UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

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HISTORICAL REPORT ON DERBY WHARF v.1
with
RECOMMENDATIONS, NOTES AND BIBLIOGRAPHY

History

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UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

Custom House, Derby Street,
Salem, Massachusetts.

September 30, 1937.

The Director,
National Park Service,
Washington, D. C.

Dear Sir:

Submitted herewith for your information is a copy of an historical report on Derby Wharf with notes and bibliography, and a compilation of documents under separate cover. As this report is monographic in form and contains minutiae which may not be readily digested, it has been thought best to include a map summarizing the most significant data available on the construction of Derby Wharf and a set of recommendations which take precedence over those submitted in a letter under date of March 12, 1937.

Most of the material used in this report was gathered by Thomas C. Manning who was employed as a student technician from June 7 to September 15, 1937. Other material assembled during the summer will shortly be covered in reports on the Derby-Prince-Ropes house, the Custom House property, and Land to the West of Derby Wharf.

Sincerely yours,

EWS:am

Edwin W. Small
Acting Superintendent

cc: Washington
cc: Richmond
cc: Mr. Cox
cc: Mr. Small
cc: File

RECOMMENDATIONS

I. As the part of Derby Wharf extending from Derby Street to the first jog, a distance of 760 feet more or less, is the oldest part of the Wharf, dating back in part at least to the days of privateering during the American Revolution, and was the only part of the Wharf in existence and on which warehouses stood during the most brilliant era of Salem's maritime commerce under the great merchant, Elias Hasket Derby, it is recommended that the rebuilding of the first 760 feet be given primary consideration and that completion of this section of the Wharf be assured before operations are started upon extensions made after 1805. As this part of the Wharf is nearest to Derby Street, and is the part of the Wharf that is most readily seen from the Street, and over which access to the later extension is possible, it is evident that this section is the logical place to begin operations. If at any time in the future it is desired to make a restoration of buildings on the Wharf or a "type" restoration of a warehouse and counting house, the old part of the Wharf is the part for which the most authentic information is available.

It is, therefore, requested that attention be directed first to the old part of the Wharf extending 760 feet more or less in a southerly direction from Derby Street and that the following requirements be considered in rebuilding the western and eastern sides of

this part of the Wharf:

1. That on the western side of the Wharf, beginning at the south end of a dock adjoining the common way, the type of construction described as "Section B" on a plan entitled "Proposed Reconstruction" be used for a distance of at least 325 feet where there are remains and evidence of a type of construction most nearly resembling "Section B". For the remaining distance to the first jog either "Section A" or "Section B" may be used, there being remains of a higher stone wall near the jog, but also evidence from photographs of the use of cob construction at the top of the wall. The opportunity for a choice in the type of construction to be used in the remaining distance to the first jog is granted only on condition that, regardless of the type of construction finally selected, fender piles be spaced at regular intervals of ten or twelve feet and at least one layer of plank be laid along the top of the wall for the entire distance of the western side of the old part of the Wharf. The earliest photographs show fender piles along almost the entire length of the western side of the Wharf including both the old part and the later extensions. The replacement of fender piles in these locations is regarded as a matter of even greater significance than the type of construction used in the walls for these features of the structure of the Wharf were situated where they were most visible and most necessary to protect vessels from impact with the stone walls.

2. That on the eastern side "Section A" be employed the entire length of the old part of the Wharf, there being no archaeological or positive historical evidence available to indicate that cob construction was used in this location.

3. That the land, beach, and mud flats on the eastern side of the Wharf be eliminated by excavation to a distance 425 feet more or less in a northerly direction from the south end of the old part of the Wharf. This distance should be sufficient to permit the rebuilding of a sea-wall which in 1904 extended in an easterly direction from the east side of Derby Wharf and joined a wall which at present comes to an end about 100 feet from what was formerly the eastern boundary of Derby Wharf. For this location as well as the eastern side of the old part of Derby Wharf the use of "Section A", should be allowed unless excavation reveals a different type of construction. Excavation back to the line of the waterfront,1789-1855, instead of the line of 1904, although desirable from the historical viewpoint, is not urged on account of the prohibitive cost of such an undertaking.

II. If funds are available after the old part of Derby Wharf has been repaired and rebuilt and if restoration of the remainder of the Wharf seems feasible, it is recommended that operations be continued from the end of the old part of the Wharf to the Lighthouse Reservation or as near to the Lighthouse Reservation as funds permit. For the rebuilding of the new part of Derby Wharf or the extensions made after 1805, it is requested that the following requirements receive consideration:

1. That on the western side of the Wharf, beginning at the first jog, for a distance of 525 feet more or less to a slight jog beyond which remains of cob work at the top begin, it is recommended that either "SectionA" or "Section B" be used except where remains of a receding wall for a distance of about 100 feet midway suggest a type of construction most nearly approached by "Section D". For the entire distance of 550 feet more or less fender piles should be spaced at regular intervals as on the western side of the adjoining old part of the Wharf. This requirement does not include the distance of about 100 feet midway where "Section D" is to be employed and where piles are an integral part of the construction.

2. For the next 175 feet more or less south of the 550 feet more or less above described there are remains and evidence of cob work at the top which definitely calls for employment of "Section "B" with accompanying fender piles spaced at regular intervals.

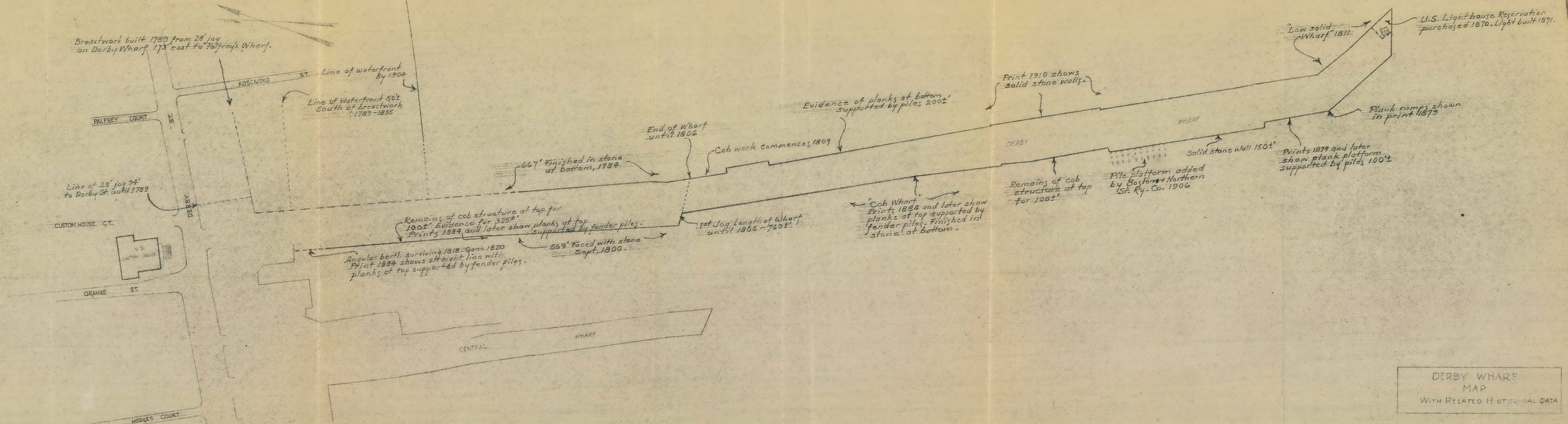
3. South of the section above described for a distance of about 100 feet are the remains of piles for a platform erected by the Boston and Northern Street Railway Company in 1906. These piles should be eliminated and no attempt made to restore this platform as was recommended in requirements submitted under date of March 12, 1937.

4. For the section of wall partly lying back of the site of the pile platform above described, terminating in a jog at both the north and south ends and about 250 feet in length, it is recommended that "Section A" be employed, this type of construction surviving as a solid stone wall for a distance of 150 feet more or less at the south end of this section.

5. For the remaining distance of 100 feet more or less to the angle at the southwestern corner of the Wharf where there is evidence of a receding wall, it is recommended that "Section D" be used except for a distance of 15 feet above the angle which should be reserved for a ramp to be reproduced in imitation of the ramp or gangway shown in the painting of Derby Wharf by Charles Porter Brown, 1879, and in later photographs.

6. It is recommended that the wall on either side of the Lighthouse Reservation at the end of Derby Wharf be repaired where necessary in solid stone or according to a type of construction most nearly resembling "Section A".

7. Along the entire eastern side of the new part of the Wharf or the extensions made after 1805, it is recommended that "Section A" be used except for a distance of about 200 feet, beginning about 150 feet south of the end of the old part of the Wharf, where remains of a type of construction suggestive of "Section C" are found.


Breastwork built 1789 from 28' jog on Derby Wharf 173' east to Palfrey's Wharf.
KOSCIUSKO ST.
Line of waterfront By 1904
Line of Waterfront 50± South of breastwork 1789-1855
PALFREY COURT
ST.
DERBY
Line of 28' jog 94' to Derby St. until 1789
CUSTOM HOUSE CT.
U.S. CUSTOM HOUSE
ORANGE ST.
HODGES COURT
667' Finished in stone at bottom, 1784
End of Wharf until 1806
Cob work commences 1809
Evidence of planks at bottom supported by piles 200±
Print 1910 shows solid stone walls
"Low solid Wharf" 1811
U.S. Lighthouse Reservation purchased 1870. Light built 1871.
Plank ramps shown in print 1879
Prints 1879 and later show plank platform supported by piles 100±
Solid stone wall 150±
Pile platform added by Boston & Northern St. Ry. Co. 1906
Remains of cob structure at top for 100±
"Cob Wharf" Print 1884 and later show planks at top supported by fender piles. Finished in stone at bottom.
Remains of cob structure at top for 100±. Evidence for 325±. Prints 1884 and later show planks at top supported by fender piles.
1st Jog. Length of Wharf until 1806 ~760±
569' Faced with stone Sept. 1800.
Angular bertl. surviving 1818. Gone 1820 Print 1884 shows straight line with planks of top supported by fender piles.
CENTRAL WHARF
DERBY WHARF
MAP
WITH RELATED HISTORICAL DATA

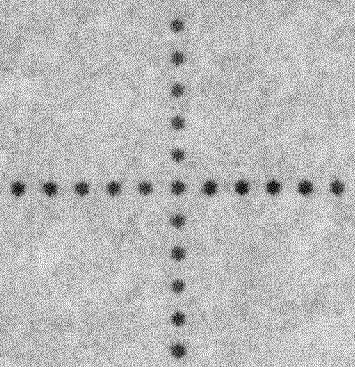
HISTORICAL REPORT

on

DERBY WHARF

Prepared by

EDWIN W. SMALL
and
THOMAS G. MANNING



SEPTEMBER, 1937.

HISTORICAL REPORT ON DERBY WHARF

Chapter I

1760 -- 1799

The development of the waterfront bounding lower Salem harbor did not come until the latter part of the 18th century. Indeed a map of the Town of Salem in 1760 reveals a waterfront in East Salem almost devoid of wharves, a small pier at the foot of Turner's lane being the sole break in the contour of the shore.(1) It was shortly thereafter, in 1762, that Richard Derby, a thriving merchant, purchased the land upon which the future Derby Wharf was to rise. Margaret Silsbee and Mary Renew, two widows of the town, conveyed "a piece of Beach Land and Flatts"(2) to him in consideration of five shillings and a road Derby agreed to build for them.

A thick haze of doubt has enveloped the exact time when Richard Derby began to sink piers, raise warehouses or build the main wharf itself upon his newly acquired property. Local historians have not shown a unanimity of opinion on the matter. Ralph D. Paine in The Ships and Sailors of Old Salem obviously exaggerated when he wrote of "old Derby Wharf" as having its warehouses filled with cannon in 1776.(3) J.B. Felt, whose Annals of Salem is one of the more important local histories, had nothing to say. The Life and Times of Richard Derby, a monograph by James Duncan Phillips, contained the statement that Derby Wharf was built by Elias Hasket Derby, son of

Richard Derby, after 1780.[4] In a recent interview, however, Mr. Phillips, who is just completing a book on Salem in the 18th century, stated as his belief that a wharf stood on the former Silsbee and Remew property as early as 1771.

Evidence unearthed this summer allows a closer approximation to the date of origin of the wharf. It can be categorically set down that in 1783 Richard Derby had a "Long Wharfe" on his 1762 purchase, because a deed of that year located a piece of land (now the eastern section of the Custom House property) as "situate on the northern side of Derby Street in said Salem and opposite to the northern end of the Long Wharf of Richard Derby Esq."[5]

The Valuation Records of the Town of Salem from 1754 to 1783 offer evidence enabling us to push the date back of the year 1783.[6] In 1782 Richard Derby had a "Long Wharf" valued at 1,000.[7] Under the name of his son Elias Hasket for the same year came the item "Warehouse on Father's Long Wharf", 600. The caption "Long Wharf" of Richard Derby was found in the valuation lists back to 1778, while since 1767 Elias Hasket Derby had a taxable item listed as "warehouse". In 1767 it is "new warehouse". This warehouse receives mention in the will of Richard Derby:

> "I give and bequeath to my son Elias Hasket Derby and his heirs forever the Land belonging to his Warehouse and on which it stands extending from the

> Street by my wharf about sixty six feet southward be it more or less to the notch in the wharf with the Passageway and Deckage westward of it." (8)

A date of 1767 for E. H. Derby's warehouse on the former Silsbee - Renew property does not seem too early. The Derbys doing a thriving and expanding business most certainly bought the land for commercial purposes; and wharves and piers probably began to stretch South into the harbor very shortly after the purchase. 1764 saw Richard Derby and others petitioning the Court of General Sessions of the Peace that a way be laid out along this waterfront. A committee promptly surveyed a road thirty feet wide from "Daniel's-Lane to ye way leading to the long (Union) Wharf", the future Derby Street. This way, of course, bounded northerly on Derby's beach and flats and facilitated his doing business on this land. It is significant, too, that when Elias Hasket Derby's grandson, Elias Hasket Derby, (10) wrote a memoir of the distinguished merchant he considered that the wharf was begun by Richard Derby.(11) Derby Wharf proper, then, had its origins in the work of the Salem merchant, Richard Derby, during the American Revolution, with 1778 as the best documented date for the existence of the first several hundred of feet.

At the death of Richard Derby the "Long Wharf" with two warehouses thereon passed to his son, Elias Hasket Derby,(12) and remained in his possession until his death in 1799.

Any study of Derby Wharf demands consideration of the nature and scope of wharf building, in general, and Derby Wharf, in particular,

in the late 18th and early 19th centuries. The source material for such a presentation has proven embarrassingly scanty. A search of the Essex Institute at Salem, the Widener Library at Cambridge, the Boston Public Library, and questioning of local historians has not uncovered a single book dealing with wharf building of those times. It could hardly have been otherwise with engineering not the developed discipline it is to-day, and education in the practical arts neither formal nor scholarly. If material for Ancient Wharf building has been scanty, information upon the actual building of Derby Wharf has been almost negligible. As ever, time has dealt harshly with the records of man's past and what has come down to us certainly does not approach an engineer's ideal of material -- voluminous plans, detailed measurements, revealing cross-sections.

For wharf building in general two documents have been uncovered. One from The Merchants' Magazine and Commercial Review of Freeman Hunt of 1840;(13) the second a carpenter's contract for building a wharf in 1853 on a lot adjoining Derby Wharf and within the limits of the project.(14)

For Derby Wharf itself the principal sources have been the Derby Family Papers and the four volume diary of William Bentley, pastor of the East Parish, Salem, from 1783 to 1819.(15)

Although nothing has come to light of the wharf building of Richard Derby during and after the Revolution we may infer that his was a cobb wharf, one of timber planks with fender piling.

Bentley has a comment upon Salem wharves in general on October 25, 1819.[16]

> "Mr. Pickering Dodge is carrying off his wharf from the Point opposite to the Derby Wharf at the point most easterly. The work is in the method of the wharf at the Charity House, with stone filled with earth to be solid and not like our other wharves of Cobb and liable to be hurt by every sea."

The same Reverend gentleman wrote a description of Salem for an historical magazine in 1800.[17] The relevant passage follows:

> "The wharves, in the rivers, are without water at a common ebb of the tide, and are built of wood, and sunken by rocks. There are no stone piers. The stores which are built upon them are convenient buildings without ornaments, but often painted."

There is no reason to believe that Richard Derby's "Long Wharfe" in 1783 differed from the common type. Concerning such details as length, width, nature of fill, surface material, place and use of mooring and fender piles nothing is known.[18] That there were two warehouses on the wharf cannot be denied; one, the E. H. Derby warehouse at the head of the wharf,[19] heretofore mentioned; the other, Richard Derby's at the south end of the wharf on the east side.[20]

Entries made in the Town of Salem, Valuation Book, 1790-1799, tell more than a thousand words about business expansion and activity on Derby Wharf during those years.

1793	- Long Wharf & stores	1,000
1795	- Long Wharf & stores	4,000
1796	- Long Wharf & stores(3)	6,000
1798	- Long Wharf & stores(3)	8,000
1799	- Long Wharf & stores(3)	10,000

These years, the greatest for Elias Hasket Derby or "King" Derby as he was called, saw several changes in the physical structure and appearance of the Wharf. In 1784 Elias Hasket Derby employed Joshua Phippen to finish the eastern part of his wharf in stone at bottom from the head (end)667 feet northward till nearly a line with the upper store; it being left open 94 feet from a 28 foot jog there to Derby Street. Not much over two hundred feet of that stone remains to-day for the mud flats on the east side of the wharf have been filled down to the four hundred foot mark. Nothing remains of this jog of 1784, twenty-eight feet wide, from which the same Phippen in 1789 built a breastwork over to Palfray's wharf 173 feet east. (21)

These figures approached from a different angle show how close to Derby Street the water came on the eastern side of the wharf. In an inventory of the Estate of Elias Hasket Derby (22) the dimensions of the wharf are given as 760 feet by 52 feet. There is no reason to believe that the dimensions differed very much in 1784. Of this 760 feet, 667 feet on the east side from the head north, Bentley says, were finished in stone in 1784. Then came the jog, and the wharf above remained open. It was from this jog that Phippen built the breastwork of 1789. Bentley informs us that the new breastwork lay ninety-four feet south of an old breastwork which had been torn up for other

uses. But ninety-four feet north of the new breastwork is the beginning of the wharf on Derby Street (667 + 94 = 761). In other words sometime before 1789 a breastwork existed on the eastern side of Derby Wharf at the street, but in 1789 Derby built a new breastwork ninety-four feet south of the street. The breastworks can be taken as the boundary of the water in Salem harbor. Derby apparently then filled in the ninety-four feet because on January 8, 1790 occurred the following:

> "Mr. Phippen the Undertaker at Mr. Derby's wharf assured me that the carting of mud from the Flats upon the wharf, cost him in the ratio of the expense of the Schowing as 33 to 20, so much did the carting exceed."(23)

The same day Phippen submitted a bill of £ 150 to E. H. Derby, "the amount of my account for building your new wharf".(24)

Mr. Derby's other activities about the wharf at this time merit attention. He expanded his ownership of adjoining land. by his father's will and a following indenture(25) he had gained some 200 feet of mud flats to the east of the wharf, on part of which he built the breastwork just mentioned. Land to the westward of the wharf he bought of the heirs of John White in September, 1793;(26) sank a wharf on the property in 1795,(27) and willed it to his son Ezekiel Hersey Derby.(28) This purchase of the land to the west of the wharf allowed him to carry out a project which he must have considered long before. Again Dr. Bentley expressed the event well: "Oct. 15, 1795 Derby... making angular births upon the upper western side of his String to get vessels out

more easily."[29] A Plan of the Estate, late Elias H. Derby's Esqr. 1805,[30] gives the measurements and outlines of these angular births.

This "Plan", which is well worth study, has a few words on the lower left side, "Line to the Lower Pier End is 1124 Ft". Puzzling as this is, another sentence from an indenture of February 9, 1807 among Elias Hasket's children helps to clarify the problem.[31] Ezekiel Hersey Derby gives permission to his brothers and sisters to extend Derby Wharf, "from the Southeastern corner of said Elias Hasket's platform at the Southern end of said wharf in a straight line to the lower pier so-called, thence to the channel of the river." In other words there seemed to exist in 1805 and 1807 a pier at the end of the Derby Wharf which stretched a good way towards the channel of the South River. It is hard to believe anyone but Elias Hasket Derby constructed this pier, no doubt during the great years 1790-1799.

The activity about Derby Wharf in its great days, 1790-1799, when no corner of the earth was unknown to Salem shipmasters is mirrored in the documents. Elias Hasket Derby paid John Stimpson as far back as August, 1784, for "paving.....Chinne Stor."[32] James Gould received £ 17 in October, 1789, for raising, shingling, and clapboarding a warehouse.[33] Bentley refers to this piece of work in his diary:

> "September 28, 1789. Mr. Derby has repaired the store at the head of his wharf & glazed the front, so as to give it a very improved appearance compared with its former condition."[34]

In 1790 the observing pastor of the East Church noted that on the land opposite Derby Wharf preparations were under way for a "commodious shed, saw pit & work yard "for E. H. Derby's ship-building.(35) A bill for "a stick of timber 58 feet long for Mr. Derby's Wharf"(36) in 1791, a charge on truckage "lower store to upper store"(37) in June, 1792, a labor bill E.H. Derby to Joseph Frank "account for many days labor at the wharf for that year at 1/6 per diem"(38) in 1794, the carting of over two hundred loads of gravel and ballast rock to the wharf in 1795,(39) these give some idea of the work that was being carried on at the Wharf.

Business increasing rapidly led to the building of new stores on the wharf in 1794. As Bentley expressed it, "Mr. Derby has raised his new store on the eastern side of his wharf on a cobb wharf about the middle of the wharf.... Mr. Derby has raised another store on his wharf."(40) With these additions, then, Derby appears to have had four buildings at the Wharf, the Compting House at the head of the wharf and three stores on the wharf itself. The oldest of these stores was apparently the building stuffed to overflow with the India goods which Derby distributed at public sales in 1791.(41)

Although Enos Briggs, famed ship-builder of Salem, worked mostly off Stage Point, he did construct two ships on Derby Wharf, the East Indiaman Grand Turk and the Brig Henry.

In 1790 the second Grand Turk, 124 feet long, 564 tons, began to take shape a few feet east of the common way leading to Derby Wharf, "so near to Derby Street that her bowsprit projected partly over the street."(42) Bentley followed the construction closely:

> "March 27, 1790. The Keel of Derby's Ship is laid already.....
> April 11. The Ship of Mr. E.H. Derby was raised this day & the Stern post transoms... erected.....
> October 4. Visited with Capt. Hodges at the Great Ship of Mr. Derby on the Stocks, & the Astrea under repairs. The work is highly commended, the Ship blamed as too narrow." (43)

On May 21, 1791 before 9,000 people, after the workmen had been feasted in the"great unfinished House" opposite the wharf, and the Gentleman given a collation in the Compting House & Store, the ship was launched. Great difficulty had attended the work. A canal was dug to deepen the water and finally the ship went overboard after five days had been spent in getting her clear of the stocks. In January, the same year, the keel of the Brig Henry was laid on the east side of the Wharf not far from the Grand Turk and in May the new vessel was launched sideways from the Wharf.(44)

Chapter II

After 1799

The death of Elias Hasket Derby on September 8, 1799 marked both the close of an epoch in the history of Derby Wharf and the inception of a new development. The children of Derby now came into possession of the Wharf and adjacent property according to terms set forth in the will of the eminent merchant and laid down by pencil and ruler of Gideon Foster in 1805.(45) Briefly Derby's decrees were set down as follows:

Of the "Long or Main Wharf" valued in the inventory at $13,000 and measured 760 feet by 52 feet,(46) each of the seven children was given a seventh share valued at $1,000 and a store, or lot on which a store might be built, these stores already built receiving valuations differing according to age and position.(47) As a result the building of Elias Hasket at the head of the Wharf known as his warehouse or store in the Town Valuations from 1767 to 1799 and in Bentley's Diary as his Counting House and valued at $2167 fell to the lot of the youngest son, Richard Derby. The dock to the westward and the first berth on the main wharf went also to Richard. The old warehouse of Elias Hasket's father, Richard Derby, at the south end of the Wharf on the east side went to Elias Hasket Jr., at a valuation of $834 with the

order that the said son pull down this store within six months and raise a new one.

On the Wharf itself the will provided for the laying out of store lots ninety-three feet long on the east side whereon the children were either to build stores or do business in those already there. Each store was to be situated in the middle of the lot, could have "a small wharf or platform" on the North, East, and West sides, but the wharf or platform could not be over ten feet long on the east side. Derby's new store of 1794 became the possession of John Derby at a valuation of $2,500. Nathaniel West, husband of Elizabeth Derby West, received the other store lot on which a store already stood and in which he had already done business for a number of years. The parceling out of other lots to Martha Derby Prince (Captain John Prince's store) and to Anstiss Derby Pickman (Col. Pickman's Store) are shown on the plan of 1805. But the lots assigned to Richard Derby and Ezekiel Hersey Derby are conspicuous by their absence. If they had been marked on the "Plan" they would have bordered on the dotted line, Richard's nearest Derby Street and, next, the lot of Ezekiel Hersey Derby. These two younger sons never built stores on the upper eastern side of the Wharf. Richard eventually sold out all his property on the Wharf, while Ezekiel Hersey confined himself to the sections of land adjoining either side of the Wharf.

One of the most interesting provisions of the will laid out a common way forty feet wide south from Derby Street, to be bounded on the west by Richard Derby's store and on the east by Martha Derby Prince's lot. The way has remained open to the public down to this day. Martha Derby Prince's lot on the east side of the way was formed of filled-in mud flats for ninety-four feet south of the street, then of a wharf which ran out to the 143 foot mark. The east and west line of the south end of this wharf formed the northern boundary of Derby's Wharf as he described it in his will. By a partition deed of October 14, 1800 all the terms of the will of Elias Hasket Derby mentioned above were carried out.(48)

Derby Wharf, then, by 1800 had become the possession of Elias Hasket's children who as proprietors of the wharf were to guide its destinies until the formation of the Derby Wharf Corporation, 1810. Two major changes in the appearance of the Wharf came in 1800. In September the Wharf was repaired and faced with stone on the western side.(49) The bill paid to Micah Wild for these repairs amounted to $2845 (569 feet at $5 per foot.)(50) Benjamin Pickman, furthermore, had not delayed long in building a store on his, the third of the lots on the Wharf, henceforth to be known as the first store. For in June, 1801, Bentley wrote down that "lightning struck Major Pickman's store on the Derby Wharf. A clerk Mr. Osgood,

a young man, was in the eastern room adjoining to the Counting House, or room."(51) By 1805 John and Martha Derby Prince had raised a store on their lot, thus rounding out the ancient buildings on the older part of the Wharf. Among the earliest photographs of Derby Wharf in the Essex Institute Collection, taken in 1884 and 1887, are shown these four warehouses which belonged in 1805 to Colonel Pickman, Captain John Derby, Captain Prince, and Captain West. The form and position of these buildings suggest survival from 1805 with very few significant changes.

Repairs went on continually during the years from 1800 to 1810. There are the usual bills for work in and about the Wharf: June 18, 1805, Capt. John Derby to James Perkins, to "Piercing Ring Bolts for Wharf."(52) The same Derby in June, 1806, paid $2.50 for "one iron Fount for Fier Place in stoar, and"(53) T. Limontain received six dollars in 1808 from John Derby for "keeping wharf 4 nights."(54) Evidently the proprietors did not cease "filling" operations:

> "July - August, 1801 - Derby Wharff to Sam Ward $7.25, paid Feb. 10, 1802, for loads of shavings and sand.
>
> Oct. 12, 1802 - Captain John Derby to Samuel Ward, Carting 5 loads Gravel at 3/ £0..15.
>
> Dec. 28, 1802 - Proprietors of Derby Wharf to Cato Ransom. For spreading a quantity of Ballast on said wharff from Col. Derby's Brig. $1.75"(55)

The proprietors themselves were a changing group. By 1806 Richard Derby had sold the property willed to him by his father. For $1,000 Ezekiel Hersey in 1804 bought Richard's store lot on the east side of the Wharf north of his own lot together with Richard's seventh share in the Derby Wharf.(56) Two years later Ezekiel Hersey passed the seventh share on to John Derby. At the same time Richard sold the 1767 store at the head of the Wharf to John Derby for $3900, along with the dock to the westward and the first berth on the main wharf.(57)

During the three years, 1806 to 1808, the proprietors conceived and carried through an ambitious undertaking. The first knowledge of any far-reaching project came in February, 1806, with a petition from the Proprietors of Derby Wharf to the General Court seeking permission to extend into the channel of the South River the Wharf "which for want of a sufficient depth of water is neither profitable to themselves nor useful to the public." Such prominent citizens of Salem as Joseph Peabody, Simon Forrester, Nathaniel Bowditch, William Gray Jr., Enos Briggs, and Clifford Crowninshield subscribed to the opinion that "the extending of Derby Wharf as prayed for by the proprietors thereof would be highly beneficial to the trade of Salem and would probably lead to other important improvements"(58) On March 3, 1806 Governor Caleb Strong gave his consent to the Resolves of the House and Senate, including permission for the extension of Derby Wharf.

It took the proprietors three years to extend the Wharf to a distance over 2,000 feet from Derby Street and cost $45,000.(59) Benjamin Pickman, husband of Anstiss Derby, informs us in his ledger that he paid $5,000 from 1806 to 1808 as his share of the expense.(60) In August, 1808, E.H. Derby Jr. met one of his obligations for the work as follows:

> "Received of E. Hask. Derby Four hundred and fifty dollars in full for his Twelf Assessment on his share in Derby Wharf, it being for Expense in extending the Same to the Channel in Conformity to the agreement of the Proprietors for that purpose.
> J. N. Collins" (61)

In February 1807 the proprietors reached an agreement with Ezekiel Hersey Derby whereby in extending the wharf its eastern side was not to come within forty feet of the eastern side of Ezekiel Hersey's mud flats.(62) Apparently the construction caused trouble because Bentley wrote on October 16, 1807:

> "The Derby Wharf after the great expenses not proving secure it was concluded to settle piles on the outer part of the stone work but by driving they have not at a great distance found solid bottom. The examination ought to have taken place early & before they laid the foundation. It is expected much labor will be lost." (63)

Concerning the structural work on the Wharf at this time - materials, plans, cross-section drawings, bills for labor - practically nothing has been found. Bentley's statement above and the cost of the extension, $45,000, strongly suggest a stone facing

on both sides. Yet there exist two perplexing statements in deeds of the time: first, the indenture of John Derby and others to Samuel Archer of May 1, 1809;(64) and, second, a grant of the Derby Wharf Corporation to Joseph Fogg in February, 1811.(65) Archer received the first lot on the new part of the Wharf which is described as, "forty-five feet, seven inches southerly of Store No. 7 belonging to the aforesaid Elias Hasket Derby being that part of the Wharf where the cob work commences." Fogg was the recipient of the last lot on the new section of the Wharf, "beginning at sixty feet Northerly of the angle on the Eastern side of the lower solid wharf and from thence running Northerly sixty (or so far as to be on a line with those before leased on the Cob Wharf)." From these brief descriptions it is apparent that the new extension contained cob work. It would seem to have been of a type sufficiently distinct from the old part of the Wharf to be of descriptive value in drawing up formal papers.

The leasing of lots on the new section of the Wharf was undertaken by the proprietors with no delay. In May, July, and November, 1809, they drew up a series of indentures with merchants and traders of the town. Forty-five feet seven inches southerly of Store No. 7 belonging to Elias Hasket Derby jr. began Lot No. 8 leased from May 1, 1809, for fifteen years by Samuel Archer.(66)

On this lot, measuring sixty feet north and south and forty feet east and west, Archer agreed to build a store not more than fifty feet long, similar to the stores built on the northern end of the Wharf, and also to construct cob work and a platform on the northern and southern sides of his store, the cob work and platform to be used in common. Eleven feet southerly of Archer's lot began lot No. 9 leased by John Derby et al. to James Cook, with the same specifications and conditions, a 60 x 40 foot lot held for fifteen years, a 50 foot store, a 5½ foot cob work and platform on either side, and the way common between the stores.(67) As in the case of Samuel Archer, James Cook agreed to pay wharfage semi-annually. In a similar manner lots down to No. 14 were leased.(68) As soon as these lots were granted, building went on at an increased tempo, "Stores building on Derby Wharf", noted Dr. Bentley on August 9, 1809.(69)

As could be expected from then on lots changed hands or were divided frequently. To trace the deeds on one lot over a four year span gives an idea of the rapid turnover. On May 1, 1809 Lot No. 11 was granted to John Fairfield jr.(70) For $400 he shortly conveyed the southern half of the lot to Oliver Hubbard.(71) The northern half he assigned to Richard D. Wheatland for $1400 in February, 1811.(72) This meant that the store which Fairfield had built on the lot had acquired two owners. Oliver Hubbard passed his half on to John Dulth and Thorndike Deland in 1812.(73)

In this manner divisions and transfers multiplied as lots changed hands.

The splitting up of stores and lots naturally led to an increase in numbering. Stores which originally had but one number eventually had two or even three numbers: Joseph Fogg who but a short time before had purchased Lot No. 20 conveyed it, probably with a recently built store, to John Derby and Benjamin Pickman jr, in November, 1811, for $2500.(74) By January, 1813, Derby and Pickman agreed on a division, the northern half of the store or No. 38, going to Derby, and the southern half or No. 39 to Pickman.(75) When E. H. Prince, in 1903, sold his part of Derby Wharf to the Boston and Northern Street Railway Company, the deed read in part "including my right and interest in and to the building thereon now or formerly used as a storehouse and numbered five (5) six (6) and seven (7)."(76)

The extension of the Wharf to the channel of the South River and the leasing of new lots did not prove financially so remunerative as had been expected so the proprietors took further steps and petitioned the General Court of Massachusetts to incorporate.(77) The request was granted March 1, 1810 by "An Act to Establish the Derby Wharf Corporation." The nature, scope, and purpose of the new organization, and its powers, privileges, rights, and duties are set forth in detail in the Act.(78)

The life of the Corporation really began on October 15, 1810 when the proprietors of Derby Wharf made over all their rights,

claims, and title to the store lots under lease, to the 40 foot common way, to the parcel of flats purchased of Ezekiel Hersey Derby,[79] to the rights and privileges of dockage, and to the Wharf which "our father" called "his main wharf, including the wharf which since the decease of the said Elias Hasket Derby Esqr. we have built upon the said flats."[80] The former proprietors received shares in the new corporation as follows:

Elias Hasket Derby jr.	12 shares
John Derby	24 shares
Ezekiel Hersey Derby	12 shares
Benjamin Pickman jr.	12 shares
John Prince	12 shares
Elizabeth Derby[81]	12 shares
Total	84 shares

It is to be noted that the Corporation did not receive the store lots on the upper or old part of the Wharf which Elias Hasket Derby had willed individually to his children.

Although the inability to discover the papers of the Derby Wharf Corporation makes a thorough review of the history of this body out of the question, yet fragments found here and there tell us something about its affairs at the Wharf. Its part in the leasing of store lots has already been mentioned, especially the dealings with Joseph Fogg in 1811. An item dated February 17, 1813 among the Derby Family Papers indicates that at least for several years the stock of the Corporation yielded a return to the owners:

"Received of Mr. John Derby Three hundred thirty six dollars in full for the Dividend on Shares in Derby Wharf Corporation standing in my name as per Mr. Derby's receipt of 16 febry at the Wharfinger office" (82)

In accordance with the customary practice of wharf management at the time, the Corporation employed a wharfinger who assigned vessels to births, collected dockage and wharfage fees and enforced rules on the storage of goods. Two copies of the regulations at Derby Wharf issued by the Corporation, the earliest in 1823, are preserved at the Essex Institute. Of most interest, perhaps, are the rules which prohibited vessels with cargoes of lime from taking births and unloading at the Wharf, and which permitted only coal as fuel in compting houses. These rules on the surface may seem unusual, but no doubt were wisely adopted as a precaution against fire.

The Derby Wharf Corporation had its troubles with shipmasters who took exception to the dockage rates charged and in other ways violated the regulations. One wishes more were known of the difference and quarrels between captains and wharfinger and more information available on the conduct of business from day to day. At least once the Corporation went to court. On September 6, 1813 it obtained a recovery against Captain Joseph Linsly for the sum of $32.98 and costs of the suit levied at $12.54 (83)

On the Wharf itself changes and repairs were without doubt necessary from time to time. The Salem Gazette, April 27, 1830, carried an advertisement of the Corporation for "Rockwork to repair Derby Wharf."

No attempt has been made to trace fully the transfers, sales, and conveyances of the shares of stock in the Corporation issued to the Derby proprietors in 1810, but it is certain that the eighty four shares passed from one hand to another and eventually out of the Derby family altogether. John Derby provided for the sale of his stock in his will made in 1830. Elizabeth Derby died in 1814 and her holdings were passed on to her children. The shares held by Benjamin Pickman and Ezekiel Hersey Derby were likewise inherited by their children. As Nathaniel West, the divorced husband of Elizabeth Derby, outlived his own children, it is likely that the shares he bequeathed to the Salem Marine Society by his will, February 3, 1852, had been recovered by him at the time of their decease.(84)

Among the provisions of the act of incorporation can be found the right to "purchase and hold any other lands and tenements" and "power to grant, sell, and alien in fee simple." In 1871 the Corporation bought of Marianne B. Derby et al (heirs and heiresses of Ezekiel Hersey Derby) a parcel of flats on the east side of Derby Wharf.(85) Eighteen years later A.C. Pettingell bought this land from the Derby Wharf Corporation together with "the building number 5, 6, & 7 used as a store."(86) The parcel on which the present lighthouse stands was sold to the Government in 1870, and the lighthouse building was put up the next year.(87)

Feb. 3, 1871 marked another milestone in the history of the Wharf. On that day the Corporation drew up a mortgage deed with the Salem Five Cents Savings Bank for the sum of $10,000 with interest at the rate of 7% paid quarterly.(88) Ten years later, March 28, 1881, the Savings Bank took possession, default having occurred in the principal sum and in

quarterly interest due since November 7, 1878. Two days later A. Fitz paid $3,000 to the bank for Derby Wharf which thus returned after seventy years of corporate possession into private ownership.(89) The last official act of the Corporation on record was executed July 8, 1890:

> "At a special meeting of the stockholders of the Derby Wharf Corporation duly notified and called for the purpose and held at No. 114 Washington Street, Salem, on the eighth day of July A.D. 1890 the following vote was passed - Voted that Fred E. Pettingill, the president of this corporation, be hereby authorized to sell, release and convey for the sum of one dollar to Michael H. Flynn of said Salem all the right, title, and interest of said corporation in and to the real estate conveyed in the following deeds to wit. Deed of Charles H. Price to Flynn, dated March 21, A.D. 1890, recorded in Registry of Deeds for the County of Essex, South District, upon June 2nd, 1890, Deed of Charles H. Price to said Flynn, dated June 16th 1890, to be recorded in said Registry, and in the name of said corporation to execute, acknowledge and deliver such deed or conveyances as may be necessary for said purpose. Attest
> Charles C. Pettingell, Clerk of the Derby Wharf Corporation."(90)

If the lots on the newer part of Derby Wharf changed hands with bewildering rapidity, those on the old section owned by Elias Hasket Derby's children also received many different owners. To follow closely every lot would be an unavailing task. One will suffice as an example, John Derby's lot and store, the second on the Plan of 1805. "I give and devise to my said trustees....the store and lot I occupy on Derby Wharf."(91)

Thus decreed John Derby in 1817, and upon his death in 1832 his trustees sold the piece to Tucker Deland and Thomas Farless for $1775.(92) No further sales took place until 1865 when the executors of the will of Tucker Deland conveyed the half right of the deceased to T. Farless for $110.(93) In November, 1865, S. Towne bought the entire lot,(94) but his relatives soon passed it on to C. Hoffman for $250.(95) For fifteen years the lot remained in the hands of the Hoffmans and then in 1880 C. H. Price bought it and the one south of it for $375.(96)

It is a sad commentary on the decline of the value of waterfront property in Salem that this store and lot valued at $1500 in E. H. Derby's will and sold for $1775 in 1832, could bring only a fraction of these sums half a century later. It, furthermore, is a very good indication that Salem's marine commerce and ocean trade was not only diminished but practically dead.

According to Nathaniel Very, formerly in business at the head of the Wharf, the John Derby store disappeared in 1906 when fire burned it to the ground. The memory of this event is confirmed in the deed by which Price sold the land to the Boston and Northern Street Railway Company, February 3, 1908.(97) With other parcels Price relinquished his title "to land under a building now or formerly used as a store or warehouse numbered eight (8) and nine (9) thereon (lately burned)." The Street Railway Company by then owned all of Derby Wharf except the lighthouse and through its successor, the Eastern Massachusetts Street Railway Company, remained in possession

until the inception of the recent project.

Two pictorial collections tell us something about Derby Wharf at the end of its first hundred years. For the last years of the nineteenth and the first of the twentieth centuries no other material is so valuable. First is the collection of the Essex Institute, already mentioned, and, second, that of Phillip Mason Little for the years, 1908-1910. They show the various shops, stores, fish-drying stages and coal pockets on a wharf in process of disintegration. The railway companies during their period of occupancy neglected the Wharf generally and allowed it to go to pieces through vandalism and tidal action. The sole improvement was made by the Boston and Northern Street Railway Company in 1906 when a pile platform was added near the end of the Wharf on the western side.(98)

The line of the waterfront on both sides of Derby Wharf has changed so greatly in one hundred and fifty years that a brief review of former conditions seems desirable. In 1789, it may be recalled, Elias Hasket Derby built a breakwork ninety-four feet south of the street on the east side which ran 173 feet east to Palfray's Wharf.(99) The lot thus formed together with the wharf extending fifty feet south from this breastwork, Derby willed to his daughter, Martha Derby Prince, describing it as a lot 110 feet on Derby Street and extending southward 145 feet.(100) By 1855 the waterfront had definitely been pushed down to the 145 foot mark because a deed of that year states the southern boundary of this lot was formerly "the dock belonging to aforesaid E.H.Derby's heirs."(101)(102)

Mr. Nathaniel Very, whose recollections go back over fifty years, says the southern boundary had a sea-wall in the eighties and nineties, and a 1904 property plan of Derby Wharf shows a sea-wall extending at least 235 feet south of the wall of 1855 and earlier.(103) The waterfront then was 378 feet south of the street. To-day the tides do not come within four hundred feet of the street.

The western side of Derby Wharf has not changed so strikingly. The dock which the Plan of 1805 shows bordering on the street was filled in by 1818 and by then only one of the three diagonal berths shown in 1805 remained.(104) That surviving berth is gone to-day, but otherwise the outline on the western side remains much the same.

Of the buildings which stood on the western side of the Wharf, none survive but, unlike most of the structures on the Wharf itself, some information is available about their fate. The warehouse or store at the corner of Derby Street and the common way which Bentley's Diary identifies as the Counting House of Elias Hasket Derby and which the great merchant willed to his youngest son, Richard, has been lost for certain.(105) When the Custom House was built in 1818-1819 John Derby agreed to remove the building from the corner and place two stone markers, each with a cross on top, where the northeast and southeast boundaries of the store had been.(106) The stone markers are not now visible, but unless they were dug out when an iron fence was erected by the Old Ladies Home, the most recent proprietor of the lot, they should still be in the ground -- one at the corner and the other sixty feet south where the iron fence runs along the west side

of the common way onto the Wharf. The store itself John Derby did not simply move to a new location near the Wharf but took away completely. One source suggests that this store may have been the one moved to the Derby Farm in Danvers for use as a coach-house and stable.(107)

In connection with this store was a counting house or room. There is a tradition that the Counting House of Elias Hasket Derby and later of his sons, Richard and John, stood near the site of this store and was elevated on piles so that trucks could pass under it, and so that it could have a free view of Derby Wharf and Salem Harbor.(108) This tradition has no foundation in fact for in his will Elias Hasket Derby says he would give "the store in which I now keep my Compting house" to his son, Richard. Before the land under this store became the property of the Old Ladies HOme, it was owned first by Lemuel Hatch and then by Nathaniel Very whose statements have been used elsewhere in this report.(109)

ADDENDUM

The following statement from George G. Putnam, Salem Vessels and Their Voyages, Series III, 106 - 107 was found under a brief account of Captain Daniel M. Marshall who was born at Scarboro, Maine, January 3, 1809 and died at Salem, April 8, 1901:

> "He came to Salem in April, 1826, and was employed by the late Eben Dodge, who had the building of the woodwork on the western side of Derby Wharf. He remained with Mr. Dodge until fall, when he and five other boys resolved among themselves to go to sea."

Further investigation has failed to reveal any information about Eben Dodge. No Dodge with this surname is indicated in the Dodge genealogies who would have been old enough to undertake a construction job of the kind in 1826. This statement needs corroboration before it can be of value.

NOTES

Chapter I

1. See Compilation of Documents, Doc. No. 10.

2. Doc. No. 2.

3. Ralph D. Paine, The Ships and Sailors of Old Salem, 64.

4 James D. Phillips, The Life and Times of Richard Derby, 76. Hereafter referred to as Phillips.

5. Essex County, Southern District, Registry of Deeds, Book 141, 46.

6. Town of Salem, Records
Miscellaneous, chiefly Taxes, 1753 - 1831.
Taxes (Valuations included), 1774 to 1781.
Valuation Books, 1782 to 1785, 1790 to 1799.

7. It is not known what currency is meant, but very likely the English pound.

8. Doc. Nos. 2,5.

9. Essex County Superior Court, Office of the Clerk of Court, at his Majesties Court of General Sessions of the Peace holden at Salem, August 15, 1764.

10.Doc. No. 1 A brief study of this Genealogy of the Derby family will help greatly in identifying the various Derbys as their names appear.

11.Elias Hasket Derby,"Memoir of Elias Hasket Derby", in Hunt's Merchant Magazine and Commercial Review, XXXVI (1857),147-148.

12.Valuation Book, 1784. Elias Hasket Derby--"Wharfe and two warehouses...800."

13.Doc. No. 3.

14.Doc. No. 4.

15. Diary of William Bentley D.D., Pastor of the East Church, Salem, Massachusetts, 1783 - 1819, Vol. I - IV. Hereafter referred to as Bentley, I - IV.

notes continued---

Derby Family Papers, I - XXXIV, I-IV, Misc. Hereafter referred to as D.F. P., I - XXXIV, and Derby MSS, I-IV.

16. Bentley, IV, 563

17. Rev.William Bentley, "Description of Salem", in Collections of the Massachusetts Historical Society 1st series, Vol. VI (1799),212-277,228.

18. There is no evidence to indicate that Elias Hasket Derby extended the Wharf. He did much repair work, but the Wharf probably measured not more than 760 feet long and 52 feet wide during his time. See Phillips, 74.

19. See Note 6. Also D.F.P., XXIX, undated item listed among bills, 1764-1779. "Edan Whittimore presents bill to Hasket Derby for 1) balance due for his part in building Derby's wairhous 20..0..0."

20.Valuation Book, 1779. Richard Derby - "long wharf and warehouse, 12,000."

21. Bentley, I, 128

22. Phillips, 74.

23. Bentley, I, 135.

24. D.F.P., VII, 50

25.Essex County, Southern District, Registry of Deeds, Book, 143, 30.

26. Bentley, II, 62.

27. Ibid., 464.

28. Doc. Nos. 6, 14.

29. Bentley, II, 464.

30. Doc. No. 14.

notes continued--

31. Essex County, Southern District, Registry of Deeds, Book, 181, 87-88.

32. D.F.P., I, 74.

33. I bid., II, 48.

34. Bentley, I, 126.

35. I bid., 135.

36. D.F.P., II, 116.

37. I bid., III, 36.

38. I bid., 88.

39. I bid., 96

40. Bentley, II, 463. D.F.P., III, 96. "E. H. Derby in Account with James Gould. To building wharfe and store £114/10." December 20, 1794.

41. Bentley, I, 239, 245.

42. William Leavitt, "Materials for the History of Shipbuilding in Salem", in Essex Institute Historical Collections, VI (1864), 226. Leavitt identifies the place of construction as "the lot of land next east of Mr. Isaac P. Foster's store."

43. Bentley, I, 156, 159, 202, 260, 261.

44. I bid., I, 231, 256. Leavitt, op. cit., "The Ship Henry was built on the Derby Wharf between the Blacksmith's shop near L. B. Hatch's scales for weighing coal, and the first store." (Benjamin Pickman Jr's store)

NOTES

CHAPTER II

45. Doc. Nos. 1, 6, 14.

46. Phillips, 74

47. D.F.P., IX, 57.

48. Essex County, Southern District, Registry of Deeds, Book 168, 70 - 72.

49. Bentley, II, 469.

50. D.F.P., IX, 51.

51. Bentley, II, 376.

52. D.F.P., V, 8.

53. I bid., 24.

54. I bid., 45.

55. D.F.P., XXXII, bills 1796 - 1815, 58, 62, 63.

56. Essex County, Southern District, Registry of Deeds, Book 177, 196.

57. I bid., Book 178, 222.

58. Massachusetts Archives, Resolves - 1805, Chap. 118.

59. I bid., Acts - 1809, Chap. 78. Petition for an act to incorporate Derby Wharf.

60. Benjamin Pickman, Ledger 1801 - 1842, 62.

61. Derby MSS, III, Salem bills, 1780 - 1835.

62. Essex County, Southern District, Registry of Deeds, Book 181, 87, 88. See also Doc. No. 14.

63. Bentley, III, 323.

64. Essex County, Southern District, Registry of Deeds, Book 186, 99.

Chapter II Notes continued--

65. I bid., Book 191, 213.

66. I bid., Book 186, 99.

67. I bid., 99-100

68. I bid., 99-102, 194; Book 188, 31.

69. Bentley, III, 453.

70. Essex County, Southern District, Registry of Deeds, Book 186, 101.

71. I bid., Book 194, 141

72. I bid., Book 191, 215.

73. I bid., Book 197, 129.

74. I bid., Book 195, 40.

75. I bid., margin of above deed.

76. I bid., Book 1808, 574.

77. See Note 59.

78. Doc. No. 7.

79. Essex County, Southern District, Registry of Deeds, Book 181, 87.

80. I bid., Book 192, 111-113.

81. Elizabeth Derby divorced her husband, Nathaniel West, in 1806.

82. D.F.P., XXXII, 89.

83. Consolidated Index, the Court of Common Pleas and Superior Court Records, Salem, Massachusetts, 1749-1905.(In process of preparation by the W.P.A.) Circuit Court of Common Pleas, Records, Salem, Massachusetts, XXXVII, Docket No. 915, Sept. & Dec., 1813.

Chapter II Notes continued--

84. Essex County Probate Records, Book 385, 266 for Elizabeth Derby; Book 408, 214 for John Derby; Book 412, 178 for Benjamin Pickman; Book 416, 438 for Ezekiel Hersey Derby; Book 416, 165 for Nathaniel West.

85. Essex County, Southern District, Registry of Deeds, Book 825, 165. On the "Plan of Estate of E. H. Derby Esqr's", Doc. No. 14, this parcel is north of the dotted line.

86. Essex County, Southern District, Registry of Deeds, Book 1242, 348-349, February 18, 1889.

87. I bid., Book 813, 77. Also file on Derby Wharf Light, U.S. Lighthouse Depot, Chelsea, Massachusetts.

88. Essex County, Southern District, Registry of Deeds, Book 816, 237.

89. I bid., Book 1054, 200.

90. I bid., Book 1295, 177. Many years before the Corporation had conveyed its rights in this land to A.C. Pettingell, but Flynn evidently wished to remove any doubt about his title to the mud flats.

91. Essex County Probate Records, Book 408, 214.

92. Essex County, Southern District, Registry of Deeds, Book 263, 265.

93. I bid., Book 692, 200.

94. I bid., Book 693, 194.

95. I bid., Book 704, 197.

96. I bid., Book 1030, 80.

97. I bid., Book 1808, 574.

98. I bid., Book 1851, 64. See also Doc. No. 17.

99. See page 6.

100. See page 13. Also Doc. Nos. 6, 14.

101. Phillips, 74.

Chapter II Notes continued--

102. Essex County, Southern District, Registry of Deeds, Book 523, 97-98.

103. Doc. No. 16.

104. Doc. No. 15.

105. See page 11.

106. Essex County, Southern District, Registry of Deeds, Book 478, 93. See also, David M. Little, "Documentary History of the Salem Custom House" in Essex Institute Historical Collections, LXVII (1931), 12-13.

107. Robert S. Rantoul et al., A Record of the First Fifty Years of the Old Ladies Home at Salem, 14. "This may have been the long, double-decked warehouse removed in sections from Derby Wharf to the Derby Farm in Danvers for a coach-house and stable, and still to be seen there." Later evidence from architectural examination indicates that only part of the frame of an old warehouse at Derby Wharf may have been used in the building at the Derby Farm. This building was taken down in 1925 and moved to Watertown, Massachusetts, where it was to be reerected on the premises of the Abraham Browne House, owned by the Society for the Preservation of New England Antiquities. See Mrs. George L. Underwood, "The Derby Osborn Farm, Peabody, with its MacIntire Summer House and Barn" in Old-Time New England, XVI (Oct. 1925), 55-64.

108. Rantoul et al., op. cit., 15 n.

109. Essex County, Southern District, Registry of Deeds, Book 1649, 456.

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Henry Wheatland, Manuscripts (34 vols. 1629 - 1891).
All these volumes have not been searched. Only the first seven volumes treating of historical matters and later volumes containing notes of Dr. Wheatland have been examined.

Business Papers

List of Business Manuscripts in Baker Library, Harvard University, Graduate School of Business Administration.

The Essex Institute has possession of voluminous business papers on banks, insurance companies, partnerships, and corporations of Salem. These documents remain as a possible field of future research.