

historic structure report
HISTORICAL DATA
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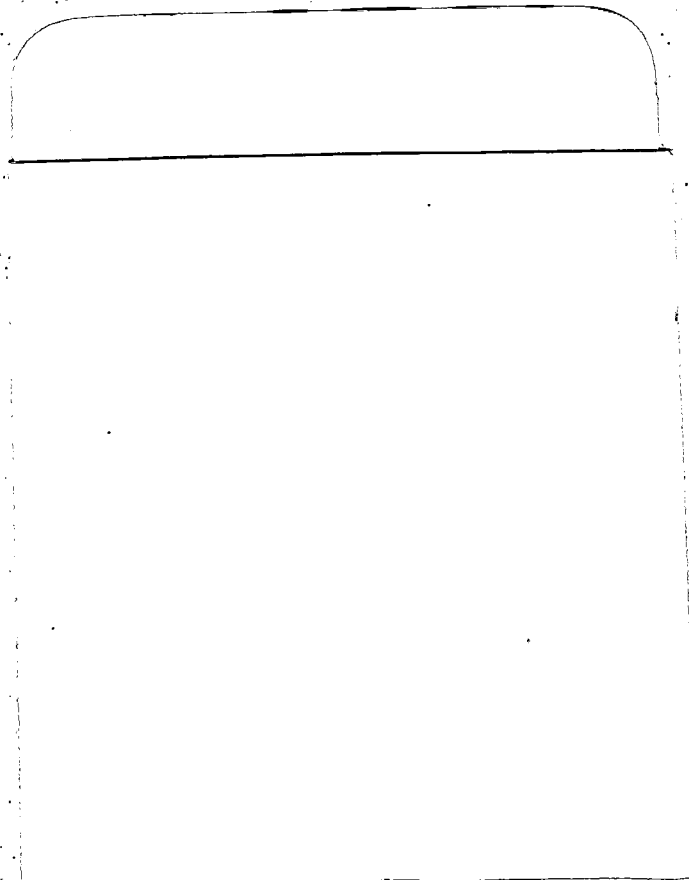
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SALEM MARITIME

DERBY / PRINCE / ROPES HOUSE

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HISTORIC STRUCTURE REPORT
DERBY/PRINCE/ROPES HOUSE
HISTORICAL DATA
SALEM MARITIME NATIONAL HISTORIC SITE
MASSACHUSETTS

SAMA -11

Prepared by
Charles W. Snell

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DENVER SERVICE CENTER
HISTORIC PRESERVATION TEAM
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR
DENVER, COLORADO

March 1976

PREFACE

This report has been prepared to satisfy the historical research needs as outlined in Development/Study Package Proposal No. 103, requesting the preparation of a historic structure report, historical data, for the Derby/Prince/Ropes House at Salem Maritime National Historic Site. The purpose of this study is to facilitate the accurate restoration and interpretation of Elias Hasket Derby's "Brick House."

All available documentary material, including the thirty-four volumes and four boxes of Derby Family Papers in the Essex Institute and the Derby Letter Books in the Peabody Museum, together with their collections of maps, plans, prints, and photographs, and the records of the Registry of Deeds, Southern District, at Salem, have been searched, studied, and evaluated. All pertinent documentary evidence relating to the construction and physical history of the house from 1761 to 1827 has been included in Part II, Section C, of this report in an effort to provide restoration architects with a useful document. Section D contains a history of the men who lived in the Derby/Prince/Ropes House from 1761 to 1861, which hopefully will prove to be of assistance to the interpretive staff.

A number of people have greatly facilitated the research necessary to prepare this report. Particular thanks are due to Park Manager H. John Dobrovolny of Salem Maritime National Historic Site; to Mr. David B. Little, recently retired Director of the Essex Institute; to Reference Librarian Irene Norton and Library Assistants Barbara Adams Blundell and Elizabeth Beston, also of the Essex Institute Library; and to Mr. Ernest Stanley Dodge, Director of the Peabody Museum, Salem, Massachusetts, and his staff.

The writer also wishes to acknowledge his debt to other historians whose writings on this house have greatly facilitated this study. They are: Edwin W. Small, Thomas G. Manning, and Daniel R. Kuehn; Architectural Historians Marjorie Drake Ross, John Shaw, and Russell V. Keune; and Furnishings Specialist Sally Johnson Ketcham. The writer is also particularly indebted to the Historian Richard H. McKey, Jr., whose essay "Elias Hasket Derby and the American Revolution" serves as the chief source for the preliminary study of E. H. Derby's privateering activities that will be found in Part II, Section D, of this report.

Charles W. Snell
Washington, D.C.
November 15, 1974

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I. ADMINISTRATIVE DATA

Because of its distinctive architecture, the Derby House is considered to be of national significance. It is Georgian in style, possessing simple but pleasing lines and containing architectural details of interest and importance: wide paneling in excess of twenty-four inches in defiance of King George, intricately carved balusters on the front stairs, and wood trim exhibiting the camber effect. Built in 1761-62, it is the oldest remaining brick house in Salem and was the early home of Salem's most prominent merchant--Elias Hasket Derby.

Rehabilitation of the main house was started in 1928 by the Society for the Preservation of New England Antiquities and was completed by the National Park Service in 1937-38. The latter organization also restored the kitchen ell in 1965. The house as a whole exhibits the life-style of two periods. Most of the house illustrates the living conditions typical of a successful merchant in the late colonial period; the furnishings of the back three rooms are typical for sea captains during the early Federalist period. There are no plans to change the use of the house.

Due to a change in interpretive emphasis at Salem Maritime National Historic Site, the level of visitor use of the Derby House has dropped from a peak of 8,300 visitors in 1971 to 3,200 visitors in 1973. (Custom House visitation in 1971 was 58,000 and in 1973 was 63,800.) Because of reduced visitation and strict regulation of activities at the house, there is currently little threat of overuse. But some structural weaknesses have been identified in the house, especially in the front stairs. Unfortunately, previous studies of the house have been piecemeal and incomplete.

The third floor of the house has never been restored, and no plans to do so exist. It is used for storage of some historic furnishings, and in addition contains a small workroom for the maintenance employee who cleans the house, has three bedrooms for seasonal employees, and includes another small bedroom. There are no plans to change this arrangement.

The yard around the house will be landscaped to reflect its appearance during the primary historical periods of the house. Thus the front yard will appear as it did in the late colonial period, consistent with the 1761 construction of the house, and the backyard will look as it did in the early Federalist period, consistent with the ca. 1787 construction of the kitchen ell. The front yard receives heavy public use, and

this will have to be taken into consideration during landscaping. The back yard is closed to the public (except for the short walk from the kitchen door to the side gate, which is part of the house tour) but is very much in view and can be landscaped in some detail.

No cooperative agreements or other restraints are in effect for the Derby House.

H. John Dobrovolsky
Park Manager

II. HISTORICAL DATA

A. Significance

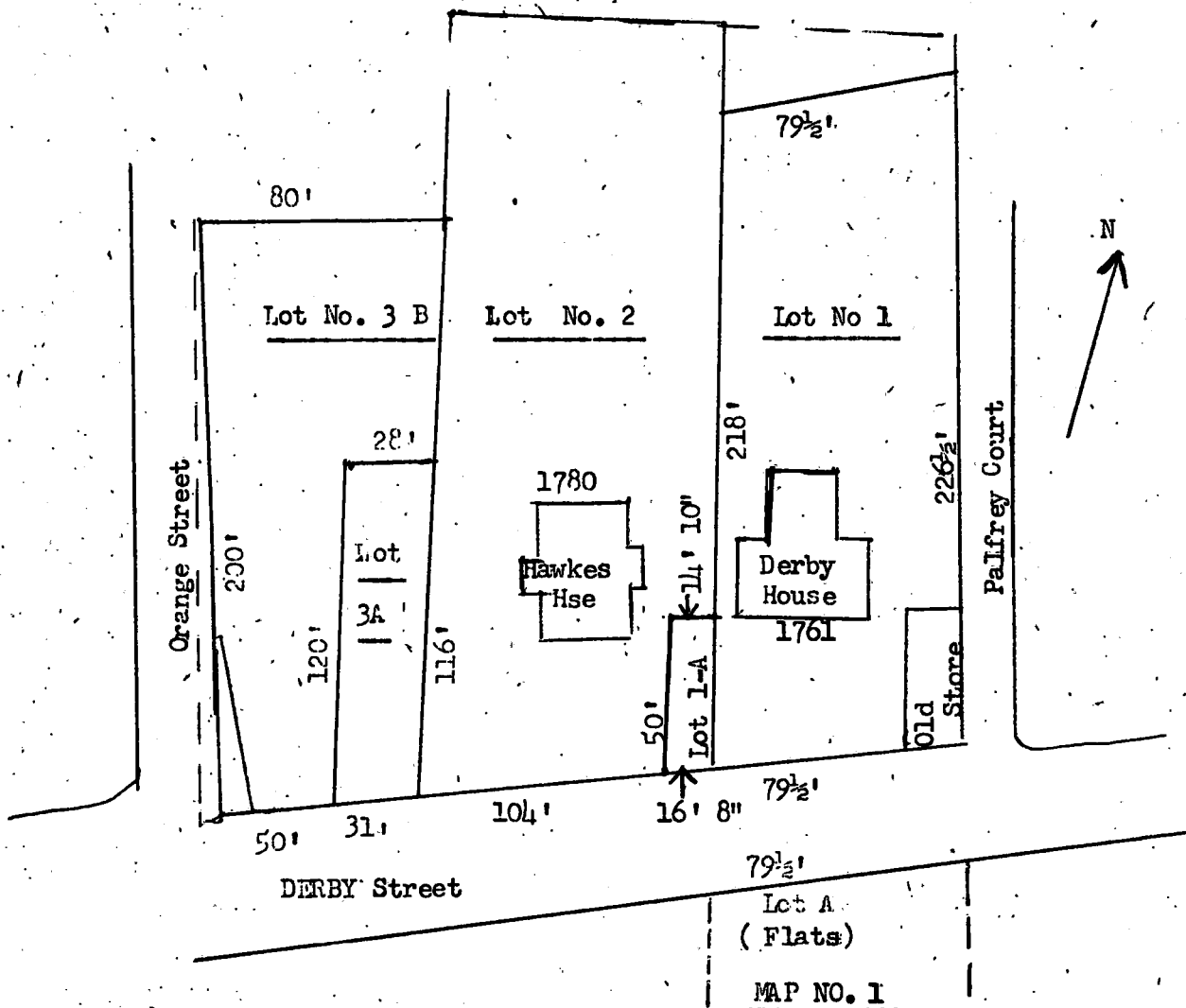
The restored Derby/Prince/Ropes House is of the First Order of Significance for two reasons. First, the residence, built in 1761-62, is architecturally one of the finest examples of a moderate-sized late Georgian brick house in the United States.¹ Secondly, while residing in this house, the merchant Elias Hasket Derby became one of the leading American Revolutionary War privateer underwriters, if not the preeminent one. As owner or part owner he outfitted some eighty-five privateers and letters-of-marque vessels that made approximately 110 cruises and took about 146 prizes, whose total value exceeded \$1,000,000, from the British merchant marine. In the most comprehensive study thus far made, Historian Richard H. McKey, Jr., concludes that Elias Hasket Derby "supplied personally over 50% of Salem's entire privateering activity (and thus 12% of Massachusetts's efforts and 5% of that of all the colonies together). Over 8,000 men shipped on his vessels, capturing 29 ships, 58 brigs, 10 snows, 25 sloops, and 22 schooners. . . ."2

The Derby/Prince/Ropes House was built by Richard Derby in 1761-62 as a wedding gift for his son, Elias Hasket Derby. Elias Derby, a merchant, resided in the house from 1761 to about July 1782. From about 1784 to 1796 Derby rented his former dwelling as a two-family house. The rear one-story service wing containing two kitchens was probably added in the period 1784-88.

In 1796 Henry Prince, a Salem sea captain and merchant, purchased the structure and resided in the house until 1827. From 1827 to 1861 the Derby/Prince/Ropes House was the residence of Henry Ropes, a Salem mariner and bank treasurer.

1. The Derby/Prince/Ropes House was included among the colonial-style buildings in New England studied by the National Survey of Historic Sites and Buildings in 1967. The Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, at its October 7-9 meeting, found the structure to possess national significance architecturally and classified it among the seventy-one outstanding examples of 18th-century Georgian domestic architecture still in existence in the United States.

2. Richard H. McKey, Jr., "Elias Hasket Derby and the American Revolution," in Essex Institute Historical Collections, XCVII, no. 3 (July, 1961), 195.



PROPERTY MAP OF SALEM,
MASS., WATERFRONT

Lot 1 boundaries, 1760-1801.

Lot 1-A added to Lot 1 in 1801.

Lot 1 and 1-A combined from
1801 to 1927.

Scale: one inch equals
60 feet.

C. W. Snell

10/3/74

B. Chain of Title, 1760-1937

Richard Derby, a Salem merchant, purchased House Lot 1, which then included Waterfront Lot A (see Map No. 1, page 4), from Timothy Mansfield, a Salem fisherman, on December 11, 1760. The price paid for this vacant land and the waterfront flats was £51 6s. 8d. The deed described the bounds as follows:

A piece of land in ye East Parish so called, in said Salem, bounded Easterly on Land of Warwick Palfray 226 feet and an half, Southerly on a way [that by 1790 was known as Derby Street] 79 feet and a half, Westerly on Land of Josiah Adee in part & partly on land of Sarah Bean & partly on my [Mansfield's] other Land formerly of Estate of my late father Paul Mansfield deceased & there measures in ye whole 218 feet & Northerly of Lands of William Webster & Nath. Silsbee 79 feet and an half, together with the Flatts [Waterfront Lot A, on Map No. 1] on ye front or south end of said premises & ye same width viz. from ye south side of said way [Derby Street] to low water mark [in the South River]. . . .³

Elias Hasket Derby began paying the taxes on his new dwelling in 1763.⁴ Title to Lot 1 and Lot A, however, remained in the name of Richard Derby from 1760 until his death on November 9, 1783. On January 11, 1785, an indenture signed by Richard Derby's three sons--John, Elias Hasket, and the heirs of Richard, Jr., deceased (who had died in 1781)--divided up the larger part of his real estate holdings among themselves. Under this agreement, title to Lot 1 and Lot A passed to Elias H. Derby. The 1785 indenture reads in part:⁵

3. Deed dated Dec. 11, 1760, recorded Dec. 27, 1760, Book 109, leaf 78, Registry of Deeds, Essex County, Southern District, Salem, Mass. (Because all deeds and indentures cited in this report are from Essex County, Southern District, only the deed book number will be given in subsequent footnotes.) The deed has been published in James Duncan Phillips, "Derby Wills and Land Titles, with Notes and Comments," in Essex Institute Historical Collections, LXVI, no. 1 (January, 1930), 66.

4. Taxes, 1753-1781, in Records, Town of Salem; Valuation Book for 1763, Essex Institute, Salem, Mass.

5. Indenture dated Jan. 11, 1785, Deed Book 143, leaf 30. This document is also published in Essex Institute Historical Collections, LXV, no. 4 (October, 1929), 458.

Also another piece or lot of land situated in said Salem with all the houses & buildings thereon & bounded Southerly on a way [Derby Street] leading from said long [Union] wharfe to Palfry's lane so called, there measuring 79 feet & one half, Easterly on Palfry's land there measuring 226 feet and an half, Northerly partly on Prestons & partly Silsbees land there measuring 79 feet & one half, Westerly on land belonging to said Elias Hasket [Lot 2] & also [on Lot A] the flatts & wharfe opposite to said last described lot on the Southerly side of said way, there measuring 79 feet & one half & extends the same width to the Channel of said South River & is bounded Easterly on Palfry's land & is the same land wharfe & flatts which one Timothy Mansfield conveyed to said Testator by deed dated 11th of Dec. 1760 & recorded Book 109, Leaf 78.

Elias Hasket Derby owned House Lot 1 and his "brick house," as he recorded the residence in his account books, from 1785 to 1796. On March 22, 1796, he sold the house and lot to Henry Prince, a Salem sea captain, for \$1,075.⁶ The boundaries of Lot 1 are described as follows:

bounded as follows, to wit, southerly on Derby Street, there measuring 79 and one half of a foot, easterly by land of Warwick Palfry, northerly partly by land of Silsbee and partly by Land of Presson there measuring 79 feet and one half of a foot and westerly by my own land [Lot 2], the said west line to be bounded by the garden fence as the same now is - & the extension of the said line southerly to the west side of a post at Derby Street on a strait line with the appurtenances. . . .

In 1801 Henry Prince, now listed as a merchant, enlarged House Lot 1 at the southwest (front) corner by purchasing a rectangular piece of land about sixteen feet eight inches by fifty feet deep from William Balch Parker (see Lot 1A on Map No. 1). The purchase price was \$666 and 7 mills.⁷ The boundaries of this addition are described as follows:

6. Deed dated Mar. 22, 1796, recorded Jan. 1, 1801, Deed Book 167, leaf 137.

7. Deed dated July 6, 1801, recorded Oct. 28, 1801, Deed Book 168, leaf 258.

bounded as follows, to wit, Beginning at the westerly side of the Caseing of the Post at the southwesterly Corner of said Henry Prince's Land, from thence running westerly 16 feet and eight inches, and bounded Southerly on Derby Street from thence running northerly 50 feet to Land of Benjamin Hawkes [on Lot 2], and bounded westerly on said Hawkes Land [on Lot 2], then running Easterly 14 feet and 10 inches to a stake that is one foot to the westward of the Brick wall of said Princes Dwelling House, and bounded northerly by the Land of Benjamin Hawkes [on Lot 2], then running Southerly about 50 feet to Derby Street and Bounds first mentioned, and bounded Easterly on said Henry Princes other Land. . . .

The boundaries of House Lot 1, with the addition of Lot 1A, remained unchanged from 1801 to 1927.

On April 9, 1811, Prince mortgaged House Lot 1 with William Ropes for \$5,500, and he agreed to pay Ropes the principal sum plus interest by April 9, 1812. A longhand note on this deed indicates that Henry Prince discharged this debt in full on May 13, 1811.⁸ Prince thus remained the owner of House Lot 1 and 1A from 1796 to 1827.

In 1827 Henry Prince and his son Henry Prince, Jr., suffered some type of financial disaster, for on June 23, 1827, the Merchants Bank of Salem obtained a judgement totaling \$7,428.81 against the two merchants. This document directed the sheriff of Essex County "to take the bodies of the said Henry Prince and Henry Prince, Jr., and commit [them] into our Goal at Salem, Ipswich or Newburyport" until they had paid off this judgement.⁹ In settling the debt, court-appointed appraisers found House Lot 1 "with a brick dwelling house, outhouses, and store [the West India Goods Store, formerly known as the "Rum Shop"] thereon," to be worth \$4,250.¹⁰ The Merchants Bank received title to the Derby/Prince/

8. Deed of mortgage dated Apr. 9, 1811, recorded Apr. 9, 1811, Deed Book 194, leaf 14. From 1938 until 1964 when Historian Daniel R. Kuehn discovered the error, the National Park Service had accepted the interpretation of Historians Edwin W. Small and Thomas G. Manning that title to the property had passed to William Ropes in 1811.

9. Book of Executions No. 3, leaf 58, Registry of Deeds, Essex County, Southern District, Salem, Mass.

10. Ibid.

Ropes House as part of the settlement of this judgement and on October 29, 1827, the bank sold the property for the appraised value to two merchants, John W. Osgood of Baltimore and Henry Ropes of Salem.¹¹

The deed for this October 1827 sale reads in part:

with brick dwelling house, outhouses and store thereon beginning at the southeast corner thereof on Derby Street and thence running Westerly on said street 96 feet two inches to land of Benjamin Hawkes [Lot 2], then running northerly 50 feet thence easterly 14 feet 10 inches to a stake one foot west of the wall of said Brick house then running Northerly about 190 feet to land of Preston & bounding on these three course on land of said Hawkes, then running easterly 79 feet six inches to land now or late of Warwick Palfry & bounding northerly partly on land of Preston, then running Southerly 240 feet to the bound begun at on Derby Street and bounded easterly by said Palfry's land. . . .

Probably for the purpose of eliminating any further claim to their title, Osgood and Ropes also paid Henry Prince an additional \$200 for his title to House Lot 1.¹²

Henry Ropes obtained his half of the purchase price, \$2,125, by mortgaging his one undivided half interest in the house with the Merchants Bank of Salem.¹³ Ropes paid off this mortgage on January 13, 1847.¹⁴

In July 1832 John W. Osgood took out a \$2,000 mortgage with the Naumkeag Bank of Salem on his one undivided half interest in the House Lot 1 property.¹⁵ In November 1840, Osgood quitclaimed his interest in

11. Deed dated Oct. 29, 1827, recorded Oct. 29, 1827, Deed Book 247, p. 154.

12. Deed dated Oct. 29, 1827, recorded Oct. 29, 1827, Deed Book 247, pp. 154-55.

13. Deed dated Oct. 29, 1827, recorded Oct. 29, 1827, Deed Book 247, leaf 155.

14. Ibid. A notation of the payment has been written on the 1827 deed.

15. Deed dated July 10, 1832, recorded Mar. 27, 1837, Deed Book 297, p. 267.

Lot 1 to the Naumkeag Bank for \$1.¹⁶ In May 1843 Henry Ropes purchased the Naumkeag Bank's half interest in Lot 1 for \$1,400 and thus acquired title to both halves of the property.¹⁷

Henry Ropes was the sole owner of the Derby/Prince/Ropes House from 1843 until his death in 1861. By his will, Lot 1 passed first to his wife, and then, on her death (in 1865), to their five children.¹⁸ Title to House Lot 1 remained in the Ropes family until 1873, when the heirs sold the property to the widow Johanna Leahy, Catherine Leahy, Daniel Leahy, and Michael Leahy for the sum of \$6,700.¹⁹ The Leahys partially financed this purchase by taking out a \$4,400 mortgage on the property with two of the sellers, Benjamin A. and Joseph H. Ropes.²⁰

On August 6, 1895, the Leahys completed paying off their mortgage and on this day transferred sole ownership in the property to Catherine Leahy.²¹ In June 1911, in consideration of \$1, Catherine Leahy sold House Lot 1 to Joseph Kohn.²² Shortly after acquiring the property Kohn moved the old store (West India Goods Store) from its location at the

16. Deed dated Nov. 13, 1840, recorded Nov. 24, 1840, Deed Book 321, p. 189. This document lists John W. Osgood as being a resident of Castleon, Richmond County, N.Y.

17. Deed dated May 1, 1843, recorded May 3, 1843, Deed Book 336, p. 262.

18. Probate Records No. 52083, 1861 Will of Henry Ropes, and Probate No. 52097, 1865 Will of Mrs. Ropes. Their children were George N., Joseph H., Benjamin A., Mary L., and Sarah O. Ropes.

19. Deed from three of the heirs for 5/6 interest, dated June 10, 1873, recorded June 20, 1873, Deed Book 883, pp. 129-30. Second deed for the remaining 1/6 interest, dated June 18, 1873, recorded June 20, 1873, Deed Book 883, p. 130.

20. Deed dated June 11, 1873, recorded June 20, 1873, Deed Book 883, pp. 132-33. On January 1, 1883, the Ropeses assigned this mortgage to Charles R. Ripley of Boston. See Deed Book 1099, p. 150.

21. Deed Book 1099, p. 150, and Deed Book 1452, p. 336.

22. Deed dated June 22, 1911, recorded June 22, 1911, Deed Book 2091, p. 427.

southeast (front) corner of Lot 1 to the southwest (front) corner (on Lot 1A, which Henry Prince had added in 1801), and on the southeast corner he built a new store.²³

In April 1927, Joseph Kohn sold the Derby/Prince/Ropes House and the old store to William S. Appleton, the Corresponding Secretary of the Society for the Preservation of New England Antiquities, for \$5,000. Kohn also subdivided Lot 1 in order to retain possession of the new store on the southeast corner of the property.²⁴ The result was a very irregular property line on the east and south side of the Derby brick house (see Map No. 2 [1927]).²⁵ The deed described this line as follows:

Bounded westerly by Land of said Hawkes 50 feet then running Easterly bounded Northerly by said Land of Hawkes 14.83 feet to a Point one foot from the Dwelling house on the portion herein conveyed thence running Northerly bounded westerly by land of said Hawkes on a line one foot west of and parallel to the said dwelling for 29.04 feet thence running Northerly slightly westerly as the fence stands to the corner of a shed and continuing by the east line of said shed a total distance of 31.75 feet to land of Kohn, thence running easterly bounded northerly by the land of Kohn 77.64 feet to Palfry Court thence running Southerly by Palfry Ct. 31.65 feet to other land of said Kohn [site of the new store]; thence running westerly bounded southerly by land of said Kohn 31.39 feet; thence running southerly, bounded easterly by said Kohn 30.50 feet; thence running westerly, bounded southerly by land of said Kohn 16.49 feet; thence running southerly, bounded easterly by land of said Kohn 43.61 feet to Derby Street, thence running southwesterly by Derby Street 48.43 feet to the point begun at . . . containing 6023 square feet.

23. Daniel R. Kuehn, Historic Structures Report, Part II, Historical Data Section, The Rum Shop--Building No. 6 (Salem, Mass: Salem Maritime National Historic Site, 1964), pp. 5-6.

24. Deed dated Apr. 5, 1927, recorded Apr. 5, 1927, Deed Book 2717, p. 333.

25. From Book of Plans No. 49, Plan No. 50-A, "Land of Joseph Kohn, Salem, Mass.," dated March 1927 and drawn by Thomas A. Appleton, C.E.

On June 7, 1927, Appleton conveyed his title to the Derby/Prince/Ropes House and West India Goods Store to the Society for the Preservation of New England Antiquities for \$5,000.²⁶ The society held the property for the next ten years and during this period undertook to repair and restore the brick house. On November 5, 1937, the society donated their lot and the two structures to the city of Salem,²⁷ and in December 1937, the city of Salem in turn conveyed the buildings and lot to the United States Government to become part of a "National historic monument."²⁸

The two pieces of Lot 1 that had been retained by Joseph Kohn in 1927 (the southeast corner and the northern [rear] portion of Lot 1) were taken by the city of Salem in June 1937 by the process of eminent domain.²⁹ In October of that year the city of Salem also donated these two sections of Lot 1 to the Federal Government.³⁰ Map No. 3 in this report, made in 1936, shows the boundaries of the subdivisions of Lot 1 at that time.³¹ By the end of December 1937 the three subdivisions of Lot 1 and 1A were reunited to form a single lot as had been the case in 1801.

C. Construction and Physical History, 1761-1963

1. Construction of the House, 1761-62

Richard Derby had the Derby/Prince/Ropes House constructed as a wedding gift for his 22-year-old son Elias Hasket Derby in 1761-62.³² It was one of the most modern and architecturally distinguished moderate-

26. Deed dated June 7, 1927, recorded June 7, 1927, Deed Book 2727; pp. 167-68.

27. Deed dated Nov. 5, 1937, Deed Book 3133, p. 281.

28. Deed Book 3134, p. 185.

29. Deed dated June 26, 1937, Deed Book 3114, p. 231.

30. Deed dated Oct. 23, 1937, Deed Book 3124, p. 176.

31. Map No. 3, dated December 1936 and prepared by City Engineer Frank P. Morse, is from Plan Book No. 67, Plan No. 36, in Registry of Deeds, Essex County, Southern District, Salem, Mass.

32. Richard Derby made a practice of building houses for his children on the occasion of their marriage. James Duncan Phillips, in "Derby Wills and Land Titles, with Notes and Comments," in Essex Institute Historical Collections, LXV, no. 4 (October, 1929), 473-75, sums up the evidence on this subject and concludes that Richard Derby did build the house for E. H. Derby as a wedding gift; Also see Joseph B. Felt, Annals of Salem, 2 vols. (Salem, Mass., 1845), I, 414-15.

sized Georgian brick houses in the thirteen English colonies.³³ No original plans of the house have been found and the designer is unknown. Because brick houses were "new" in Salem, Derby may have obtained his plan from England, Boston, Philadelphia, or New York City. There is even a possibility that Richard Derby prepared the plan himself.³⁴

The few definitely identifiable records that relate to the 1761-62 construction of the Derby/Prince/Ropes House follow:

(1) A receipt to Richard Derby, dated January 6, 1762, and signed by Daniel Spoffard, states that Spoffard had received the sum of £2 13s. 4d. "in part pay for the frame of the roof of a house which is to be 43 feet by 27 feet or there about which when completed said Derby is to pay [a total] of Six pounds 13 shillings."³⁵ The dimensions given in the receipt approximate the final actual dimensions, which are twenty-eight feet nine inches by forty-three feet eleven inches.

33. The Derby/Prince/Ropes House was included in the National Survey of Historic Sites and Buildings study of New England colonial architecture that was completed in 1967. The Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, at its Oct. 7-9, 1968, meetings, found the house to possess national significance by illustrating the history of colonial architecture in the United States. The Derby/Prince/Ropes House is one of the seventy-one outstanding examples of 18th-century domestic Georgian architecture that the Advisory Board classified as nationally significant under this architectural subtheme.

34. That Richard Derby may have had some interest in architecture is suggested by the following extract from his Sept. 6, 1765, letter to William Manford of New London, Conn.: "I have asked Wm. Browne Esq. the Liberty to have a Plan of his house taken which he readily granted, as you desired, which I shall send you by the next post, or bring it myself, I intending shortly to have the pleasure of waiting on you in New London. The Plan I could not procure so as to send by this Post. . . ." Derby Family MSS, XII, Essex Institute, Salem, Mass. The Colonel William Browne House mentioned in this letter had been built about 1759 and was known throughout New England as a very fine example of the new style of Georgian architecture then coming into vogue. Browne was a Loyalist during the Revolution and fled from the colony. E. H. Derby rented the vacant Browne Mansion from Apr. 21, 1777, to Apr. 21, 1778. The receipt for the annual £50 rent on the house, to E. H. Derby from James Jeffery, dated June 15, 1778, is in Derby Family MSS, XXIX. In December 1784 E. H. Derby bought the large frame Browne mansion from the State of Massachusetts, and on June 9, 1795, had the structure demolished to make room for his new and larger Federal-style mansion.

35. Receipt, Derby Family Papers, Box 3, Essex Institute, Salem, Mass.

(2) The second document is another receipt to Richard Derby, dated May 28, 1762, and signed by John Jones, acknowledging that Jones had received "the sum of three pounds four Shillings in full for 24 Days Labour on Hasket's House [*italics added*]."36

(3) The third document relates to the work of John Young, Jr., a ship's carpenter in the period 1761-62. On February 13, 1762, Richard Derby paid Young £6 8s. 14d. for his services (not enumerated) from September 17, 1761, to February 13, 1762.³⁷ Derby next paid Young £125 2s. 6d. for sixty-four days' work performed during the period May 29, 1762, to September 1, 1762. Of the total work days, fifty-eight were spent "at the Brick House." (This invoice is included as Appendix A of this study.)³⁸ In December 1762 Richard Derby also paid John Young, Jr, an additional £10, but the exact nature of Young's services are not explained.³⁹

(4) Finally, in 1763 Elias Hasket Derby began paying taxes on a new house: £12 that year on "1 homestead (N.W. corner unfinished)." He was taxed continually for a "House vis 7/8 parts" from 1763 to 1782.⁴⁰ The 1763 notation "N.W. corner unfinished" suggests to the writer that the northwest (rear) room had not been completed, and if this was the case, it seems unlikely that the original kitchen was located there. This was much too important a facility to have been left unfinished in a new house.

2. Documentary Evidence of Maintenance, 1762-82

Documentary evidence relating to the maintenance of E. H. Derby's "brick house" is limited and not always clear, but what has been found is presented here:

36. Richard Derby's Account Book No. 4, entry of May 28, 1762, Essex Institute, Salem, Mass.

37. Ibid., entry of Feb. 13, 1762.

38. Derby Family MSS, XXVIII, 77.

39. Richard Derby's Account Book No. 4, entry of Dec. 13, 1762.

40. Taxes, 1753-1781; in Records, Town of Salem; Taxes, 1774-1781, in Records, Town of Salem; Valuation Book for 1763.

(1) In March 1769; E. H. Derby paid John Nutting, a ship and house painter, £2 9s. 4d. "for painting a carpet."⁴¹

(2) In 1773 the painter William Gray was paid for thirty-five days' work at E. H. Derby's "house & farm" (which may relate to the farmhouse and buildings).⁴²

(3) In 1774 the painter William Nutting was paid for painting three houses, including windows and gutters.⁴³

(4) In May 1775 William Gray billed Richard Derby a total of £19 6s. 0d. "for painting the inside of the house of your Son & fence" and for "Painting alley fence, gutters [sic] & trunks."⁴⁴

(5) On May 25, 1775, E. H. Derby paid Josiah Gould, a carpenter, £1 18s. 0d. for "labour on my house."⁴⁵

(6) On June 21, 1774, E. H. Derby paid Jonathan Neale for carting "3 loads of rock [to] brick house."⁴⁶

(7) In the period May 5, 1779, to September 18, 1780, E. H. Derby paid Benjamin Ward £4 16s. 0d. for "turning bannister [and?] post for stair."⁴⁷

3. Documentary Evidence on Physical History, 1782-96

Elias Hasket Derby purchased a large three-story brick mansion at No. 70 Washington Street in April 1782, and probably moved into it about July 1782. From 1782 to 1796, therefore, he was the owner of two

41. E. H. Derby's Account Book No. 1, p. 3, Essex Institute, Salem, Mass.

42. E. H. Derby's Account Book No. 2, p. 13, Essex Institute, Salem, Mass.

43. Derby Family MSS, II, 146.

44. Ibid., XXIX, 74.

45. E. H. Derby's Account Book No. 1, p. 162.

46. Ibid., p. 166.

47. Invoice, Derby Family MSS, XXX, n.p.

"brick houses," and it is sometimes difficult to ascertain which work records pertain to which house. In cases of doubt, however, the record of maintenance has been included in the following list:

(1) In 1784 E. H. Derby paid Abner Chase, a painter, £7 4s. 0d. for "painting 8 Rooms in Brick House [Derby House] down Town."⁴⁸ A copy of the invoice for work executed in 1783-84 will be found as Appendix B of this study.

(2) In March 1786 E. H. Derby paid William Luscomb £1 10s. 0d. for "painting two carpets at the Brick House."⁴⁹

(3) On April 26, 1788, Derby again paid Luscomb for "painting coloured door at the brick house."⁵⁰

(4) On October 18, 1788, E. H. Derby rented "one half of my brick house [the Derby Street House] to October 18, 1789" to Capt. John Ropes, Jr., at a rent of £20 a year. Captain Ropes, a mariner, continued to rent one-half of the Derby/Prince/Ropes House from 1788 to 1796. (See Appendix C for a copy of Ropes's rental account).⁵¹ This evidence indicates that the Derby/Prince/Ropes House was used as a two-family residence from October 1788 to May 1796. It also suggests that the existing one-story brick service wing in the rear, which contains two kitchen units, was probably added to the main house sometime during the period 1784 to 1790. No clear record of construction work on the kitchen has been found, however.

The following documents relate to work on either the Derby Street or the Washington Street brick house or both during the 1790-96 period.

(5) E. H. Derby paid Solomon Lusking £1 6s. 0d. on August 4, 1790, "By the amount of work on the brick house."⁵²

48. Invoice, Derby Family MSS, I, 76.

49. Derby Family MSS, II, 22.

50. Ibid., I, 17.

51. E. H. Derby's Account Book No. 1, p. 251.

52. Ibid., p. 249.

(6) On November 2, 1790, E. H. Derby paid Jonathan Haraden for "300 feet of clear boards for Brick House - L 0/ 18/0; 29 feet of timber - L 0/13/0; 10 cot [?] at Brick L 1/0/0."53 (Perhaps for construction of the kitchen wing?)

(7) On January 4, 1790, Derby paid William Gray, the painter, £8 7s. 5-1/2d. for "setting 17 squares of glass in the brick house."54

(8) In December 1787 Derby paid William Gray £0 14s. 4d. for thirty squares of 8-1/2 by 10-1/2 window glass and £0 13s. 8d. for twenty-nine squares of 8-1/2 by 2(0?) squares. Gray was also paid for "painting the pantry."55

(9) In 1792 Philip Chase was paid for "paint the Brick House."56

(10) On December 20, 1792, the mason John Stimpson was credited with £3 5s. 6d. "By his account of the Brick House."57

(11) In May 1793 Thomas Hovey received payment for "mending Flagstoning and begin hearth, to 3 days work; to painting underpinning [sic] of your fence."58

(12) Derby paid Joseph Hand £3 18s. 0d. in 1795 "for painting Blinds for eight windows."59

(13) The deed of fencing for House Lot 1, dated March 22, 1796, indicates that the lot contained "buildings" but does not list or describe them. The document also describes the western boundary line as follows: "the said west line to be bounded by the garden fence as the same

53. Ibid., p. 255.

54. Ibid., p. 256.

55. E. H. Derby's Account Book No. 4, pp. 121, 135.

56. Derby Family MSS, III, 9.

57. E. H. Derby's Account Book No. 1, p. 267.

58. Derby Family MSS, XXX, 50.

59. Ibid., XXXI, 80.

now is - & the extension of the same line southerly to the west side of a post at Derby Street on a strait [sic] line [italics added]."⁶⁰

(14) In December 1791, E. H. Derby paid the carpenter James Gould \$13 for "making Fence, &c in fronting the house by the wharfe [Hawkes House, Lot 2]."⁶¹

(15) Finally, in August 1796 the Reverend William Bentley noted in his diary: "Derby has fenced his Land nearly [to] the wharf & Leased a part of it [Waterfront Lots A and B?] for a Boatbuilder's yard."⁶²

4. Maps and Plans of House

An extensive search of the map and plan collections of the Essex Institute, the Peabody Museum, and in the Registry of Deeds, Essex County, Southern District, at Salem, has failed to turn up any plan, map, or plat of House Lot 1 and the Derby/Prince/Ropes House made in either the 18th century or the early 19th century. The nature and location of early outbuildings can therefore only be determined by archeological exploration. The earliest known map showing Derby House and its related outbuildings is Henry McIntyre's "Map of Salem," published ca. 1859 (see Map No. 4 in this study). The second oldest map, included as Map No. 5, is plate 10 from G. M. Hopkins's Atlas, City of Salem, published in Philadelphia in 1874. The third 19th-century map, Map No. 6, is plate 4 from Atlas, City of Salem, published in 1897. Each of these shows the brick residence, the West India Goods Store (located at the southeast [front] corner), and two outbuildings. The larger outbuilding, presumably a barn, was situated along the east lot line and stood a short distance north of the West India Goods Store. The second outbuilding, possibly a woodshed, was located a few yards north of the rear kitchen wing of the Derby/Prince/Ropes House. Maps Nos. 2 (1927) and 3 (1936) show the buildings as they stood on Lot 1 during the first third of the 20th century. The barn and woodshed (Building No. 9) were demolished by the National Park Service in the 1938-40 period. The National Park Service also tore down the buildings labelled Nos. 10 and 11 on Map No. 3. The latter two frame structures had been erected by Joseph Kohn in 1911.

60. Deed Book 167, p. 137.

61. Derby Family MSS, II, 139.

62. William Bentley, The Diary of William Bentley, D.D., Pastor of East Church, Salem, Massachusetts, 4 vols. (Gloucester, Mass., 1962), II, 465.

5. Prints and Photographs of House

An extensive search of the collections of the Essex Institute and the Peabody Museum at Salem has also failed to uncover any 18th-century or early-19th-century drawing, print, or sketch of the Derby/Prince/Ropes House. The four earliest known photographs of the Derby Street brick house, taken during the period 1880-95, are included as Illustrations Nos. 1-4 in this study. Four additional photographs taken in the period 1911-27 are included as Illustrations Nos. 5-8.

6. Architectural Description of House

Built in 1761-62, Elias Hasket Derby's "Brick House" is a middle-sized 2-1/2-story Georgian brick house with a gambrel roof of the very finest design and quality. Five bays wide, the main house fronts forty-three feet eleven inches on the north side of Derby Street and is twenty-eight feet nine inches deep. The paired chimneys at either end rise high above the roof and the front (south) slope of the roof is pierced by three dormers. The center dormer is topped by a segmental pediment and the two flanking dormers have triangular ones. The brick walls are of Flemish bond, and a brick belt course on the front elevation marks the floor level between the first and second stories. First-story windows are topped by segmental brick arches; second-floor openings have flat arches set close to the denticulated cornice. Windows on the first two stories have been restored with twelve over twelve lights (the earliest photos show six over six lights) and windows in the dormers have six over six lights. The fine central door is classically simple in style, has a rectangular transom of five lights with a triangular pediment above it, and is flanked by Doric pilasters. The wide entrance doorway, adorned with brass hardware, has twelve panels.

A one-story brick service ell, twenty-four feet one inch wide and twenty-two feet eight inches deep, is centered on the north or rear side of the main house and gives the structure its present T-shaped ground plan. Probably added in the period 1784-88, the rear wing was built with two separate kitchens to serve the main house, which was then being used as a two-family residence. The walls of the kitchen wing are laid in common bond. A very tall end chimney containing two fireplaces set side by side is centered in the north end wall of the wing. Prior to 1940 there were no openings in the north wall, but at that date the existing door was installed in the north wall near the northwest corner. The rear ell is covered by a broadly pitched gable roof; this roof and that of the main house were probably originally covered with cedar wood shingles. Prior to 1940 both the east and west side walls of the one-story service wing were divided into three bays, each side having a door located in the bay nearest the main house. The other four bays were occupied by six-over-six-light windows, as shown in the oldest known photo of the kitchen (Illustration No. 8 [1926]). In 1940/41 the two side door openings were completely bricked up, but the four kitchen windows (two on either side) were left, their sash being replaced with twelve over twelve lights.

The floor plan of the eight-room main house is typical of Georgian-style homes. There are four rooms on both the first and second floors and these are divided into pairs by means of a central hall that runs from front to rear. The first-floor central hall is divided into two sections. The larger front portion contains an ornate stair set against the east (right) side wall and adorned with intricately carved balusters. The smaller rear section of the central hall is occupied by the much simpler rear service stairs. Windows on both floors have window seats and six of the eight fireplaces (all but the two in the first-floor northwest and northeast [rear] rooms) display early Georgian paneling, shaped by fine, deep-cut mouldings on their walls. The fireplace walls in the two first-floor rear rooms lack this paneling, and it is probable that this woodwork was removed about 1784-88 when the rear service ell was added. The existing trim and mantels in the two rear rooms match those in the added kitchen ell. The floors in the main house are of random-width pine boards.

The location of the original (prior to 1784) kitchen in the main house is uncertain, but several clues suggest that it may have been located in the first-floor northeast (rear) room. Investigation reveals that the brick-vaulted foundation in the basement under the northeast room is slightly larger than the other three, which indicates that it could have supported a larger cooking fireplace.

Architectural investigation has revealed that all of the windows in the cellar, except one, are later additions. The one original window opening is located in the north (rear) wall near the northeast corner. Here was located a small, arched, brick opening that probably contained a barred window. This original feature was bricked up in the 19th century. The remnants of a second original opening, probably for a door that opened out under the rear central doorsteps or platform prior to the addition of the rear kitchen wing, are located in the center of the north cellar wall.

The third floor of the main house contains four more bedrooms, but none of these chambers has a fireplace.

The original (1762) paint color of the exterior wood trim of the main house was a cream-white color.⁶³ The original interior colors were revealed and restored in 1938. The prevailing color of the center hall

63. Russell V. Keune, Historic Structures Report, Architectural Data Section, Part II, on the Derby House, 164 Derby Street, Salem Maritime National Historic Site, Salem, Massachusetts (Philadelphia: Eastern Office of Design and Construction [NPS], 1963), p. 30.

and the four first-floor rooms was found to be an olive green of a brownish hue, with some use being made of a mahogany red around the mouldings of the fireplaces, at the window seats, and along the baseboards and chair rails. On the second floor each of the four bedrooms was a different color: pastel blue, stone gray, dark green, and a pastel or grass green. When testing the paint colors, a sample of wallpaper of the China tea-box pattern (ca. 1790) was uncovered in the northwest (rear) second-floor chamber. The paper has been reproduced in a slightly smaller pattern and applied to the walls of that room.⁶⁴ The walls and ceiling of the rear double kitchen were originally a buff color and the wood trim was painted brown.⁶⁵

7. Summary of Restoration Work, 1928-63

a) 1928 Repairs

The Society for the Preservation of New England Antiquities repaired the paneling and mouldings throughout the house in 1928. The more elaborate post-Revolutionary mantels were removed from over the fireplace paneling and the original mantels with a simpler bolection moulding were revived. Small carpentry jobs were performed, such as patching and closing holes in the fireplace paneling where 19th-century stovepipes had penetrated. The layers of wallpaper were removed down to the original painted plaster walls and the Society experimented with reviving the original paint colors of the interior woodwork. All exterior exposed wood was painted a light green. Exterior window blinds, added in the 19th century, were removed. Door openings between the first-floor northeast and southeast rooms and between the northwest and southwest rooms, which had been enlarged during the 19th century, were reduced to their original size. The existing large windowpanes added in 1927 in the first-story and second-story windows were replaced by twelve over twelve lights.

Finally, a wood fence with ball-capped finials on the posts, apparently styled on a plan copied from "Colleges at Cambridge," and a gate were erected in front of the house. Drawings for the restoration

64. Edwin W. Small, Notes on the Derby-Prince-Ropes House, Part of Salem Maritime National Historic Site, Derby Street, Salem, Massachusetts (Salem, Mass.: Salem Maritime National Historic Site, rev. Aug. 23, 1954), pp. 6-8.

65. Keune, HSR, Derby House, pp. 32, 37.

were prepared by Alfred F. Shurrocks and the work was performed under the direction of George Francis Dow, the noted New England antiquarian and historian.⁶⁶

b) 1938-41 Restoration Work

The National Park Service began restoration work on the Derby/Prince/Ropes House in 1938. A searching study of the paint layers on the interior woodwork was undertaken by Stuart M. Barnette, and the original colors, as has been noted, were revealed and restored.

A set of drawings prepared by Architect Barnette, dated July 25, 1938, indicate that the proposed work plan included the replacement of first-floor girders and the pouring of reinforced concrete beams under the first-floor hearths.⁶⁷ This part of the project, however, was never executed. The work actually accomplished included repairing the roof trusses, replacing members, adding bracing, and repairing the roof itself by replacing much of the sheathing and new flashing and installing new asbestos shingles. The roof framing members, which were replaced, were found to be the original timbers of the 1761-62 construction. Wood gutters and downspouts were removed. Original flooring was revived in the southeast and southwest, first-floor, front rooms. Elsewhere random-width pine boards similar to the original flooring were installed to replace the later narrow-board flooring. The segmental pediment on the center front dormer window, which had been changed to a triangular pediment in the 20th century in order to match the flanking dormers, was now restored to its original form. New clapboards were also installed on the sides of the dormers. A new wooden fence and gate, similar to the one erected in 1928 except that the base of the new one was of granite rather than of wood, was built in front of the house in 1939.

Carpentry work inside the house included building a new closet door for the southeast second-floor closet, replacing the threshold at the main entrance, and repairing the large front door. Eight-inch tile hearthstones were installed in the four first-floor rooms. Except for

66. Small, Notes on the Derby-Prince-Ropes House, pp. 5-6; John Shaw, Derby House, Part of Salem Maritime National Historic Site, Derby Street, Salem, Essex County, Massachusetts (Salem, Mass.: Salem Maritime National Historic Site, 1958), pp. 5-6.

67. "Restoration for Preservation of Buildings, Grounds, & Wharf--Salem, Mass.," U.S. Department of the Interior, National Park Service, Branch of Plans and Design, Drawing No. NHS-SAL 1000, 15 sheets, dated July 25, 1938.

the front door brass knocker, most of the 18th-century hardware was missing and was reproduced from the remaining fixtures by a blacksmith working on the site in 1940. In 1939 concealed radiators were installed in the closets and were supplied with heat from a central heating plant that was built in the basement of the Bonded Warehouse.⁶⁸ Also in 1939 the original back stair leading from the cellar to the second floor, which had been removed from the rear center hallway in the 19th century, was replaced by a reconstruction based on the evidence found of the outline of the original steps as formed by the lath.⁶⁹ The existing cellar stair in the rear kitchen ell was then covered over by new flooring and the existing rear stair in the rear service wing, which led to the second floor, was removed.⁷⁰

Two closed-up cellar windows in the south or front granite foundation were reopened. An outside cellarway on the east side of the house was also reopened and its granite steps were reset. A badly bulged wall at the rear of the cellar was removed and rebuilt. Finally, as has been noted, in 1940 the side doors in the east and west elevations of the rear kitchen wing were bricked up and a new door was cut in the north end wall near the northwest corner. Existing window sash were replaced by twelve over twelve lights in the four kitchen windows. This completed the restoration work accomplished on the Derby/Prince/Ropes House during the 1938-41 period.⁷¹

c) 1954-63 Restoration Work

In 1954 black slate shingles were installed on the lower slopes of the gambrel roof of the main house and also on the gable roof of the rear kitchen ell. Copper sheeting was applied to the upper slopes of the gambrel roof of the main residence.⁷²

68. "Central Heating Plant, Custom House, Salem Maritime National Historic Site," U.S. Department of the Interior, National Park Service, Branch of Engineering, Drawing No. NHS-SM 5302, 8 sheets, dated Jan. 10, 1939.

69. "Rear Stairway Detail, Derby House, Salem Maritime National Historic Site," U.S. Department of the Interior, National Park Service, Drawing No. NHS-SAL 2006, dated 1939.

70. "Cellar Stair, Derby House, Salem Maritime National Historic Site," U.S. Department of the Interior, National Park Service, Drawing No. NHS-SAL 2008, dated 1939.

71. Small, Notes on the Derby-Prince-Ropes House, pp. 6-8; Shaw, Derby House, pp. 6-9.

72. Small, Notes on the Derby-Prince-Ropes House, pp. 6-8; Shaw, Derby House, pp. 6-9.

The rear kitchen wing was architecturally investigated in detail in 1963 and restored and opened to visitors in 1964-65. A detailed analysis, photographs, and drawings of the findings and the recommendations for preservation of the service wing may be found in Russell V. Keune's historic structures report on the Derby House, which contains forty-one pages and thirteen illustrations and drawings.

D. A Brief History of the Owners of the Derby/Prince/Ropes House, 1761-1861

1. Summary of Historical Associations

a) Residence of Elias Hasket Derby, 1761-ca. July 1782

(1) E. H. Derby and his bride, Elizabeth Crowninshield, began their married life in this house, and their seven children were born here between 1762 and 1777.

(2) Following in his father's footsteps, E. H. Derby emerged as one of Salem's leading West India merchants. By 1775 he had amassed a fortune of \$50,000 and was the owner of seven schooners and sloops.

(3) From 1764 to 1775, Richard Derby, Sr., and his three sons--Richard, Jr., Elias Hasket, and John--were ardent and active Whigs and, with other Salem merchants, took part in the protest campaigns that were directed against the various revenue laws that Parliament passed in an effort to tax the colonists and reshape the British Empire. Many discussions of these political issues must have taken place at E. H. Derby's home or in his "Counting House" and store, which was located just across the street at the head of Derby Wharf.

(4) Faced with economic disaster by May 1776 (the British fleet had captured four of his seven unarmed trading vessels), Elias Hasket Derby turned to privateering as a means of survival. In the period from March 23, 1776, to March 22, 1783, Derby became one of the leading American privateer underwriters, if not the preeminent one. He personally supervised over fifty percent of Salem's entire privateering activity, which comprised twelve percent of Massachusetts's efforts and five percent of that of all the colonies together. He had nineteen privateers constructed and, as owner or part-owner, he outfitted about eighty-five armed vessels, manned by 8,000 men, that made approximately 110 cruises and captured 146 prizes. Twenty-three of his armed cruisers and five of his unarmed trading vessels were taken by the British. The historian Richard H. McKey, Jr., has concluded: "While . . . the majority [of merchants and shipowners] probably lost all they had in privateering and wartime commerce, Derby undoubtedly made a fortune. It

is quite likely that he came out of the Revolution already a millionaire, although Derby himself may not have realized it."⁷³

The area embracing Derby Wharf, the two Derby warehouses, and E. H. Derby's residence was a major center of American privateering. Here plans were made for constructing and outfitting vessels and here news was received of prizes taken, vessels lost, and sailors killed, wounded, or captured.

(5) Around July 1782, E. H. Derby moved into a large three-story brick mansion located at 70 Washington Street and resided there from 1782 to 1798. The Derby Street "brick house" was rented and during a part of this period housed two families. From October 1788 to May 1796 it was the residence of Capt. John Ropes, Jr., a Salem mariner. During a portion of this same period it was also apparently the residence of E. H. Derby's son John.

b) Residence of Henry Prince, 1796-1827

Captain Henry Prince, a Salem mariner, purchased the Derby Street house from E. H. Derby in March 1796 and resided there until 1827. In 1799 he became the owner of several ships and commenced business as a merchant in 1802. In 1806 he retired from the sea and probably about 1815 built the West India Goods Store at the southeast corner of his house lot. His Derby Street residence was sold by the State courts in 1827 to settle some of his debts.

c) Residence of Henry Ropes, 1827-61

Henry Ropes, a son-in-law of Henry Prince, became a half-owner of the Derby Street brick house in 1827 and acquired title to the other half in 1843. From 1833 to 1839 Ropes was a sea captain and from 1839 until his death in 1861 was the treasurer of a Salem bank. The Derby Street house was his residence from 1827 to 1861, and here he and his wife raised a family of five children.

73. Richard H. McKey, Jr., "Elias Hasket Derby and the American Revolution," pp. 194-95. Derby may not have realized how much money he had because from 1776 to 1779 most of his fortune was largely tied up in goods, cargoes, and vessels that were never long at rest.

d) 1861-1927

During these years the Derby/Prince/Ropes House continued to be used as a residence. Acquired by the Society for the Preservation of New England Antiquities in 1927, the brick house has been utilized as a historic house museum since 1928.

2. Elias Hasket Derby and His "Brick House," 1761-96

a) A Rising Young West India Merchant, 1760-75

Elias Hasket Derby was born at Salem, Massachusetts, on August 16, 1739, the second son of Capt. Richard Derby, mariner, and his first wife, Mary Hodges.⁷⁴ In the period 1757 to 1770, Captain Derby became a successful merchant and shipowner and developed a considerable trade with the West Indies, Spain, and Portugal. As was his custom on the occasion of his children's marriages, Captain Derby constructed a fine brick house on Derby Street in 1761-62 as a wedding present for Elias Hasket Derby and Elizabeth Crowninshield in 1761.⁷⁵ All seven of the young couple's children were born in the "brick house," as Hasket listed his residence in his account books. The first child arrived on September 29, 1762, and the last on January 19, 1777.

Little is known of Elias Hasket Derby's early education, but he apparently entered his father's service at a young age. His grandson has summarized his early mercantile career as follows:

From 1760 to 1775, he [Hasket] not only took charge of his father's book, wharves, and other property, but imbibing the spirit of his father, and acquiring through him and his captains a knowledge of commerce, he engaged extensively in the trade to the English and French [West Indies] islands. At the commencement of the [Revolutionary] war, he was owner of no less than seven sail of vessels, the trade of the West Indies, varying from sixty to one hundred tons, and by frugality and industry had acquired a property of \$50,000.⁷⁶

74. Elias Hasket Derby was born in the Richard Derby or Miles Ward House, a 2-1/2-story wooden dwelling with a gambrel roof, which still stands on the northeast corner of Derby and Herbert streets.

75. Richard Derby built houses for his daughters and sons as wedding presents but generally retained title to them and the land until his death in 1783; when the titles passed to his children according to his will.

76. Elias Hasket Derby III, "Elias Hasket Derby," in Freeman Hunt, ed., The Lives of American Merchants, 2 vols. (New York, 1858), II, 29.

In 1762-64 Capt. Richard Derby began construction on a great new "Long Wharf" (later known as Derby Wharf). By 1771 this huge timber structure, the largest and longest wharf in Salem, was about 803 feet long and 66 feet wide. In 1765 Elias Hasket Derby erected his own warehouse, "the Upper Store," at the northern head near the western side of his father's wharf. Hasket's store was a three-story frame structure almost sixty-one feet long and twenty-four feet wide with a "Counting Room," or business office, located on the second floor. In 1771 Capt. Richard Derby constructed a second warehouse, known as "the Lower Store," on the wharf near the southern end and close to the eastern side. This frame structure had a gable roof, was three stories high, and measured about 60-1/2 feet long and 25 feet wide. The "long wharf" and its two warehouses were to serve as the main base for all of Elias Hasket Derby's extensive privateering activities during the War for Independence (1776-83), and were also the headquarters for his trailblazing commercial expansion into world trade that brought him further eminence and fortune in the period 1784 to 1799. In 1794 Elias Hasket Derby found it necessary to add two more large three-story wooden warehouses to Derby Wharf.⁷⁷

b) The Derby Family and the Coming of the American Revolution, 1764-74

Two years after Elias Hasket Derby moved into his new brick house on Derby Street, Parliament began passing a series of laws that changed the course and nature of the British Empire. On April 5, 1764, Parliament replaced the Molasses Act of 1733 with the Revenue, or Sugar, Act. The new law was the first attempt to effectively tax the American colonists. The act was directed mainly against the merchants of New England and the Middle Colonies who traded with the West Indies. The 1733 duty on molasses imported from the foreign (non-British) West Indies was reduced from six pence per gallon to three pence, with the understanding that the new rate (unlike the old) would be collected. Customs officials, whose numbers were greatly increased, were granted wide powers to search ships. The Royal Navy was also to help enforce the extremely complex system of customs regulations that was instituted, and a system of admiralty courts with wide powers was established in the colonies to enforce the new customs laws. The collection of the new duty on foreign molasses appeared to the merchants as an act of economic strangulation, for it cut them off from their sources of specie. In

77. For the physical history of Derby Wharf, see Charles W. Snell, Historic Structure Report, Derby Wharf and Warehouses, Historical Data, Salem Maritime National Historic Site, Massachusetts (Denver: National Park Service, 1974), pp. 33-37.

addition, many of the new customs officials and also some officers of the Royal Navy were corrupt and misused their wide powers to enrich themselves by seizing American ships on false charges.⁷⁸

On March 22, 1765, Parliament passed the Stamp Act, another trade measure that was also intended to raise additional revenue from the American colonists. Scheduled to take effect on November 1, 1765, the Stamp Act applied to the Southern planting colonies as well as to the mercantile New England and Middle colonies. This law further raised the cost of conducting business in America. In protest against the Sugar Act of 1764 and the Stamp Act of 1765, the merchants of the Thirteen Colonies united under the banner of "No taxation without representation." Of the total amount of £295,120 collected under the Sugar Act from 1764 to 1774, one quarter of this sum was paid by Boston and Salem; in fact, seventy percent of this total was collected at only five American ports: Boston, Salem, New York, Philadelphia, and Charleston.⁷⁹ These five cities were to be the leading centers of resistance to British imperial plans from 1764 to 1774.

Richard Derby and his three sons (Richard, Jr., Elias Hasket, and John) were ardent, active Whigs and from 1764 to 1774 consistently opposed the various revenue and anti-trade laws that Parliament enacted to tax the colonies and alter the imperial relationships.

Richard Derby, Sr., was a member of the Massachusetts General Court (the lower house of the colonial legislature) from 1769 to 1773 and a member of the Governor's Council (the upper house of the legislature) from 1774 to 1776.⁸⁰ Of the three sons, Richard Derby, Jr., was the most politically active, joining the Salem Sons of Liberty when they were organized in 1765. By 1768 he was an avowed leader of the most radical group in Salem and was also a member of the Massachusetts General Assembly.⁸¹ Although primarily a merchant, Elias Hasket Derby, in his role as a town official, politically supported the actions of his father and older brother. He participated in the town meeting held in Salem in October 1765 that dammed the Stamp Act as "excessively grievous and burthensome" and "productive of the most fatal consequences of our

78. Arthur M. Schlesinger, The Colonial Merchants and the American Revolution (New York, 1964), pp. 50-56; Oliver M. Dickerson, The Navigation Acts and the American Revolution (Philadelphia, 1951), pp. 208-65.

79. Schlesinger, Colonial Merchants, pp. 98-105; Dickerson, The Navigation Acts, p. 186.

80. Derby, "Elias Hasket Derby," p. 27; James Duncan Phillips, "The Life and Times of Richard Derby, Merchant of Salem," in Essex Institute Historical Collections, LXV (July, 1929), 280-81.

81. Richard H. McKey, Jr., "Elias Hasket Derby and the American Revolution," pp. 168, 172.

trade."⁸² In June 1767 Parliament passed a third set of revenue laws known as the Townshend Acts, to replace the Stamp Act, which had been repealed on March 18, 1767, as a result of the American and British protests. Elias Hasket Derby, as a leading merchant, must have taken part in the August 1768 meeting when all the merchants of Salem voted unanimously to join in Boston's nonimportation agreement to protest the passage of the Townshend Acts.⁸³ In September the merchants of Salem adopted a nonimportation alliance similar to that of Boston. As a control measure, a Salem Committee of Inspection was established to detect forbidden importations of British goods and to seize and store such items if found.⁸⁴

As a newly elected Salem Selectman, Elias Hasket Derby, in September 1768, helped choose representatives to attend a proposed convention to be held in place of the General Court (or legislature) that the Royal Governor refused to call. Richard Derby, Sr., and Richard Derby, Jr., were among those selected, and two of E. H. Derby's brothers-in-law were appointed to draft instructions for the delegates.⁸⁵ In May 1769 E. H. Derby and the other Salem Selectmen instructed their deputies to the General Court (one of whom was Richard Derby, Jr.) to "obtain full and effective relief [from the 1767 Revenue Act]" and "to restore harmony and affection with Great Britain."⁸⁶

On March 7, 1770, two days after the "Boston Massacre," Selectman E. H. Derby and his associates began to consider if Salem should participate in the new nonimportation agreement that was being advocated by Boston and other Massachusetts towns.⁸⁷ Deciding affirmatively, they formed a new nonimportation organization at the general town meeting held in May. Elias, his brother Richard, Jr., and his father, Richard,

82. Ibid., p. 172, citing Essex Gazette (Salem, Mass.), Oct. 21, 1765.

83. Ibid., citing Essex Gazette, Aug. 30, 1768; Boston and Salem paid 30.9 percent of the revenue collected under the Townshend Acts, New York City paid 24.8 percent, Philadelphia 18 percent, and Charleston 5.8 percent. Dickerson, The Navigation Acts, p. 198.

84. Schlesinger, Colonial Merchants, p. 184, citing Essex Gazette, Sept. 6, 1768.

85. McKey, "Elias Hasket Derby and the American Revolution," p. 172, citing Essex Gazette, Sept. 21, 1768.

86. Ibid., citing Essex Gazette, May 23, 1769.

87. Ibid., citing Essex Gazette, Mar. 7, 1770.

Sr., became members of the Committee of Inspection and Elias continued to serve on this enforcement body until June 1774.⁸⁸ A week later he also joined the other heads of families in Salem in signing an agreement, voted May 1, 1770, not to drink any more tea.⁸⁹

On April 12, 1770, Parliament reacted to American and British protests by repealing all of the 1767 Townshend Acts except for the tax on tea. Verified news of the passage of the repeal bill reached America in May 1770, and gradually the colonial nonimportation movement began to collapse. On July 9, 1770, New York City voted to import British goods again; Philadelphia did likewise on September 29, and Boston yielded on October 12, 1770.⁹⁰ During the period of this remarkable boycott, 1768-70, however, imports from Great Britain decreased by two thirds in the New England and Middle colonies, as shown on the following chart:

Imports from Great Britain, 1768-71⁹¹

<u>Year:</u>	<u>New England</u>	<u>New York City</u>	<u>Philadelphia</u>	<u>Charleston</u>
1768	£ 430,806	£ 490,673	£ 441,829	
1769	233,694	75,930	204,978	£ 306,600
1770	394,431		134,881	146,273
1771	1,420,119			

The three years (1771-73) following this great effort of the colonial merchants to achieve commercial reform were, for the most part, years of material prosperity and political calm. Elias Hasket Derby was reelected as a Salem Selectman in 1771 and continued to serve in this office until September 1772.⁹²

88. Ibid., citing Essex Gazette, May 1, 1770, and June 1, 1774.

89. Ibid., pp. 172-73, citing Essex Gazette, May 8, 1770.

90. Schlesinger, Colonial Merchants, pp. 226, 232, 233.

91. Ibid., pp. 182, 190, 193, 208. Charleston joined the non-importation movement on July 22, 1769, and ended its boycott on December 14, 1770.

92. McKey, "Elias Hasket Derby and the American Revolution," p. 173.

Political controversy revived in the Thirteen Colonies in 1774, following the passage by Parliament of the Tea Act (a revenue and anti-trade act) on May 10, 1773, and of the Coercive or Intolerable Acts on March 31 and May 20, 1774 (which closed the port of Boston as punishment for the city's role in the Boston tea party). During this period (1774-75), Richard Derby, Jr., was a delegate to the First and Second Massachusetts Provincial Congresses, which, beginning in October 1774, met in defiance of Royal Governor Thomas Gage and established a revolutionary government for the colony. In 1774 and 1776-77 Richard Derby, Jr., was also a counselor (member of the upper house of the Massachusetts Revolutionary Government).⁹³

c) The Derby Family and the Beginning of the Revolution, 1775-76

(1) The Affair at North Bridge, February 1775

On Sunday, February 26, 1775, the American Revolution almost began at Salem. Acting on orders from Royal Governor Thomas Gage, Lt. Col. Alexander Leslie and 200 British soldiers (four companies) of the 64th Regiment sailed from Boston on the transport Sea Venture on a secret mission. Their objective was to surprise Salem and seize eight brass cannon that were reported to be in the possession of the Salem Whigs. At about 2:30 P.M., while the inhabitants of the town were at public worship, the troops landed at Marblehead and proceeded to march rapidly the five miles to Salem to seize the guns. Warned by the people of Marblehead, the Salem Whigs removed their cannon to the north side of the North River, concealed their guns, and then drew up the drawbridge to prevent the soldiers from crossing the river. From thirty to forty Salem militia under the command of Col. Timothy Pickering also mustered on the north side of the river to guard the bridge and protect the

93. George A. Ward, ed., The Journals and Letters of Samuel Curwen, An American in England, 1775-1783 (Boston, 1864), pp. 533-34. As we shall see, Richard Derby, Jr., was also the State Agent for Prizes taken by Privateers for the Middle District of Massachusetts from 1775 to 1778. Historians generally appear to have credited Richard Derby, Sr., with the political activities of Richard Derby, Jr., who died on Dec. 8, 1781.

cannon. Alarm guns fired continually, and Governor Gage reported: "The people assembled in great Numbers with Threats and abuse, but the Colonel pursued his Orders. . . ."94

The Essex Gazette of February 21 to 28, 1775, reported that the "Van Guard [of the British troops] arrived, and took their Rout down in Town as far as the Long-Wharf [Union Wharf or perhaps Derby Wharf]; perhaps to decoy the Inhabitants thither, away from the Place to which the main Body were destined."95 According to family tradition, Col. Alexander Leslie met Richard Derby, Sr., in front of his house (House Lot 7 on study maps) near Union Wharf and demanded the surrender of the cannon. Old Captain Derby is said to have replied: "Find them, if you can! Take them, if you can! They will never be surrendered."96

94. Letter of Governor Thomas Gage to Lord Dartmouth, Mar. 4, 1775, in William Bell Clark, ed. Naval Documents of the American Revolution, 4 vols. (Washington, 1964, 1966, 1968-69), I, 123; See also Journal of His Majesty's Ship Lively, Feb. 26, 1777, in ibid., p. 109; Major John Pitcairn, who was not on the expedition, in his letter of Mar. 4, 1775, to Lord Sandwich, reports:

The people beat their drums, rung their alarm bells; but the Colonel saw none in arms but five, and those took care to get out of the way as fast they could. The people behaved as I suppose they will ever do, make a great noise when there is nobody to oppose them, but the moment they see us in arms and in earnest they will talk very differently. The Colonel found no guns - it is supposed a false information. . . . The moment he left Salem, I am told the people got arms and paraded about, and swore if he had stayed half an hour longer they would have cut him to pieces. If he had continued there till now, none of them would have dared to appear in arms.

In ibid., pp. 125-26.

95. Ibid., pp. 114-15.

96. Derby, "Elias Hasket Derby," p. 28; This story is repeated by Robert E. Peabody, "Richard Derby, [Sr.]," in Dictionary of American Biography (New York, 1943), III, 252-53, but Peabody states that Derby headed a determined band of citizens who met the British troops "at the entrance to the town"; James Duncan Phillips, in "Life and Times of Richard Derby," p. 282, also relates this story but says that the incident took place in the street near the courthouse in the upper part of Salem, where Colonel Leslie halted with the main body.

Continuing the story, the Gazette reported that

The main Body arrived soon after and halted a few Minutes by the Town-House. . . . [Colonel Leslie and] the Regiment [then] marched off with a quick Pace, in a direct Course for the North Bridge; just before their Entrance upon which, the Draw-Bridge was pulled up. The Regiment however pushed forward till they came to the Draw-Bridge, not observing (as it seemed) that it was drawn up. The Colonel who led them expressed some Surprise; and then turning about ordered an Officer to face his Company to a Body of Men standing on a Wharf on the other Side the Draw-Bridge, and fire. One of our Towns-men [Capt. Jonathan Felt] (who had kept along Side the Colonel from the Time he marched from the Town-House) instantly told him he had better not fire, that he had no Right to fire without further Orders, 'and if you do fire (said he) you will be all dead Men.' The company neither fired or faced. The Colonel then retired to the Center of his Regiment, assembled his Officers, and held a Consultation: Which being ended, the Colonel advanced a little, and declared he would maintain his Ground, and go over the Bridge before he returned, if it was a Month first. The same Townsman [Felt] replied, he might stay as long as he pleased, no Body cared for that. . . . Mean while two large Gondolas that lay aground (for it was low-water) were scuttled, least they should cross the Channel in them. But whilst one Gentleman with his Assistants was scuttling his own Gondola, a Party of about Twenty Soldiers jumped into it, and with their Bayonets charged against our unarmed Towns-men (some of whom they pricked) compelled them to quit it; but before this a sufficient Hole had been made in the Bottom. This Attack of the Soldiers, and some other Occurences, occasioned a little Bickering, but by Interposition of some of the Inhabitants the Disputes subsided.

At length some Gentlemen [the Reverend Thomas Barnard of North Church, Salem, among them] asked the Colonel what was his Design in making this movement, and why he would cross the Bridge? He said he had Orders to cross it, and he would cross it if he lost his Life with the Lives of all his Men. And now (or before) asked why the King's Highway was obstructed? He was told it was not the King's Road, but the Property of the Inhabitants, who had a Right to do what they pleased with it. Finally the Colonel said he must go over; and if the Draw-Bridge were let down so that he might pass, he pledged his Honour

he would march not above thirty Rods beyond it, and then immediately return. The Regiment had now been on the Bridge about an Hour and an Half; and every Thing [the cannon] being secured, the Inhabitants directed the Draw-Bridge to be let down. The Regiment immediately passed over, marched a few Rods, returned, and with great Expedition went back again to Marblehead, where they embarked on board the Transport without Delay. . . .

Concluding, the Gazette noted that "Various Reports were spread abroad respecting the Troops, - the Country was alarmed; and one Company [of militia] arrived in Arms from Danvers just as the Troops left the Town."⁹⁷

(2) The March to Boston, April 19-20, 1775

In March 1775 Richard Derby, Sr., and Elias Hasket Derby presented the town with several cannon "Suitable for field pieces" to be used in the defense of Salem.⁹⁸ Along with his fellow townsmen, E. H. Derby had trained as a private in the militia. Thus when the news of the battles of Lexington and Concord reached Salem on the morning of April 19, 1775, the 39-year-old merchant was one of the 300 men who marched in Salem's four minutemen companies under the command of Col. Timothy Pickering, hoping to cut off the retreat of the British to Boston. The regiment marched through Danvers, Lynn, and Medford, and arrived at Winter Hill in time to see the last of the enemy retreating from Cambridge into Charlestown. Too late to attack, the Salem companies were marched back to Medford, where they spent the night guarding a bridge, and on April 20 they returned to Salem.⁹⁹ This two-day expedition was Hasket's only military experience during the War for Independence. His experience and talents as a merchant and shipowner were no doubt of much greater value to Massachusetts than any services that he might have rendered as a foot soldier.

97. Clark, Naval Documents, I, 115-16; See also "Diary of Ezra Stiles," in Essex Institute Historical Collections, XXXVIII (1902), 336-37, reprinted in Clark, Naval Documents, I, 109-10; "Narrative Found in the Family Papers of Major John Pedrick," in Essex Institute Historical Collections, XVII (1880), 190-92, reprinted in Clark, Naval Documents, I, 111-12; and William Gavett, "Account of the Affair at North Bridge," in Essex Institute Historical Collections, I (1864), 126-28.

98. McKey, "Elias Hasket Derby and the American Revolution," p. 173, citing The Salem Gazette and Newbury and Marblehead Advertiser, Mar. 31, 1775.

99. Ibid., p. 169; Octavius Pickering, The Life of Timothy Pickering, 4 vols. (Boston, 1867), I, 71-72.

(3) Financing the War for Independence

On April 23, 1775, the Massachusetts Provincial Congress recommended that New England raise an army of 30,000 men and voted to contribute 13,600 men of its own. By July 19, 1775, Massachusetts had twenty-six regiments with 13,803 officers and men in the field before Boston.¹⁰⁰ Huge sums of money and supplies were necessary to support this force. Because there were no banks in the Thirteen Colonies prior to 1780, the Massachusetts Revolutionary Government turned to its merchants for loans, credit, and supplies. Elias Hasket Derby, with an estimated fortune of \$50,000 in 1775, responded to these calls for assistance. Writing to Congressman Benjamin Goodhue on February 3, 1790, Derby noted: "At the time of the Lexington battle, I loaned to the government a large proportion of the supplies for the army, and took their obligations for so much specie, which obligations I have by me. . . ." ¹⁰¹

Using Derby Wharf and its two warehouses, E. H. Derby also received, stored, and distributed flour for General Washington's army in 1775 and 1776 during the siege of Boston.¹⁰²

In July and August 1778, when 8,200 New England militia and 1,175 Continentals under the command of Gen. John Sullivan marched to attack the British at Newport, Rhode Island, E. H. Derby provided the boats that enabled the army to cross from the mainland to the island.¹⁰³

100. The army, then under the command of Gen. George Washington, consisted of thirty-five regiments with 19,657 officers and men, all from New England.

101. Letter cited in Derby, "Elias Hasket Derby," p. 70; E. H. Derby's estate, on Mar. 5, 1805, still held \$43,348.78 in public bonds, distributed as follows: twenty-four shares in the Bank of the United States valued at \$9,600, one Massachusetts State note with a nominal value of \$4,248.64, two six percent certificates valued at \$4,368.29, and four deferred six percent certificates valued at \$25,131.85.

102. On October 13, 1775, Stephen Moylan, Commissary General of Musters of the Continental Army, shipped 1,200 barrels of flour on two sloops from Portsmouth, N. H., via Derby Wharf to Cambridge. The captains were to receive one shilling from E. H. Derby for every barrel that they delivered at Derby Wharf. Clark, *Naval Documents*, II, 1284; On March 18, 1776, Joseph Trumbull, Commissary General of the Continental Army, paid E. H. Derby for "storage of continental flour for the army." Derby Family MSS, IX.

103. Derby, "Elias Hasket Derby," pp. 70-71.

At a later period (1798-99), when Great Britain and France threatened the United States with war, Derby took the lead in building the thirty-two-gun frigate Essex at Salem for the young republic. The merchant contributed \$10,000 of the \$75,473.59 required to construct the vessel.¹⁰⁴

(4) Carrying the News of Lexington and Concord to Great Britain, April-June 1775

On the afternoon of April 25, 1775, the Massachusetts Provincial Congress directed Richard Derby, Jr., to fit out a vessel as a packet for the purpose of carrying the Whigs' version of the battles of Lexington and Concord to their London agent, Benjamin Franklin.¹⁰⁵ The Massachusetts Committee of Safety, meeting at Cambridge on April 27, resolved "That Captain [John] Derby be directed and he hereby is directed to make for Dublin, or any good port in Ireland, and from thence to cross to Scotland or England, and hasten to London. This direction is, that so he may escape all cruisers that may be found in the chops of the Channel to stop the communicating of Provincial Intelligence to the Agent."¹⁰⁶

Richard Derby, Jr., provided one of his own vessels, the sixty-ton schooner Quero, and on April 28, 1775, four days after the official packet boat Sukey departed from Boston carrying Governor Thomas Gage's official report, Capt. John Derby sailed from Salem on the Quero with the Whig account. In the interest of speed, John Derby disregarded his instructions and sailed directly for Great Britain. He landed at Southampton on May 26 or 27 and proceeded by stage to London, arriving there on Sunday evening, May 28. Arthur Lee, the Massachusetts Agent (Franklin had left England), broadcast this Whig account of the battles far and wide and scored a signal propaganda victory for the colonial cause with this first news of these events. The official British dispatches carried on the Sukey did not arrive in London until June 10.¹⁰⁷

104. Ibid., pp. 70, 78-81. The keel of the Essex was laid Apr. 13, 1799, and the vessel was launched Sept. 30, 1799.

105. Clark, Naval Documents, I, 224; The Congress's letter to Franklin, dated Apr. 26, 1775, may be found in ibid., p. 226.

106. Ibid., p. 229.

107. Ibid., pp. 481, 485; James Duncan Phillips, "Life and Times of Richard Derby," pp. 284-86. However, Phillips and most historians have stated that either Richard Derby, Sr., or E. H. Derby owned the Quero. The records quite clearly indicate that Richard Derby, Jr., was the owner of the vessel.

John Derby left London in June, set sail on the Quero, arrived at Salem on July 18, and reported to Gen. George Washington at Cambridge that same day.¹⁰⁸ For his expenses in England John Derby charged the Massachusetts Provincial Congress £57 0s. 8d. and "To my time in Executing the Voige [sic] from hence [Salem] to London & Back: 0."¹⁰⁹ The colony paid Richard Derby, Jr., £143 9s. 2-1/2d. "For the Hire, Victualing, Port Charges, Portledge Bill &c for the Schooner Quero, voyage from Salem, in New-England, to Great Britain, and back to Salem, aforesaid, in the service of this Colony, with Depositions relative to Battle of Lexington, Viz. April 25, 1775 to July 19, 1775."¹¹⁰

(5) Activities of Richard Derby, Jr., 1775-June 1776¹¹¹

On November 26, 1775, the brig Kingston Packet, owned by Richard Derby, Jr., and captained by Samuel Ingersoll, was captured while en route from Jamaica to Salem by two of Washington's armed schooners, the Hancock and Franklin, at Barrington, Nova Scotia, on suspicion of violating the trade regulations of the Continental (Non-Importation) Association.¹¹² The case was referred to the Salem Committee of Safety, of which Richard Derby, Jr., was a member, and when this body refused to consider the matter, the case was sent to General Washington for a final decision.¹¹³ The capture of the Kingston Packet must have embarrassed the pro-Whig Derby family, for on December 9 Richard Derby, Jr., apologized to the Salem Committee of Safety as follows:

Gentlemen:

Finding that Capt. [Samuel] Ingersoll's going from Jamaica to Nova-Scotia has Given Cause to some of my Townsmen to Censure my Conduct in that Respect; and as no one can be more Desireous of Living in peace with his Neighbours than I am; nor any one more unhappy then he

108. Clark, Naval Documents, I, 934, 941.

109. Ibid., p. 967.

110. Ibid., p. 968, and also pp. 990, 1001, 1027. This bill was authorized for payment on Aug. 1, 1775.

111. Richard Derby, Jr., resided in a house located on House Lot 8, as shown on the final study maps, at the northwest corner of Herbert and Derby streets.

112. Clark, Naval Documents, II, 1284.

113. Ibid., pp. 1316-17. Richard Derby, Jr., was apparently president of the Salem Committee of Safety in December 1775.

who justly Exposeth himself to the Censure of the Publick:
and tho I can say with the utmost sincerity, that, in this
matter, I had not the most Distant thought of offending
Yet as the matters seems to be view'd a Different light
by some, I am voluntarily Induced to say, That if I have
by my Conduct in this Voyage, Justly offended any, I am
Heartily sorry for it. -

General Washington has ordered the Brigg Kingston
Packet & Cargo to be Restored to me, and as I am made to
understand it will be a Satisfaction to some, I take this
opportunity to declare that I have not the most Distant
Thought of the Brigg's Returning again to Nova-Scotia,
nor is it my Intention to have any Dealing or Connection
with any in that Province untill matters are settled, or
Liberty is Granted for so Doing. I am, Gentlemen.¹¹⁴

The Kingston Packet was returned to Richard Derby, Jr., on December 14,
1775.

On February 17, 1776, the Massachusetts House of Representatives
appointed Richard Derby, Jr., who was one of its members, to a committee
responsible for building five sloops of war for the colony's new navy.¹¹⁵
By April 5 Richard, Jr., and Josiah Batchelder were actively supervising
the construction of two armed vessels at Salisbury, near Newburyport,
Massachusetts.¹¹⁶

On April 19, 1776, the Massachusetts Council named one of these
sloops the Tyrannicide and placed Capt. John Fiske in command of it.¹¹⁷
The second vessel, which was not completed until July 26, 1776, became
the brig Massachusetts. Both of these vessels were built for Derby by
Capt. William Hackett.¹¹⁸ On May 14, 1776, Richard Derby, Jr., now

114. Ibid., III, 18-19.; British reports on the capture of the
Kingston Packet on Nov. 26, 1775, may be found in ibid., p. 108.

115. Ibid., pp. 1332-33.

116. Ibid., IV, 1162.

117. Ibid.

118. Ibid., V, 1209. For work performed from Apr. 23, 1776, to
July 26, 1776, Richard Derby, Jr., paid Capt. William Hackett a total of
£1,073 8s. 7-1/2d.

agent for the Middle District, informed the Committee of War that he had completed the Tyrannicide more than three weeks earlier but was unable to obtain the fourteen cannon needed to arm the sloop. He also advised the committee that

The Plan on which these Vessells was ordered to be Constructed is by no means agreeable to me, I have made some Little alterations in the one new Completed, and have taken the Freedom, in the one I am now Building [the Massachusetts] to make many more; such as Increasing the Length six feet, two Inches more Deep Rising & Six Inches more Beam, this vessell will be soon Compleat & 'tis time even now to begin to procure materialls for fixing her - I have Rigging Enough but Duck [for sails] will be wanted. . . .119

On May 18, 1776, Richard Derby, Jr., John Fisk, Mariner, and David Phippen put up a £2,000 bond for the Tyrannicide and received a commission as a privateer. On June 7, 1776, the Massachusetts General Court directed the Commissary General to deliver sixteen bolts of russia duck to Richard Derby, Jr., "for the use of the Armed Brigantine now Building at Salisbury for the Service of this Colony."¹²⁰ On June 12 the Commissary General received orders to provide Richard Derby, Jr., with ten cannon--four-pounder and six-pounder guns--from Boston for use on the sloop Tyrannicide.¹²¹

On June 13, 1776, the Massachusetts Council issued its first sailing orders to Capt. John Fisk, which read as follows:

The sloop Tyrannicide under your Command, being in part Equipt in warlike manner, & also being so far Maned as to Enable you to go out on a Cruise, you therefore have Liberty to Cruise near the Coast of this Colony & from Harbour to Harbour in the same Colony & Newha[m]pshire, using all Necessary Precaution to Prevent your Vessell from falling into the hands of the Enemy, and w[h]ere as you

119. Ibid., p. 88.

120. Ibid., p. 409.

121. Ibid., p. 491.

have received a Comission, by force of arms to Attack, subdue & take, all ships and other Vessells belonging to the Inhabitants of Great Britain on the high seas under certain Restrictions you must Punctually follow the Instructions herewith Delivered you for your Conduct respecting this matter.¹²²

Five days later, at 9:00 A.M. on June 18, Richard Derby, Jr., boarded the sloop Tyrannicide and informed Captain Fisk that a ship bound for Boston had been sighted off the coast south of Marblehead. Putting to sea immediately Fisk pursued the vessel, and at 3:30 P.M. boarded and took the ship, which proved to be the Lord Howe, Robert Park, master, from Glasgow, carrying 100 soldiers of the British 71st Regiment plus a lieutenant and six non-commissioned officers. Fisk carried this valuable prize and the enemy troops into Nantaskett that evening.¹²³

Additional data on the activities of Richard Derby, Jr., the forgotten member of the Derby family, will undoubtedly be revealed as volume VI and subsequent volumes of Naval Documents of the American Revolution are published.

d). Elias Hasket Derby's Trading Ventures with Unarmed Vessels, 1775-78

As has been mentioned, Elias Hasket Derby was the owner of seven schooners and sloops when the War for Independence began. The merchant described his operations as follows in a letter written December 13, 1783:

The most of my trade, before the war, was to Jamaica [in the West Indies], at which time [1775] I had three vessels there: one of them, namely, the [schooner] Jamaica Packet, Capt. [Jonathan] Ingersoll, took out papers in the name of Mr. Gray, of the north side of Jamaica, and sailed for home. On his passage to Salem he was taken [in November 1775] by a British cruiser [the Mercury], and carried into [besieged] Boston. The captain who took him deprived him of all his papers, and kept them until the trial came on, when the bill of stores was missing from the papers. The [Admiralty] court condemned one cask of rum, and one cask of sugar, for want of the bill of stores [the schooner

122. Ibid., p. 506; For the new sailing orders issued on July 9, 1776, see ibid., pp. 986-87.

123. Ibid., pp. 596, 695. See also pp. 1029 and 1196 for additional data on the sloop.

was carrying rum, sugar, and cotton], but acquitted the vessel and cargo. Capt. Ingersoll could not get leave to sell the cargo. He applied, from time to time, to have the interest delivered, and could not succeed; but after a time, and when the enemy were near leaving Boston, he obtained leave to sell so much of his cargo as would be sufficient to repair his vessel, with a view to leave Boston with the [British] fleet, which he was desirous of doing, hoping thus to save the interest. When the fleet and army were leaving Boston they came and took most of the rum on board the transports; the soldiers, and sailors, and others, came in the time of confusion, and cut his sails from the yards, and made them into bags; they cut the hoops from the hogsheads of sugar, and took most of it away. Not being satisfied with that, the day they quitted the town [March 17, 1776], they came and cut the masts from the wharf, when the schooner drove down river, and went ashore on one of the islands, and was there burned by the British, by which I lost better than £3,000 sterling.¹²⁴

Derby lost a second vessel on March 4, 1776, when the British transport ship Pacific took his sloop Charming Polly off Cape Cod. The sloop, carrying flour and Indian corn from Baltimore and Philadelphia to Salem, was turned over to the British warship Renown. Commodore Francis Banks of the Renown carried the Charming Polly into Halifax, where the Admiralty Court declared the sloop a legal prize on May 4, 1776.¹²⁵

In November and December 1775 Derby sent two schooners, the William under Captain John Tucker and the Three Brothers under Captain Edward Gibaut, to the West Indies. The merchant followed these up with a third, the schooner Nancy commanded by Captain Allen Hallet, which sailed from Salem for St. Nicholas Mole, Haiti, in the West Indies in February 1776. All made it safely to the islands. The Nancy left on

124. Derby, "Elias Hasket Derby," p. 30.

125. Clark, Naval Documents, IV, 857, and VI, 1124; McKey, "Elias Hasket Derby and the American Revolution," p. 176.

the return trip on March 20 with a cargo of molasses, sugar, and coffee, and arrived safely at Falmouth (Portland), Maine, on April 4, 1776.¹²⁶

Derby's two other West India schooners, however, were not as fortunate on their return voyages. Sailing from St. Eustatius with a cargo of wine, rum, and linen, the William was taken as a prize by the British warship Cerberus under Capt. John Symóns on June 2, 1776, and was condemned as a legal prize at Halifax, Nova Scotia, on June 29, 1776.¹²⁷ Leaving Jamaica in March, the schooner Three Brothers was also taken.¹²⁸ By July 1776 Derby had lost four of his fleet of seven unarmed trading vessels to the British Navy.

In spite of these disasters, Derby did not completely give up trade and the use of unarmed vessels for two more years. In 1777 Derby made four successful ventures in the coastal trade. In March his agent, Capt. Nathaniel Silsbee, was in Portsmouth, New Hampshire, outfitting the schooners Little John (Joseph Pratt, master) and Good Fortune (William Pennock, captain) and loading them with lumber. As soon as the ice was out of the river, both of these schooners sailed for South Carolina. By mid-April two other unarmed Derby merchant vessels, the sloop Scarborough and the brig Three Friends, were also dispatched to the South.¹²⁹ All four of these vessels reached their ports safely. In May the Scarborough and Little John, having taken on cargoes of rice with a total value of more than £5,000 in Charleston, South Carolina, returned, and in the same month the brig Three Friends also arrived

126. Clark, Naval Documents, III, 1245, 1247; IV, 42-46, 658-59; and V, 302; These documents include Derby's sailing orders of Feb. 23, 1776, to Capt. Allen Hallet and Nathaniel Silsbee. Ibid., IV, 42-46; John D. R. Platt, Special History Study, Shipping in the Revolution, Salem Maritime National Historic Site, Salem, Massachusetts (Denver: National Park Service, 1973), pp. 35-40, also discusses these trading ventures. The cargo from Haiti was valued at 20,650 French livres.

127. Clark, Naval Documents, V, 346, and VI, 1124.

128. McKey, "Elias Hasket Derby and the American Revolution," p. 166.

129. Both of these vessels were prizes that had been taken by American privateers. Derby purchased the sloop Scarborough in December 1776 and paid £85 for the brig Three Friends early in 1777.

safely at Salem with a cargo of rice from Charleston.¹³⁰ In September 1777 Derby carried these cargoes of rice, worth more than £15,000, to Bilbao, Spain, in two unarmed vessels--the brig Three Friends and the ship Sally--and in the 14-gun privateer ship Rambler.

Derby's luck was not so good in 1778. His trading schooner Two Friends, which he had just outfitted at a cost of £947, was captured by the British and carried into Bermuda in September 1778.¹³¹ A second trading schooner, the Good Fortune (William Pennock, captain), safely reached Edenton, North Carolina, in May 1778, but then because of the blockading British fleet, was unable to leave port. A rotting vessel to start with, the Good Fortune became so completely unseaworthy waiting at the pier that Captain Pennock finally had to sell her at a loss.¹³²

Having lost five trading vessels to enemy cruisers, 1775-78, E. H. Derby gave up the use of unarmed merchantmen after 1778. Beginning in 1779 Derby utilized armed merchantmen, commissioned with letters of marque that authorized the taking of prizes, to carry his cargoes to foreign ports. Derby had five such letters-of-marque vessels in operation in 1779 and this number increased during the remaining year of the war, for unlike the privateers, which usually carried no cargo, the letters-of-marque vessels provided a double chance for profit: from trading the cargo and also from taking prizes on the same voyage.¹³³

Elias Hasket Derby's operations with unarmed trading vessels for the period 1775-78 have been charted in Appendix D of this report.

130. McKey, "Elias Hasket Derby and the American Revolution," pp. 182-83.

131. Ibid., p. 186, citing "Account Books of Aaron Waitt," in Essex Institute Historical Collections, LXVIII (1932), 152.

132. Ibid.; Letters of Capt. William Pennock to E. H. Derby, May 27 and 29; 1778, in Derby Family MSS, XXI.

133. McKey, "Elias Hasket Derby and the American Revolution," p. 187. E. H. Derby had one letters-of-marque vessel in 1777, none in 1778, and five in 1779.

e) Elias Hasket Derby's Privateering Activities,
1776-83

(1) Operations in 1776

By mid-1776 the British Navy had captured four of Elias Hasket Derby's seven trading vessels and the Salem merchant was confronted with the question of how to survive this economic crisis. He solved the problem by turning to privateering in 1776.

On November 1, 1775, Massachusetts issued the first colonial letters of marque and privateering. The Massachusetts act authorized individuals to fit out privately-owned, armed vessels as either privateers or letters of marque. A privateer, as a rule, went to sea only to take prizes or capture enemy merchant shipping and carried no cargo except a complete armament of guns and a crew large enough to man any prizes that might be captured on the cruise. A vessel with a government commission known as a letter of marque, however, carried a cargo for a destined port but was also fully armed and had authority to defend herself against enemy privateers or small naval vessels or to take prizes if they came her way.¹³⁴ In December 1775 Massachusetts merchants equipped and sent to sea the first five privately-owned American privateers of the war. These vessels were four schooners--the Boston Revenge, Dolphin, Washington, and General Ward--and the sloop Gamecock.¹³⁵

On March 23, 1776, the Continental Congress also adopted a resolution authorizing the issuance of Continental letters of marque and privateering.¹³⁶

134. Clark, Naval Documents, II, 834-39, contains the Massachusetts act. The law also created admiralty courts to handle the prizes taken.

135. McKey, "Elias Hasket Derby and the American Revolution," p. 176, suggests that Derby may have helped fit out the seventeen-ton schooner Dolphin, the second privateer to sail from Massachusetts in December 1775. However the petition for a commission for the vessel, dated Dec. 1, 1775, and approved Dec. 8, 1775, is published in Clark, Naval Documents, II, 1217, and Derby is not listed among the owners, who were Bartho. Putnam, Joseph Sprague, Joshua Ward, Jr., and Henry Rust, all of Salem; The Dolphin's captain was Richard Masury. Clark, Naval Documents, II, 1316; For the cruise of the Dolphin, February to June 1776, see Clark, Naval Documents, IV, 667, and William James Morgan, ed., Naval Documents of the American Revolution, vols. V-VI (Washington, 1970, 1972), V, 508.

136. Clark, Naval Documents, IV, 477-83.

Elias Hasket Derby appears to have first turned to privateering in May 1776 when, probably as one-quarter owner, he fitted out the ninety-five-ton sloop Revenge, arming the vessel with twelve cannon and sixteen swivel guns.¹³⁷ Carrying eight-five men and commanded by Capt. Joseph White, the Revenge cruised through the West Indies in June and July, returning to port at Falmouth (Portland), Maine, on August 1 with six prizes.¹³⁸ In June the Revenge captured the brig Fanny (Richard Blythe, master), which was sailing from Antigua with 130 hogsheads of rum.¹³⁹ Later in the same month Captain White took the sloop Betsy, bound from Antigua to Ireland with 150 hogsheads of rum.¹⁴⁰ On June 13 the Revenge captured the sloop Isabella (Nathaniel Kirk, master), bound from Antigua to Ireland and carrying 147 hogsheads and eight tierces of rum.¹⁴¹ On July 2, Captain White took the ship Polly, a 170-ton vessel commanded by Tobias Lear. Bound from Antigua to London, the Polly was carrying 350 hogsheads of sugar.¹⁴² Cooperating with the Rhode Island privateer brig Montgomery (Daniel Buckin, captain), the Revenge next captured the 180-ton brig Harlequin (John Goodwin, master) on July 2. The Harlequin,

137. Ibid., p. 89, contains the bond for the Revenge, dated May 17, 1776. The bond lists Joseph Lee, Miles Greenwood, and "others" (one of whom was Josiah Batchelder, Jr.) as the owners. (The original document is in Mass. Archives, 6:339); E. H. Derby III, in "Elias Hasket Derby," p. 34, wrote: "One of the first armed vessels that sailed from Salem was the sloop Revenge, one of Mr. Derby's West Indiamen, armed with 10 [actually 12] guns. She appears to have taken on her first cruise, four Jamaicamen, laden with 733 hogshead of sugar, besides other cargo; and by an account settled with Miles Greenwood, of June 24, 1777, Mr. Derby appears to have realized a fourth of the proceeds"; McKey, "Elias Hasket Derby and the American Revolution," p. 176, believes Derby was a part owner of the Revenge.

138. Morgan, Naval Documents, VI, 27.

139. Ibid.

140. Ibid., V, 870, and VI, 27. Both vessels were sent into Beverly, Mass., and the brig Fanny was libeled against on June 20, 1776.

141. Ibid., VI, 27, 506, 730. This vessel and cargo were sold at Beverly, Mass., on Sept. 19, 1776.

142. Ibid., pp. 27, 347, 506, 508, 831, 1003, 1031. The Polly was carried into Salem and sold at Derby Wharf on Oct. 3, 1776.

bound from Nevis in the West Indies to London, was carrying 273 hogsheads of sugar, 62 hogsheads of rum, and two boxes of shell work. Carried into Providence, Rhode Island, the Harlequin and its cargo were sold for £7,418 3s. 1d. on August 28.¹⁴³

On July 5 the Revenge captured the 300-ton ship Anna Maria (William Pringle, master) bound from Barbadoes to London. The Anna Maria and her cargo, consisting of 450 hogsheads of sugar, 280 bags of ginger, 2 hogsheads of tar, 10 hogsheads of rum, and 48 pipes and 6 half pipes of Madeira wine, were sold at Derby Wharf, Salem, on October 2, 1776.¹⁴⁴ The Revenge also took a seventh vessel, the Frances, a Guineaman in ballast, under Captain Williamson, but White released the captured vessel to carry the various crews back to England.¹⁴⁵

On September 4, 1776, a second commission was issued to the privateer sloop Revenge, this time with Captain Benjamin Warren commanding. The second petition lists Elias Hasket Derby, Miles Greenwood, and Joseph White, all of Salem, as the owners.¹⁴⁶ According to Historian Richard McKey, the Revenge made three more cruises in the period from September to December 1776 and did not return to port until 1777 from the fourth voyage. He reports that the Revenge showed "phenomenal success in taking four Jamaicamen, two brigs, a sloop, and one other vessel that was given up to the prisoners."¹⁴⁷

143. Ibid., pp. 27, 29-30, 31, 56, 58, 77, 241, 506, 1098.

144. Ibid., pp. 27, 58, 303, 347, 850, 881, 1003; "Auction Record of the Anna Maria," Dec. 1, 1776, Derby Family MSS, I; A letter from Richard Cranch of Boston to John Adams, July 22, 1776, states that "the Revenge is fitted out by the Derby's of Salem." Morgan, Naval Documents, V, 1178.

145. Morgan, Naval Documents, VI, 27, 508.

146. Ibid., p. 674.

147. McKey, "Elias Hasket Derby and the American Revolution," pp. 176-77; Edgar S. McClay, A History of American Privateers (New York, 1899), p. 72; Gardner Weld Allen, Massachusetts Privateers of the Revolution (Cambridge, Mass., 1923), pp. 30, 260; Morgan, Naval Documents, VI, extending up to Oct. 31, 1776, indicates on p. 1252 that the Revenge took the brig Ann (Diedrick Wise, master) in September 1776. The Ann was bound from St. Vincent to London.

The first privateer of which Elias Hasket Derby was the full owner was the schooner Sturdy Beggar (I), which was commissioned on June 13, 1776. His petition to the Massachusetts Council reads in part:

Petition of Elias Hasket Derby of Salem owner of the Schooner Sturdy Beggar Humbly Sheweth - That your Petitioner has at his own expence fitted out an armed Schooner call'd the Sturdy Beggar burthern about 90 Tons Mounted with Six Carriage Guns three Pounders & Navigated by 25 Men with Provisions for four months designed for the purpose of Making reprisals on the Enemies of the United States of North America Agreeable to the Laws & regulations of this Count[r]y - And which Vessel is now ready for Sailing. Your Petitioner therefore prays, that Peter Lander of Salem may be commissioned Capt. of the sd Schooner, & your Petitioner as in duty bound shall ever pray.

Signed Elias Hasket Derby
Peter Lander

Read & Ordered that the prayer of the Above Petition be granted & that a Commission be filled in for the sd Peter Lander, on Bonds being given agreeable to the Resolves of Congress. - Bonds being given Agreeable to the above order, a Continental Commission was issued to Peter Lander, as Commander of the Sturdy Beggar, dated this day [June 13, 1776] & delivered with the instructions of Congress.¹⁴⁸

On July 10 the Sturdy Beggar captured the ship Princess Royal (Archibald Duffy, captain) off Bermuda. This vessel carried 393 hogsheads of sugar, 144 hogsheads of rum, 24 pipes of wine, and 26 pieces of cannon ranging from four pounders to nine pounders. Unfortunately for Derby, this rich prize was retaken by H.M.S. Milford on July 25, 1776, within three leagues of Cape Ann, Massachusetts, and safety. The American crew on board the Princess Royal, however, escaped in small boats and made it safely to shore.¹⁴⁹ On September 26 the Sturdy Beggar sent into Newburyport, Massachusetts, the ship Batchelor (George Barclay, master), which had been bound from Grenada to London. The 200-ton ship Batchelor was carrying 280 hogsheads of sugar, 4 casks of coffee, 35

148. Morgan, Naval Documents, V, 506. (The original of this commission is in Mass. Archives, 19:22.)

149. Ibid., p. 1208; and VI, 12-13, 91-92, 160-61, 777.

puncheons of rum, and 2 pipes of wine.¹⁵⁰ Earlier, in July, the Sturdy Beggar also sent into Salem a sloop laden with salt, bound from the West Indies for Halifax.¹⁵¹ Historian McKey reports that the Sturdy Beggar was captured in October 1776, and Captain Peter Lander and his crew were sent to Mills Prison in Great Britain.¹⁵²

On July 4, 1776, the 70-ton sloop Rover, armed with six carriage guns, eight swivels, and two coehorns, and manned by eighty men, was commissioned as a privateer by the Massachusetts General Court. The owners were listed as Bartholomew Putnam of Salem " & his partners,"¹⁵³ one of whom, McKey believes, was Elias Hasket Derby. On July 12, 1776, after posting a Continental bond for \$5,000, Simon Forrester (the future owner and builder of Central Wharf) was commissioned as commander of the privateer sloop Rover. Forrester sailed in late July for Spain and Portugal. He took seven prizes, had an eighth recaptured, and destroyed a ninth vessel in a heavy fight before returning to Salem in early October. The brig Diana, bound from the West Indies for Cork, was taken by Forrester early in August and retaken by H.M.S. Milford on August 25 as the brig approached Marblehead. The American crew escaped to shore in small boats.¹⁵⁴

On August 22, 1776, the Rover engaged in a six-hour battle with the snow Africa (John Baker, master), a Guineaman from Bristol. The battle ended when the British vessel blew up. Only three of the twenty-eight-man British crew were saved.¹⁵⁵ On August 24, off Lisbon, the Rover captured the brig Sarah Ann (Gregory Potbury, master), bound from Exeter to Gibraltar and Malaga carrying provisions for the garrison at Gibraltar and bale goods.¹⁵⁶ On August 28 Forrester took the snow Lively (William Carter, captain), bound from Chester to Genoa laden with lead and

150. Ibid., VI, 1019, 1114, 1115, 1299. The ship and cargo were sold at Salem on Oct. 18, 1776.

151. Ibid., V, 1185.

152. McKey, "Elias Hasket Derby and the American Revolution," pp. 179-80; Octavius Thorndike Howe, Beverly Privateers of the American Revolution (Cambridge, Mass., 1922), p. 338; New England Historical and Genealogical Register, XIX, 255.

153. Morgan, Naval Documents, V, 870-71.

154. Ibid., VI, 298.

155. Ibid., pp. 607, 613.

156. Ibid., p. 619.

coal.¹⁵⁷ Later on the same day the Rover captured the brig Good Intent (William Davis, master), which was carrying coal and 1600 pieces of woolen cloth from Newcastle to the garrison at Gibraltar.¹⁵⁸

On September 1 Forrester captured the 120-ton brig Mary and Jane (Thomas Moore, master), bound from London to Italy. Taken off the coast of Portugal, the brig was carrying balls, boxes of goods, cocoa, pepper, and tin--a cargo valued at about £36,000. The Mary and Jane arrived at Falmouth (Portland), Maine, in October and was libeled at Salem on November 19, 1776.¹⁵⁹ Forrester had taken six British vessels prior to the capture of this brig and he landed their crews on the coast at Cape Finister.¹⁶⁰ The 60-ton sloop James, commanded by Thomas Baker and laden with tobacco and turpentine, was retaken from a British prize crew and libeled at Salem on October 15.¹⁶¹ Two brigs taken by Forrester, the Henrietta and the William and Mary, one of 120 tons and the other 80 tons, along with their combined cargoes of about 430 hogsheads of rum and 40 of sugar, were sold at Swanzy, Massachusetts, on October 18, 1776.¹⁶² Historian McKey states that Forrester made a second cruise, apparently a very short one, in October 1776.¹⁶³

In November 1776 the Rover began a cruise under the command of Captain Abijah Boden and captured the Dublin ship Duke of Leinster, which sold eventually for £1,500.¹⁶⁴ The Rover did not return from this third cruise until 1777.

157. Ibid.

158. Ibid., pp. 619, 1299. The Good Intent reached Salem in early October.

159. Ibid., pp. 607, 613, 1196, 1251, 1358, 1471.

160. Ibid., pp. 607, 613.

161. Ibid., p. 1002.

162. Ibid., pp. 1003, 1196.

163. McKey, "Elias Hasket Derby and the American Revolution," p. 179; Howe, Beverly Privateers, p. 338.

164. McKey, "Elias Hasket Derby and the American Revolution," pp. 179, 193; "Auction Sales in Salem of Shipping and Merchandise During the Revolution," in Essex Institute Historical Collections, XLIX (1919), 104.

E. H. Derby's trading schooner Sally was fitted out as a privateer in July and renamed the Harlequin. This vessel, with Derby as seven-eighths owner and John Tucker as captain, was granted a commission on August 8.¹⁶⁵ McKey reports that by the end of her 1776 cruise, the Harlequin had captured and sent in two vessels worth £8,500.¹⁶⁶

E. H. Derby is also believed to have been a part-owner of the privateer schooner True American. On August 5, 1776, the owners of the vessel, Miles Greenwood of Salem "and others," were granted a commission for the True American, to be commanded by Capt. Daniel Hathorne. The schooner carried a crew of eighty men and was armed with ten carriage guns.¹⁶⁷ The True American returned to Salem from its first cruise on October 23, 1776. On this voyage the schooner met and attacked an armed packet ship, which managed to beat off the Americans. In the engagement, which lasted two hours, the True American suffered three men killed and ten wounded; among the latter was Captain Hathorne, who was slightly injured. On this same cruise the True American took the 130-ton snow Jenny (William Cummings, master), laden with oats, and sent the vessel to Cape Ann, Massachusetts.¹⁶⁸ The Jenny was libeled at Salem on November 19, 1776.¹⁶⁹ McKey believes that the True American took a second merchant vessel and, after a severe engagement, also the 200-ton Sally, a well-armed West India letters-of-marque vessel. If so, these were apparently captured on the second cruise of the True American, which began in November and continued into 1777.¹⁷⁰

165. Morgan, Naval Documents, VI, 112, indicates that the original commission is located in Mass. Archives, 165:34, 35, and that the owners of the Harlequin petitioned the General Court for 500 lbs. of gunpowder on Aug. 29. Mass. Archives, 210:118.

166. McKey, "Elias Hasket Derby and the American Revolution," p. 179; "Auction Sales in Salem of Shipping and Merchandise," p. 102.

167. Morgan, Naval Documents, VI, 14, 57, citing the \$5,000 Continental bond that was posted, and which is located in Mass. Archives, 19:146, 147; and 7:243.

168. Ibid., pp. 1395-96.

169. Ibid., p. 1472.

170. McKey, "Elias Hasket Derby and the American Revolution," pp. 179-80; Howe, Beverly Privateers, p. 341; Allen, Massachusetts Privateers, p. 306.

The last of the 1776 privateers that E.H. Derby is believed to have partly owned is the seventeen-ton schooner Dolphin, which was armed with six swivel guns. This vessel had made a cruise in December 1775 and taken no prizes, but on a cruise from February to June 1776, the Dolphin captured the seventy-ton sloop Success, the fifty-ton schooner Fisher, the forty-five-ton sloop Dispatch, and the sixty-ton schooner Friendship.¹⁷¹

After posting a bond, Samuel Waters, Joseph Sprague, and Samuel Ward of Salem were given a second privateering commission for the Dolphin on August 14, 1776. Still armed with only six swivels and carrying a crew of twenty-five men, the schooner sailed under the command of Capt. Samuel Waters.¹⁷² On August 31, 1776, in collaboration with the Massachusetts privateer schooner Hannah and Molly (Agreen Crabtree, master), the Dolphin captured the 100-ton brig Royal George (Dennis Doyle, master). Bound from Ireland to Halifax, the brig was carrying 200 tierces of pork, 231 barrels of beef, 270 firkins of butter, 169 barrels of oatmeal, and boxes of peas, candles, and soap.¹⁷³

On September 25 Captain Waters sent the ninety-five-ton sloop Halifax (John McGregor, master), laden with dried fish, into Salem.¹⁷⁴ One more sloop was also apparently captured in October.¹⁷⁵ The available evidence suggests that E. H. Derby's ownership, if any, was probably limited to the August-October voyage of the Dolphin.

Richard McKey has summarized Elias H. Derby's privateering activities in 1776 as follows:

The year 1776, all in all, had been a successful one, barring the loss of the Sturdy Beggar. Derby alone, or with the minority partners sent forth ten vessels on 14

171. See references under fn. 135. Richard Masury was captain on both the first and second cruises.

172. Morgan, Naval Documents, VI, 178-79, citing original bond in Mass. Archives, 165:46.

173. Ibid., pp. 1001-2.

174. Ibid., pp. 1001, 1054, 1114. The Halifax was libeled against Oct. 18, 1776.

175. McKey, "Elias Hasket Derby and the American Revolution," p. 177; Independent Chronicle and Universal Advertiser (Salem, Mass.), Nov. 14, 1776.

cruises. Six of them in eight cruises took a total of 19 prizes, including three large ships.¹⁷⁶

Computing from the auction records and Derby's own account, we have partial data concerning the value of 12 of the 19 prizes captured by his vessels in 1776. The sale of goods involved brought some £37,500. Since in many cases Derby bought the prize goods himself (and we can be sure that he resold at a profit) his gross was considerably greater.¹⁷⁷

(2) Operations in 1777

As the year 1777 opened, three of Derby's privateers--the Revenge, Rover, and True American--were still at sea. In February the Revenge captured the 200-ton ship Royal Charlotte, laden with English wares and provisions, and then returned to port.¹⁷⁸ The True American, without taking any more prizes, also returned to Salem and was renamed the True Blue. This schooner, carrying some cargo, put to sea on another privateering cruise in April and proceeded to Bilbao, Spain, where it was laid up for a long time due to an outbreak of smallpox among its crew. On the return cruise the vessel took two brigs and arrived at Salem on December 29, 1777.¹⁷⁹

The Rover returned to Salem without taking any prizes early in 1777, made one unsuccessful cruise during the spring, and then was sold by Derby in August 1777.¹⁸⁰ Derby's schooner Harlequin made two successful cruises during 1777 and took four prizes worth more than £13,405.¹⁸¹

176. McKey, "Elias Hasket Derby and the American Revolution," p. 180.

177. Ibid., p. 179.

178. Ibid., p. 180; Independent Chronicle and Universal Advertiser, Feb. 20, 1777.

179. McKey, "Elias Hasket Derby and the American Revolution," pp. 180, 181.

180. Ibid., p. 181; "Auction Sales at Salem of Shipping and Merchandise," p. 105.

181. McKey, "Elias Hasket Derby and the American Revolution," p. 182; "Auction Sales at Salem of Shipping and Merchandise," pp. 101, 103.

In addition to these ships, E. H. Derby sent out ten new vessels on privateering cruises, using some of these armed schooners to carry cargo. In February 1777 his privateer schooner Sturdy Beggar (II) (Edward Rolland, captain) sailed and took the ship Cornwall as a prize.¹⁸² His most successful privateer of the year, the new brig Oliver Cromwell, with sixteen guns, departed in April.¹⁸³ Cruising off the Isle of Man and in the British Channel, the Cromwell took two prizes on July 30 and 31. On August 4 the privateer attacked a seventy-gun man-of-war by mistake, but managed to escape. On August 6 Derby's vessel took two brigs and fought with two others for 1-1/2 hours until chased off by a man-of-war. On August 16 she captured three more prizes and then put into port at Bilbao, Spain. On her return voyage to Salem the Cromwell captured two more vessels and attacked a third, which turned out to be a British frigate. This time the privateer managed to escape only by heaving her guns overboard in order to outsail the enemy warship.¹⁸⁴

In August 1777 Derby's privateer sloop Patty, armed with four guns and commanded by Nathaniel Nichols, carried a cargo to Cape Francois, Haiti, and then took three vessels on the return cruise.¹⁸⁵

In September 1777 Derby sent his largest privateer, the ship Rambler, armed with fourteen guns and carrying fifty men, to convoy two of his unarmed vessels, the brig Three Friends and the ship Sally, to Bilbao, Spain. These three vessels carried cargoes of rice worth more than £15,000.¹⁸⁶

182. McKey, "Elias Hasket Derby and the American Revolution," p. 180; "Auction Sales at Salem of Shipping and Merchandise," p. 105.

183. McKey, "Elias Hasket Derby and the American Revolution," pp. 180-81; Allen, Massachusetts Privateers, pp. 230, 307.

184. "Journal of a Cruise in the Privateer Brig Oliver Cromwell," in Essex Institute Historical Collections, XLV (1909), 245-55.

185. McKey, "Elias Hasket Derby and the American Revolution," p. 183; "Sailing Instructions of E. H. Derby to Nathaniel Nichols," Aug. 10, 1777, Derby Family MSS, XXVII; Independent Chronicle and Universal Advertiser, Oct. 23, 1777.

186. McKey, "Elias Hasket Derby and the American Revolution," p. 182; Howe, Beverly Privateers, p. 367; Invoice of the ship Rambler, May 3, 1777, Derby Family MSS, XXIX.

In November 1777 Derby dispatched his privateer ship Three Sisters, under the command of Capt. Nathaniel West, to the West Indies. This vessel carried cargo and also had orders to seize any prize sighted.¹⁸⁷

Also in November 1777 Derby sent out his privateer schooner Scorpion, armed with two guns, and in December his letters-of-marque schooner Congress (Ephraim Emerton, master) left on a cruise, but both vessels returned before the end of the year without taking any prizes.¹⁸⁸

Finally, Derby's new privateer schooner Centipede, forty-five tons and armed with six guns, departed late in December but took no prizes before the end of the year.¹⁸⁹

Summarizing Derby's privateering activities during 1777, the historian Richard McKey has written: "It had been a thoroughly successful year. Derby had sent out 12 vessels, six of which on six cruises had taken 20 prizes which, with their cargoes, must have approached £50,000 in value. Unlike the previous year, there were no losses [of vessels] other than the investment in unsuccessful cruises. Even this was profitable for, as we have seen, the Derby privateers [four of them] were now carrying cargo as well as cannon."¹⁹⁰

(3) Operations in 1778-79

France entered the war against Great Britain as an ally of the United States in June 1778 and Great Britain at once lost absolute control of the sea. The next two years, 1778 and 1779, turned out to be the high point of privateering operations for America and E. H. Derby. Historian McKey comments: "During 1778 and 1779 Derby owned, in whole or in major part, 19 privateers or letters of marques (to which he steadily converted), of which two only were lost. They captured 65 enemy vessels, amounting to over 7,000 tons of merchant shipping. The

187. McKey, "Elias Hasket Derby and the American Revolution," p. 183; "Sailing Instructions of E. H. Derby to Nathaniel West," Nov. 3, 1777, Derby Family MSS, XXVII.

188. McKey, "Elias Hasket Derby and the American Revolution," p. 181; Allen, Massachusetts Privateers, p. 276.

189. McKey, "Elias Hasket Derby and the American Revolution," p. 181; Howe, Beverly Privateers, p. 346.

190. McKey, "Elias Hasket Derby and the American Revolution," p. 193.

monetary value of these prizes, in the colonial currency of the time, was certainly approaching three-quarters of a million pounds."¹⁹¹ Charts of E. H. Derby's privateering activities from 1776 to 1783, based on Mr. McKey's study, may be found as Appendices E and F in this report.

In addition to outfitting privateers, E. H. Derby had nineteen such cruisers constructed between 1777 and 1781. The first of these was the brig Oliver Cromwell, armed with sixteen guns, which was launched early in 1777. Later in that year, Derby contracted with William Sweat of Salisbury, Massachusetts, to build the brig Franklin, with eighteen guns, and the forty-five-ton schooner Centipede, with six guns.¹⁹² In 1778 the merchant contracted for the ship Bunker Hill; the brig Fame, armed with sixteen guns; the brig Monmouth, eighteen guns; and two schooners--the Roebuck, twelve guns, and the Dolphin. His eighteen-gun ship Hunter was launched early in 1779. In 1780 the 150-ton brig Hasket and John, armed with eighteen guns, the fourteen-gun ship Roebuck, the fourteen-gun ship Commerce, and the brig Flying Fish were built. Added to his fleet in 1781 were the 300-ton, twenty-eight-gun ship Grand Turk, launched in May 1781; the 350-ton, twenty-gun ship Astrea; the twenty-gun ship Exchange; the ship Hersey; the ship Salem Packet; and the brig Young Richard.

(4) Operations in 1780-82

In 1780, according to Historian McKey's study, Elias Hasket Derby sent out fifteen vessels on nineteen cruises. All of these vessels, whether privateers or letters of marque, apparently also carried cargoes. Eight of his vessels on nine cruises captured twenty-one prizes, but on the debit side, four of Derby's armed vessels were taken by the British.¹⁹³ In the fall of 1780 Derby started construction on the largest of his privateers, the full-rigged, 300-ton ship Grand Turk, which was pierced for twenty-eight cannon. Designed as a fast merchantman, the Grand Turk in 1781-82 was to become Salem's largest, most strongly-armed, and most

191. Ibid., pp. 183-84.

192. E. H. Derby to William Sweat, Mar. 10, 1778, Derby Family MSS, XIII; William Sweat to E. H. Derby, May 10, 1778, Derby Family MSS, XXIX; Fitting-out Bills, 1778, Derby Family MSS, I; William Sweat to E. H. Derby, Aug. 9, 1782, Derby Family MSS, XIII; McKey, "Elias Hasket Derby and the American Revolution," p. 184.

193. McKey, "Elias Hasket Derby and the American Revolution," p. 189; See also Appendices E and F of this study.

successful privateer in the War for Independence. Setting out from Salem on July 11, 1781, the Grand Turk cruised in the North Atlantic, returning on September 13 to Salem with two prizes, which sold for £1,431. In early October, under the command of Capt. Thomas Pratt, the Grand Turk made a two-day cruise and returned with the British privateer brig Providence as a prize. On her third cruise, the Grand Turk stationed herself off the Irish coast and took five prizes. Returning to Salem in May 1782, the privateer was refitted and then cruised from July to September 1782 in the North Atlantic, taking two more prizes.

In November 1782 the Grand Turk left on a sixth cruise for Martinique, capturing and sending back the ship Minerva a few days later. Leaving Martinique on December 26, the Grand Turk sprang her mast escaping from Admiral Rodney's fleet, which sighted her off Dominica; she subsequently had to put into Montserrat for repairs. At sea again, Captain Pratt took the sloop Sally, whose cargo of nine slaves was sold for £8,695 at Martinique. In February 1783 the Grand Turk cruised through the Windward Islands and took three more prizes. Finally, on March 12, Captain Pratt took the 400-ton ship Pompey, whose captain, after putting up no resistance, told the Americans that the preliminary peace treaty had been signed. Skeptical, Pratt decided to take the Pompey anyway and sent her to Salem. After another stop at Martinique, the Grand Turk arrived back at Salem at the end of April 1783. Because the Continental Congress did not issue the official recall of privateers until March 22, 1783, the admiralty court adjudged the Pompey a fair capture.¹⁹⁴

While Derby sent out twenty-four different vessels on thirty-one cruises, only three ships were responsible for the twenty-one prizes that were taken on the nine successful voyages. The Grand Turk was the most successful Derby privateer of the last years of the war, accounting for seventeen of these twenty-one British vessels taken by Derby privateers in 1781 and 1782. During this same period Derby also lost twelve

194. McKey, "Elias Hasket Derby and the American Revolution," p. 190; Grand Turk's Accounts, Portage Bills, and Capt. Thomas Pratt's Letters to E. H. Derby, October 1782 to April 1783, in Derby Family MSS, XXI; Robert E. Peabody, ed., The Log of the Grand Turk (Boston, 1926). This log includes a record of all but the two-day October 1781 cruise; Salem Gazette, May 1, 1783.

of his privateers by capture.¹⁹⁵ McKey estimates that the seventeen prizes taken by the Grand Turk during her eighteen months of activity "probably brought in a quarter of a million pounds sterling in auction sales. Few other privateers of the Revolution could match that record."¹⁹⁶

The two other successful Derby vessels in the 1781-82 period were the brig Fox, which took three prizes while cruising off New York City in 1781,¹⁹⁷ and the new, 350-ton, letters-of-marque ship Astrea, armed with twenty-two guns and commanded by his brother John, which took one prize in 1782.¹⁹⁸ For the list of twelve Derby cruisers captured by the British Navy during 1780-82, see Appendix E. By one of those strange coincidences that sometimes occurs in history, John Derby, who had carried the first news of the battles of Lexington and Concord to Great Britain on the schooner Quero in June 1775, sailed from Nantes, France, on March 12, 1783, on the ship Astrea to bring to the United States the first news of the preliminary signing of the peace treaty of January 20, 1783. He arrived at Salem on April 5, 1783.¹⁹⁹

(5) The Significance of E. H. Derby's Role in American Privateering

The historian Richard H. McKey, Jr., has summarized Derby's importance in American privateering during the American Revolution as follows:

By the end of the Revolution Elias Hasket Derby owned nearly one-quarter of Salem's shipping tonnage and had amassed a fortune equalled by none in the town if, for that matter, anywhere in the United States. When he died in 1799 his was probably the largest single-owned mercantile establishment in the country, his ships had left wakes to a world trade that all American enterprise would follow for generations. . . .

195. McKey, "Elias Hasket Derby and the American Revolution," p. 189.

196. Ibid., p. 190.

197. Ibid., p. 191; Salem Gazette, Dec. 27, 1781.

198. McKey, "Elias Hasket Derby and the American Revolution," p. 191.

199. Ibid., pp. 174, 192.

The general lines of Derby's achievements are well celebrated in Salem, even if they have been only inadequately chronicled until recently. What is not known or generally realized is that Derby's great accomplishments after the Revolution stem from his initiative, vigor, willingness to take risks, and successes during the war itself. Derby was certainly one of the very few men in America of whom it may be said that they profited actually by the war. Derby's contribution to the war was no less great. Nor do Derby's activities have the earmark of opportunism. His privateering cruises to prey on British shipping were not only the sole means of survival for American merchant ships during the war but also were the natural aftermath of Derby's pre-war radical [Whig] politics.

Unlike many American merchants Derby, his father, and his brothers never deviated [from 1764 to 1775] in their opposition to all the so-called oppressive British [commercial] regulations.²⁰⁰

By summoning together all the figures that are available [on 70; or about one-half, of the Derby prizes], we know that Derby's personal profit from considerably fewer than one-half of all the prizes taken by his privateers came to about a half million pounds sterling. All of them, then, must have amounted to well over that sum. . . . While . . . the majority [of merchants and shipowners] probably lost all they had in privateering and wartime commerce, Derby undoubtedly made a fortune. It is quite likely that he came out of the Revolution already a millionaire, although Derby himself may not have realized.²⁰¹

200. Ibid., pp. 167-68.

201. Ibid., p. 194; Salem is believed to have contributed 158 privately-armed vessels, mounting at least 2,000 guns, during the Revolution. They captured at least 445 vessels, nine tenths of which reached port in safety. At least fifty-four of these privateers and letters of marque were captured and others were lost at sea. See Derby, "Elias Hasket Derby," p. 49, and page 48 for a list of names of the Salem armed vessels.

Continuing, McKey notes:

Eminence and fortune had come to Derby through the war certainly; probably, too, it was his good fortune that this was so. The American Revolution, with its consequent disruption of trade, was the factor in Elias Hasket Derby's career making possible and necessary the commercial trail-blazing which later brought him eminence and fortune. Without the business upheaval resulting from the war and the colonies' independence, it is doubtful if Derby would have strayed far from the settled paths of trade upon which he was already successful. Derby survived what he called this "unnatural war" to find the old trade practices no longer fully suitable. As a result Derby, who had both the imagination to attempt new business gambles and the money to afford them, was to become a pioneer in shifting the whole aim of American commerce. The war's outcome and the colorful, successful, and enormously profitable trade he directed after it should not dim, however, the equally valuable contribution he made in the war.

McKey summarizes this contribution as follows:

Derby, in outfitting his 85 [privateering] vessels for their 110 cruises, supplied personally over 50% of Salem's entire privateering activity (and thus 12% of Massachusetts's efforts and 5% of that of all the colonies together) [italics added]. Over 8,000 men shipped on his vessels; capturing 29 ships, 58 brigs, 10 snows, 25 sloops, and 22 schooners. Against these totals [144 vessels taken as prizes], the 19 [privateering] vessels he lost does not seem very much.²⁰²

In this privateering operation Elias Hasket Derby demonstrably played no small part, becoming as he did one of the leading, if not the most pre-eminent of American privateer underwriters. That he enriched himself in the process there can be no doubt, but considering the

202. McKey, "Elias Hasket Derby and the American Revolution," pp. 194-95.

enormous financial risks he accepted throughout the war, his success is surprising and quite justified. Bitter though Derby's wealth may have been to those who had lost by the Revolution, his profits were to be used not selfishly. With the peace and unfamiliar world ushered in by 1783, Derby turned his efforts and his gold towards directions profitable not only to him but also to the well-being and the future of the country. . . .²⁰³

203. Ibid., pp. 195-96. The fact that E. H. Derby spent more than £11,996 acquiring real estate in the period 1776 to 1784 can also be accepted as evidence that Derby made a great deal of money from privateering. His acquisitions were as follows:

<u>Property</u>	<u>Purchase Price Paid</u>	<u>Date Deed Recorded</u>
1. Samuel Epes Farm, Danvers	£ 1,391	Oct. 28, 1776
2. House Lot 2 (Hawkes House site) (mansion also under construction in 1780)	£ 106	Mar. 25, 1779
3. Land added to Epes Farm, Danvers	£ 93	June 10 & July 16, 1782
4. Three-story brick mansion & Lot on Washington Street	£ 3,333	Apr. 29, 1782
5. Lot on Bridge Street, Salem	£ 253	Apr. 28, 1783
6. Lot in South Salem	£ 410	Dec. 23, 1784
7. Col. William Browne Mansion & Lot, Essex Street	£ 6,050	Dec. 28, 1784
8. Paul Dudley Sargent Lot, Essex Street	£ 360	Dec. 28, 1784
Total, 1776-84:	£11,996	

CHART 1

SUMMARY SHEET OF ELIAS HASKET DERBY'S PRIVATEERING ACTIVITIESMarch 23, 1776, to March 22, 1783, Based on Richard H. McKey, Jr.'s, Study

YEAR	No. of Vessels Dispatched	No. of Successful Vessels	No. of Vessels Built	Total No. of Cruises	No. of Successful Cruises	No. of Prizes Taken	Value of Prizes	Derby Vessels Captured
1775	0	0	0	0	0	0	0	0
1776	10	6	0	14	8	19	£37,500 for 12 of 19 vessels	1
1777	12*	6	3	12	6	20	more than £50,000	0
1778-79	24*	13	6	34	18	65	about £750,000	2
1780	15*	8	5	19	9	21		4
1781-82	24*	3	5	31	8½	19	more than £250,000	12

*Derby also used his armed vessels to carry cargo.

Derby's unarmed trading vessels made a total of 24 voyages in the period 1775-83. Five of them were captured by the British: 1 in 1775, 3 in 1776, and 1 in 1777.

YEAR	No. of Vessels Dispatched	No. of Successful Vessels	No. of Vessels Built	Total No. of Cruises	No. of Successful Cruises	No. of Prizes Taken	Value of Prizes	Derby Vessels Captured
1783	0	0	0	0	$\frac{1}{2}$	2		0
TOTALS	85	36	19	110	50	146	more than £1,087,500	19**

**The author believes that the British captured 23 of Derby's armed vessels: 1 in 1776, 4 in 1778-79, 4 in 1780, and 14 in 1781-82.

f) History of E. H. Derby's Brick House, 1782-96

(1) Derby Moves into the Washington Street Mansion, 1782-98

On April 29, 1782, as the exciting era of privateering began to draw to a close, Elias Hasket Derby purchased for £3,333 6s. 8d. a fine three-story Georgian mansion located at 70 Washington Street on the corner of Lynde Street.²⁰⁴ Containing about three quarters of an acre of land, the lot fronted 95 feet on Washington Street, was 100 feet wide at the rear, and about 240 feet deep. The three-story dwelling, erected by Benjamin Pickman, Sr., in 1764, was five bays wide, fronted forty-nine feet two inches on Washington Street, and was probably about thirty feet deep. In the rear of the main house, at the northwest corner, was a two-story brick service wing with a gable roof and one tall end chimney. The mansion had a hipped roof that was enclosed by an eaves balustrade and there were a pair of interior end chimneys at both ends.

In 1782 Derby had a cupola added to the roof of the mansion and had the outbuildings painted. The exterior and interior of the mansion were also painted and some of its rooms were papered.²⁰⁵ The merchant probably moved into this house in July 1782 after these improvements had been completed. In 1783 Angier and Joseph McIntire, brothers of the architect Samuel McIntire, completed a considerable amount of carpentry work on the inside of the Washington Street brick mansion.²⁰⁶

In 1786 Derby engaged Samuel McIntire to redesign and resurface the Washington Street facade of his mansion in a much more magnificent style. McIntire's improvements, made at a cost of £295 17s. 10d.,

204. Sarah Pickman to E. H. Derby, deed dated Apr. 29, 1782, Deed Book 140, p. 152.

205. Fiske Kimball, Mr. Samuel McIntire, Carver--The Architect of Salem (Essex Institute, 1941; reprint ed., Gloucester, Mass., 1966), pp. 63-66; Derby paid Samuel Blyth £50 for painting the exteriors in July 1782, Derby Family MSS, XXX, 19; Derby also paid Abner Chase £34 in 1783 "for painting my house & Fence" and £4 more for mending glass and hanging paper, Derby Family MSS, I, 76. See Appendix B.

206. Kimball, Mr. Samuel McIntire, Carver, p. 64.

included the addition of giant (three-story high) pilasters at the corners and enframements for the first-story and second-story windows.²⁰⁷ E. H. Derby resided in the No. 70 Washington Street residence from July 1782 until 1798.

(2) The Essex Street Mansion and Derby's Fortune,
1798-99

Employing the services of the Boston architect Charles Bulfinch and of Samuel McIntire, Elias Hasket Derby and his wife Elizabeth had a great three-story Federal-style frame mansion erected on Essex Street on the Col. William Browne Estate that Derby had acquired in 1784. Derby's last residence was built in 1795-98 at a cost of \$11,819.90.²⁰⁸ The Derbys moved into the new mansion in 1798. Mrs. Derby died there on April 19, 1799, and Mr. Derby on September 8, 1799. The appraised value of the furnishings of his Essex Street dwelling was estimated at \$10,950.23, and that of the mansion, outbuildings, and land at \$28,000, making a grand total of \$38,950.23 for the value of the Essex Street estate.²⁰⁹ Elias Hasket Derby's fortune, as of January 24, 1800, prior to the return to Salem of six of his merchant vessels, was found to be \$990,882.75.²¹⁰ The grand final total of his fortune, after all of his ships had returned and the vessels and their cargoes had been sold (April 26, 1804), amounted to \$1,020,957.09.²¹¹

207. Ibid.; Also see Derby Family MSS, I, 104; and E. H. Derby's Account Book No. 4, p. 14.

208. A history of the construction of the Essex Street mansion and an architectural description are included in Charles W. Snell, Historic Furnishings Study, Elias Hasket Derby's Brick House, Salem Maritime National Historic Site, Massachusetts (Denver: National Park Service, 1974), pp. 39-49.

209. Ibid., p. 43.

210. Ibid., pp. 11-12. The accounts of John Derby and Benjamin Pickman, Jr., who acted as executors of the E. H. Derby Estate, during the period September 21, 1799, to January 24, 1800, are in Derby Family MSS, VII, 78.

211. Probate Record Book 372, p. 167; Probate Record Book 389, pp. 389-90, on January 2, 1816, credits his estate with \$1,063,799.46.

(3) The Derby Street House, 1782-96

The residents of E. H. Derby's "brick house" on Derby Street after the merchant moved out, probably in July 1782, until 1788 are unknown.²¹² Derby's February 1784 correspondence with his Loyalist brother-in-law the Reverend John Prince, who fled to Nova Scotia early in the Revolution, indicates that from 1784 to May 1785 it was very difficult to sell or rent a house in Salem due to the depressed state of the economy.²¹³ This suggests that Derby's brick house on Derby Street may very well have been vacant in 1783 and 1784. On May 18, 1784, Derby paid Abner Chase £7 4s. 0d. for "painting 8 Rooms in Brick House Down Town," suggesting that the merchant was putting his former residence in good condition for rental purposes.²¹⁴

Sometime between 1784 and October 1788 the "Brick House" on Derby Street was subdivided into a two-family dwelling, and it also appears that the existing rear one-story brick service wing containing two separate kitchens was added to the main house during this period. The dating of the kitchen addition is based on the fact that on October 18, 1788, Capt. John Ropes, Jr., a Salem mariner, rented "one-half my [E. H. Derby's] brick house [the name used in Derby's account book for the Derby Street dwelling]." Captain Ropes continued to rent the Derby

212. From 1937 until 1974 the National Park Service believed that Capt. Henry Prince, who bought the house from Derby in 1796, rented it from 1784 until the purchase date. This opinion was based on Thomas G. Manning and Edwin W. Small, The Derby-Prince-Ropes House (Salem, Mass.: Salem Maritime National Historic Site, 1937), pp. 4-5, and Small, Notes on the Derby-Prince-Ropes House, pp. 5, 10. Charles W. Snell, HFS, Elias Hasket Derby's Brick House, pp. 20-21, however, demonstrates that the Mr. Prince of 1784 is the Reverend John Prince, a Loyalist who fled to Nova Scotia, and not Henry Prince, and that the house being discussed is Dr. Prince's brick dwelling on Essex Street and not the "Brick House" on Derby Street.

213. E. H. Derby's letters to Dr. Prince in Nova Scotia are in E. H. Derby's Letter Book No. 2 (1783-88), pp. 15, 16, 36, 77, 162, in the Peabody Museum, Salem, Mass. Derby opened this correspondence in February 1784 to inform Dr. Prince of the terms of Capt. Richard Derby's will. Prince was to inherit the brick house on Essex Street, Salem.

214. Invoice of Abner Chase for services rendered to E. H. Derby, 1783-84, Derby Family MSS, I, 76. See Appendix B.

Street residence from October 1788 until May 20, 1796.²¹⁵ Ropes's rent was £20 a year from 1788 to 1792; it increased to £22 a year in 1792, and rose to £25 during the period 1793-96.²¹⁶

The question of who occupied or rented the other half of the Derby Street brick house during the 1788-96 period is not so easily answered, but the writer ventures the opinion that during the latter part of this period it was probably E. H. Derby's third oldest son, John Derby, who would have been twenty-one years old in 1788. This hypothesis is based on the following considerations:

(a) A search of the Elias Hasket Derby account books for the 1788-96 period has failed to reveal any account for the rent that should have been collected for this half of the Derby Street brick house.

(b) Elias Hasket Derby, like his father before him, made it a policy to buy or build residences for his children at the time of their marriages. In each case Derby retained title to the dwelling and land until his death, when he left the structure in his will to the proper heir. The merchant did not charge his children rent for the use of these houses. Therefore, if John Derby and his new bride occupied half of the Derby House, no rental account would have been established for them.

(c) On August 22, 1795, when commenting in his diary on some fires that had been set in several Salem barns by a boy, the Reverend William Bentley remarked: "Fires supposed to be kindled by this wretch are: Three times in Capt. Jno. White's Barn adjoining to his Father's House in Curtis Street. Once in Capt. John Derby's Barn, Derby Street [on House Lot 1?] [*italics added*]. Once at Brook's Barn [probably on House Lot 3A], which was burnt down. . . ."217 This remark suggests that John Derby was living in the Derby Street-Curtis Street area in 1795. The only house that E. H. Derby owned on Derby Street in that year was his former residence, the "brick house."

215. E. H. Derby's Account Book No. 1, p. 251, Essex Institute. See Appendix C in this report.

216. Ibid.

217. Bentley, The Diary of William Bentley, II, 159. See also p. 153.

(d) The clue that definitely proves that John Derby and his family did occupy a portion of the Derby Street "brick house" in 1797 is a receipt issued by the new owner, Capt. Henry Prince, to John Derby for £15 received "for rent of my house from 19th March to June 10, 1797."²¹⁸ In April 1797 John Derby purchased land on Barton Square, apparently for the purpose of building a house.²¹⁹ On August 19, 1800, he purchased his father's former residence at 70 Washington Street and resided there from 1800 until his death in November 1831.²²⁰

g) Henry Prince and the Derby House, 1796-1827.

Captain Henry Prince, a Salem sea captain, purchased E. H. Derby's "brick house" on Derby Street on March 22, 1796, for £1,105.²²¹ Prince owned the property and lived in the house until 1827.

Little is known of Captain Prince's early life. He was born in Ipswich, Massachusetts, in 1764.²²² According to the Historian James Duncan Phillips, Henry Prince was apprenticed to a Salem cooper and then, in 1785, at the age of twenty-one, went to sea.²²³ By 1792 he was the master of the 108-ton schooner Betsy, which was owned by Pierce and

218. Derby Family MSS, XXXII, 15. The receipt is dated June 24, 1797; If John Derby did live in the Derby House earlier in the period, then the following receipt, dated Dec. 7, 1791, may be of interest to the architects: John Derby paid £1 9s. 7d. to Robert Cowan for "painting a landscape for chimney board." Derby Family MSS, XXXI, 47.

219. Bentley, The Diary of William Bentley, II, 221.

220. Deed Book 167, p. 31. John Derby purchased the Washington Street house for \$11,500 from his brother, Elias Hasket Derby, Jr.

221. Deed Book 167, p. 137.

222. Vital Records of Salem, Massachusetts, to the End of the Year 1849 (Salem, Mass.: Essex Institute, 1918), IV, 198.

223. James Duncan Phillips, Salem and the Indies (Boston, 1947), p. 330.

Wait, Salem merchants who dealt in West India goods.²²⁴ Captain Henry Prince began working for Elias Hasket Derby in 1795 and between that year and 1799 made three outbound and three inbound voyages for the merchant. On his first trip, which began on January 5, 1795, he sailed the 190-ton ship Henry from Salem to the Isle of France (Mauritius) in the Indian Ocean.²²⁵ He began his return voyage on September 28, 1795, and arrived at Salem on January 19, 1796.²²⁶ As was the custom of the time, the shipowners allowed their captains a portion of the vessel's cargo space to use for their own trading ventures. This practice gave the master of the vessel a considerable interest in the success of the voyage and thereby also benefited the shipowner. For example, E. H. Derby owned two thirds of the cargo space on the ship Henry (11,968 pounds of coffee) and "Henry Prince & Co." one third (3,980 pounds of indigo and 3,175 pounds of coffee).²²⁷ Nathaniel Bowditch of Salem, who was to become a famous mathematician and the author of the noted Practical Navigator (1802), served on the Henry in 1795-96 as the captain's clerk and second mate.²²⁸

Prince's second voyage for Derby began on March 23, 1796, the day after Prince purchased the Derby Street brick house. This time Prince sailed the 321-ton Derby ship Astrea II around the world.²²⁹ Nathaniel Bowditch again accompanied him, sailing as the supercargo, or merchant's agent. The Astrea visited Lisbon, Portugal, the Madeira Islands, and

224. A. Frank Hitchings and Stephen W. Phillips, "Ship Registers of the District of Salem and Beverly, 1789-1900," in Essex Institute Historical Collections, XXXIX (1897), 203.

225. Invoice No. 223, E. H. Derby's Account Book No. 3, lists the outbound cargo.

226. Invoice No. 113, E. H. Derby's Account Book No. 5, lists the inbound cargo.

227. James Duncan Phillips, East India Voyages of Salem Vessels Before 1800 (Reprinted from Essex Institute Historical Collections, April 1943), p. 29.

228. Augustus Peabody Loring, Jr., Nathaniel Bowditch (New York, 1950), p. 15.

229. Invoice No. 265, E. H. Derby's Account Book No. 3, lists the outbound cargo.

Madras, India, and then proceeded via Java Head and the East Indies to Manila in the Philippine Islands, arriving there in 1797. Historically this was the most important of Prince's voyages, for it marked the beginning of a new and profitable American trade with the Philippines and it also gave Bowditch an opportunity to test out his new theories of navigation that he would publish in his 1802 book.²³⁰ The Astrea returned to Salem in May 1798.²³¹

On his third and final voyage for Derby, Captain Prince, again accompanied by Nathaniel Bowditch, took the Astrea II from Salem on August 13, 1798, to Cadiz and Alicante in Spain²³² and completed the return voyage in March 1799.²³³

Apparently having accumulated some capital, Captain Prince began to acquire a part ownership in vessels. The first of these, the 70-ton schooner John, he owned jointly with Nathaniel Bowditch and Jonathan Ingersoll from 1799 to 1800.²³⁴ After 1800 Prince and Bowditch parted company.²³⁵ Prince held a one-third interest in a second vessel, the 64-ton schooner Harriot, from 1800 to 1801.²³⁶ Becoming a merchant in his own right, Prince formed a partnership with Stephen Phillips, another former Salem sea captain, which lasted from 1802 to 1806. They jointly owned the 136-ton schooner Georgetown (Henry Millet, master) and

230. The Astrea was the first American vessel to visit the Philippines. Bowditch kept an interesting journal of the 1796-98 voyage, which is preserved in the Peabody Museum. Philips, Salem and the Indies, pp. 186-87.

231. "Memo of Goods on Hand, October 20, 1799," Invoice No. 124, Derby Family MSS, XXXII, 45.

232. Invoice No. 16, E. H. Derby's Account Book No. 9, lists the outbound cargo.

233. "Memo of Goods on Hand, October 20, 1799," Invoice No. 137, Derby Family MSS, XXXII, 45.

234. A. Frank Hitchings and Stephen W. Phillips, "Ship Registers of the District of Salem and Beverly, 1789-1900," in Essex Institute Historical Collections, XL (1898), 322.

235. Loring, Nathaniel Bowditch, p. 16; Harold Bowditch, "Nathaniel Bowditch," American Neptune, V, 107.

236. Hitchings and Phillips, "Ship Registers," XL, 223.

the 145-ton brig Sukey (George Ropes, master). Ropes made frequent voyages to Africa in this latter vessel.²³⁷ On July 30, 1802, the Reverend William Bentley made the following startling entry in his diary:

The company of Prince, G. Ropes, & Philips of this town have been questioned by the government upon complaint of the Slave Trade. G. Ropes was the Master and had long been on the A[frica] Coast. Ropes was imprisoned but has returned home. Of the facts there is no question but in what degree, & upon what evidence we do not know. We know men will do anything for money.²³⁸

Slavery had been abolished in Massachusetts by the State courts, which rendered their final decree in 1783; after this date, slave traders were ostracized in Salem. The subsequent successful careers of Ropes, Prince, and Phillips strongly indicate that the three men must have been cleared of all suspicion.²³⁹

Ending his partnership with Phillips in September 1806, Prince became the sole owner and master of the schooner Georgetown; two months later, in November, he was a one-quarter owner and the master of this vessel.²⁴⁰ His November 1806 voyage on the Georgetown was apparently his last trip as the master of a ship.

Running as a Republican, Prince was elected a Salem Selectman in 1806,²⁴¹ and in September 1809 he also became a proprietor of the East Meeting House, Dr. William Bentley's church.²⁴²

237. Ibid., p. 199, and XLI (1899), 374.

238. Bentley, The Diary of William Bentley, II, 442; See also p. 439.

239. Ibid., I, 384-95. Bentley does not raise the question again.

240. Hitchings and Phillips, "Ship Registers," XL, 199.

241. Bentley, The Diary of William Bentley, III, 219, entry for Mar. 12, 1806.

242. Ibid., p. 459, entry for Sept. 15, 1809.

After the interruption of mercantile ventures from 1807 to 1809 caused by President Thomas Jefferson's Embargo of 1807, Prince resumed his trading ventures in 1809 by acquiring a half ownership (from 1809 to 1810) in the 219-ton ship Golden Age. The largest vessel ever owned by Prince, it was commanded by his son, Henry Prince, Jr.²⁴³ During the War of 1812 Henry Prince, Sr., was the part owner of at least two privateers: the 166-ton Montgomery, which was profitable up until its capture on May 13, 1813,²⁴⁴ and the Growler.²⁴⁵

About 1815, Henry Prince, Sr., built a two-story wooden store on the southeast (front) corner of his house lot (Lot 1). This building, 18-1/2 feet wide and 46 feet deep, served as an outlet for the West India goods (molasses, sugar, coffee, and rum) that his son brought back from those islands.²⁴⁶ From 1821 to 1827 Henry Prince, Sr., and Henry, Jr., were the joint owners of the 204-ton brig Ann. In June 1826, in what proved to be their final trading venture, the Princes used the Ann to open up the American trade with Zanzibar, East Africa.²⁴⁷

By the summer of 1827, Henry Prince and his son were in great financial difficulty, for on July 23 of that year the Merchants Bank of Salem secured a judgement for \$7,428.81 against the two merchants. The judgement directed the sheriff of Essex County to commit the two men to jail until such time as they paid off this debt.²⁴⁸ Title to the Derby

243. Hitchings and Phillips, "Ship Registers," XL, 217.

244. Ibid., XLI, 153. The Princes, Sr. and Jr., were among the thirty-five owners of the Montgomery, which was active from Aug. 25, 1812, to May 13, 1813.

245. Salem Gazette, Mar. 7, 1815.

246. Daniel R. Kuehn, HSR, The Rum Shop, pp. 8-9; Henry Prince was first taxed for a "house & store" in 1815, City of Salem, Tax Records, Valuation Book for 1815.

247. Philip E. Northway, "Salem and the Zanzibar-East African Trade, 1825-1845," in Essex Institute Historical Collections, XC, 124; Hitchings and Phillips, "Ship Registers," XXXIX, 194.

248. Book of Executions No. 5, leaf 58.

Street brick house, the wooden store, the brig Ann, and other Prince property passed to the bank as partial settlement of the judgement. On October 29, 1827, the bank sold the Derby Street house and store to Henry Ropes, a son-in-law and nephew of Henry Prince, Sr., and to John W. Osgood, a Baltimore merchant.²⁴⁹

By 1830 Henry Prince, Sr., was employed as an inspector at the Salem U.S. Custom House.²⁵⁰ His residence during the 1827-36 period is not known, but from 1837 to 1846 he lived at 16 Pickman Street.²⁵¹ He apparently continued to work as an inspector at the Custom House from 1830 to October 8, 1845.²⁵² Henry Prince, Sr., died on October 1, 1846, at the age of eighty-two.²⁵³ The total appraised value of his estate in 1846 amounted to only \$2,161.87, indicating that the former sea captain and merchant never fully recovered from his losses of 1827.²⁵⁴

h) Henry Ropes and the Derby House, 1827-61

Henry Ropes was born at Salem on September 25, 1791.²⁵⁵ He was the son of the sister of Capt. Henry Prince's wife and he married Captain Prince's daughter in 1821.²⁵⁶ On August 7, 1827, Michael Shepard, Henry King, and Henry Ropes, "merchants of Salem," became the owners of Henry

249. Deed Book 247, pp. 154, 155. Title to the brig Ann passed to Henry Ropes and others on Aug. 7, 1827.

250. The first evidence of Prince's employment at the Custom House are his entries in the Inspector's Day Book of 1830, which is on file at the Custom House.

251. This is the address listed for Henry Prince, Sr., in Salem's first directory, published in 1837.

252. This is the date of Prince's last entry in the Inspector's Day Book.

253. Vital Records of Salem, VI.

254. Inventory of the Estate of Henry Prince, 1846, Probate Records, Probate No. 50905. This inventory and appraisal is included as Appendix G in this study.

255. Vital Records of Salem, V.

256. Ibid., VI.

Prince's 204-ton brig Ann. On October 29, 1827, Ropes and John W. Osgood, a Baltimore merchant, purchased Henry Prince's brick residence on Derby Street for \$4,450.²⁵⁷ Both men took out mortgages to pay for this acquisition. On May 1, 1843, Ropes, who was living in the brick house, acquired Osgood's half interest in it, and on January 13, 1847, completed paying off his own mortgage.²⁵⁸

From 1827 to 1829 Shepard, King, and Ropes used the brig Ann to trade with Africa. In 1829, however, the vessel was dismantled in a storm while en route to that continent and barely made it back to Salem after a difficult fifty-six-day voyage. The Ann was condemned and broken up later in 1829. Business losses appear to have driven Ropes to sea, for in 1833 he became a master mariner and sailed in command of the brig Angeline;²⁵⁹ in 1835 he commanded the brig Cipher.²⁶⁰

In 1839 Capt. Henry Ropes left the sea forever and became treasurer of the Salem Savings Bank, a position he held until his death in 1861.²⁶¹ The Derby/Prince/Ropes House remained in the possession of Ropes's heirs until June 1873 when they sold the property.²⁶²

257. Deed Book 247, p. 154.

258. Deed Book 336, p. 262 (1843); Deed Book 247, p. 155 (1847).

259. Hitchings and Phillips, "Ship Registers," XLI, 193.

260. Ibid., p. 57; Henry Ropes is also listed as a mariner in the 1837 Salem directory.

261. One Hundred Years of the Salem Savings Bank (Boston, 1918), p. 38.

262. Deed Book 883, pp. 128-29.

APPENDICES

Appendix A

Invoice for carpenter John Young, Jr.'s, services to Richard Derby in constructing Elias Hasket Derby's "Brick House" on Derby Street, May 29 to September 1, 1762. In Derby Family MSS, XXVIII, 77.

Courtesy of the Essex Institute, Salem, Mass.

Cpt Richard Darby J^r 1762

May 29	to	1/2 Days work gotten of board	£	5	0	0
June 5	to	3 Days and 1/2 on board the Skimmer	0	17	6	
10	to	4 Days work at the Brick house	6	2	6	
19	to	1 Day and 1/2 at 35/p	7	0	0	
26	to	6 Days work at 35/p	2	12	6	
July 3	to	6 Days work at 35/p	10	10	0	
10	to	6 Days work at 35/p	10	10	0	
17	to	6 Days work at 35/p	10	10	0	
24	to	6 Days work at 35/p	10	10	0	
31	to	5 Days work at 35/p	8	15	0	
August 7	to	6 Days work at 35/p	10	10	0	
10	to	2 Days work on board the Berge Range	3	10	0	
14	to	4 Days work at the Brick house at 35/p	7	0	0	
17	to	2 Days work on board the Slope at 35/p	3	10	0	
21	to	4 Days work at the Brickhouse at 35/p	7	0	0	
28	to	6 Days work at 35/p	10	10	0	
Sept 1	to	3 Days work at 35/p	5	5	0	
			Total	£	125	2-6

John Young Junr

Appendix B

Invoice of Abner Chase, dated 1785, to Elias Hasket Derby for services as a painter, glazier, and paper-hanger at the "Brick House" on Derby Street in 1784 and at the 70 Washington Street mansion in 1783. In Derby Family MSS, I, 76.

Courtesy of the Essex Institute, Salem, Mass.

Elias H Derby, to State of New Hampshire

1783
8
9 19
11 6
26
1784
6
4 14
3 1
18
8 10
10 25
1785
2
11 2

to a large brush 3/
to 2ndails 1/8 1/2 on ditto 1/6 2 1/2 long do - 2/
to glazing 88 Squares 6 by 8 D 7 1/4
to mending glass in House: out House 23/
to laying 18. Roles of Paper at 3/ - 6 1/4
to ditto 150 yds Barding D 1 1/3 16/8
to glue &c for laying 1/3
to paint & Brushes - 14/9
to mending glass 3/6
to ditto do 2 Large Squares 10/
to 20th yellow paint D 10 16/8 - 3 Brushes 3/
to painting 3 Rooms in Brick House down Town
to d^o of Flower pots 6/8
to Painting 2 f^o Wagon Wheels 6/
to string 5 Squares of Glass & painting 6/
to mending 5 do 6/ 2 ditto D 1 1/3
to laying 9 1/2 Roles of paper D 3/ 28/6
to d^o 116 yds Barding D 1 1/4
to laying 2 Roles paper D 6/ do 159 yds Barding D 1 1/4
to mending glass 10 painting lower Room 4 90 1/2
to painting Dark Blue w y & D 1/6
to painting the House & Fence in year 1783. 34 L.
Chapra Co by Capt. by the Hand of Eliz^a Swift
for painting the brick House down Town 24 Dollars
to Vermining Book Capt. 60/- 40/-

0	3	0
0	8	3
2	13	2
1	8	0
2	24	0
0	16	8
0	4	3
0	14	9
0	9	6
0	10	0
0	19	8
7	4	0
0	6	8
0	6	0
0	6	0
0	8	4 1/2
1	8	6
0	12	1
0	10	8
2	9	10
0	10	6
24	12	10 1/2
34	0	0
58	12	10 1/2
3	0	0
61	12	10 1/2
7	4	0
54	8	10 1/2

Oct.

Attest M^o. 28th 1785

Rec^d payment in full Rebekah Chase

Courtesy

Appendix C

Account of Capt. John Ropes, Jr., for the rental,
of half of Elias Hasket Derby's "Brick House" on
Derby Street, October 1788 to May 1796. In E. H.
Derby's Account Book No. 1, p. 251.

Courtesy of the Essex Institute, Salem, Mass.

1788	Capt John Moses Junr Dr	£	s	d
Oct. 18 th to Oct. 18 th 1789	To the rent of one half of my brick house from Oct. 18 th to Oct. 18 th 1789 } is one year at £ 20 - - - - -	20	-	-
	To the rent of one half of my brick house from Oct. 18 th 1789 to Oct. 18 th 1790	20	-	-
		£ 40 - 0 - 0		
Oct 18 th 1791	To 1 Year Rent for one half my brick house to 1791	20	"	"
Oct 18 th 1792	To 1 year Rent of 1/2 House & 1/2 for hall the same the same Rent as by Act from 1791 to the 1st Day 1792	20	-	0
1793	To 1 Year rent one half my house from Oct 18 th 1792 to 1793	22	10	-
1794	To 1 Year rent one half my house to Oct 1794	25	"	"
1795	To 1 Year 6 months rent of	47	10	-
May 20 th	my front house to May 20 th 1796	37	10	"
	To In Chipman Bill on House of		15	3
	for mending windows in house by		12	-
	Jon Mason Junr A/c			
		£ 38 17 3		

Appendix D

Charts Illustrating E. H. Derby's Trading Ventures
with Unarmed Merchant Vessels, 1775-78.

CHART 2

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1775)

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	CAPTURED
1. Schooner <u>Nancy</u> (T)	Simon Forrester		0		Oct. 2, 1775; returned from a round-trip voyage to Lisbon, Portugal, via South Carolina and Cape Francois, Haiti	2*	
2. Schooner <u>Threé Brothers</u> (T)	Edward Gibaut		0		in spring; in Granada, West Indies, in June	1	
3. Schooner <u>Patty</u> (T) ¹ (owned by Richard Derby, Sr.)	Daniel Hathorne		0		in West Indies in April	1	
4. Schooner <u>William</u> (T)	John Tucker		0			1	

*An outbound and inbound trading trip are each counted as a separate voyage because two cargoes are involved.
Privateering inbound and outbound trips are counted as one voyage because only one effort was involved.

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	CAPTURED
5. Schooner <u>Sally</u> (T)			0			1	
6. Sloop <u>Charming Polly</u> (T)			0			1	
7. Schooner <u>Jamaica Packet</u> (T)	Jonathan Ingersoll		0			2	Nov. 1775 on its return voyage from Jamaica and taken to Boston

Footnotes:

1. Richard Derby to Daniel Hathorne, in Robert Peabody, pp. 37-38.

CHART 3

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1776)

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	CAPTURED
1.. Sloop <u>Charming Polly</u> (T)			0		carried flour from Balti- more and Philadelphia to Salem	1	Mar. 4, 1776
2. Schooner <u>Nancy</u> (T) ¹	Allen Hallet		0		Feb. 1776 & returned Apr. 4, 1776; round trip to West Indies & returned to Falmouth, Maine	2	safe in April
3. Schooner <u>William</u> (T)	John Tucker		0			1	June 2, 1776, on return trip from the West Indies
4. Schooner <u>Three Brothers</u> (T)	Edward Gibaut		0			1	1776 on return trip from the West Indies

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P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	CAPTURED
5. Schooner <u>Sally</u> (T) converted into the privateer <u>Harlequin</u>					sailed as privateer in Aug. 1776		
6. Schooner <u>Patty</u> (T)							

Four of the seven trading vessels that Elias Hasket Derby owned in 1775 were captured by the British between November 1775 and July 1776.

Footnotes:

1. Derby Family MSS, VII, 38.

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

CHART 4

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1777)

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	CAPTURED
1. Schooner <u>Little John</u> (T)	Joseph Pratt		0		to Charleston, S. C., in March & returned in May	2	no
2. Schooner <u>Good Fortune</u> (T)	William Pennock		0		to Charleston, S. C., in March & returned in May	2	no
3. Sloop <u>Scarborough</u>					to Charleston, S. C., in April & returned in May (rice cargo of the <u>Good Fortune</u> and <u>Scarborough</u> was valued at more than £5,000).	2	no
4. Brig <u>Three Friends</u>					to Charleston, S. C., in April & returned in May	2	no
Four different vessels						8	none

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	CAPTURED
5. Ship <u>Sally</u> (T)					to Spain with cargo in Sept.	1	no
6. Brig <u>Three Friends</u> (T)	R. Cook				to Spain with cargo in Sept.	1	no
Five different vessels						10	none

CHART 5

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1778)

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	CAPTURED
1. Schooner <u>Two Friends</u> (T)						1	on outbound voyage, Sept. 1778
2. Schooner <u>Good Fortune</u> (T)	William Pennock				to Edenton, N.C.,* with cargo	1	sold at loss, May 1778, in N. C.
Two different vessels						2	1 vessel captured, 1 cargo lost

*Vessel blockaded in Edenton by British Navy.

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

Appendix E

Charts Illustrating E. H. Derby's Privateering
Ventures, 1776-82.

CHART 6

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1776)

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
1. Sloop <u>Revenge</u> (P) (Derby 1/4 owner)	Joseph White	95	12 guns 16 swivels	85	May 14, July, Sept. 4	3-1/2*	7	<u>Fanny</u> , worth £6,308	no
2. Schooner <u>Dolphin</u> (P) (Derby part owner?)	John Leach	17	6 swivels	25	Oct.	1	3		no
3. Sloop <u>Rover</u> (P) (Derby part owner)	Simon Forrester	70	6 guns 8 swivels	80	July 13	2	6		no
Sloop <u>Rover</u> (P) (Derby part owner)	Abijah Baden	70	6 guns 8 swivels	80	Nov.	1/2	1	a ship worth £1,500	no
4. Schooner <u>Sturdy Beggar</u> (P) (Derby sole owner)	Peter Lander	90	6 guns	25	June 13	1	2		Oct. 1776
5. Schooner <u>Harlequin</u> (P) (Derby 7/8 owner)					Aug.	1	2	£8,500	no

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
6. Schooner True American (P) (Derby part owner)	Daniel Hathorne		10 guns	80	Aug.-- 1st cruise Dec.-- 2d cruise	1-1/2	3		no

Six different vessels	completed 10-1/2 cruises (12 cruises started)	24	more than £37,500	1
-----------------------	--	----	----------------------	---

Schooner Patty (?)

According to Richard McKey, Elias H. Derby sent out twelve vessels that took twenty prizes worth more than £37,500. He lost only one vessel to the British.

*An outbound and inbound trip is counted as one voyage; 1/2 indicates that the return voyage had not been made by the end of the year.

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

CHART 7

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1777)

VESEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
1. Sloop <u>Revenge</u> (P) (Derby 1/4 owner)	Joseph White	95	12	85	at sea as year began	1/2	1	1 200-ton ship	no
2. Schooner <u>True American</u> (P), renamed <u>True Blue</u>			10	80	at sea, sailed in Apr., returned in Dec.	1-1/2	2	2 brigs, to Spain with cargo	no
3. Sloop <u>Rover</u> (P)		70	6	60	at sea, sailed in spring	1-1/2	0	0	sold in Aug. 1777
4. Schooner <u>Sturdy Beggar</u> (II) (P)					Feb.	1	1	1 ship	no
5. Brig <u>Oliver Cromwell</u> (P) Built in 1777	Cole		16	100	Apr.	1	9		no

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
6. Schooner <u>Scorpion</u> (P) (Derby 4/16 owner)			2		Nov.	1	0	0	no
7. Schooner <u>Congress</u> (M) (Derby part owner)	Ephraim Emerton		8		Dec. 19	1	0	0	no
8. Schooner <u>Harlequin</u> (P) (Derby 7/8 owner)			14	60	Apr. & fall	2	4	£13,405	no
9. Schooner <u>Centipede</u> (P) Built for Derby in 1777			6		Dec.	1/2 (at sea)	0	0	no
10. Ship <u>Rambler</u> (P) (Derby 3/4 owner)			14	50	Sept.	1	0	to Spain with cargo	no
Ship <u>Sally</u> (T)					Sept.	0	0	to Spain with cargo	no

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
Brig <u>Three Friends</u> (T) ¹	R. Cook				Sept. & May 11	0	0	to Spain with cargo	no
11. Sloop <u>Patty</u> (P) ²	Nathaniel Nichols		4		Aug.	1	3	to Haiti with cargo	no
12. Ship <u>Three Sisters</u> (P)	Nathaniel West				Nov.	1/2 (at sea)	0	to West Indies with cargo	no
12. Twelve different vessels						completed 20 12-1/2 cruises (12 cruises started)		more than £50,000	none

According to Richard McKey, Elias H. Derby sent out twelve vessels, six of which on six cruises took twenty prizes worth more than £50,000.

Footnotes:

1. B. Goodhue to Capt. R. Cook, May 11, 1777, Stephen and Ben. J. Goodhue Papers, Legal Papers, Family Papers, Bill, 1729-1832, Essex Institute.

2. "E. H. Derby's Letter of Instruction to Captain Nathaniel Nichols," Aug. 1777, Derby Family MSS, XXVII, 4.

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

CHART 8

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1778-79)

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
1. Schooner <u>Centipede</u> (P)		45	6		commis- sioned May 22, 1778 Aug. 3, 1779	2	11	To Nova Scotia £40,000	no
2. Brig <u>Franklin</u> (P) ¹ (new in 1778)			18	100	Apr. 18, 1778 Oct. 16, 1778 Mar. 30, 1779	3	9	more than £25,000 ²	no
3. Schooner <u>True Blue</u> (P) ¹					late 1778	1	0		late in 1778, recaptured in 1779
4. Brig <u>Fame</u> (P) ⁸ (new in 1779)	Samuel Hobbs		16		Apr. 15, 1779	1	9 ³	ship, 4 brigs, 4 sloops, a schooner	Sept. 1779

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
5. Schooner <u>Roebuck</u> (P) (new in 1779)			12		1778-79	2	New- found land 8 ⁴	more than £5,000	no
6. Schooner <u>Harlequin</u> (P)			14	60		2	5	1 400-ton ship	no
7. Ship <u>Bunker Hill</u> (P) (new in 1778)				100		1	4		no
8. Ship <u>Oliver Cromwell</u> (P) (altered from a brig in 1778)	James Barr		16	100	Mar. 29, 1779	2	4 ⁶	To St. Augustine, Fla.	no, but sold in 1779
9. Ship <u>Hunter</u> (P) ⁹ (new in 1779; Derby 2/3 owner)			18	impressed by Salem town coun- cil on Apr. 15, 1779, for Penobscot Expedition		1	4	£33,000 ⁵	Aug. 14, 1779
10. Sloop <u>Rover</u> (P) ⁹			14	impressed by Salem town coun- cil on Apr. 15, 1779, for Penobscot Expedition		1	0		Aug. 14, 1779

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
11. Schooner <u>Lexington</u> (P)			8		Apr. 10, 1778	1	4 ⁷	over £13,000	no
12. Brig <u>Monmouth</u> (P) (new in 1778)			12			1	1	a 2d prize taken but lost in shipwreck	no
13. Schooner <u>Scorpion</u> (P)			2		Feb. 28, 1778 July 23, 1778	2	2		no
14. Schooner <u>Congress</u> (P) (purchased in May 1778 for £1,275; Derby 7/8 owner)			8	14	July 20, 1778	1	2	more than £11,597	no
15. Ship <u>Rambler</u> (P) ¹⁰			14	50	1779	1	2	to Spain, June 1779, with £1,000 in cargo	no
16. Ship <u>Three Sisters</u> (M) ¹⁵	Nathaniel West				Oct. 28, 1779	1	0	carried cargo	no

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
17. Schooner <u>Salem Packet</u> (M) ¹³ (new in 1778)	Joseph Cook				Nov. 25, 1779	1	0	to Spain with cargo	no
18. Brig <u>Lexington</u> (P) ¹² (new in 1779)	Nicholas Lamperell		4		Nov. 1779	1	0	to Haiti with £7,000 in cargo	no
19. Brig <u>Scorpion</u> (M) ¹¹ (new in 1778)	John Collins					1	0	to Spain with West India rum	no
20. Sloop <u>Nancy</u> (M)					Nov. 25, 1779	1	0		no
21. Sloop <u>Patty</u> (P)					Jan. 21, 1778 Nov. 21, 1778	2	0		no
22. Brig <u>Roebuck</u> (P)					Aug. 3, 1779	30	65		
									4

According to Richard McKey, during 1778-79 Elias H. Derby sent out nineteen privateers or letters of marque, which on thirty-six cruises took sixty-five prizes that must have been worth nearly £750,000. Derby's losses are placed at two vessels, but the records show that he lost four including the two on the Penobscot Expedition.

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

Footnotes for Chart 8:

1. Independent Chronicle and Universal Advertiser (Salem, Mass.), May 13, 1779.
2. "Auction Sales at Salem of Shipping and Merchandise," pp. 112-13.
3. Independent Chronicle and Universal Advertiser, Sept. 16, 1779.
4. "Auction Sales at Salem of Shipping and Merchandise," p. 108.
5. Independent Chronicle and Universal Advertiser, July 15, 1779.
6. "Reminiscences of Captain James Barr," in Essex Institute Historical Collections, XXVII (1890), 135.
7. "Auction Sales at Salem of Shipping and Merchandise," p. 108.
8. Ralph D. Paine, Ships and Sailors of Old Salem (Boston, 1927), p. 94.
9. Independent Chronicle and Universal Advertiser, Sept. 30, 1779.
10. Gardoqui Account, Bilbao, Spain, for cargo of Rambler worth 62,604 reals, June 1779, Derby Family MSS, IX.
11. "E. H. Derby's Sailing Instructions to John Collins, March 23, 1780," Derby Family MSS, XXVII, 5; Watson and Urquhart Company to E. H. Derby, from Alexandria, Va., Oct. 30, 1776, Derby Family MSS, XIII.
12. "E. H. Derby's Sailing Instructions to Nicholas Lamprell, Nov. 7, 1779," Derby Family MSS, I, 53.
13. Independent Chronicle and Universal Advertiser, Apr. 29, 1779; "Invoice of Goods Shipt by E. H. Derby on Board the Schooner Salem Packet, Joseph Cook, master, May 5, 1779," Derby Family MSS, XXIII..
14. "Auction Sales at Salem of Shipping and Merchandise," p. 109; John Gardner's book, "Account of E. H. Derby, May 1778, for 1/8th of the Congress's cargo," Gardner Family MSS, Essex Institute.
15. E. H. Derby to Capt. Nathaniel West, Nov. 1779, Derby Family MSS, XXVII, 4.

CHART 9

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1780)

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
1. Brig <u>Hasket and John</u> (M) (new)	John Collins, Benjamin Crowninshield, Adam Wellman	150	18	1 & 8	Mar. 22, Aug. 5, Dec. 12	3	4	To Martinique, Guadeloupe, Spain	no
2. Ship <u>Franklin</u> (P) ²			18		Mar. 23	1	5	4 ships, a brig, to West Indies with cargo	no
3. Brig <u>Fame</u> (M) (Derby part owner)	Nicholos Lamperell		16		Apr. 18	1	0	to Holland with cargo	no
4. Ship <u>Rambler</u> (P)			14		Apr.	1	0	to Holland with cargo	no
5. Brig <u>Lexington</u> (M) ³	David Smith		4		Apr. 18	1	3	to Cape Francois with £13,400 in cargo	no

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
6. Schooner <u>Centipede</u> (P)			6		fall	1	5	Newfoundland, 2 ships, 3 fishing sloops	no
7. Ship <u>Roebuck</u> ⁴ (new)			14		spring	1	0		spring
8. Sloop <u>Race Horse</u> ⁵ (new)			10		June	1	0	Cape Francois, taken on return	Sept. 4
9. Brig <u>Rover</u> (new)					June	1	0		no
10. Ship <u>Salem Packet</u> (M) ¹⁰	Joseph Cook		12		June, Nov.	2	0	to Spain with cargo	no
11. Brig <u>Fox</u> (M) (new)			14	45	July	1	0		no
12. Brig <u>Porga</u> (M) ⁶					July	1	2		lost or captured

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
13. Sloop <u>Morning Star</u> (P) ⁷	Francis Roache		3		Sept. 25, Dec. 9	2	0	to Martinique with cargo	no
14. Schooner <u>Fly</u> (P) (new; Derby 4/5 owner)			10		fall	1	0		no
15. Schooner <u>Harlequin</u> (P) ⁹			14	60	fall	1	0		Sept., taken in St. Lawrence River
						19	19		4

According to Richard McKey, in 1780 Derby sent out fifteen vessels on nineteen cruises. Eight of his vessels on nine cruises took twenty-one prizes, but four of his vessels were taken by the enemy.

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

Footnotes for Chart 9:

1. "E. H. Derby's Sailing Instructions to John Collins, March 23, 1780," Derby Family MSS, XXVII, 5; E. H. Derby to Capt. Adam Wellman, Dec. 1780, Derby Family MSS, XXVII, 5, 6.
2. Boston Gazette, May 28, 1781.
3. "E. H. Derby's Sailing Instructions to David Smith, May 4, 1780," Derby Family MSS, XXVII, 5; See vol. XXIII for invoice; I, 54.
4. Allen, Massachusetts Privateers, p. 200.
5. "Records of the Vice-Admiralty Court at Halifax," in Essex Institute Historical Collections, XLV (1909), 239.
6. Benjamin Bates to E. H. Derby, 1780, Derby Family MSS, XXVII.
7. "E. H. Derby's Sailing Instructions to Francis Roaché, Dec. 17, 1780," Derby Family MSS, XXVII, 5.
8. "E. H. Derby's Sailing Instructions to Adam Wellman, Dec. 12, 1780," Derby Family MSS, XXVII.
9. Independent Chronicle and Universal Advertiser, Sept. 14, 1780.
10. "Invoice of Goods Shipt by E. H. Derby on Board the Ship Salem Packet, Nov. 26, 1780," Derby Family MSS, XXVI, 6; E. H. Derby to Capt. Joseph Cook, June 1781, Derby Family MSS, XXVI, and XXVII, 6.

CHART. 10

ELIAS HASKET DERBY'S VESSELS IN THE WAR FOR INDEPENDENCE (1781-82)

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
1. Ship Grand Turk (P) (new in 1781; Derby 39/40 owner)	Thomas Pratt	300	28 ¹	110 on Sept. 29, 1781	June 13, 1781, to Apr. 1783	6	17	more than £250,000	no
2. Ship Astrea (M) (new in 1782)	John Derby	350	20	50	Dec. 16, 1782. Left Nantes, Mar. 12, 1783	1	1	to France with cargo	no
3. Brig Fox (P) ²			14	45	1781	1	3		Dec. 1781, off New York City
4. Ship Commerce (P) ³ (new in 1781)		200	14		Jan. 16, 1781	1	0		Jan. 18, 1781
5. Brig Flying Fish (P) ⁴ (new in 1781)			10	45	1781	1	0	Grand Banks	1781

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
6. Ship Hersey ⁵ (new in 1781)					1781	1	0	to West Indies with cargo	1781
7. Brig Young Richard (M) ⁵ (new in 1781)					Sept. 4, 1781	2	0	to West Indies with cargo	1782
8. Schooner Nancy (P) ⁸					1781	1	0		early 1781, near Halifax
9. Ship Patty (M) ⁸ (Derby part owner)	Simon Forrester				Sept. 29, 1781 June 29, 1782	2	0		1782, near Halifax
10. Brig Hasket and John (M)	Adam Wellman		18		June 1781	1	0	West Indies to Spain	Feb. 13, 1782
11. Ship Franklin (P)			18			2	0		no
12. Ship Rambler (P)			14			2	0		no

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
13. Brig <u>Fame</u> (P)			16			2	0		no
14. Brig <u>Lexington</u> (M) ⁹	David Smith		8		Nov. 29, 1781 May 9, 1782 Sept. 17, 1782	3	0	Va., Venezuela, Haiti	no
15. Schooner <u>Centipede</u> (P)			6		1781	1	0		no
16. Ship <u>Salem Packet</u> (M) ⁸			12		Nov. 29, 1781 June 29, 1782	2	0	to Spain with cargo	Dec. 1782
17. Ship <u>Three Sisters</u> (M) ¹⁰	Nathaniel West					2	0		no
18. Brig <u>Revolt</u> (T) (Cargo) (leased by E. H. Derby)	Henry Phelps of Beverly				Nov. 5, 1781 returned in 1782	1	0	to Va., Spain, & returned	no
19. Ship <u>Oliver Cromwell</u> (P) ⁷			16			2	0		Jan. 1782, taken off New York City

P--Privateers

M--Letters-of-Marque vessels

T--Trading Vessels

VESSEL	MASTER	TONS	GUNS	NO. OF MEN	SAILED	NO. OF CRUISES	NO. OF PRIZES TAKEN	VALUE OF PRIZES	CAPTURED
20. Brig <u>Rover</u> (P) ⁷						2	0		Jan. 1782, taken off New York City
21. Sloop <u>Morning Star</u> (P)	Francis Roache		3		1781	1	0		Feb. 13, 1781, taken off St. Eustatius, W. Indies
22. Ship <u>Exchange</u> (M) ⁶ (new in 1782)			20		Feb. 12, 1782	1	0		Apr. 2, 1782
23. Brig <u>Active</u> (P) ⁶ (new in 1782; prize of Grand Turk)			14	60	1782	1	0		April 1782
24. Schooner <u>Fly</u> (P)			10		Feb. 2, 1782	1	0		no
GRAND TOTALS:						40	21		14

According to Richard McKey, in 1781-82 Derby sent out twenty-four different vessels on thirty-one cruises. They took only twenty-one prizes and Derby lost twelve of his own vessels.

P--Privateers

M--Letters-of-Marque vessels

T--Trading vessels

Footnotes for Chart 10:

1. Grand Turk Account, Portage Bill, Oct. 1782 to Apr. 1783, Thomas Pratt's Letter to E. H. Derby, Derby Family MSS, XXI; See also Peabody, The Log of the Grand Turk.
2. The Salem Gazette, Dec. 27, 1781.
3. Howe, Beverly Privateers, p. 379.
4. "Records of the Vice-Admiralty Court at Halifax," p. 169.
5. "Privateers Condemned at Jamaica," in Essex Institute Historical Collections, LXXVI (1940), 52-54.
6. Salem Gazette, Apr. 4, 1782.
7. Salem Gazette, Jan. 24, 1782.
8. "Records of the Vice-Admiralty Court at Halifax," p. 233.
9. "E. H. Derby's Sailing Instructions to David Smith, Sept. 17, 1782," Derby Family MSS, XXVII; "Account of Sales to Ship Patty and Return, Nov. 7, 1781," Derby Family MSS, XXX, 5, and VII, 9; Invoice of goods shipped, Sept. 20, 1780, Derby Family MSS, XXIII; E. H. Derby's orders to Capt. David Smith, Sept. 20, 1781, XXVII, 7; Invoice of goods shipped, Nov. 23, 1781, Derby Family MSS, XXIII; E. H. Derby to Capt. David Smith, Dec. 22, 1781, Derby Family MSS, XXVII, 7; Invoice, Feb. 28, 1782, Derby Family MSS, XXIII.
10. "Invoice of Goods Shipt by E. H. Derby on Board the Ship Three Sisters, Nathaniel West, Master, 1781," Derby Family MSS, XXVII.
11. "Invoice of Goods Shipt by E. H. Derby on Board the Brig Revolt, Henry Phelps, Master, Nov. 5, 1781," Derby Family MSS, XXX, 14, 17, and 19; E. H. Derby to Capt. Henry Phelps, Nov. 1781, XXX, 15.

Appendix F

Summary Charts Illustrating E. H. Derby's Trading
and Privateering Ventures, 1775-82.

		1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
PRIVATEERING VOYAGES														
Privateer ships:	14			1½	1½	2½	5	10	10			30½	33	7
Privateer brigs:	13			1	5	4	8	10	4			32	42	8
Privateer schooners:	12		4½	9	8½	2	3	2	1			30	54	4
Privateer sloops:	6		6	3	2	2	2½	½				16	18	3
Totals for privateers and letters-of-marque vessels:	45	0	10½	14½	17	10½	18½	22½	15	0	0	108½	147	22
TRADING VOYAGES														
sloops:	2	1	1									2		1
schooners:	9	8	2	4	2							16		3
brigs:	2			3				1	1			5		
ship:	1			1								1		
Totals for trading vessels:	14	9	3	8	2	0	0	1	1	0	0	24		4
GRAND TOTALS FOR PRIVATEERING AND TRADING VESSELS:	59	9	13½	22½	19	10½	18½	23½	16	0	0	132½	147	26

CHART 11
ELIAS HASKET DERBY

PRIVATEERING AND TRADING OPERATIONS
1775-1782

PRIVATEERING SHIPS	NO. OF GUNS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
Brig <u>Oliver Cromwell</u> altered to a ship in 1778; see Brigs														
1. <u>Three Sisters</u> (M)				$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	1	1			4		
2. <u>Rambler</u> (P)	14			1		1	1	1	1			5	2	
3. <u>Bunker Hill</u> (P)					1							1	4	
4. <u>Salem Packet</u> (M)	12						2	1	1			4		captured in 1782
5. <u>Hunter</u> (P)	18					1						1	4	captured in 1779
6. <u>Franklin</u> (P)	18						1	1	1			3	5	
7. <u>Roebuck</u> (P)	14						1					1		captured in 1780

CHART 12
ELIAS HASKET DERBY

VOYAGES OF SHIPS

PRIVATEERING SHIPS	NO. OF GUNS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
8. <u>Grand Turk</u> (P)	28							3	3			6	17	
9. <u>Astrea</u> (M)	20								1			1	1	
10. <u>Commerce</u> (P)	14							1				1		captured in 1781
11. <u>Hersey</u>								1				1		captured in 1781
12. <u>Patty</u> (M)								1	1			2		captured in 1782
13. <u>Exchange</u> (M)	20								1			1		captured in 1782
Totals for Privateers and letters-of marque ships		0	0	1½	1½	2½	5½	10	10	0	0	31	33	7 captured
TRADING SHIPS														
14. <u>Sally</u> (T)				1								1		
GRAND TOTALS FOR PRIVATEERING AND TRADING SHIPS		0	0	2½	1½	2½	5½	10	10	0	0	32	33	7

PRIVATEERING BRIGS	NO. OF GUNS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
1. <u>Oliver Cromwell</u> (P) altered to a ship in 1778	16			1	2			1	1			5	13	captured in 1782
2. <u>Franklin</u> (P)	18				2	1						3	9	
3. <u>Monmouth</u> (P)	12				1							1	1	
4. <u>Scorpion</u> (M)						1						1		
5. <u>Lexington</u> (P)	4					1	1	1	2			5	3	
6. <u>Hasket and John</u> (M)	18						3	1				4	4	captured in 1782
7. <u>Fame</u> (M)	16					1	1	2				4	9	
8. <u>Rover</u> (P)	14						1	2				3		captured in 1782
9. <u>Fox</u> (M)	14						1	1				2	3	captured in 1781

CHART 13
ELIAS HASKET DERBY

VOYAGES OF BRIGS

PRIVATEERING BRIGS	NO. OF GUNS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
10. <u>Porga</u> (M)							1					1		lost at sea, 1780
11. <u>Flying Fish</u> (P)	10							1				1		captured in 1781
12. <u>Young Richard</u> (M)								1				1		captured in 1782
13. <u>Active</u> (P)	14								1			1		captured in 1782
14. Totals for privateers and letters-of- marque brigs		0	0	1	5	4	8	10	4	0	0	32	42	7 vessels captured, 1 lost
TRADING BRIGS														
15. <u>Three Friends</u> (T)				3								3		
16. <u>Revolt of Beverly</u> (hired by Derby)								1	1			2		
17. Totals for trading brigs		0	0	3	0	0	0	1	1	0	0	5	0	0
18. GRAND TOTALS FOR PRIVATEERING AND TRADING BRIGS		0	0	4	5	4	8	11	5	0	0	37	42	8

PRIVATEERING SCHOONERS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
1. <u>Dolphin</u> (P)		1									1	3	
2. <u>Harlequin</u> (P) (formerly <u>Sally</u>)		1	2	1	1	1					6	11	captured in 1780
3. <u>Sturdy Beggar</u> (I) (P)		1									1	2	captured in 1776
4. <u>Sturdy Beggar</u> (II) (P)			1								1	1	
5. <u>True American</u> (P) (renamed <u>True Blue</u>)		1½	1½	1							4	5	*captured in 1778
6. <u>Scorpion</u> (P)			1	2							3	2	
7. <u>Congress</u> (M) 1777 & (P) 1778			1	1							2	2	
8. <u>Centipede</u> (P)			½	1½	1	1	1				5	16	

*recaptured in 1779

CHART 14
ELIAS HASKET DERBY

VOYAGES OF SCHOONERS

PRIVATEERING SCHOONERS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
9. <u>Roebuck</u> (P)			1	1							2	8	
10. <u>Lexington</u> (P)			1								1	4	
11. <u>Fly</u> (P)						1		1			2		
12. <u>Nancy</u> (P)							1				1		captured in 1781
Totals for privateers and letters-of-marque schooners	0	4½	9	7½	2	3	2	1	0	0	29	54	4 captured
Totals for trading schooners	8	2	4	2	0	0	0	0	0	0	16	0	3
GRAND TOTALS FOR PRIVATEERING AND TRADING SCHOONERS	8	6½	13	9½	2	3	2	1	0	0	45	54	7 captured

PRIVATEERING SLOOPS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
1. <u>Revenge</u> (P)		3½	½								4	8	
2. <u>Rover</u> (P)		2½	1½		1						5	7	captured in 1779
3. <u>Patty</u> (P)			1	2							3	3	
4. <u>Nancy</u> (M)					1						1		
5. <u>Race Horse</u>						1					1		captured in 1780
6. <u>Morning Star</u> (P)						1½	½				2		captured in 1781
Totals for priva- teers and letters- of-marque sloops	0	6	3	2	2	2½	½	0	0	0	16	18	3 captured
TRADING SLOOPS													
7. <u>Charming Polly</u> (T)	1	1									2		captured in 1776

CHART 15
ELIAS HASKET DERBY

VOYAGES OF SLOOPS

	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
TRADING SLOOPS													
8. <u>Scarborough</u> (T)			2								2		
Totals for trading sloops	1	1	2	0	0	0	0	0	0	0	4	0	1
GRAND TOTALS FOR PRIVATEER- ING AND TRADING SLOOPS	1	7	5	2	2	2½	½	0	0	0	20	18	4 captured

TRADING SCHOONERS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
1. <u>Nancy</u> (T)	2	2									4		
2. <u>Jamaica Packet</u> (T)	2	0									2		captured Nov. 1775
3. <u>Three Brothers</u> (T)	1										1		captured Mar. 1776
4. <u>William</u> (T)	1										1		captured June 2, 1776
5. <u>Sally</u> (T) (converted into privateer <u>Harlequin</u>)	1										1		converted to privateer in 1776
6. <u>Patty</u> (T)	1										1		
7. <u>Little John</u> (T)			2								2		

CHART 16
ELIAS HASKET DERBY

VOYAGES OF TRADING SCHOONERS

TRADING SCHOONERS	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	Voyage Totals	Prizes Taken	Lost
8. <u>Good Fortune</u> (T)			2	1							3		sold 1778
9. <u>Two Friends</u> (T)				1							1		captured 1778
Totals for trading schooners	8	2	4	2	0	0	0	0	0	0	16	0	4 captured

Appendix G

Inventory of the Estate of Henry Prince.
Probate No. 50905, 1846, Essex County
Probate Records, Salem, Mass.

To the honorable C. A. White Esquire, Judge of Probate for the
county of Essex.

Pursuant to a warrant from your honor, we, the subscribers, the
committed therein named, having been first sworn, have made the
following

Inventory and Appraisement of the Estate of

Henry Prince

late of Salem in said county, gentleman, deceased, testate, as
shown to us by the executor.

REAL ESTATE

One Half Brick House North Pickman Street

with Land under & adjoining \$1,000

Amount Carried Forward

PERSONAL ESTATE

3 Beds & Bedding - - - - -	24.00
1 Cot Bed & Bedding - - - - -	2.00
3 Woolen Carpets - - - - -	60.00
2 Hearth Rugs - - - - -	3.00
2 Easy Chairs - - - - -	4.00
2 Rocking Chairs - - - - -	.50
2 Looking Glasses - - - - -	3.00
15 Chairs - - - - -	2.25
1 Nights Cabinet - - - - -	1.50
1 Wash Stand &c - - - - -	1.00

1 Secretary & Bookcase - - - - -	6.00
1 Side Board - - - - -	8.00
1 Beureau - - - - -	3.00
2 Sofas 10.00 3 Card Tables 8.00 - - - - -	18.00
1 Dining Table 2 - 1 Work Table 50 1 Mahogany Table 1 - - - - -	3.50
1 Cooks Stove & Iron & Tin Ware - - - - -	10.00
17 Tea 8 Table 1 Soup Ladle 1 pr Sugar Tongs & 1 Silver Mustard Spoon - - - - -	24.00
Britania Ware- - - - -	2.00
Lot Glass Ware - - - - -	3.00
Lot Crockery Ware & F End Forks - - - - -	6.00
One Eight Day Clock - - - - -	3.00
Note of Salem Labratory Co with Interest Do Oct 1/44 -	820.00
Balance of Aaron Noursy. 'Note Do Oct 1/44 Interest added - - - - -	57.12
Amount in Saving Bank Oct 1/44 - - - - -	<u>102.00</u>
Amount Carried forward - - - - -	-\$1161.87

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ILLUSTRATIONS

Illustration 1

South (front) elevation and west end of Derby/
Prince/Ropes House, 168 Derby Street, Salem, Mass.,
ca. 1880.

Note that the first-story and second-story
windows have six over six lights.

Courtesy of Essex Institute, Salem, Mass.

Essex Institute Negative No. 5399.
(Park Negatives Nos. 3-1 and 2-362)..



Illustration 2

South (front) elevation and west end of Derby/
Prince/Ropes House, 1891-92.

Courtesy of Society for the Preservation of New
England Antiquities, Boston, Mass.

Halliday Negative No. 2589.
(Park Negatives Nos. 3-2 and 2-348).



Illustration 3

South (front) elevation and east end of Derby/
Prince/Ropes House, 1891-95.

Compare this view with Illustration 4.

Courtesy of Essex Institute, Salem, Mass.

Essex Institute Negative No. 259.
(Park Negatives Nos. 3-3 and 2-359).



Illustration 4

South (front) elevation and east side of Derby/
Prince/Ropes House, 1891-95.

This view was taken at the same time as Illustration 3. Note that the first-story and second-story windows still have six over six lights.

Courtesy of Essex Institute, Salem, Mass.
(Frank Cousins Collection)

Essex Institute Negative No. 3463.
(Park Negatives Nos. 3-4 and 2-297).



Illustration 5

Detail of south (front) elevation of Derby/
Prince/Ropes House, ca. 1911.

Note the six over six lights in the first-story
and second-story windows. Also note the corner
post of the porch of John Kohn's new store (Build-
ing No. 10 on Map No. 3) at the right. The date
given this photo is based on the fact that Kohn's
store was erected in 1911.

Courtesy of Essex Institute, Salem, Mass.

Essex Institute Negative No. 1704.
(Park Negatives Nos. 3-9 and 2-361).

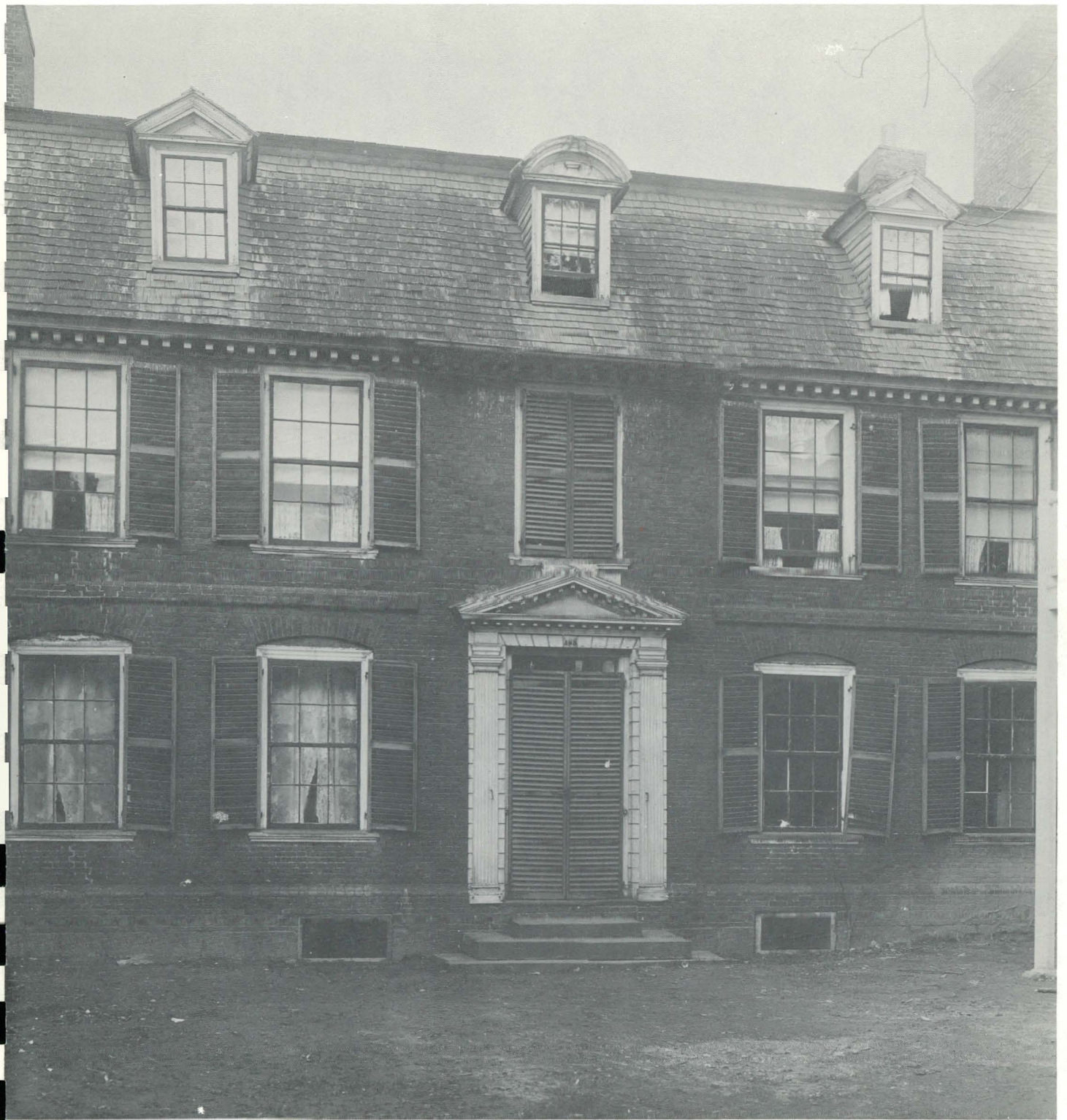


Illustration 6

Detail of south (front) elevation of the Derby/
Prince/Ropes House, 1927.

Note that the six over six lights in the first-
story and second-story windows have been replaced by
large panes of glass.

Courtesy of Essex Institute, Salem, Mass.

Essex Institute Negative No. 3276.
(Park Negatives Nos. 3-8 and 2-351).



Illustration 7

East end and northwest (rear) corner of Derby/Prince/Ropes House and part of kitchen wing, taken November 15, 1911.

Note six over six lights in the first-story and second-story windows. Frame buildings at left are Joseph Kohn's new store, erected in 1911 (see Buildings Nos. 10 and 11 on Map No. 3). Note the east side of the rear brick kitchen at the right.

Photo taken by Frank Cousins, Nov. 15, 1911.

Courtesy of Essex Institute, Salem, Mass.
(Frank Cousins Collection).

Essex Institute Negative No. 1700.
(Park Negatives Nos. 3-5 and 2-298; Eastern Office of Design and Construction Negative No. 4297).



Illustration 8

North (rear) elevation and east end of Derby/
Prince/Ropes House and kitchen, 1926.

Note rear of frame buildings Nos. 10 and 11
(see Map No. 3) at left. Also note windows and
doors in rear kitchen wing.

Photo taken by Alfred F. Shurrocks in 1926.

Courtesy of Society for the Preservation of New
England Antiquities, Boston, Mass.

Negative No. 9906.

(Park Negatives Nos. 3-6 and 2-363; Eastern Office
of Design and Construction Negative No. 4298).



Illustration 9

South (front) elevations and east sides of West India Goods Store (Building No. 7 on Map No. 3) at left, 1929 reconstructed wooden fence and gate, and Derby/Prince/Ropes House (Building No. 8 on Map No. 3) at right.

NPS Photograph taken by Eastern Division, Branch of Engineers, August 1935.

Illustration 10

South (front) elevations and east sides of West India Goods Store at left; of entrance gate and wooden fence in front of Derby/Prince/Ropes House in center; and of New Stores (Buildings Nos. 10 and 11 on Map No. 3) on corner at right.

NPS Photograph taken by Eastern Division, Branch of Engineers, August 1935.



Illustration 11

View of the north (rear) elevations of New Stores (two-story wooden buildings at left; Buildings Nos. 10 and 11 on Map No. 3) and of Derby/Prince/Ropes House (Building No. 8) at right.

NPS Photograph taken by Eastern Division, Branch of Engineers, August 1935.



Checklist of other 1926-40 National Park Service Photos
of the Exterior of the Derby/Prince/Ropes House
That Have Been Published in NPS Studies

1. See Photo No. 10 (Park Neg. No. 2-352), view of south (front) elevation of house, April 1938, in Daniel R. Kuehn, Historic Structures Report, Part II, Historical Data Section, The Rum Shop--Building No. 6, dated August 1964.
2. See Photo No. 11 (Park Neg. No. 4-21), view of west end of house, in above-listed Kuehn report.
3. See Photo No. 3 (Eastern Office of Design and Construction Copy Neg. No. 4299, from Neg. 9905-A of Society for the Preservation of New England Antiquities), view of northeast (rear) corner of house, 1926, in Russell V. Keune, Historic Structures Report, Architectural Data Section, Part II, on the Derby House [kitchen], 164 Derby Street, Salem Maritime National Historic Site, Salem, Massachusetts, dated August 1963.
4. See Photo No. 4 (EODC Neg. No. 4270), view of north (rear) elevation and east side of main house and kitchen, showing restoration in progress, 1939-40, in above-listed Keune report.
5. See Photo No. 5 (EODC Neg. No. 4271), view of north (rear) elevation and west side of main house and kitchen, 1940, in above-listed Keune report.
6. See Photo No. 6 (EODC Neg. No. 4300), view of main north (rear) elevation and west end of main house and rear kitchen, 1939-40, in above-listed Keune report.
7. See Photo No. 7 (EODC Neg. No. 4275), view of north (rear) elevation of main house and kitchen, 1963, in above-listed Keune report.

HISTORICAL MAPS AND PLANS

Map No. 2

"Land of Joseph Kohn, Salem, Mass."

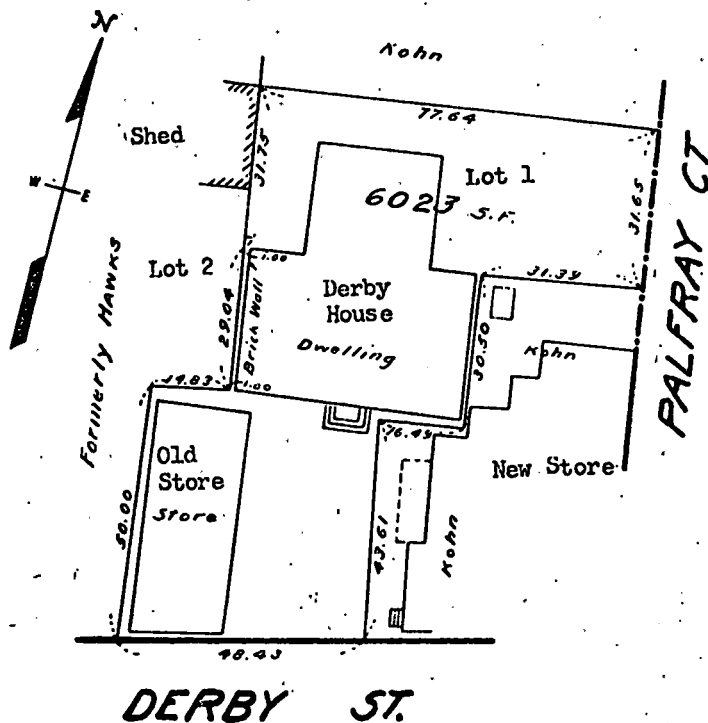
By Thomas A. Appleton, C.E., March 1927.
Original Scale: 1 inch equals 20 feet.

Plan No. 50, in Plan Book No. 49, Essex
County, Southern District, Registry of
Deeds, Book 2717, p. 3333. (Full-scale
map is filed with deed.)

(Addition of lot numbers and building
names by Charles W. Snell.)

PL. 50-A

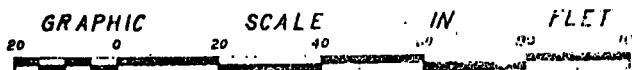
BOOK 49



LAND
OF
JOSEPH KOHN
SALEM, MASS.
SCALE 1 INCH = 20 FEET
MARCH 1927
THOMAS A. APPLETON, C.E.

Book of Plans 49, Plan, No. 50a
Salem, Apr. 5, 1927 Rec. B Ent. in
Essex Reg. Deeds So. Dist. With Deed:
Joseph Kohn to William S. Appleton.
Rec. B. 2717 P. 333
Attest: Arthur C. Martinson, Asst. Reg.

This plan has been reduced. For
correct scaling see original on file.



Map No. 3

Land Takings for National Park, Derby Wharf and
Vicinity, Salem, Mass.

By Frank P. Morse, C.E., December 1936.

Original Scale: 1 inch equals 20 feet.

Plan No. 36, in Plan Book No. 67, Essex County,
Southern District, Registry of Deeds, Book 3114,
p. 231.

(Addition of lot and building numbers by Charles W.
Snell.)



FRANK D. TONLA NOWAK

PALFREY

CT.

MARY B. STOKNER

STASIA VINIEL

HOUSE ON
STARY WAREHOUSE

Lot 1

JOSEPH KOHN
10722 SQ. FT.

(9)

Lot 1

Derby House
(8)

SOCIETY FOR THE
NEW ENGLAND ANTIQUITIES OF BOSTON
OF THE PRESERVATION

JOSEPH KOHN
2042 SQ. FT.

(10)

New Stores

(7)
Old Store
Lot 1A

(6)

(4)

Lot 2

(5)

(3)

HELMAN YR. NC
17,35 SQ. FT.

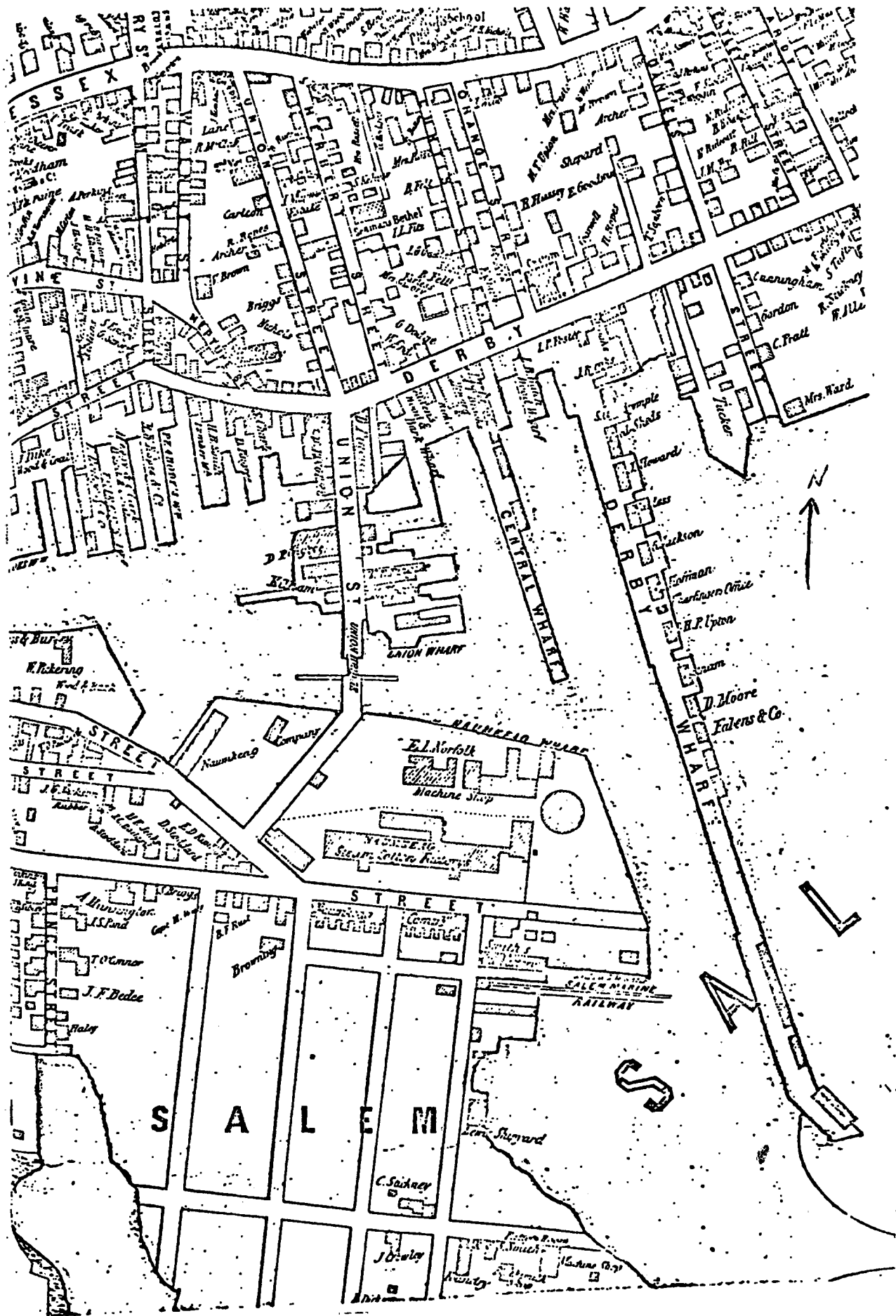
CUSTOM

Unoccupied Street

DERBY

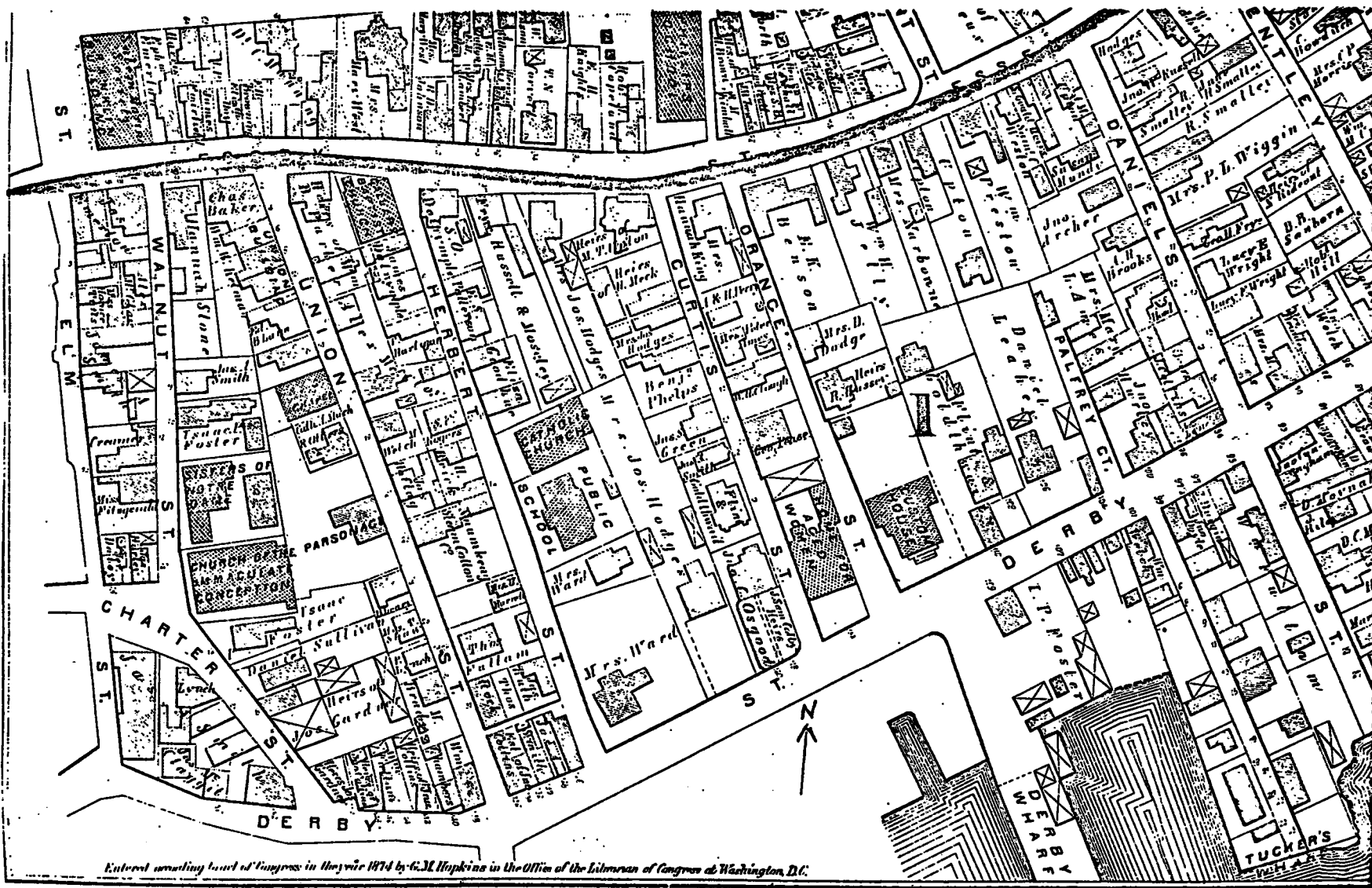
Map No. 4

"Map of Salem," ca. 1859, by Henry McIntyre.



Map No. 5

Derby Wharf and Vicinity, taken from G. M.
Hopkins, Atlas, City of Salem (Philadelphia,
1874), plate 10.



Entered according to act of Congress in the year 1874 by G. M. Hopkins in the Office of the Librarian of Congress at Washington, D.C.

Map No. 6

Derby Wharf and Vicinity, taken from G. M.
Hopkins, Atlas, City of Salem (1897), plate 4.



Wards 1 & 2

CITY OF
SALEM

1 inch = 100 feet

Plan No. 7

Samuel McIntire's Design for a Fence, 1791.

From Fiske Kimball, Mr. Samuel McIntire, Carver--The Architect of Salem (1941; reprint ed., Gloucester, Mass., 1966), Fig. No. 61.

The original drawing is in the collections of the Essex Institute, Salem, Mass.

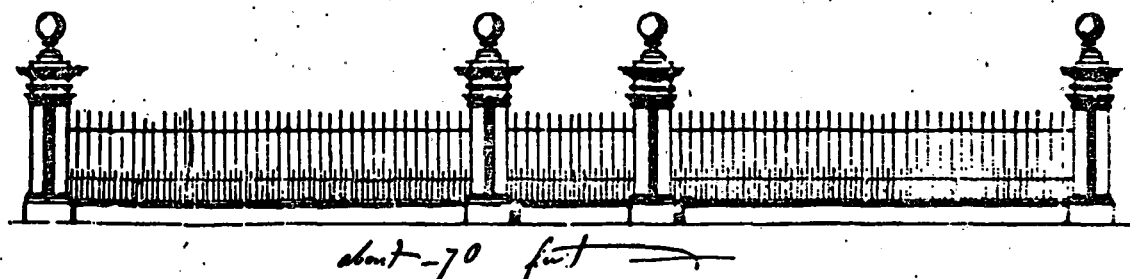


Figure 61. Design for a fence, possibly the one billed to Elias Hasket Derby under date of August 2, 1791, and thus for the Washington Street house.

Note: The frontage of House Lot 1 on Derby Street was $79\frac{1}{2}$ feet in 1791. The frontage of the No. 70 Washington Street brick mansion in 1791 was 95 feet.

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, parks and recreation areas, and to ensure the wise use of all these resources. The Department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.