] to become Derby Street.¹⁶

Appendix G of this report contains the names of 60 craftsmen and tradesmen with whom Elias Hasket Derby did business from 1769-99. These were the men who built, repaired, and painted Derby's vessels, warehouses, wharves, and residences, and also the men who provisioned his ships. Appendix H, "Account No. 17--Wharf and Stores," September 1795 to December 1799, shows that the boatbuilders Hawkes & Babbadge were renting a dock and wharf from E. H. Derby in 1798-99, and the carpenter

16. Phillips, Salem and the Indies, pp. 10-11.

James Gould was also paying ground rent for his shop during the same period.¹⁷ The exact location of these small workshops on Derby property has not yet been determined. Appendix I also has figures on the numbers and types of some of the shops that were functioning in Salem during 1768-1801.

17. Snell, Derby Wharf and Warehouses, p. 92. In addition to Derby Wharf, E. H. Derby also built and owned the wharf on Lot D (see Map No. 1), and on Lot G, in front of the 1735 Richard Derby house.

IV. THE FURNISHINGS AND GOODS IN ELIAS HASKET DERBY'S SIX WAREHOUSES, SEPTEMBER-OCTOBER 1799

A. General Summary of the Cargo in Derby's Warehouses

At the time of his death on September 8, 1799, Elias Hasket Derby's six warehouses were filled with cargoes collected by nine vessels during 1797-99 from eight countries: Cuba, France, Great Britain, India, the Isle of France (Mauritius), Italy, the Philippines, and Spain.¹

From Cuba there were boxes of sugar; from France, bags of cork and casks of wine; from India and the Isle of France, bales of cotton cloth, rawhides, wick yarn, trunks of pins, and hogsheads of sugar; from Great Britain bales of hemp and barrels and casks of cannon balls, grape, and cannister shot; from the Philippines, barrels and bags of saffron and tanned hides; from Italy, pipes and half-pipes of red and white wines, trunks of silk handkerchiefs, sewing silks, and umbrellas, boxes of prunes, casks of brandy, and boxes of hair powder and pomatum (a hair ointment); and from Spain, more casks of brandy. Other goods in storage included sheet lead, bags of coffee, cases of blank books, barrels of copper nails, trunks of thread, hogsheads of soap, bolts of Russian duck, barrels of beef, bread, raisins, sheathing nails, brimstone, red ochre, sponges and rammers for cannon, anchors, blocks, bales of paper, casks of chalk and spars, and sails. Forty-four iron cannon lay on Derby Wharf; on Winter Island Wharf were two brass cannon Derby had assembled to arm his vessels during the Quasi-War with France between 1798 and 1799.²

1. The nine vessels included six ships: Astrea, Benjamin, Henry, Martha, Mount Vernon, and Recovery; two ketches, Eliza and John; and the brig, Hannah.

2. In May and July 1798, Congress authorized the capture of the French armed ships that had been taking American merchantmen captive. Salem sent 34 privately armed merchantmen in 1798. Seven of these were armed by Derby, 5 by William Gray, and 2 each by Simon Forrester, William Orne, George Crowninshield and sons, and Derby's son-in-law, Nathaniel West. In 1799 Salem's armed vessels numbered 44: Derby had 8, Gray had 10, Joseph Peabody and the Crowninshields each had 3, and the other 19 were scattered among other merchants. Phillips, Salem and the Indies, pp. 135, 140.

B. Itemized Contents of the Six E. H. Derby Warehouses, 1799

The complete cargo manifests or invoices for the 174 outbound voyages made by E. H. Derby vessels from June 1, 1785, to September 1, 1799 are to be found in Elias Hasket Derby's Account Books No. 3 and 9, on file at the Essex Institute. Similar cargo manifests for the 108 inbound voyages made by Derby vessels from June 1, 1786, to December 31, 1794, will be found in Account Book No. 5. From these three books it is possible to reconstruct an almost complete list of all the exports and imports that must have passed through E. H. Derby's warehouses during 1785-99.³

The four following documents provide an itemized inventory of the furnishings and trade goods in E. H. Derby's six warehouses at the time of his death in September 1799:

- a. "Memo of Goods in the Stores, Sept. 1799," 3 pages, hereafter called Document No. 1, found in the Derby Family Manuscripts, XXXII, 44, on file at the Essex Institute.
- b. "Inventory of the Real & Personal Estate of which Elias Hasket Derby, Esquire, Died, Seized, and Possessed, Oct. 1799," 4 pages, hereafter called Document No. 2, from the Derby Family Papers, Box 4, Folder 2, on file at the Essex Institute.
- c. "Memo of Goods on Hand, Oct. 20th, 1799," hereafter referred to as Document No. 3, from Derby Family Manuscripts, XXXII, 45, on file at the Essex Institute.
- d. "Memorandum of Articles Bought [by the seven Derby heirs] at the [Essex Street] House, [Danvers] Farm, and Stores," dated July 25, 1800 through November 28, 1800, 5 pages, pp. 27 through 31, hereafter called Document No. 4, from the Derby Family Papers, Box 4, Folder 2, on file at the Essex Institute.

1. Derby Wharf Lot C: Contents of Upper Store

- a) Document No. 1: September 1799

3. Snell, Vessels, Voyages, Masters, and Ports of Call. Sections II, III, IV, and V provide a complete chronological index, by name of master and ports of call, to Elias Hasket Derby Account Books Nos. 3, 5, and 9.

<u>Invoice No.</u>	<u>Items</u>
138	12 Bales Cotton
141	11 Pipes Red Wine [These had been moved out of the building by October 20, 1799]
137	92 Pipes Brandy
124	Tanned Hides
135	Tons of Hemp
	3 casks of [Cannon] Balls
	1 box of [Cannon] Balls
	One-half Barrel of [Cannon] Balls
	Part of a Barrel of [Cannon] Balls
	7 Casks of Cannister Shot
132	Raw Hides [Different Lots]
131	10 Bags of Corks
111	1 Bale of Wick Yarn

b) Document No. 3: October 20, 1799

<u>Invoice No.</u>	<u>Items</u>	<u>Cargo of</u>	<u>Imported From</u>	<u>When Imported</u>
138	7 Bales Cotton cloths	Ship <u>Recovery</u>	Calcutta, India	May 1799
137	10 Pipes Brandy	Ship <u>Astrea</u>	Alicante, Spain	Mar. 1799
124	Tanned Hides	Ship <u>Astrea</u>	Manila, Philippines	May 1798
132	Raw Hides	Ship <u>Henry</u>	Isle of France, Indian Ocean	Apr. 1798
135	Tons Hemp	Ship <u>Benjamin</u>	London, England	Feb. 1799
	3 Casks, 1 box, ½ barrel & part of a barrel of [Cannon] Balls			
	7 Casks of Cannister shot			
131	10 Bags of Corks	Brig <u>Hannah</u>	France	Feb. 1798
111	1 Bale Wick yarn	Ketch <u>Eliza</u>	Calcutta, India	Oct. 1795
	2 Rolls Sheet Lead			

c) Document No. 2: Location and Appraised Value of Goods
in Upper Store, October 1799

<u>Upper (Third) Floor</u>	<u>Value</u>
A Lot of Junk, north end	\$ 40.00
New Cordage \$12--One Cable \$30	42.00
Two Masted Boat [apparently anchored alongside wharf by Upper Store]	80.00
<hr/>	
Subtotal, Appraised Value of Goods, Third Floor:	\$162.00

<u>Second Floor</u>	
3 Lanterns \$1.50--1 jug .50	\$ 2.00
Tanned & Untanned Hides	200.00
1 Cask Bread \$12--Iron Chain \$10	22.00
1 Medicine Chest \$2--2 Empty Chests \$2	4.00
1 copper scale \$1.00	1.00
	<hr/>
	\$229.00

Counting Room (Second Floor)

<u>Items</u>	<u>Value</u>
10 bags Corks \$100--1 bale wick yarn \$5	\$ 105.00
Tanned Hides \$ 50--1 bag shells \$4	54.00
Bag Ginger Root \$ 1--1 bl Bread \$3	4.00
Part Bag Coffee \$ 2.50	2.50
	<hr/>
	\$ (165.50)

Subtotal, Appraised Value of Goods, Second Floor : \$ 394.50

Lower (First) Floor

6 Casks & part of 1 cask Cannister Shot	\$ 300.00
2 Rolls Sheet Lead	64.00
3 Casks & 1 Box Iron Shot	180.00
1 bar Steel \$2--1 Pump Brake \$1	3.00
	<hr/>

Subtotal, Appraised Value of Goods, First Floor: \$ 547.00

Total, Appraised Value of Goods, Upper Store : \$1,103.50

2. Derby Wharf Lot 4: Contents of New Store

a) Document No. 1: September 1799

<u>Invoice No.</u>	<u>Items</u>
141	1 Cask Verdigrise 1 Trunk Thread 3 Sacks Nails 6 Half Pipes Red Wine 61 Pipes Red Wine 81 Pipes Brandy 1 Case Blank Books 1 Bale Writing Paper
124	1 barrel Saffron 3 bags Saffron Tanned Hides
136	Part 1 Hogshead Soap 1 Box Soap 2 Trunks Silk Handkerchiefs 3 Trunks Sewing Silk (8) Pipes Brandy
140	1 Box Havana Sugar
138	3 Hogsheads Sugar Part of 1 Hogshead Sugar 2 Bags of Sugar
132	1 Trunk Pins
139	Part of 1 barrel Coffee
135	2/3rds of barrel of [Cannon] Balls
[No number]	15 Bolts Russia Duck 4 Bolts English Duck 2 Barrels Beef 4 Casks Raisins Part Barrel Copper Nails Part Cask Sheathing Nails 2 Rolls Sheet Lead 1 Box Lamp Black Part of a Bale of Deep-Sea Lines

b) Document No. 3: October 20, 1799

<u>Invoice No.</u>	<u>Items</u>	<u>Cargo of</u>	<u>Imported From</u>	<u>When Imported</u>
141	1 Cask Verdigrise Part of a pipe Red Wine	Ship <u>Martha</u>	Leghorn, Italy	July 1799
137	10 Casks Brandy	Ship <u>Astrea</u>	Alicante, Spain	Mar. 1799
124	1 barrel, 3 bags Saffron Tanned Hides	Ship <u>Astrea</u>	Manila, Philippines	May 1798
136	2 Trunks silk hkfs 3 Trunks sewing silks 8 pipes Brandy Part of a hogshead of soap	Ketch <u>John</u>	Naples, Italy	Mar. 1799
138	3 hogsheads & 2 bags sugar	Ship <u>Recovery</u>	Calcutta, India	May 1799
140	1 box Havana Sugar	Ship <u>Mount Vernon</u>	Havana, Cuba	May 1799
132	1 Trunk Pins	Ship <u>Henry</u>	Isle of France, Indian Ocean	Apr. 1798
135	2/3rds Barrel of [Cannon] Balls 6 Bundles Hemp	Ship <u>Benjamin</u>	London, England	Feb. 1799
[No number]	1 Bale Russia Duck 2 barrels Beef sheet Old Copper 2 casks raisins part of a barrel copper nails 2 rolls sheet lead part of a cask sheathing nails 1 box lamp black part of a bale of deep-sea line part of a Cask Brimstone part of a Cask of Red Ochre 1 Bag of Nuts			

c) Document No. 2: Location and Appraised Value of Goods in New Store, October. 1799

<u>Upper (Third) Floor</u>	<u>Value</u>
6 Tanned & 6 untanned Hides	\$ 4.00
1 7 feet gun barrel & Lock	4.00
3 Sponges & Rammers & 6 Iron Hoops	1.00
1 Chest & BBlackening \$8--½ doz Gun Barrels \$5	13.00
2 Spars \$1--2 Trunks \$4--1 Hogshead and Planks--\$2	7.00

1/8 Casks Red Ochre	\$ 3.00
3 Dble Mastg Blocks	10.00
2 Small Anchors \$12--1 copper Stove \$2	14.00
1 Bale Duck \$30--Lot Old Sails & Cables \$30	60.00
3 Sacks Saffron part full	6.00

Subtotal, Appraised Value of Goods, Third Floor: \$122.00

Second Floor

1 barrel Saffron \$10--Part Hogshead Soap \$5	\$ 15.00
1 box & 3 bags Saffron \$40	40.00
1 Cask Verdigrise--say 370 at 75 each	278.00
1 pair shears \$2 Copper Nails \$4	6.00

Counting Room (Second Floor)

1 pair andirons \$1.50--shovel & tongs \$1	\$ 2.50
poop lantern \$8--6 Green Chairs \$6	14.00
2 Brushes \$0.50--1 Spy Glass \$8	8.50
Writing Desk \$6--Hone \$1	7.00
1 Cask Raisins \$2--2 Tables \$3	5.00
6 Skeins Twine 0.50--1 piece Cotton Cloth \$3	3.50
33 Deep Sea Lines \$15.50--part firkin butter \$1.50	18.00
Perrys Dictionary .50 pair Steelyards \$6	6.50

Subtotal, Appraised Value of Goods, Second Floor: \$404.00

Lower (First) Floor

2 barrels Beef \$14--Part Cask Wine \$8	\$ 22.00
2 Treble Mast Blocks \$12--2/3 Cask sulphur \$12	24.00
Engine \$50--part Cask Nails \$10	60.00
1 shovel & 1 boats David \$1	1.00
5 Tons of Hemp at \$180	900.00
3 Sticks Liqueur Vitae \$3--Old Iron \$3	6.00
1 Cask Sugar \$30 1 Fast \$1	31.00
1/4 Cask Sheathing Nails \$5	5.00
part Barrel Shot \$12	12.00
17 Cask Cordage at \$12	204.00
1 Cask Brandy \$115--4 empty casks \$3	118.00
2 Rolls Lead \$40--27 56d Weights \$54	94.00
2 Beams & Scales & Small Weights	20.00

Subtotal, Appraised Value of Goods, First Floor: \$1,497.00

Total, Appraised Value of Goods, New Store: \$2,023.00

3. Derby Wharf Lot 7: Contents of Lower Store

a) Document No. 1: September 1799

<u>Invoice No.</u>	<u>Items</u>
138	27 Bales Cottons
	2 Bags Sugar
141	2 Trunks Umbrellas
	14 Bales Paper
	3 Boxes Hair Powder
	1 Box Pomatum
	2 Boxes Essences
	1 Case Blank Books
	2 Boxes Vermicelli
	1 Box Macaroni
	4 Boxes Prunes
	10 Casks Wine
	1 quarter Cask White Wine
	11 half Pipes, Red Wine
	128 Pipes Red Wine
	26 Pipes Brandy
137	2 Pipes Brandy
124	Tanned Hides

b) Document No. 3: October 20, 1799

<u>Invoice No.</u>	<u>Items</u>	<u>Cargo of</u>	<u>Imported From</u>	<u>When Imported</u>
141	1 Bale Umbrellas 2 boxes prunes 1 quarter Cask White Wine	Ship <u>Martha</u>	Leghorn, Italy	July 1799
138	3 Bales Cotton Cloths 2 bags sugar	Ship <u>Recovery</u>	Calcutta, India	May 1799
132	Raw Hides	Ship <u>Henry</u>	Isle of France, Indian Ocean	Apr. 1798
124	6 Tanned Hides 1 Pipe Brandy purchased of C. Collins 1 Cask Provision Beef Old Junk	Ship <u>Astrea</u> Ship <u>Astrea</u>	Manila, Philippines Alicante, Spain	May 1798 Mar. 1799

c) Document No. 2: Location and Appraised Value of Goods in Lower Store, October 1799

<u>Upper (Third) Floor</u>	<u>Value</u>
Lot Hides \$70 20 Fastas [?] \$30	\$100.00
Cork \$5--24 bundles Rattans \$3	8.00
1 Sailor Chest \$1	1.00
5 sponges & 4 Worms [Ship <u>Martha</u>]	4.00
20 Empty Casks \$8--Lot Shook [?] Casks \$2	10.00
5 wooden half guns	5.00
2 Screws for Raising Buildings	3.00
Old Sails \$6--20 6 pound & 4 pound Shot \$4	10.00
Sugar Bags \$3--1 Copper Stove \$5	8.00
2 Spars \$1.50 20 iron hoops & Lot \$15	16.50
3 Pump Hooks & Boxes	1.00
4 Chests \$5--Lot Blocks \$3	8.00
6 sponges & rammers	6.00
Lot of lead \$2--Old Junk \$3	5.00
<hr/>	
Subtotal, Appraised Value of Goods, Third Floor:	\$185.50
<u>Middle (Second) Floor</u>	
Log Wood and Red Wood	\$ 2.00
Tanned & untanned Hides	200.00
Rope \$1	1.00
<hr/>	
Subtotal, Appraised Value of Goods, Second Floor:	\$203.00
<u>Lower (First) Floor</u>	
50 d Oakum \$2--Tar Kettle \$15	\$ 17.00
Round, Grape, & Cannister Shot	24.00
Part Cask Salt 0.50--1/3 Hogshead Bread \$3	3.50
1 box Prunes \$8--1/2 bolt [?] Sheathing Paper 0.50	8.50
2 Casks Beef \$30--Part Cask Sugar \$6	36.00
Lot Tanned Hides \$2--1 empty Trunk-\$4	6.00
1 Barrel Bread \$5--Bale [?] Cable \$2	7.00
<hr/>	
Subtotal, Appraised Value of Goods, First Floor:	\$102.00
<u>Total, Appraised Value of Goods, Lower Store:</u>	<u>\$490.50</u>

Summary: Appraised Value of Goods in E. H. Derby's Three Warehouses
On Derby Wharf in October 1799

Upper Store:	\$1,103.50
New Store:	2,023.00
Lower Store:	490.50
<hr/>	
Total:	\$3,617.00

4. Value of Goods Lying on Derby Wharf in October 1799⁴

20 nine pounder Cannon with Carriages at \$250 per pair	\$2,500.00
15 six pounder Cannon at \$160 per pair	1,200.00
6 nine pounder Cannon & 6 carriages	750.00
3 Long 4 pounder [Cannon] Old	50.00
<hr/>	
44 cannon	\$4,500.00
1 Old Anchor & 3 Broken pieces ditto	45.00
1 Cap, 1 pair Cross Trees & 3 small gun carriages	7.00
1 Small Carriage	2.00
<hr/>	

Total, Appraised Value of Goods, Derby Wharf: \$4,554.00

Total Value of Goods in Derby Wharf Warehouses and on the Wharf:

Appraised Value of Goods in Three Warehouses on Derby Wharf:	\$3,617.00
<hr/>	
Appraised Value of Goods lying on Derby Wharf:	4,554.00
<hr/>	
Totals:	\$8,171.00

5. House Lot 2: Contents of New House (Hawkes House), 1799

a) Document No. 1: September 1799

<u>Invoice No.</u>	<u>Items</u>
141	35 Half Pipes of Red Wine ⁵ 13 Fish Hogsheads Feet of Oars 7 Casks of Chalk Chalk in Bulk

4. Document No. 2, October 1799, see Appendix D.

5. This Red Wine was a part of the cargo of the ship Martha and had been imported from Leghorn, Italy, in July 1799.

b) Document No. 3: October 20, 1799

<u>Invoice No.</u>	<u>Items</u>	<u>Cargo of</u>	<u>Imported From</u>	<u>When Imported</u>
	Feet of Oars			
	7 Casks of Chalk			
	& Chalk in Bulk			

c) Document No. 2: Location and Appraised Value of Goods in New House, October 1799

<u>New House</u>	<u>Value</u>
Old Iron \$40--Old Copper \$10	\$ 50.00
Quantity Chalk	120.00
Oars \$85--Logwood \$120	205.00
3 Empty Hogsheads \$6--Shooks [?] \$14	20.00
2 Wood Fish Screws	8.00
1 Large Ships Cap \$4--8 Empty Casks \$4	8.00
2 Sliding Carriages \$12	12.00
Old Blocks, Junk, etc.	4.00
<hr/>	
Appraised Value of Goods, New House:	\$ 427.00
 <u>Value of Goods Lying near New House:</u>	
Timber & 5 casks Chalk	\$ 25.00
Total, Appraised Value of Goods in or near New House:	\$ 452.00
 <u>Grand Total of Goods at Derby Wharf and New House: \$8,623.00</u>	

6. Contents of Winter Island Warehouse and Wharf, 1799

a) Document No. 1: September 1799

<u>Invoice No.</u>	<u>Contents</u>
141	14 Half Pipes Red Wine
	20 Whole Pipes Red Wine
	5 Pipes Brandy
	9 Boxes hair powder
	1 box pomatum
	22 Casks of Brimstone

b) Document No. 3: October 20, 1799

This document has no statement on the contents of the Winter Island warehouse, suggesting that building may have been empty by that date. Document No. 3 indicates that the cargo covered by Invoice No. 141 had come off the Ship Martha and had been imported in July 1799 from Leghorn, Italy.

c) Document No. 2: Location and Appraised Value of Goods on Winter Island Wharf, October 1799

1 brass 12 pounder [cannon] & carriage
 1 brass 3 pounder & carriage \$480.00

Appraised Values:

Derby Wharf Warehouses & New House	\$8,623.00
<u>Winter Island Wharf</u>	<u>480.00</u>
Total:	\$9,103.00

7. Contents of Long Stores on Waterfront of the Essex Street Mansion Property, 1799

a) Document No. 1: September 1799

<u>Invoice No.</u>	<u>Contents</u>
141	46 Pipes Brandy--28 Half Pipes Red Wine--76 Pipes Red Wine 5 quarter casks white Wine
137	(11) Pipes Brandy

b) Document No. 3: October 20, 1799

<u>Invoice No.</u>	<u>Contents</u>	<u>Cargo of</u>	<u>Imported From</u>	<u>When Imported</u>
141	5 quarter casks White Wine	Ship <u>Martha</u>	Leghorn, Italy	July 1799
137	11 Pipes Brandy	Ship <u>Astrea</u>	Alicante, Spain	Mar. 1799

c) Document No. 2: Location and Appraised Value of Goods in Long Stores, October 1799

This document does not contain a statement on the appraised value of goods stored in the Long Stores.

An "Inventory of the Real & Personal Estate of which Elias Hasket Derby, Esquire, Died, Seized, and Possessed," dated October 1799, gives the following appraised values for goods in the store at the Essex Street mansion:⁶

<u>Contents</u>	<u>Store</u>	<u>Value</u>
Chest with [?] Congo Tea		\$ 50.00
Box with Entry cloth		120.00
2 bundles Rattans		5.00
Few Ebony Boards		10.00
Pair Scales & Beams; 4 56d weights		12.00
4 kegs with paints		16.00
One iron chimney Back		6.00
three Kegs dry paint [?]		12.00
two Jars Linseed Oil		20.00
Tackle [?] & Blocks		3.00
five Sickles		1.00
Pair scales & Beam		1.00
2 bags & part bag of Cocoa		40.00
80 sashes glazed		70.00
6 sashes not glazed		3.00
<u>7 Lines & twine</u>		<u>3.50</u>
Total, Essex Street Store:		\$372.50

Summary of Value of Goods in Stores, October 1799

	<u>Value of Goods</u>
Three Derby Wharf Warehouses	\$3,617.00
On Derby Wharf	4,554.00 [Mostly cannon]
New House	452.00
On Winter Island Wharf	480.00 [2 cannon]
<u>Long Stores, Essex Street Mansion</u>	<u>372.50</u>
Total:	\$9,475.50

Of this sum, \$4,980.00 represented the value of 46 cannon and the remaining \$4,495.50 was for the value of trade goods and warehouse furnishings.

6. Derby Family Papers, Box 4, Folder 4, on file at the Essex Institute, Salem, Mass.

The goods that were stored in the warehouse of E. H. Derby's son-in-law, Capt. Nathaniel West, on wharf Lot 6 in 1799 have not been determined. The contents have also not been determined for the two new warehouses that the other two Derby sons-in-law, Benjamin Pickman, Jr., and John Prince, Jr., erected on wharf Lots 3 and 5 in 1800. However, because the Derby heirs and other Salem merchants continued to engage in the same trade with Europe, the West Indies, India, and the East Indies during 1800-20, as Elias Hasket Derby had from 1784 to 1799, the contents of their warehouses must have been very similar to those inventoried in the six E. H. Derby warehouses in September and October 1799.

C. Final Evidence on the Contents and Furnishings of the Six Elias H. Derby Warehouses, October 10, 1800

Document No. 4, "Memorandum of Articles Bought at the House, Farm, and Stores," dated July 25, 1800 through November 28, 1800, lists the goods and furnishings purchased by the seven Derby heirs from the stores and also the prices paid for each item. The document does not indicate the store in which the articles were located.

1. Articles Purchased by Elias Hasket Derby II

Elias Hasket Derby II, who inherited the Lower Store and Derby Wharf Lot 7, purchased the following items from "the Stores":

<u>Article</u>	<u>Price</u>
12 Tanned & Untanned Hides	\$ 1.50
Chest of Blacking	5.50
2 Bolts Duck at \$13-3/3 per bolt	27.50
Old Russia Duck 15.75--Shears 1.30	17.05
Copper Nails & Machine for Straightening	9.00
2 Hogsheads Bread \$44--Copper Nails \$21	65.00
C. H. to 13.3.10 Cordage at \$12½ per ft [?]	172.97
Cask Shot \$14--New Cordage \$12	26.00
Old Cordage \$29.50--Tanned & Untanned Hides- -\$100	129.50
Hogshead Bread \$4.50 Chair \$5	9.50
Pepper Sage & Glass	5.25
385 Untanned Hides	132.00
Rattan, cork, Trunk, etc.	4.00
Beef & empty Casks	7.00
1 Cask Litges Wine counting 28 galls at 1.31	37.33
1 Cask Cape Wine 24 galls at 4/3	17.00
<hr/>	
Total of Goods Purchased at Stores:	\$676.10
<u>Also purchased 1/2 pew in Mr. Prince's meeting house</u>	<u>\$ 50.00</u>
Grand Total of Goods Purchased, E. H. Derby II, October 10, 1800:	\$726.10

2. Articles Purchased by John Derby

These articles were purchased from the stores, October 10, 1800,
by John Derby, who had inherited the New Store on wharf Lot 4:

<u>Article</u>	<u>Price</u>
2 Spars 50 cts--3 sacks Saffron 2 bls 4.75	\$ 5.25
Andirons, Shovel & tongs	2.50
5 Green Chairs at \$1.40 each	7.00
Brushes .50--Spy Glass \$9--Desk \$6--Hone \$1	16.50
2 Tables \$1--Dictionary 40 cts	1.40
19 Barrels Beef at \$6½ per Bl.	123.50
Old Iron \$1.60--27 5 lb weights \$33	34.60
Gazetters \$2.00--Bag of Shells \$3--Coffee 1.50	6.50
926 Untanned Hides	114.00
Chalk \$28 Log Wood \$89	117.00
13 six pounder Cannon at \$92.50 per pair	601.25
1 cask Cape Wine 27 galls at 4/2	18.70
14 Gallons Litges Wine at 1.28	17.92
<hr/>	
Total of Goods Purchased at Stores:	\$1,066.12
Also purchased 1/2 pew in Mr. Prince's Meeting House	50.00
<u>and Winter Island Store & Wharf</u>	<u>400.00</u>
<hr/>	
Grand Total of Goods Purchased, John Derby, October 10, 1800:	\$1,516.12

3. Articles Purchased by Ezekiel Hersey Derby

Ezekiel Hersey Derby, who inherited Derby Wharf Lot 2 and the
wharves on waterfront Lots A and D, purchased the following articles
from the stores on October 10, 1800:

<u>Article</u>	<u>Price</u>
Steel Yards \$9.25--Hogshead Sugar \$20	\$ 29.25
10 bags Corks \$66--3 barrels & basket \$1	67.00
Whiting [?] Jars & c	1.50
Steel	1.87½
1 Roll Sheet Lead	31.00
Old Chest & Sail	3.50
Blocks \$3.05--Old Iron 22.50	25.55
2 Sliding Carriages	6.50
1 pair nine pounder cannon	82.00
1 Cask Litges Wine 27 gallons 1.25 per gal	33.95
1 Cask Cape Sweet Wine 93 Gals at 62½	58.13
<hr/>	
Grand Total of Goods Purchased, Ezekiel Hersey Derby, October 10, 1800:	\$340.40

4. Articles Purchased by Nathaniel West

Captain Nathaniel West, who owned the warehouse on Derby Wharf Lot 6, purchased the following articles from the stores on October 10, 1800:

<u>Article</u>	<u>Price</u>
28 gun carriages	\$ 22.00
1 Empty chest .50--Red Ochre 1.25--2 anchors 8.75	10.50
1 chair \$1.40 1 Lead Crane [?] \$5--2 Treble Mast Blocks \$7	13.40
Cask Brimstone 10.25--Sheathing Nails \$9.50	19.75
3 double blocks \$6.50--Lignum Vita \$1	7.50
Cut Nails 4.50--Brandy 9.25--Wick Yarn 6.60	20.35
Steel 1.87½--6 casks & part Cask Shot \$215.00	216.87½
1 Roll Sheet Lead \$31--Cask 4lb Shot \$10	41.00
Hemp & Oakum \$1.05--Lead, Old Iron .55	2.05
Shook [Shot?] Cases \$9--2 Ships Caps \$2	11.00
Casks \$7.75--Old Trunk \$2--Chalk 13.50	23.25
2 Cannonades \$34--Old Long Cannon \$14.50	48.50
1 Cask Litges Wine at \$1.27 per Gallon 24 gal.	30.48
<hr/>	
Total of Goods Purchased at Stores:	\$444.65
<hr/>	
Also purchased 2 Rights in Great Pasture (Town of Salem)	140.00
<hr/>	
Grand Total of Goods Purchased, Nathaniel West, October 10, 1800:	\$584.65

5. Articles Purchased by Benjamin Pickman, Jr.

Benjamin Pickman, Jr., who inherited Derby Wharf Lot 3, purchased the following articles at the stores on October 10, 1800:

<u>Article</u>	<u>Price</u>
(Deduct for 28 gun carriages & charge to Capt. West	\$ 22.00)
7 feet gun barrel .50--Gun barrels .25	0.75
Deep sea lines \$11.25--3 chests \$4--Ginger \$1	16.25
3 part casks & 2 chests Shot	110.00
sponges 9 Rammers	1.90
Oars \$50--Engine 7.75	57.75
8 pair 9 pounder Cannon at \$90 per pair	720.00
3 9-pounder Cannon	81.00
4 Small [?] Carriages	6.00
1/2 Cask Litges Wine 14 galls at \$1.28 W.G.	17.92
1 Cask Cape Sweet Wine 27 galls at 4/1	18.37
<hr/>	
Grand Total of Goods Purchased, Benjamin Pickman, Jr., October 10, 1800:	\$1,029.14

D. Summary of Goods Purchased at the Stores, October 10, 1800⁷

<u>Purchased By</u>	<u>Goods from Store</u>	<u>Other Items</u>	<u>Grand Total</u>
1. Elias H. Derby, II	\$ 676.10	\$ 50.00	\$ 726.10
2. John Derby	1,066.12	450.00	1,516.12
3. Ezekiel Hersey Derby	340.40	0	340.40
4. Nathaniel West	444.65	140.00	584.65
5. Benjamin Pickman, Jr.	1,029.14	0	1,029.14
6. Richard C. Derby	0	0	0
7. Miss Martha Derby	0	0	0
Totals:	\$3,456.41	\$640.00	\$4,096.41

7. "Stock as it Stands in the Books of the Executors of the Will of Elias Hasket Derby," Nov. 28, 1800, Derby Family MSS , IX, 75.



APPENDICES

Appendix A

"Manifest of the Cargo on Board Ship Astrea, James Magee, Master,
from Salem, for Batavia and Canton," February 14, 1789

[S] 50 barrels salmon.
100 tons iron, 5,757 bars.
[W] 39 pipes Madeira wine, 4,290 gallons.
50 barrels tar.
ED 50 boxes chocolate, 2,500 lbs.
598 firkins butter, 32,005 lbs.
[SC] 345 boxes spermaceti candles, 8,933-1/4 lbs.
[D] 153 hhds. and tierces ginseng, 55,776-3/4 lbs.
[R] 11 pipes red port wine, 1,339 gallons.
[F] 6 pipes Teneriffe wine, 721 gallons.
24 hhds. beer, 2 barrels each.
24 bbls. beer, 40 gallons each.
115 tubs steel.
[B] 48 barrels beef.
[F] & A 336 bbls. common flour.

This belongs to Tenney & Brown,
of Newbury; 1/3 the net proceeds you are
to credit E. H. D.'s account for freight--
the other 2/3 to lay out on account of
T. & B. in light goods. } B & T } 9 kegs snuff.
A 1009 }

FD 2 boxes women's shoes, 407 pair.
[D]d 14 hhds. N. E. rum, } 1,792 galls.
1 hhd. stores, }
19 dozen handkerchiefs.
[F] 7 hhds. codfish, 9 quintals each, 63 quintals.

This belongs to Folger Pope, and
after deducting commissions, the net
proceeds is to be credited to E. H. D.'s
account, as friend Derby is to have the
use of the money for freight. } 1 phaeton and harness
complete, with saddles,
bridles, &c., cased up.

This belongs to James Bott, and goes
on the same terms as the above. } EED J. Bott, 1 box saddlery.

ADVENTURES.

ID 4 hhds. ginseng, 1,998 lbs.
10 half bbls. beef.
1 box shoes, 94 pair.
6 cases Geneva.
2 pipes red port wine, 237 galls.
9 firkins butter.

Capt. Nathaniel West.	NW } EW }	15 boxes spermaceti candles. 1 pipe Teneriffe wine, 118 galls.
James Jeffry.	{ 171 xx 1 cask ginseng, 274 lbs. No. 1	
Ezekiel H. Derby.	{ ED 1 cask Nos. 1&2 1 bag	Ginseng, 310-1/2.
Ezekiel H. Derby & Co.	D&C	1 cask of siftings of the ginseng, 138 lbs.
George Dodge.	{ [W] 810 dollars. 1 pipe Madeira wine, 110 gallons (marked with marking irons GD near the bung).	
Benjamin Pickman, Jr.	BP	2 pipes Madeira wine, 220 gallons.
Josiah Shippey & Co. This goes one-fifth for freight.	{ [S] No. 1 a19	8 boxes containing 4,000 dollars. 19 tierces ginseng, 4,086 lbs.
Josiah Shippey & Co. This goes at 33-1/3 per cent. for freight.	{ [W] No. 1 a16	16 tierces ginseng, 3,547 lbs.
Josiah Shippey & Co. This goes one-fifth for freight.	{ 17S No. 1 & 2 No. 1 a24	2 boxes containing 1,000 dollars. 23 tierces 1 bbl. ginseng, 4,719 lbs.
John Seaman. This at 33-1/3 per cent. for freight.	{ A No. 1 a3	11 tierces ginseng, 639 lbs.
David Sears. This at one-fifth for freight.	{ DS No. 1 a16	Boxes containing 15,000 dollars 16 casks ginseng, 5,570 lbs.
David Sears. This at 33-1/3 per cent. for freight.	{ DS No. 17 a31	15 casks ginseng, 4,793 lbs.
Edmund Seaman. This at one-fifth for freight and commissions.	{ ES No. 1 &2	200 Spanish milled dollars. 2 tierces ginseng, 430 lbs.

Samuel Parkman. This at one-fifth for freight and commissions.	{ P No. 1 a7 SP No. 1 a5 }	7 hhds. ginseng, 2,444 lbs. 5 boxes containing 5,000 dollars.
Eleazer Johnson. This at one-fifth for freight and commissions.	{ EJ No. 1 a5 No. 1 a7 }	5 casks ginseng, } 1,988 1 keg samples, } 7 bags dollars, 4,000
James Magee and Thomas H. Perkins	{	1 pipe Madeira wine, 103 galls. 1 pipe port wine, 122 galls. 250 lbs. loaf-sugar. 4 cases Geneva, 18 galls. 20 gallons brandy. 95 doz. 9 bottles rappee snuff, 1,449 lbs. 552 lbs. manufactured tobacco.
Wm. Cabot: freight and commission as others pay.	{ W7C	A box containing 23 pieces plate, weight 225 oz. 16 dwts. 12 gr.
Oliver Brewster; at 9 per cent. freight home.	}	A bag containing 500 dollars.
Robert Breck; at 25 per cent. for freight and commissions.	}	A bag containing 200 dollars.
People--Adventures	{	4 bbls. N. E. rum, 104-1/4 galls. 40 cases Geneva, 225 galls. 2 bbls. snuff, 260 lbs.
Elias H. Derby; to be disposed of.	{	4 casks ginseng, 965 lbs. " " " 30 lbs. 995.

Freeman Hunt, Lives of American Merchants, II, 58-60. The original of the manifest is located in Elias Hasket Derby's Account Book No. 3, invoice Nos. 103-110, dated February 14, 1789, in Essex Institute Collections, Salem, Mass.

Appendix B

Letter of Instruction from Elias Hasket Derby to Capt. James Magee, Master of the Astrea, and Thomas H. Perkins, Salem, February 1789

"Salem, February, 1789.

"CAPT. JAMES MAGEE, JR., MR. THOMAS H. PERKINS:

"Gents--The ship Astrea, of which James Magee is master, and Mr. Thomas Perkins is supercargo, being ready for sea, I do advise and order you to come to sail, and make the best of your way for Batavia, and on your arrival there you will dispose of such a part of the cargo as you think may be most for my interest.

"I think you had best sell a few casks of the most ordinary ginseng, if you can get one dollar a pound for it. If you find the price of sugar to be low, you will then take into the ship as much of the best white kind as will floor her, and fifty thousand weight of coffee, if it is as low as we have heard--part of which you will be able to stow between the beams and the quintlings--and fifteen thousand of saltpeter, if very low; some nutmegs, and fifty thousand weight of pepper; this you will stow in the fore peak, for fear of its injuring the teas. The sugar will save the expense of any stone ballast, and it will make a floor for the teas, &c., at Canton.

"At Batavia you must, if possible, get as much freight for Canton as will pay half or more of your charges--that is, if it will not detain you too long,--as by this addition of freight it will exceedingly help the voyage. You must endeavor to be the first ship with ginseng, for be assured you will do better alone than you will if there are three or four ships at Canton at the same time with you. If Messrs. Blanchard & Webb are at Batavia in the brigantine Three Sisters, and if they have not stock sufficient to load with coffee and sugar, and if it is low, and you think it for my advantage, then I would have you ship me some coffee or sugar, and a few nutmegs, &c., to complete his loading. If his brigantine can be sold for a large price, and sugar and coffee, &c., are too dear to make any large freight--in that case it possibly may be for my interest to have her sold, and for them to take passage with you to Canton: but this must not be done unless you, Dr. Blanchard, and Capt. Webb shall think it greatly for my interest. Or possibly they may sell their brigantine to advantage, and find some Dutch ship that would take their freight to St. Eustatia or Curaçoa, so as to make it very advantageous.

But there are too often difficulties attending the sale of ships so far from home; it therefore must be well thought of before it is undertaken. One thing I have against it is, that I shall have too much property in the Astrea, and not know it in time to make my insurance; which ought to be taken into consideration. On your going round the Cape, no doubt, you will see some India ships bound home; you will put letters on board two or three of them for me, acquainting me with the situation of the ship, and everything you think I may wish to know. Capt. Magee and Mr. Perkins are to have 5 per cent commission for the sales of the present cargo, and 2½ per cent. on the cargo home, and also 5 per cent. on the profit made on goods that may be purchased at Batavia and sold at Canton, or in any other similar case that may arise on the voyage. They are to have one-half the passage money--the other half belongs to the ship. The privilege of Capt. Magee is 5 per cent. of what the ship carries on cargo exclusive of adventures. The property of Mr. Perkins, it is understood, is to be on freight, which is to be paid for like the other freighters. It is orders that the ship's books shall be open to the inspection of the mates and doctor of the ship, so that they may know the whole business, as in case of death or sickness it may be good service in the voyage. The Philadelphia beer is put up so strong, that it will not be approved of until it is made weaker: you had best try some of it first. The iron is English weight: you will remember there is 4 per cent. that you will gain if sold Dutch weight. As the ships will be about leaving Batavia at the time you are there; if so, you will best barter the small ginseng for something those ships may have on board, as no doubt it will do better in that way than at Canton. You will be careful not to break any acts of trade while you are out on the voyage, to lay the ship and cargo liable to seizure, for my insurance will not make it good. All freight out and home, it is understood, belongs to the ship, as Capt. Magee is to fill his privilege with his own property. Be very careful of the expense attending the voyage, for I more fear that than any thing else; and remember that one dollar laid out while absent is two dollars out of the voyage. Pay particular attention to the quality of your goods, as your voyage very much depends on your attention to this. You will not forget what Mr. Shippey says to you on that head, of the green tea and nankeens. You are not to pay any moneys to the crew while absent from home, unless in a case of real necessity, and then they must allow an advance for the money. Annexed to these orders you have a list of such a cargo for my own account as I at present think may do best for me, but you will add or diminish any article as the price may be.

"My own property, I suppose, will take the room of 500 chests, and your freight that you already engaged will take the room of about 500 chests, and then I compute you will have room for 500

chests more on freight, to make up the 1,500 which you think the ship will load on cargo. You must, at Canton or Batavia, endeavor to fill the ship with light freight; and, provided you can do it to advantage, you have leave to put my property into more valuable goods, so as to take the less room: but this must not be done unless by calculation you find it greatly for my interest. And I again repeat that I would have the doctor and Mr. Bray made acquainted with the whole business of the voyage, for fear of accident, as, in case Mr. Perkins should fail, one or both of them might be of great service to the voyage. It is likewise my order that, in case of your sickness, you write a clause at the foot of these orders, putting the command of the ship into the person's hands that you think the most equal to it, not having any regard to the station he at present has in the ship. Among the silks, you will get me one or two pieces of the wide nankeen satin, and others you will get as directed. Get me two pots of twenty pounds each of race ginger, that is well put up; and lay out for my account fifteen or twenty pounds sterling in curiosities. There will be breakage room in the bilge of the ship, that nothing dry can go in; therefore, in the crop of the bilge you will put some boxes of China, such as are made suitable for such places, and filled with cups and saucers, some bowls, and any thing of the kind that may answer.

"As to the sale of the ship Astrea, it will not do to think of it, on account of the freighters' goods; but if at Batavia or Canton you can agree to deliver her the next season for \$20,000 or \$25,000, you may do it, the danger of the seas, &c., excepted. Attend particularly to the writings for this contract. Provided that you wish to obtain more property home in the ship, it will be most agreeable to me to take such a part of the profit, or take it to come at their risk, and for me to have all above 40 per cent. for Hyson tea and light goods; but the goods must be of the best quality, and put in at the cash value; but do not take it on my risk without the property is insured before you leave Canton. If any goods are shipped from Canton in the ship, you will endeavor to get me the consignment, as it may serve some of my family at Boston. It is understood where I have one-third of the ginseng for the freight and commissions, as mentioned in the agreement, I am to allow Magee and Perkins the commission for the whole sales out. In case Mr. Blanchard is at Batavia, and purchasing coffee, sugar, and other articles, if he can, by taking those articles, put off some of your goods and give you this money, in any way not to injure his voyage, then I would have him do it. Provided you, by information, are fully convinced that you can make a freight from Batavia on coffee, sugar, cotton, rice, or any thing else, and you can sell my ginseng for a dollar a pound this weight, then I wish to have a third of my quantity sold, but not for less; but in a barter way you no doubt will do better.

"Capt. Magee and Mr. Perkins--Although I have been a little particular in these orders, I do not mean them as positive; and you have leave to break them in any part where you by calculation think it for my interest, excepting your breaking acts of trade, which I absolutely forbid. Not having to add, I commit you to the Almighty's protection, and remain your friend and employer,

"ELIAS HASKET DERBY."

"Salem, 15th February, 1789.

"We acknowledge the above to be a true copy of our orders this day received.

"JAMES MAGEE.

"THOMAS HAND. PERKINS."

Hunt, Lives of American Merchants, II, 61-65. The original of the letter is in Derby Family MSS , Essex Institute, Salem, Mass.

Appendix C

"Memo of Goods in the Stores, Sept. 1799"

Document No. 1

Derby Family MSS, XXXII, 44. Courtesy Essex Institute, Salem,
Massachusetts.

Spain Goods in the Stores. Sep. 1799.

Invoice No.	Contents.	In What Stores	Invoice No.	Contents.	In What Stores
1138	27 Bales Cottons 2 Bags Sugar	Lower Store.		15 Bales Refined Duck's Hair 4 D ^r English D ^r	Upper Store.
1141	2 Trunks Umbrellas 14 Bales Paper 3 Boxes hair powder 1 Box pomatour 2 D ^r Cufflinks 1 Case Blank Books 2 Boxes Vermicelli 1 D ^r Macaroni 1 D^r Macaroni 4 D ^r Primes 10 D ^r Wines 1 2 ^d Case White Wine 11 half pipes Red D ^r 128 pipes Red D ^r 26 D ^r Brandy			2 Cb ^r Beef 4 Casks Raisins Part 6lb Copper Scale Part Cast Sheathing D ^r 2 Rolls Sheet Lead 1 Cb ^r Lamp Black Part of a Bale of Deep-sea Lines	
137	2 Pipes Brandy		138	12 Bales Cottons	Upper Store
124	Tanned Hides		141	11 Pipes Red Wine	Upper Store
141	1 Cask Kid gloves 1 Trunk Thread 3 Sacks Nails 6 Half pipes Red Wine 61 Pipes Red Wine 81 D ^r Brandy 1 Case Blank Books 1 Bale Writing Paper	Upper Store	137	92 Pipes Brandy	
124	1 Cb ^r Saffron 3 Bags D ^r Tanned Hides		124	Tanned Hides	
136	Part 1 Skhd Soap 1 Box D ^r 2 Trunks Silk Hb ^r 3 Trunks Lining Silk Pipes Brandy		135	Tons of Hemp 3 Casks of Balls 1 Box D ^r 1 half Ble D ^r Part Cb ^r D ^r 7 Casks Committee Shot	
140	1 Box Havana Sugar		132	Raw Hides (diff ^r) Tons	
138	3 Hb ^r & Sugar Part of 1 Skhd Sugar 2 Bags D ^r		131	10 Bags of Corks	
132	1 Trunk Pins		111	1 Bale Wick yarn	
139	Part of 1 Cb ^r Coffee		141	35 Half Pipes Red Wine 13 Fish Hb ^r feet of Cass 7 Casks of Chalk Chalk in Balle	Sea House
135	2 1/3 Bales Balls		141	15 1/2 Casks Wine 46 Pipes Brandy 28 Half Pipes Red Wine 76 pipes D ^r	Spongy Stores.
			137	Pipes Brandy	
			141	14 Half Pipes red Wine 20 Whole D ^r D ^r 15 Pipes Brandy 9 Boxes hair powder 1 Box pomatour 22 Casks of Brimstone	Winter Island Store

Item: of Goods in the Store Sept. 1799.

10 bales Cotton Cloth	3 Casks 1 box 1 half ct.
4 bags of Sugar	& 2 Casks part full of Sugar
2 Trunks Umbrellas	7 Casks Cornister shell
15 bales of paper	15 bales Russia Duck
2 Cases Blank Books	6 lbs Beef
2 boxes Hair Powder	4 Casks Raisins
2 boxes pomatum	part of th' Cooper's Sails
2 boxes Spices	part of Cask sheathing etc
2 boxes Vermicelli	2 rolls sheet lead
1 box Macaroni	1 box lamp black
2 boxes Prunes	part of oak creep sea lines
1 th' Wine	10 bags Corks
2 qts Casks White wine	1 bale Wick yarn
20 half Pipes Red Wine	13 fish hides
205 whole Pipes D ^o	1 feet of Oars
262 Pipes Brandy	7 Casks of Chalk
" " "	Chalk in Bulk
" " "	22 Casks of Brimstone
" " "	
Tanned Hides	
Raw Hides	
1 Cask Verdigrise	
1 Trunk Thread	
2 Packs Sids	
1 lb & 3 bags saffron	
part lbll & 1 box soap	
2 Trunks silk Filts	
2 Trunks sewing silks	
1 box Harrowa Sugar	
5 Hides & part of do Sugar	
1 Trunk of Pins	
part of 1 bl Coffee	

22 Cash of Bristow
 New Shields

All Merchandise in Store belonging to Estate of
 Elias Harsh Derby Esq deceased

250th - Colou's Sewing Silk

- 3 boxes Aude Cofah
 - 1 d^r Kavalat Monopoly of 10 East India Sq
 - 2 d^r Mulda's & Beverly Cofah
 - 1 d^r Long (both Cofah)
 - 1 d^r Brijpore Cofah fine 10 No. 1000
 - 2 d^r Gurrahs
 - 2 d^r Aude Cofah
 - 1 d^r Dallahou matting
 - 1 d^r Fuzier Cofah
- } 100 of the duty & Stamp, sum 100000

450 bags white sugar } 210 £ s. d.
 265 d^r - ~~dark~~ Brown & } 110 £ s. d.

- 6 Pipes & Likier & Brandy
- 1 Hunt Umbrella
- 1 Case of Cornbricks
- 1 Case of Cloves
- 1 Box Silk hose
- or bags Sago

Sept. 1799
 6
 14
 9

Appendix D

"Inventory of the Real & Personal Estate of Which Elias Hasket Derby,
Esquire, Died, Seized, and Possessed, Oct. 1799"

Document No. 2

Derby Family Papers, Box 4, Folder 2. Courtesy Essex Institute,
Salem, Massachusetts.

Lower Store on the Wharf

Upper floor

lot Hides \$70.	20 Tugs \$30	\$100
60k \$5.	24 bundles Rattans \$3	8
4 Sails Chest \$8.		1
Sponges & 4 Worms (Ship Murther)		4
20 Empty Casks \$3.	lot Shook Casks \$2	10
5 half wooden half Gums		5
2 screws for Raising Buildings		3
1000 nails \$6.	20. 6 th 1/4 Shad. \$4	10
Sugar Bags \$3.	1 Copper Stove \$5	8
2 Spars \$1.50.	20 Iron Nails & Lod. \$15	18.50
3 Pump Hooks & Boxes		1
4 Chests \$5.	lot Blocks \$3	8
6 Sponges & Hammies		6
lot of Lead \$2.	100 lb Iron \$3	5

Middle floor

Log wood & Red wood		2
Tanned & untanned Hides		200
Rope \$1.		1

Lower floor

50 th Bakum \$2.	Tar Kettle \$15	17
Round Gape & Cannister Shod		24
port Cask Salt 50 th	1/3 rd 1/2 nd 1/3 rd \$3	3.50
1 Box Prunes \$5.	2 (5 th) Sheathing Paper 50 th	8.50
2 Casks Bick \$30.	1 Cask Sugar \$6	36
lot Tanned Hides \$2.	1 Empty Iron \$11	6
1 st Bread \$5.	Barb Cable \$2	7

Brought forward

\$490.50

New Store, Upper Floor

6 Tard & 6 Standard Nides	4	—
1.7 feet Gun Barrel & lock	4	—
3 Springs & Rammers & 6 Iron Hooks	1	—
1 Chest & Blacking \$8. 1/2 doz. Gun barrels \$5	13	—
2 Span \$1. 2 Trunks \$11. 1 doz. Dyf blanks \$2	7	—
1/8 Casks Red Ochre	3	—
3 Dble. Mastg Blocks	10	—
2 Small anchors \$12. 1 Copper stove \$2	14	—
1 Bale Duck \$30. lot 00 Sails & cables \$30.	60	—
3 Sacks Saffron part full	6	—

Second Floor

1 doz. Saffron \$10. 1/2 doz Soap \$5	15	—
1 Box 3 rd Suet \$40.	40	—
1 Cask Verdigrise 375 ^{oz} @ 1/5 ^{oz}	278	—
1 doz. Shaws \$2. Copper Nails \$11	6	—

Counting Room

1 P. Andirons \$1.50. Shovel & Tongs \$1	2.50	—
1 coop Lanthorn \$8. 16 Green chains \$6	14	—
2 Brushes \$0.50. 1 spec Glass \$8.	8.50	—
writing Desk \$6. Stone \$1	7	—
1 Cask Raisins \$2. 2 Tables \$3	5	—
6 Meins Tawine 0.50. 14 ^{lb} butter Cloth \$3	3.50	—
33 Deep sea lines \$15.70. 1/2 firkin butter 1.50	19.0	—
Perry Dictionary 0.50. 1/2 Mealyards \$6	6.50	—

Lower Floor

2 doz Beef \$14 part Cask Wine \$8	22	—
2 Treble Mast Blocks \$12. 1/2 cask Sulphur \$2.	24	—
Engine \$50. part Cask Nails \$10	60	—
1 Shovel & 1 boat David \$1	1	—

\$1123.50

Am't brought forward	\$1123.80
New Store, lower floor	
5 Tons Bent @ \$1.50	900
2 Sticks Lignum Vitae \$3. old Iron \$3	6
1 Cask Sugar \$30. 1 Trest \$1	31
1/4 Cask Sheathing Nails \$5.	5
Spout & shot \$12.	12
17 ^{cut} Cordage @ \$12	204
1 Cask Brandy \$115. 4 Empty Casks \$3	118
2 Rolls Lead \$40 - 27. 50 weights \$54	94
2 Beams & Scales & small weights	20

Upper store, upper floor	
old Sink North End	10
New Cordage \$12 One Cable \$30	42
+ Two mast Boats	80

Second Floor	
3 Lanthorns \$1.50 1 Jug 0.50	2
Tand & untand Hides	200
1 Cask Bread \$12 - Iron Chain \$10	22
1 Medicine Chest \$2. 2 Empty Chests \$2	4
1 Copper Scale \$1	1

Counting Room	
10 Bags Cocks \$100. 1 bale wick yarn \$5	105
Tand Hides \$30. 1 bag Shells \$4	34
Bag Ginger Root \$1. 8 Bread \$3	4
part bag Coffee \$2.50	2.50

Lower floor	
6 Casks Spout \$18. Canister Shot	300
2 Rolls Sheet Lead	64
3 Casks & 1 Box Iron Shot	180
1 bar Stick \$2. 10 Pint brake \$1	3
old Iron \$40. ^{New Hinge} Old Copper \$10	50

Went. brought forward \$3617 -
 New House -

Quantity Chalk 120 -
 Oars \$85. Logwood \$12.0 205 -
 3 Empty D.D.s \$6. Shooks \$14 20 -
 2 Wood Fish screws 8 -
 1 large Ships Cap \$4. 8 Empty Casks \$4 8 -
 2 Sliding Carriages \$12 12 -
 80 Blocks, Iron &c 4 -

Near the New House

Timber & 5 Casks Chalk 25 -

On the Wharf -

20 - Nine Pound Cannon with Carriages } 2500 -
 @ \$250 p pair - }
 15 - Six Pound Do @ \$160 p pair - 1200 -
 3 Long 4 p. do 50 -
 1 Old anchor & 3 broken 4 p. do 45 -
 1 Cap, 1 p. Camp truss & 3 small Gunny } 7 -
 Carriages }
 6 Nine pound Cannon & 6 Carriages 750
 1 small Carriage 2

\$8603 -

Winter Island Wharf

1 trap 12 pounder & Carriage - }
 1 trap 3 Do Do - } 450 -

Appendix E

"Memo of Goods on Hand, Octr. 20th, 1799"

Document No. 3

Derby Family MSS , XXXII, 45. Courtesy Essex Institute, Salem,
Massachusetts.

Mem^o of Goods on hand.

(Oct. 10th 1799)

Items	Contents	in what quantity or measure	Charge of	imported from	when imported
Sugar	1 case Hamburgh, (18) 1	131	Ship Martha	Leghorn	July 1799
	4 cases (French, 14, 12, 12, 12, wine)				
	3 bales Cotton-wool	130	Ship Recovery	Alicante	May 1799
	2 bags Sugar				
Wine	two hells	132	Ship Louis	Ile of France	April 1798
	1 Ann'd hells	124	Ship Astrea	Manilla	May 1798
	1 pipe Brandy		Ships (Bar & Ship Astrea)	Alicant	March 1799
	1 ask provision of 2 old junk &c)			[Alicant]	
New wine	1 ask Cognac & part of a pipe red wine	141	Ship Martha	Leghorn	July 1799
	10 asks Brandy	137	Ship Astrea	Alicant	March 1799
	1 Bl. Blag's Joffron (to wind hells)	124	Ship Astrea	Manilla	May 1798
	2 trunks silk hells				
	3 trunks stuf, silk	136	Ketch John	Naples	March 1790
	10 pipes Brandy, part of a hells of soap				
	3 hells & 2 bags sugar	138	Ship Recovery	Alicant	May 1799
	1 box Cavanana Sugar	140	Ship Mount Vernon	Cavanna	May 1799
	1 trunk Pine	132	Ship Henry	Ile of France	April 1798
	1 box of balls	135	Ship Benjamin	London	February 1799
	1 box of hells				
	1 box of balls				
	1 box of balls				
	1 box of balls				
	1 box of balls				
	Apparition	7 Bales Cotton (Cotts)	138	Ship Recovery	Alicant
10 pipes Brandy		137	Ship Astrea	Alicant	March 1799
Ann'd hells		124	Ship Astrea	Manilla	May 1798
two hells		132	Ship Henry	Ile of France	April 1798
Some hells, 3 hells, 10 hells, 10 hells, 10 hells, 10 hells, 10 hells, 10 hells, 10 hells, 10 hells, 10 hells		135	Ship Benjamin	London	February 1799
Wool	10 bags of Pecks	131	Brigst Hannah	France	February 1798
	1 bale, 10 hells, 10 hells	111	Ketch Eliza	Alicant	October 1798
	10 hells, 10 hells, 10 hells				
	10 hells, 10 hells, 10 hells				
Long hand	5 qts fish white wine	141	Ship Martha	Leghorn	July 1799
	11 pipes Brandy	137	Ship Astrea	Alicant	March 1799
	2 rolls sheet lead & omitted		above		
	No. No. No.				

Appendix F

"Memorandum of Articles Bought at the House, Farm, and Stores,"
July 25, 1800-November 28, 1800 (pp. 27 to 31)

Document No. 4

Derby Family Papers, Box 4, Folder 2. Courtesy Essex Institute,
Salem, Massachusetts.

2	Iron	1.50
1	Collar chain	5.50
2	Iron Tubs	1.50
3	Pitch Forks	2.50
2	Haws	3.50
2	Augers	1.50
1	Wheelbarrow	2.00
2	Crow bars	2.75
2	Wedges	1.75
2	Play trunks	2.00
	Grindstone	3.00
	Crop gas saw	3.00
	Ducks, Fowls & geese	24.00
	parcel of Cheese	35.00
2	Canvas floor cloths at Mission Hall	15.00
5	Volunteers at 55 cts	2.75
2	at 80	3.25
		<u>217.95</u>
12	Tanned & Untanned Hides	1.50
	Chest of Blacking	5.50
2	Bulls Duck at 13.25 & per Bolt	27.50
	Old Sheep 10 15.75 Shears 1.00	17.75
	Copper Nails & Machine for Straightening	9.00
2	Thin Bread 8.25 Copper Nails 8.25	65.00
13.3.10	Cordage at \$10.00 per Cwt	172.97
	Cash Short \$10 New Cordage 12.8	26.00
	Old Cordage \$29.50 Tanned & Untanned Hides 100	123.50
	Thin Bread 10.50 Chain 8.50	9.50
	Pepper Sago & Glaze	5.25
385	Untanned Hides	532.00
	Batter, Cork, Junk	2.00
	Box & empty Baskets	7.00
	1/2 given in St. Prince's Meeting House	50.00
	1 Cash Setzer Wine cost 28 July at 1.31	37.33
	1 Cash wine 24 Gall at 4/3	17.00
		<u>661.77</u>
		54.33
		<u>716.10</u>

1800
October 10

from Store

Entered in Books at Jan 1800

From the Farm

Mr John Derby

Bought of Estate of C. Derby dec'd

White cream pot	\$ 3.75	
2 Pictures	4.50	
China Ware	13.00	
China Tea ware & Watter	4.00	
Tea Caddy	3.50	
6 Mats	3.00	
1 Looking Glass	6.25	
2 Spinning Wheels	9.00	
1 Large Spinning Wheel	2.00	
6 Volumes Popes Works & 55	3.95	
Humphrey Chistler 2 1/2 - at 30	1.60	
Vicar of Wakefield	1.20	
Clarks Sermons	50	
Bungoian	1.10	
Forresters	.60	
M. Buckles	2.00	
Box Jewellery	6.50	
9 Bars 30" 3 sacks Saffron & 2 Bl 1.75	5.25	
Andersons Shovel & Tong	2.50	
3 Green Chairs at \$1.40 each	4.20	
Brushes 50 Spy Glass 28 Desk's Home 81	16.30	
2 Tabl. \$1 Dictionary 30"	1.40	
19 Blk Beef at 6 1/2 p 75	123.50	
Old Iron 1.00 27 56 1/2 30" \$33	34.60	
Parrotails 82 Bag of Shell 33 Coffee 1.50	5.50	
926 Untarid Hides	11.00	
Chalk \$28 Log Wood \$99	117.00	
13 6 pound Cannon a \$92.50 p 40	601.25	
1/2 Jew in M. Sinner Meeting House	50.00	
Winter Island Store & Wharf	1179.50	
1 Cash Cape Wire 27 Gall - a 1/2	15.70	
14 Gallon milkhouse Wire a 1.25	17.92	
		36.62
		\$1516.12

1800
bath 10

some more

66.65

Mr E Berry Derby

Bought of Estate of E. H. Derby dec'd

17 Tea Spoons & 2 Tongs		\$ 30.50	
Camera Obscura		50.00	
Opera Glass		20.50	
Derryjohn, case bottle		2.50	
1 Carpet		5.10	
1 Churn		5.25	
1 Saf. N ^o 1		24.75	
1 Cow (Sambor)		27.00	
1 ft Buckle		1.00	
1 ft Cistern		5.00	\$ 151.00
Steel Yards 9.25	Flour Sugar 20.25	24.50	
10 Bags Cakes \$66	9 Fish & Baskets 8.1	6.75	
Whitney Fan		1.50	
Steel		1.07 1/2	
1 Roll Sheet Lead		31.00	
Old Chests & saw		3.60	
Blocks 3.15	Old Iron 22.50	25.55	
2 Hiding Carriaps		6.50	
1 ft Nine pound Cannon		82.00	
1 Cask Sugar Wine 27 Gall at \$1.25	29	33.75	
1 Cask Cape sweet Wine 93 Gall at 67 1/2		55.13	\$ 340.10

found in book
20 Jan 1802

1800
Oct 28 70

Bought from Master

Jan 25

Income

Capital Nathl West

Bought of Estate of E. H. Derby dec'd

1 Urn (Tea & Coffin)	\$56.-
Iron Chair	6.50
Tea Caddy & Birds House	3.50
1 Field Beaster	3.-
3 Baskets	5.75
2 Eyes (Bright & brown)	60.-
1 Cow. (Gibson)	17.-
1 d. (Length of days)	15.-
1 d. (White face Heifer)	15.50
2 Ligs	32.-
1 Drag	2.50
1 Clock from Hasket	45.-
Van low, Hus bandry	1.-
3 Volumes	2.55
Goldsmith history of England 2 Vol at 108.00	2.20
History Charles 12 th 3 V at 75	2.25
Book on Insurance	1.-
Magazine for 1781	75
Calendar	2.20
French Dictionary	70
28 Gun carriages	22.-
1 Empty chest 50 Red Case 1.25 2 Anchors 5.75	10.50
1 Chair \$1.40 Lead Cone 5/2 Table Mat Black	13.40
Cask Bramstone 10.25 Sheathing Nails 9.50	19.75
3 double blocks 86.50 Lignum Vita 8	7.50
Cut Nails 16.50 Whandy 9.25 Wick Yarn 5.00	21.35
Sheet \$1.80 6 Casks of put Cask Shot \$250	216.87
1 Roll Sheet Lead 83; Cask 1/4 Shot 5.00	41.-
Thompson's Cask 1.50 Lead, Old Iron 100 55	2.25
Shoat Cask \$9 2 Ships Casks \$2	11.-
Cask 7.75 Old Sunk 2, Chalk 13.50	23.25
2 Cannonades \$3.5 3 Old long Cannon 12.50	48.50
2 Brights in Great Pasture	140.-
1 Cask Sidges Water at \$1.27 per Gall 24 Gal	30.48

299.20

3581.05

1800
bath
from Store

enter'd in Book Nov. 18. 1800

Inventory

Mr. Perry Dickman Jr
 Bought of Estate of E. R. Derby dec'd

9 Table Spoons	\$33.50
Japan Candlesticks & Lanthorn	3.75
Shooting Glass	60
1 st Carpeting	1.00
1 Case No.	5.25
Tin Cannister	1.00
8 Pictures	7.25
28 Gun Carriages	20.00
Milburns Works at 1.30	3.90
2 Volumes 1.35	2.70
Goldsmiths History of Rome 2 Vol. 1.55	3.10
Smiths Wealth of Nations 3 Vols 1.50	10.20
Cooks Voyage 2 Vol 1.50	2.10
Homers Odyssey 2 Vol 30	1.00
Watson's Essays	1.00
Tutler on Yellow Fever	.50
Cyrus Travels	.25
Ovids Metamorphoses	.50
6 Vols at 10 cts	.60
Parcel of Pamphlets &c	1.25
Thermometer	0.50
	<u>110.65</u>

1800
Oct 10

deduct for 28 Gun carriages & charges } 22.00
 to Cash West - } \$ 88.65

from Store

7 feet Gun Barrel 50	Gun Barrel 25	0.75
Sup in Line \$4.25	3 Chests \$4	12.25
3 part Casks	2 Chest Shots	10.00
Sponges & Rammers		1.90
Cans \$50	Engine 7.75	57.75
3 1/2 - 9 lb Cannon	at \$90 p/w	720.00
3.9 to at		81.00
10 Small Carriages		6.00
1/2 Cash Litges Wine 17 Gallons	at \$1.25	17.92
1/2 Cash Cash sweet wine 27 Gallons	at 7/11	18.31
entered in Bonds Nov 28 1800.		<u>1029.94</u>

Appendix G

Index of Names of Craftsmen and Tradesmen Who Worked on Elias Hasket
Derby's Houses, Vessels, Warehouses, and Wharves, 1769-99

Compiled by Charles W. Snell from Elias Hasket Derby's Account
Books in the Essex Institute Collections, Salem, Massachusetts.

Elias Haskey Derby did business with the following craftsmen and tradesmen:

<u>Name, Trade, and Period</u>	<u>Elias Hasket Derby Account Book (Source)</u>
1. Ashley, David--carpenter (1795-99)	No. 8
2. Bancroft, Daniel--housewright (1789-1800)	No. 1, p. 245; No. 8, p. 21
3. Barker, John--blacksmith (1795-99)	No. 8
4. Becket, James--mastmaker (1789-99)	No. 6; No. 8
5. Becket, John--boatbuilder (1789-99)	No. 6; No. 8, p. 97
6. Becket, Retire--shipbuilder (1795-99)	No. 8, p. 97
7. Berry, Timothy--ropemaker (1795-1800)	No. 8
8. Black, John--Negro truckman (1797)	No. 2 (1788), p. 276; No. 8; Derby Family MSS, III, 36
9. Briggs, Enos--shipbuilder (1790-99)	No. 8
10. Briggs, Thomas--ropemaker (1795-1800)	No. 8, p. 46
11. Brooks, Thomas--carter (1792-99)	No. 2, p. 287; No. 8, p. 31
12. Chase, Abner--ship painter, also houses (1783-86)	Derby Family MSS, I, 76
13. Chase, Philip--painter & glazier	No. 6 (1789-91); No. 8 (1795-99), p. 80
14. Cheever, Benjamin--tanner (1795-99)	No. 8
15. Chever, Samuel--tanner (1795-99)	No. 8
16. Chipman, Joseph--blockmaker (1789-91)	No. 6
17. Collins, John--tanner (1795-99)	No. 8
18. Child, Lemuel--butcher (1795-99)	No. 8
19. Dodge, Joshua--tanner (1795-99)	No. 8
20. Felt, Benjamin & Conners--blockmakers	No. 8 (1795-1800), p. 52
21. French, Joshua--carter (1787)	No. 2, p. 247
22. Gardner, John--baker (1795-99)	No. 8
23. Gould, James--carpenter (1795-1800)	No. 2, p. 360; No. 8, p. 2
24. Gould, Josiah--carpenter (1769-72)	No. 1, p. 6
25. Gray, William--painter (1779-95)	No. 1, p. 229, 270; No. 2
26. Harridon, Jonathan, ropemaker (1795-99)	No. 4, p. 33; No. 8, p. 40
27. Hawkes (Benjamin) & Babbidge (John), boatbuilders (1795-1800)	No. 8, p. 50, 98
28. Hutchinson, Benjamin, blacksmith (1795-1800)	No. 8
29. Jefferds, Samuel--brass founder (1795-1800)	No. 8
30. Lane, Nichols--sailmaker (1795-1800)	No. 8
31. Luskin, Solomon--carpenter (1785-90)	No. 1, pp. 241, 249
32. Luscomb, William--painter (1795-1800)	No. 8, p. 56
33. Mansfield, Ellis--ship chandler (1789-91)	No. 6

34. McIntire, Samuel--carver, jointer architect (1780-1800) No. 2, pp. 104, 337, 375, 396; No. 4, pp. 48, 92, 104, 109, 110, 128, 129, 138, 192, 202; No. 7; No. 8, pp. 19, 107; Derby Family MSS , II, 63, and III, entry for Feb. 12, 1793.
35. Pages & Ropes--coopers (1795-1800) No. 8, p. 80
36. Palfrey, Richard--sailmaker (1787-99) No. 2; No. 6; No. 8, p. 3
37. Palfrey, Thomas--cooper (1795-99) No. 8
38. Peele, William--cooper (1795-1800) No. 8
39. Peirce, Jonathan--blacksmith (1795-99) No. 8
40. Phelps, William--blacksmith (1789-99) No. 6; No. 8, p. 47
41. Phippen, Joshua--cooper (1785-88) No. 1, p. 231; No. 2, p. 442
42. Phippen, Joshua--mason (1785-90) No. 1, p. 241; No. 4, p. 307
43. Phips, Ebenezer--ship stuff & baker No. 6 (1789-91)
44. Pope, Folger--saddler (1795-99) No. 8
45. Pope, John--baker (1790-98) No. 1, pp. 256, 267, 269, 283
46. Richards, Nathaniel--tanner (1789-91) No. 6
47. Roach & Brown--ship candlers No. 8
48. Ropes, William--baker (1787) No. 2
49. Service, Jonathan--carpenter (1786) Derby Family MSS , I, 104
50. Smith, Jonathan--blockmaker (1791-92) No. 4, p. 509
51. Southwick, Edward--Danvers tanner No. 8
52. Stimpson, John--mason (1795-1800) No. 8, p. 6
53. Stimpson (or Stimson), Thomas--mason & plasterer (1774-84) No. 1, p. 179
54. Symonds, Samuel--carpenter (1795-1800) No. 8, p. 34
55. Tay, Abyah--blacksmith (1795-1800) No. 8
56. Ward, Benjamin--glazier (1795-1800) No. 8, p. 40
57. Whittemore, James--ropemaker (1795-1800) No. 8, p. 54
58. Wittemore, Samuel--butcher of Cambridge, Mass. (1795-1800) No. 8, p. 61
59. Wild, Micah--mason (1794-1800) No. 8, p. 10; Derby Family MSS , XXXI, 90
60. Agreement, dated 1786, of E. H. Derby with Parker & Balch to construct two fishing schooners, Hersey and Richard, is in Derby Family MSS, XXX. These vessels were finished in April 1787.

61. Elias Hasket Derby's chief clerk was James Jeffry. Upon Jeffry's death, Nov. 7, 1807, at age 76, the Reverend William Bentley commented:

This day was buried Mr. James Jeffry, aet 76. He was a native of Salem & educated in Quebec & continued Clerk in the service of E. H. Derby, our eminent merchant, during the whole time in which he acquired his riches. Mr. Jeffry was never married & died in the family house opposite the first church. He was much valued for his fidelity. Since Mr. Derby's death he has lead an inactive life & his gout terminated in paralytic affections, debility, & finally into the loss of his faculties.

In his will Elias Hasket Derby left Mr. Jeffry the sum of \$330.

Diary of William Bentley, III, 328.

Appendix H

"Account No. 17--Wharf and Stores," 1795-99

Elias Hasket Derby's Account Book No. 8, p. 17. Courtesy Essex Institute, Salem, Massachusetts.

This page records E. H. Derby's expenditures for improving and maintaining Derby Wharf and its three warehouses from September 1795 to December 1799.

Derby's account for "Distill House and Stores, February 1, 1779 to 1782" is located in E. H. Derby's Account Book No. 1, p. 213.

1700 Wharf & Stores

1795 To Bal^m from Ledger B^m 115 21, 115 3
 Oct 17 To, Micah Wildt . . 17 95
 Dec 6 To, James Gould . . 2 105 5 10
 Jan 1 To, W^m Phelps . . 47 1 0 3
 20 To, Sundry Acc^t 26 16 1 4
 30 O. L. Telt & Conners . . 52 " " 8 8
 Mar 29 To, Errol Briggs . . 11 " 1 1 3
 Aug 9 To, Sundry Acc^t 55 " " 1 1 3
 Oct 6 To, Sum. Gould . . 2 " 4 1 9 6
 Dec 8 To, Errol Briggs . . 11 " " 1 1 3
 1797
 Jan 1 To, Sundry Acc^t 26 77 13 6
 L. 135 0 5

1797 To, W^m Phelps . . 47 " 1 0 3
 May 10 By, Saml. Very . . 18 " 10 18 6
 1798
 Jan 25 To, Page & Ropes . . 80 " 5 70
 Feb 7 To, Benjⁿ Telt . . 52 " 10 58
 Mar 20 To, Tho^s Briggs . . 16 " 1 50
 20 To, Ric^d Palgray . . 3 " 1 94
 May 27 To, John Beckett . . 53 22 95
 Dec 15 To, W^m Lane . . 20 " 5 18
 1799
 Jan 18 To, Hawkes & Babbidge . 50 " 10 97
 20 To, John Beckett . . 93 " 1 50
 21 To, Benjⁿ Telt . . 52 " 5 05
 Aug 12 To, John Barker . . 98 " 11 04
 15 To, John Beckett . . 93 " 7 50
 Nov 21 To, Sundry Acc^t 26 10 56 3
 Dec 1 To, W^m Suscomb . . 50 " 0 17
 Oct 1 To, Ric^d Palgray . . 3 " 2 03
 L. 155 8 11

1798 Equal to 8 p^{er} 1450 8
 Jan 25 To, Page & Ropes . . 80 " 5 70
 Feb 7 To, Benjⁿ Telt . . 52 " 10 58
 Mar 20 To, Tho^s Briggs . . 16 " 1 50
 20 To, Ric^d Palgray . . 3 " 1 94
 May 27 To, John Beckett . . 53 22 95
 Dec 15 To, W^m Lane . . 20 " 5 18
 1799
 Jan 18 To, Hawkes & Babbidge . 50 " 10 97
 20 To, John Beckett . . 93 " 1 50
 21 To, Benjⁿ Telt . . 52 " 5 05
 Aug 12 To, John Barker . . 98 " 11 04
 15 To, John Beckett . . 93 " 7 50
 Nov 21 To, Sundry Acc^t 26 10 56 3
 Dec 1 To, W^m Suscomb . . 50 " 0 17
 Oct 1 To, Ric^d Palgray . . 3 " 2 03
 L. 155 8 11

1798 Equal to 8 p^{er} 10 33
 Jan 25 By, Saml. Symonds . . 36 " 10 50 0
 25 By, Sundry Acc^t 26 8 25
 Mar 28 By, Tho^s Brooks . . 31 " 21 88
 31 By, W^m Lane . . 11 " 75 79
 Apr 25 By, Saml. Very . . 18 " 32
 1799
 Jan 20 To, W^m Lane & Dr. Budge . 50 " 9 27
 Feb 26 By, W^m Lane & Dr. Budge . 50 " 9 27
 May 21 By, James Gould . . 2 " 20
 Oct 24 By, W^m Lane . . 11 " 2 22
 21 By, Hawkes & Babbidge . 98 " 11 04
 1800
 Jan 10 By, Tho^s Brooks . . 31 " 237 48 2
 May . By, direction of J^r Geo^r
 to W^m Lane & Dr. Budge . 90 1 20
 L. 155 8 11

P 17 - Elias Hasket Derby Account
Book V, p. 17

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Appendix I

Some Statistics on Salem, 1764-1840

CENSUS FIGURES, 1764-1806

YEAR	Total Population	White Males 16 & over	Blacks	Houses	Total No. of Bldgs.	Total No. Vessels	Merchant Vessels	Coastal Vessels	Fishing Vessels	Total Tonnage
1764	4,469	1,050	173	509	923	88	35	0	53	
1784	6,665	1,283		646	1,264					8,652
1790	7,921	1,845		928		151	124	20	7	13,726
1793						175	126	23	26	18,494
1798	9,000(ca.)				1,577					
1801					1,717					
1806					1,947	252	185			43,570

1. Figures for 1764 from Felt, Annals of Salem; and James Duncan Phillips, Salem in the Eighteenth Century (Boston and New York, 1937), p. 242.
2. Figures for 1784 from Phillips, Salem in the Eighteenth Century, p. 468; Phillips, Salem and the Indies, p. 9; Diary of William Bentley, I, 7.
3. Figures for 1790 from Diary of William Bentley, I, 212; Felt, Annals of Salem, II, 298.
4. Figures for 1793 from Felt, Annals of Salem, II, 298.
5. Figures for 1798 from Diary of William Bentley, II, 318, and III, 213.
6. Figures for 1801 from Diary of William Bentley, III, 213.
7. Figures for 1806 from Diary of William Bentley, III, 213; Phillips, Salem and the Indies, p. 224; and Hunt, The Lives of American Merchants, II, 51.

Superficial feet of Wharves
at Salem, Mass. (1)

1768	51,131
1771	52,261
1781	50,900
1791	50,000
1801	252,430
1811	235,000
1821	272,246
1831	289,550

Salem in 1784 (2)

646 dwelling houses
 183 shops separate or adjoining
 10 Tan & Slaughter Houses
 2 Rope Walks
 41 Warehouses
 276 Barns
 4 Mills
 96 Buildings of 5 pounds value
5 distill houses
 1,264 buildings
 50,900 superficial feet of wharves
 8,652 tons of vessels.

Number of Shops in Salem, 1768-1801 (3)

Year:	1768	1771	1775	1781	1791	1801
Blacksmiths			20*			
Bake Houses					8	17
Distill Houses	3			5	7	6
Rope Walks		2		2	3	4
Tan Houses	4				8	7

*Employing 52 blacksmiths.

(1) Felt, Annals of Salem, II, 373.

(2) Phillips, Salem in the Eighteenth Century, p. 468.

(3) Felt, Annals of Salem, I, 153, 155, 167, 175, 182.

Tonnage of Salem Vessels, 1790-94 (1)

<u>Year</u>	<u>Merchant</u>	<u>Coastal</u>	<u>Fishing</u>	<u>Grand Total</u>
1790	13,726	555	398	14,679
1791	12,223	1,429	918	14,570
1792	15,480	873	1,366	17,719
1793	15,808	1,160	1,526	18,494
1794	14,964	1,100	724	16,788
1800	19,363 (2)			

Number and Types of Salem Vessels, 1790-94 (3)

<u>Types</u>	<u>Merchant</u>	<u>1790</u>	<u>1791</u>	<u>1792</u>	<u>1793</u>	<u>1794</u>
Ships		5	6	10	12	15
Brigs		41	46	63	66	48
Schooners		76	51	53	45	
Sloops		2	1	2	3	
Subtotal		124	104	128	126	
	<u>Coastal</u>	<u>1790</u>	<u>1791</u>	<u>1792</u>	<u>1793</u>	<u>1794</u>
Schooners		12	16	4	10	
Sloops		8	8	14	13	
		20	24	18	23	
	<u>Fishing</u>	<u>1790</u>	<u>1791</u>	<u>1792</u>	<u>1793</u>	<u>1794</u>
Schooners		7	17	24	26	
Sloops						
		7	17	24	26	
GRAND TOTAL OF ALL TYPES:		151	145	170	175	160

(1) Felt, Annals of Salem, II, 298.

(2) Phillips, Salem and the Indies, p. 224.

(3) Felt, Annals of Salem, II, 298.

Customs Duties and Foreign Entries at Salem by Decades After 1789

	<u>Duties</u>	<u>Entries from Foreign Ports</u>
1789-1791	\$ 108,064.48	205
1791-1800	2,949,817.19	1,508
1801-1810	7,272,633.31	1,758
1811-1820	3,832,894.81	835
1821-1830	4,685,139.58	1,226
1831-1840	1,987,509.12	903
Total:	\$20,836,059.49	6,435 vessels

The period 1801 to 1810 includes the era of the Embargo, when trade stopped entirely for fifteen months, but the quarter ending December 31, 1807, showed duties of \$511,000, which is the largest amount ever collected in three months.

Phillips, Salem and the Indies, p. 429.

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- _____. Derby Family Papers. Box 4, Folder 2, pp. 27-31. "Memorandum of Articles Bought at the House, Farm, and Stores," July 25, 1800, to November 28, 1800. A copy of this manuscript is reproduced as Appendix F.
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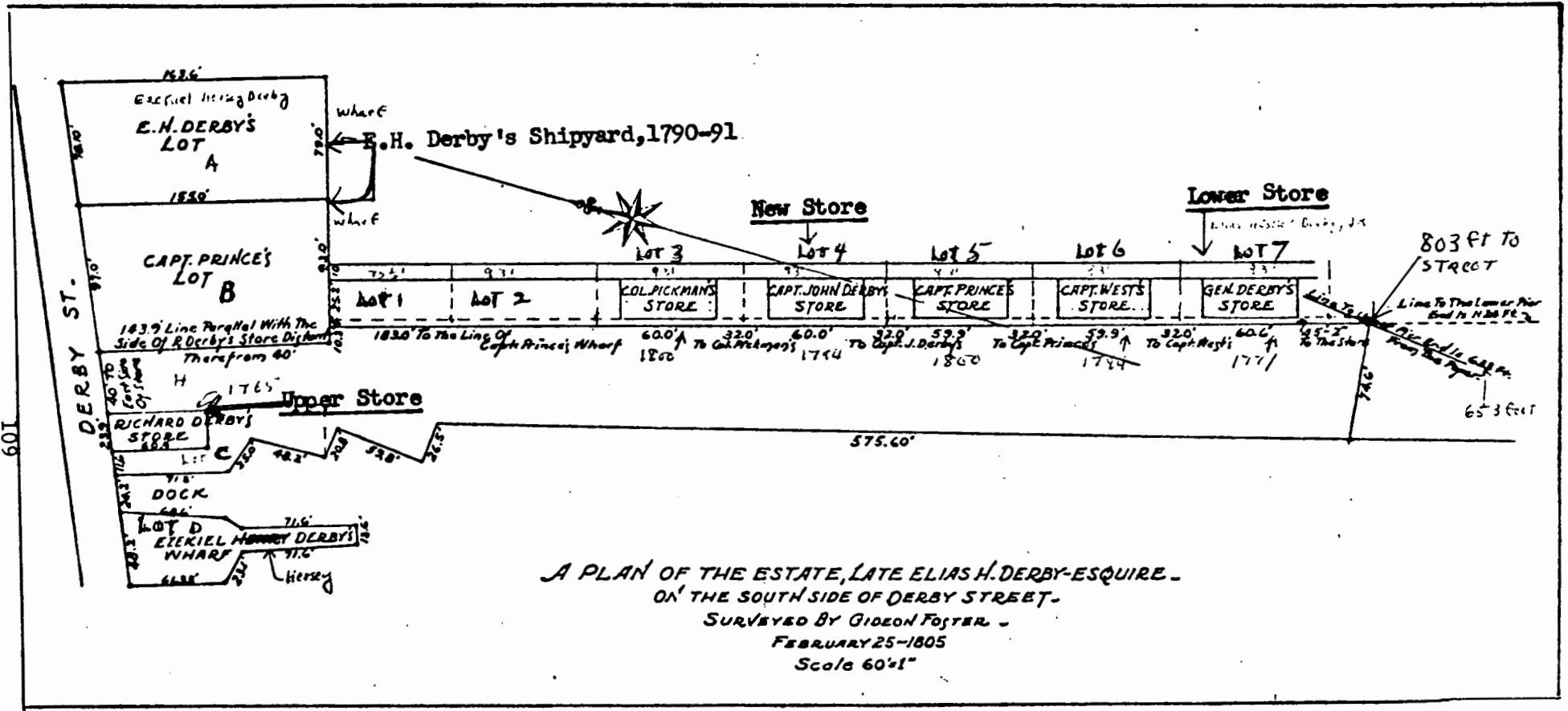
Snell, Charles W. Vessels, Voyages, Masters, and Ports of Call Associated with Elias Hasket Derby's Trading Operations and Derby Wharf, Salem, Massachusetts, June 1785 to August 1799. NPS, Denver, Colo., 1975. This study is a compilation of data concerning E. H. Derby's vessels and sea captains, as well as voyages made, and to what ports. A section of the report also serves as an index to E. H. Derby's Account Books Nos. 3, 5, and 9. The report is published with Charles W. Snell, Historic Structure Report, Derby Wharf and Warehouses, Salem Maritime National Historic Site. NPS, Denver, Colo., 1975. This study contains a detailed historical study of the construction, physical appearance, and use of Derby Wharf and its 17 warehouses from 1762 to 1906.

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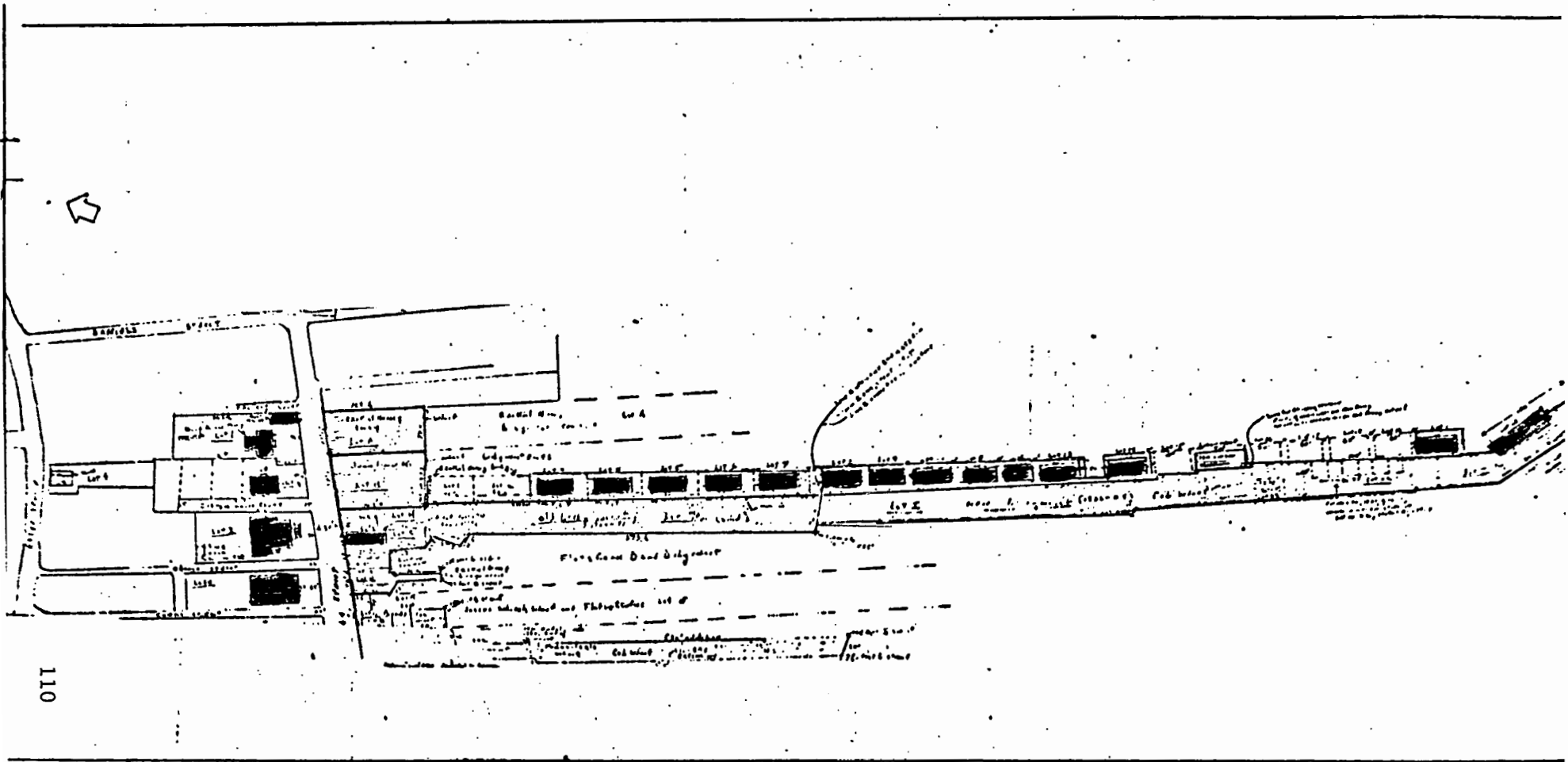
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MAPS

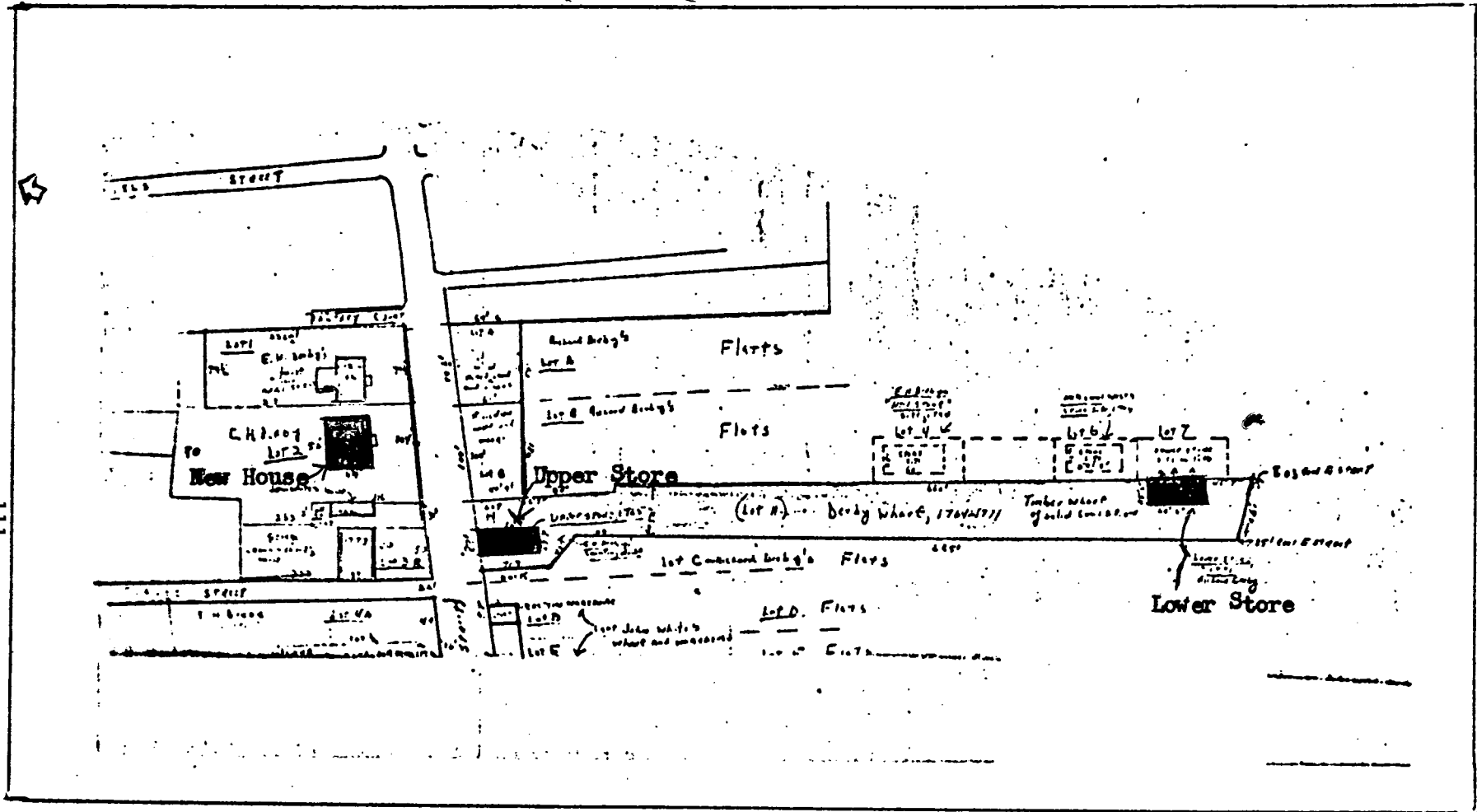


Map No. 1. Derby Wharf as it Appeared October 1800 to May 1806



Map No. 2. Derby Wharf and Warehouses, February 1819

From Charles W. Snell, "Study Map No. 3"



Map No. 3. Derby Wharf and Warehouses, August 1783

From Charles W. Snell, "Final Study Map No. 1"

As the Nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, park and recreation areas, and for the wise use of all those resources. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. administration.

