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United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Salem Maritime National Historic Site
other names/site number _____

2. Location

street & number Derby St, between Orange, Essex, and Kosciusko St., and Salem Harbor not for publication
city or town Salem vicinity
state Massachusetts code MA county Essex code 009 zip code 01970

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
 national statewide local
Admiral W. Man, Deputy FPO February 25, 2014
Signature of certifying official/Title Date
National Park Service
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.
Signature of commenting official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:
 entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register
 other (explain): Additional Documentation Approved
Jon Edson H. Beall 4.8.14
Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
(Check only one box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2	2	buildings
0	0	district
9	0	site
2	0	structure
0	0	object
13	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

11

6. Function or Use

Historic Functions
(Enter categories from instructions.)

- DOMESTIC: Single Dwelling, Multiple Dwelling
- COMMERCE/TRADE: Warehouse
- SOCIAL: Meeting Hall
- GOVERNMENT: Custom House
- RECREATION and CULTURE: Museum
- TRANSPORTATION: Water-related

Current Functions
(Enter categories from instructions.)

- RECREATION and CULTURE: Museum

7. Description

Architectural Classification
(Enter categories from instructions.)

- COLONIAL: First Period Colonial, Georgian
- EARLY REPUBLIC: Federal
- LATE VICTORIAN: Renaissance Revival

Materials
(Enter categories from instructions.)

- foundation: STONE: Granite
- walls: WOOD: Weatherboard
BRICK
- roof: STONE: Slate; ASPHALT
- other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Salem Maritime National Historic Site (Salem Maritime NHS) is an 8.93-acre historic district that fronts on Salem Harbor in Salem, Massachusetts. The district is historically associated with the important role that Salem played in the development of international maritime trade from the late seventeenth century to the mid-nineteenth century. The district is located within an urban setting south of Salem's historic downtown core area around Salem Common. It encompasses land on both sides of Derby Street and is roughly bounded by Essex, Kosciusko, and Orange streets; Salem Harbor; and Pickering Wharf. The district contains 24 contributing resources, including 10 buildings, 9 sites, and 5 structures that date between 1675 and 1944. Development within the district is characterized by several high-style merchant's residences, a federal custom house with an associated scale house, a lighthouse, and wharves that are placed within a landscape that was improved by the National Park Service (NPS) during the period 1938 to 1944. Archeological remains and two warehouses that were relocated to the district from other sites provide information and context for what was once a busy and densely developed waterfront along the wharves. The Narbonne House, one of the earliest houses in Salem, and St. Joseph Hall, a former Polish social hall, were acquired by the NPS in the late twentieth century and also contribute to the district's historic significance. Two non-contributing buildings located at the west edge of the district serve as visitor and maintenance facilities.

Salem Maritime NHS was established in 1937 and formally designated in 1938. It is a focal point of the Essex National Heritage Area, which was established in 1986 and links thousands of historic places in Essex County around three primary historic themes: colonial settlement, maritime trade, and early industrialization in the textile and shoe industries. As a historic unit within the National Park System, Salem Maritime NHS was administratively listed in the National Register of Historic Places (National Register) on October 15, 1966. The original National Register documentation for the district was prepared in 1976. A portion of the district is also located within the boundaries of the Derby Waterfront National Register Historic District, listed in 1976, and the Derby Street Local Historic District, listed in 1974. The Narbonne House is a contributing resource within the Salem Common National Register Historic District, listed in 1974, and was enumerated in the appendix of the First Period Buildings of Eastern Massachusetts Thematic Resource Area in 1990. Derby Wharf Light was individually listed in the National Register in 1987 as part of the Lighthouses of Massachusetts Thematic Resource Area.

Narrative Description

Setting

The district is located in the City of Salem on the coast of Massachusetts, 15 miles northeast of Boston. Waterways compose approximately 10 square miles of Salem's 18.1-square-mile area and physically separate the city from the surrounding communities. The Salem Maritime NHS has open views of Salem Harbor from throughout the property and low-lying, generally flat terrain that slopes gradually southeast toward the waterfront. The Custom House is prominently visible from the wharves. Salem Harbor opens northeasterly into the Massachusetts Bay and is sheltered by the Salem and Marblehead Neck peninsulas. The South River, which is covered west of Lafayette Street, flows into the west side of Salem Harbor. Most of the current shoreline south of Derby Street is historic fill, added as the wharves and waterfront development expanded. The buildings in the district are primarily aligned along the north side of Derby Street on land enclosed by a network of wood fences. Vegetation within the district is limited to grass lawns, garden or foundation plantings, and deciduous trees typically located in former domestic yards.

Surrounding development is urban, with seventeenth- through twentieth-century, one- to three-story dwellings prominent along the waterfront. Commercial properties and tourist-related businesses exist near the town common and the municipal center on Washington Street. The Salem Maritime NHS is part of a network of popular tourist attractions in the city and Essex County. An NPS regional visitor center, the Peabody Essex Museum, the House of the Seven Gables, and the Salem Witch Museum are among the numerous destinations within one mile of the district. Pickering Wharf, adjacent to the

west, is developed with stores, restaurants, a hotel, and a public marina. The area is served by a commuter rail station, a seasonal ferry to Boston, and a local tourist trolley. State routes 1A, 107, and 114 connect Salem to the neighboring towns of Peabody, Beverly, and Marblehead. Vehicular access to the district is primarily from Derby Street, which extends through it from east to west. Derby Street is a public way with street parking, granite curbs, and a bus pull-off area just inside the western district boundary. Brick crosswalks on Derby Street and a network of pedestrian paths within the district provide visitors with visual cues for accessing the park. Additional visitor amenities include interpretive signage and a picnic area on Central Wharf.

Contributing Resources

Master Plan Landscape and Historic Associated Features¹

The **Master Plan Landscape (contributing site)** consists of site improvements completed by the NPS from 1938 to 1944 as part of a general development plan drafted following the acquisition of the Salem Maritime NHS. This landscape encompasses a portion of the district north of Derby Street between Orange Street and Palfrey Court that contains a core of nineteenth-century buildings. Primary components of the as-built plan include open views of the wharves, a network of sidewalks, wood perimeter fences, plantings, and the retention of pre-existing nineteenth-century landscaping around the Custom House – Public Stores. NPS landscape architect Norman T. Newton designed the Salem Maritime NHS landscape from 1938 to 1939, in collaboration with Edmond Nash of the Emergency Relief Administration, NPS landscape architect V. Roswell Ludgate, historian Edwin Small, and architect Stuart Barnette. The Master Plan Landscape demonstrates Newton's efforts to enhance visitors' experience through the improvement of views and the incorporation of Colonial Revival style design elements based on historic references. Networks of early twentieth-century fences and walkways guide pedestrian circulation through the site. Although initial master planning improvements involved the demolition of specific buildings south of Derby Street, the portion of the landscape counted as a contributing site is limited to the area where significant new planting and site construction work occurred. Two historic properties north of Derby Street (the Narbonne House and St. Joseph Hall) are excluded from the Master Plan Landscape because the NPS acquired them in the late twentieth century.

The Master Plan Landscape includes nineteenth-century landscape features surrounding the Custom House that were retained and considered during the development of the Salem Maritime NHS. The Custom House is a focal point of the district, located at the corner of Derby and Orange streets. Six **Custom House – Granite Bollards (LCS No. 040565, MHC No. SAL.985, historic associated feature)**, constructed contemporaneously with the Custom House from 1818 to 1819, are set into granite curbs south and west of the building. The bollards are square with chamfered corners and rise approximately four feet high. Each bollard is made of one solid piece of granite, tapered and rounded at the top to form a decorative cap. The bollards mark the edge of the **Custom House – Flagstone Paving (LCS No. 040563, MHC No. SAL.980, historic associated feature)** laid south of the Custom House in 1854 as part of a formal approach leading to the building's main entrance. The paving consists of pink, purple, and grey-hued sandstone flagging cut into approximately three-foot-wide rectangular sections. It extends parallel to Derby Street in front (south) of the Custom House and wraps around the southwest corner of the building along Orange Street, where it connects to the **Custom House – Brick Paving (LCS No. 040550, MHC No. SAL.979, historic associated feature)**. These four-foot-wide, red brick sidewalks with sand fill extend along Orange Street from the sandstone flagging to the Scale House, on Derby Street south of the Custom House, and along the west side of a former access way known as Custom House Court. The sidewalks date from 1889 to 1891. **Custom House Court (LCS No. 040551, MHC No. SAL.981, historic associated feature)** is a linear driveway that extends approximately 200 feet north from Derby Street between the Custom House – Public Stores and Hawkes House. Custom House Court existed in its current alignment during the nineteenth century and was paved with rounded fieldstone as part of the 1938-1939 master plan. The paving of Custom House Court matches the **Public Stores – Cobblestone Paving (LCS No. 0404564, MHC No. SAL.978, historic associated feature)**, which consists of rounded

¹ The term Historic Associated Feature is an NPS-specific convention used to identify small-scale resources not individually countable according to National Register guidelines. The convention was developed to reconcile the requirements of the NPS List of Classified Structures (LCS) with National Register documentation guidelines. The LCS is an evaluated inventory of all historic and prehistoric buildings, structures, and objects that have historical, architectural, and/or engineering significance within the National Park System. In accordance with NPS procedures, all entries in the LCS must be included in National Register documentation as a countable resource or historic associated feature.

fieldstone laid east-west along the north side of the Custom House – Public Stores in 1890. The fieldstone in both paved areas is set in gravel, with grass and moss growing between the stones.

The nineteenth-century sidewalks around the Custom House are contextually integrated with the **Hawkes House – Brick Paving (LCS No. 040553, MHC No. SAL.983, historic associated feature)**, a network of simple brick walkways installed as part of the 1938-1939 master plan. The walkways are intended to appear domestic and facilitate pedestrian circulation from Derby Street to former residences located in the north half of the district. Each segment consists of red brick set in sand fill and measures five feet wide. Bricks embedded in the ground and laid on end form edging along both sides of the walkways. Connected segments of walkways extend north from Derby Street between the Hawkes and Derby houses, east-west through open yard behind the houses, north toward the original Salem Maritime NHS boundary line, and east-west to Custom House Court. An additional segment extends north from Derby Street to the main entrance of the Derby House. This network currently adjoins with wood and composite boardwalks leading to the Narbonne House and through the Custom House – Public Stores yard that the NPS installed in the late twentieth century.

A variety of painted wood fences erected in 1938-1939 enclose the buildings located within the original Salem Maritime NHS boundaries north of Derby Street. Newton's team developed the fence designs using historic evidence such as images of the site. The **Public Stores – Board Fence (LCS No. 040554, MHC No. SAL.984, historic associated feature)** surrounds a yard in the northwest corner of the district and connects to the north corners of the Custom House – Public Stores. The fence is constructed of six-inch-wide, butt-jointed vertical boards supported by nine-by-nine-inch posts and two-by-four-inch horizontal battens. It measures six feet tall and faces outward with the finished side along the street. Double-door, board-and-batten swing gates on either end of the Public Stores cobblestone paving open onto Orange Street and Custom House Court. Two additional gates provide access to the Scale House in the northwest corner of the yard and the north end of Custom House Court. The gates have square post caps and strap hinges.

The **Hawkes House – Front Fence (LCS No. 040556, MHC No. SAL.989, historic associated feature)** is an approximately 3.5-foot-high post and dowel fence that runs along Derby Street and a portion of Custom House Court to enclose the Hawkes House front yard. The fence was erected in 1938-1939 as a reproduction of a nineteenth-century fence previously on the site. It consists of 14-foot-long sections that span between 12-inch-square wood posts with square caps and bases. Each section has pointed dowels of alternating heights supported by three two-by-four-inch rails. A dowel gate opens from Derby Street to the Hawkes House brick walkway, and an opening in the fence on Custom House Court flanks one of the building's main entrances.

The **Derby House – Front Fence (LCS No. 040557, MHC No. SAL.987, historic associated feature)** dates to 1938-1939 and extends along Derby Street from the east edge of the Hawkes House front fence to the southwest corner of the West India Goods Store. It rises approximately five feet high and consists of six 12-foot-long sections with a decorative central gate. Each section is constructed of equal-height, evenly spaced, square wood dowels supported by top and bottom rails that span between four-inch-square posts rounded at the top. The fence rests on a continuous masonry wall constructed of two courses of granite block with grape-vine mortar joints. Taller nine-inch-square posts with spherical wood finials define the gate, which has double-leaf doors that are paneled on the bottom and curved at the top. The gate is aligned with the brick walkway and main entrance to the Derby House.

The **Derby House – Picket Fence (LCS No. 040555, MHC No. SAL.988, historic associated feature)** and **Derby House – Board Fence (LCS No. 040562, MHC No. SAL.986, historic associated feature)**, constructed in 1938-1939, encloses a rear yard to the north of the Derby House. The picket fence runs north-south along the west side of the yard, parallel to a segment of the Hawkes House brick walkway. It is constructed of approximately 3.5-foot-high, evenly spaced pickets supported by two-by-four-inch rails. The top rail rests on six-inch-square posts set every ten feet. A picket gate with swinging double doors at the south end of the fence allows passage between the Derby House yard and brick walkway. The board fence extends north-south along Palfrey Court and east-west along the original north boundary of the Salem Maritime NHS. It consists of six-foot-tall vertical boards supported by three horizontal rails and four-inch-square chamfered posts set every ten feet.

The Derby House rear yard contains the **Derby Garden – Gravel Pathway (LCS No. 040552, MHC No. SAL.982, historic associated feature)**, laid out in 1938-1939. The pathway is a six-foot-wide rectangular walk that defines the perimeter of the garden and is made of stone dust. The south segment of the pathway connects to the Hawkes House brick paving. The NPS extended the gravel pathway in the late twentieth century to form a geometric pattern that separates six

oval-shaped garden planting beds, two circular beds at central path intersections, and six triangular beds on the sides of the garden. Plantings within these beds were added in the 1990s and chosen based on research of eighteenth-century domestic gardens in New England.

Newton's 1938-1939 landscape plan included numerous **Trees and Plantings (historic associated feature)**, such as the apple, cherry, crab, and pear trees that surround the garden pathway. Foundation plantings, shrubs, and yard trees extant from the master plan work include lilac, mountain laurel, bayberry, and box shrubs and oak, maple, and horse chestnut trees located throughout the north half of the district. Open **Views (historic associated feature)** from the north half of the district toward the waterfront, created during the 1938-1939 land clearing efforts, are currently maintained.

Alterations to the as-built Master Plan Landscape are limited to maintenance and restoration work necessitated by material deterioration over time. The NPS rehabilitated the Custom House brick paving in 1956, 1964, 1970, and 1986 by re-laying sections of brick. Lateral cracks on the granite bollards caused by exposure to the elements were filled in the late twentieth century. All the historic fences in the district were repaired from 1985 to 1986. The majority of the 1930s landscape features are extant, with the exception of a few plantings shown on the original plans.

Custom House – Public Stores

The **Custom House – Public Stores (LCS No. 001257, MHC No. SAL.2571, contributing building)** is located on the northeast corner of Derby and Orange streets at the west side of the district. It faces south toward Derby Street and comprises two attached brick buildings designed in the Federal style by U.S. Treasury employees Perley Putnam and Jonathan P. Saunders in 1818-1819. The Custom House forms the south and primary portion of the structure. It is a symmetrical, 40-foot-square, five-bay by four-bay, two-story building with a raised granite block basement and a hip roof. The roof is clad in slate shingles and has an ornate balustrade located along the roof line. A gilded wood eagle atop a sign reading "Custom House" is positioned in the center of the balustrade. A denticulated cornice runs beneath overhanging eaves. An octagonal cupola at the center of the roof has a denticulated cornice and flag pole. Three tall interior brick chimneys rise from the west and east slopes of the roof. The walls are constructed of brick laid in the Flemish bond and rest on the raised granite block foundation. A white marble belt course extends between the first and second stories. Massive granite-block stairs with iron handrails lead to a portico centered on the facade. The portico has a granite floor and is covered by a flat roof. A denticulated cornice and an ornate balustrade supported by eight Ionic columns ornament the portico.

Regularly spaced, arched window openings on the first floor flank a central entrance and Palladian window on the facade. The entrance consists of two-panel double wood doors flanked by Ionic pilasters and sidelights with a denticulated lintel and a semi-circular fanlight. Secondary entrances on the west and east elevations are accessed by granite-block stairs with iron railings and consist of four-panel wood doors with sidelights and semi-circular fanlights. Sets of metal double doors in the west and east foundation walls provide basement access. The Palladian window in the center of the second story is composed of double wood casement sash topped by a semi-circular tracery window flanked by fixed sidelights. The first-story arched window openings have flat brick lintels, white marble sills and louvered exterior shutters. Each opening contains six-over-six double-hung wood sash and louvered wood panel in the arch above. Rectangular window openings on the second story have white marble lintels and sills, and contain six-over-six double-hung wood sash. Rectangular nine-light windows with granite sills in the basement level of the west and east elevations are covered with contemporary metal grilles. The cupola contains eight round-arched, two-over-two, double-hung windows with arched keystone hoods.

The interior of the Custom House is arranged with a center hall flanked by two rooms to the west and one large room to the east on the first floor. The second floor has two smaller rooms on each side of the center hall. The main stairway runs along the east wall of the hall with a landing halfway between the first and second stories. An arched opening at the landing leads to a secondary set of stairs located along the north wall of Custom House. The interior finishes on the first and second floors are consistent throughout, with painted plaster walls and ceilings and simple crown molding. Wood wainscoting and built-ins adorn each room. The arched windows on the first floor have molded trim and paneled shutters, and the doorways contain paneled wood doors flanked by fluted pilasters with heavy lintels. Openings on the second floor are surrounded by simple molded trim. The interior treatment of the Palladian window mimics its exterior surround but consists of flat fluted pilasters instead of Corinthian columns and a simple lintel. A staircase in the second-floor hall provides access to an attic with exposed framing and an unfinished floor. The attic contains a spiral staircase to the cupola finished with painted wood plank walls. The public spaces of the building, including the hallways, staircases, and

exhibit spaces, have modern carpeting on the floors, but some refinished hardwood floors are visible in low-traffic areas. The basement has a brick floor, brick walls painted white, and exposed framing above. The space is divided into several small spaces to accommodate the utilities.

The Public Stores is a three-story, four-bay by two-bay, brick building. The slate-shingled, side-gabled roof has parapets on each gable end. The ornate balustrade and denticulated cornice of the Custom House continues onto the roofline on the south (rear) elevation of the Public Stores. A single, tall, interior brick chimney rises from the roof ridge on the east elevation. A simple molded cornice runs beneath the moderately overhanging eaves on the north elevation and is topped by a cast-iron snow fender/snow guard. The brick walls on the south elevation are laid in the Flemish bond to match the Custom House, but the west, east, and north elevations are laid in common bond. The granite-block foundation starts with two courses and tapers north following the incline of the property to end with one course. Two primary entrances are evenly spaced across the first story of the symmetrical facade. Each opening has a wood plank door with a granite sill and a splayed brownstone lintel painted white. The doorways are level with each other, but the east entrance is accessed by a set of wood stairs with a wood deck while two granite steps with no landing lead to the west entrance. Sets of metal double doors in the foundation on the west and east elevations provide basement access. Windows consist primarily of six-over-six, double-hung, wood sash set in rectangular openings with wood shutters and splayed brownstone lintels and sills painted white. The openings on the first and second floors are identical in size, but the third-floor openings are shorter. The window openings in the foundation of the facade are filled in with granite block.

Each floor of the Public Stores is divided into one large storage space and a smaller space to the east. The small space on the first floor served as a fireproof vault for records. The large spaces have exposed brick walls, wood framing, and unfinished wood plank flooring. Openings in the first-floor ceiling allow for a pulley system to move items to the second story. An open wood staircase in the northwest corner provides access to a storage room in the second story.

Major alterations to the Custom House – Public Stores are limited to historic updates designed by U.S. Treasury Department supervising architect Ammi B. Young in 1854-1855. Young modernized the building with more contemporary Italianate style architectural elements and new interior finishes. His alterations involved the removal of a flat viewing deck located above the hipped roof, construction of the octagonal cupola, and installation of the “Custom House” sign on the roof balustrade. Contemporaneous interior work included the application of new plaster, removal of select partitions, installation of finished flooring, and installation of a heating system built to supplement the pre-existing fireplaces. The trim and wainscoting were repaired in 1904. Before the property was transferred to the NPS in the 1930s, four rehabilitations were completed to address maintenance issues. This work involved the repainting of exterior trim, repair and replacement of the slate roof, repointing of the masonry foundation, updates to the utility systems, and general maintenance of the finishes on the main entrance portico. In 1922, paint was removed from the exterior masonry to match the building’s original unpainted finish. The NPS completed minor work to the building in the 1940s that included roof repairs, interior plastering and painting, and remodeling of rooms to be used as exhibit spaces. The NPS also replaced the roof balustrade and slate roof in 1975-1976. The gilded eagle on the roof is a fiberglass replica, but the original wood eagle carved by Joseph True in 1826 is on display inside the building. Replication and relocation of the original eagle was completed in 2002 in an effort to protect it from the elements.

Scale House

The **Scale House (LCS No. 001267, MHC No. SAL.3766, contributing building)** is located in the northwest corner of the district, north of the Custom House – Public Stores, and faces west toward Orange Street. It is a one-story rectangular brick building designed by Ebenezer Slocum in the Federal style in 1829. The building measures approximately 16 feet wide by 20 feet long and has a front-gable roof clad in slate shingles. The roof has three stretcher courses of projecting brick with dentils of single brick headers under the eaves on the north and south elevations. The brick walls are laid in a common bond pattern with flush wood rakes along the west and east gables. A low granite-block foundation rests on rubble stone fill on the east and south elevations. The only entrance is centered on the facade and consists of double wood board doors with iron strap hinges and a granite slab lintel and sill. A fanlight in the facade gable with a flush brick lintel and a slightly projecting granite slab sill is filled in with painted wood. A contemporary wood plank ramp oriented north-south across the lawn leads to the entrance.

The interior of the Scale House is a single open room with an unfinished, wide wood plank floor and unadorned brick walls. Exposed roof rafters and decking rest on wood plates atop the brick walls and are tied together with two thick

girders. The Scale House contains an interpretive exhibit and nineteenth-century Customs Service weighing and gauging equipment original to the building. The Scale House retains its original siting, massing, design, and materials. A restoration of the building was completed by the NPS in 1978 as part of a general management program.

Hawkes House

The **Hawkes House (LCS No. 001263, MHC No. SAL.2573, contributing building)** is sited perpendicular to Derby Street between the Custom House – Public Stores and the Derby House. Identical primary elevations face west and east. It is a symmetrical, three-story, five-bay by three-bay, Georgian style wood-frame building. Local builder-architect Samuel McIntire originally designed the building as a single-family mansion for Elias Hasket Derby and it was constructed from 1780 to 1781. Three interior brick chimneys with copper caps rise from a low-pitched, hip roof clad in wood shingles. The apex of the hip roof is flat and functions as an observation deck accessed by a hatch. A decorative wood balustrade surrounds the roof deck. A molded wood cornice with a wide painted fascia runs around the building below overhanging eaves. The walls are clad with painted clapboard accented by simple wood trim and are set on a raised granite-block foundation. Granite-block stairs on the two primary elevations lead to central, pedimented vestibules containing six-panel wood doors flanked by pairs of fluted pilasters and capped with a molded entablature. Two small oval windows are located on each side of the vestibules. Two secondary entrances in the east and west ends of the north elevation consist of six-panel wood doors with simple molded trim. Fenestration on the east and west primary elevations is identical. Regularly spaced, rectangular window openings on the first and second stories contain single, six-over-six, double-hung wood sash, while the third story contains smaller nine-light wood sash. All window openings have wood louvered shutters with simple molded trim.

The interior of the Hawkes House is divided into two living spaces on the east and west sides of the house with identical plans. Each has a central hall flanked by approximately equally sized rooms to the north and south on the first floor. Staircases in the halls lead to the second and third stories, which have the same general layout as the first. Painted, wide-plank wainscoting with a simple molded chair rail lines the walls of the center stair halls and continues up the stairs. Portions of the halls have delicate denticulated crown molding and decorative cut-outs in the stair stringers. Non-historic wallpaper and carpeting remain throughout the building.

Benjamin Hawkes converted the house into a duplex after purchasing it in 1801, but retained the original Georgian style design. Major historic alterations commissioned by Hawkes involved the reduction of the building's original width by 20 feet and the replacement of the original primary entrance on the south elevation with entrances on the east and west sides. These changes necessitated the rebuilding of the original hip roof, and the extant framing appears to date to that period. The symmetrical concept of the original cross-hall plan was retained, but a portion of the primary, north-south hall was encompassed as living space when Hawkes reduced the width of the building. The extant east-west center hall was simultaneously widened. The NPS rehabilitated the house three times, in 1938-1939, 1950-1954, and 2001-2002. The remaining interior finishes appear to be original, with some possibly dating to McIntire's 1780 design. The building is currently (2011) used as office space, but the historic duplex plan is extant.

Comfort Station

The **Comfort Station (LCS No. 040561, MHC No. SAL.3765, contributing building)** is located at the north end of the Hawkes House rear yard and faces west toward the terminus of Custom House Court. Narrow brick patios extend along the facade and east elevation. The Comfort Station is a one-story, one-bay by three-bay, wood-frame building constructed by the NPS in 1944 as part of the master plan. It has an asphalt-shingled front-gable roof, clapboard-sheathed walls, and a concrete slab foundation. A metal overhead garage door is set off-center on the facade within a simple plank surround. Two rectangular openings containing wood louvered vents flank a single paneled replacement door centered on the north elevation. Identical wood vents are located in each gable end. Three rectangular, six-light, wood awning windows with flat wood trim and slightly protruding wood sills are spaced regularly across the south elevation. The interior of the building consists of an unfinished open room with a storage loft at the east end. The walls are covered with plywood, and the ceilings are insulated with exposed foam board. The floor consists of concrete. The interior of the building was altered during a late-nineteenth-century change in use from a visitor restroom facility into a maintenance shed. However, the building remains on its original site and exhibits its original design on the exterior. It contributes to the significance of the district overall as the last constructed component of the 1938-1939 master plan.

Narbonne House

The **Narbonne House (LCS No. 001264, SAL.2593, contributing building)** is located on Essex Street at the north end of the district and faces west. It is a First Period Colonial house constructed in 1675 for Thomas Ives. The building is comprised of three distinct, wood-frame sections: the original house with a lean-to shop, a rear ell addition, and a lean-to addition. The two-and-one-half-story main block is irregularly shaped, with three bays across, two bays deep, and a one-story lean-to on the north end of the east elevation. It has a steeply pitched, side-gable roof with a massive brick interior chimney at the south end of the roof ridge. The second owners of the property, the Simon Willard family, constructed the one-and-one-half-story, two-bay by one-bay, gambrel-roofed rear (south) ell addition between 1729 and 1780. Between 1800 and 1820, the fourth owners of the property extended the original lean-to by creating a five-bay by one-bay addition across the east side of the main block and rear ell. A simple molded cornice runs beneath the slightly overhanging eaves of the entire building and forms shallow gable returns only on the north elevation. The entire building has wood roof shingles and painted wood clapboard siding with flat wood corner boards, except the south gable of the main block that has painted wood shingles. The majority of the main block of the house sits on a granite-block foundation, but the west wall rests on a brick foundation. The rear ell addition does not appear to have a foundation, while smaller granite blocks and fieldstone support the lean-to addition.

The primary entrance is located at the south end of the facade of the main block. A single granite-slab step leads to a simple, four-panel, wood door with two lights and a flat wood surround. A heavy wood lintel projects over the entrance. A non-historic wood bulk head immediately north of the main entrance provides access to the basement. The lean-to contains three secondary entrances. The portion original to the house has a set of double wood plank doors on the north elevation. There are no stairs leading to this entrance, and a modern iron railing partially covers the doors. Wood plank storm doors with flat trim cover a short single opening in the east elevation and a single opening in the south elevation. Windows consist primarily of six-over-twelve and twelve-over-twelve double-hung sash in the main block of the house and the rear ell. Four-over-four double-hung sash are irregularly spaced in the lean-to, which also has a four-light and a six-light window. A shed-roof dormer on the west slope of the rear ell contains a twelve-over-six double-hung window, and a second shed-roof dormer on the east slope of the lean-to contains a three-light window.

The west elevation entrance house leads into a small foyer with a steep staircase leading to the second floor. A hall located to the north of the foyer is original to the house, but a parlor to the south is located within the rear ell addition. The walls and ceilings in the foyer, hall, and parlor are plastered and painted. Wallpaper is applied in the hall and parlor. The floors in each space consist primarily of random-width wood planks, and a modern carpet covers the historic flooring in the hall. The hall and parlor have wood paneling surrounding fireplaces and contain built-in corner cupboards. The lean-to contains a small kitchen with a tongue-and-groove wood ceiling and built-in cabinetry not original to the house. Timber framing members are exposed on the first and second stories. Some of the summer beams are painted and chamfered to create a decorative beveled edge, and in some rooms the joinery where the beams meet the posts is visible.

The Narbonne House has remained significantly intact since the last addition in 1820. The NPS preserved the site as an architectural exhibit through work completed in 1973, 1987, and 1997. Restoration work completed in 2006 involved structural repairs to the original chimney.

Derby House

The **Derby House (LCS No. 001260, MHC No. SAL.2572, contributing building)** is located east of the Hawkes House and faces south toward Derby Street. It is a two-and-one-half-story, five-bay by two-bay, Georgian style, brick house commissioned by Richard Derby, Sr., and constructed for Elias Hasket Derby in 1761-1762. The house has a rectangular plan and measures approximately 44 feet by 29 feet. A one-story, gable-roofed, brick kitchen ell built circa 1811 measures approximately 22 feet by 24 feet and is centered on the north (rear) elevation. Paired brick interior chimneys rise from the slate-shingled gambrel roof, and the kitchen ell has an additional brick interior chimney. A heavy denticulated cornice runs below the moderately overhanging eaves on the facade, but the north elevation has only a simple molded cornice. The Flemish-bond brick walls have a slightly projecting, discontinuous, brick belt course between the first and second stories on the facade that wraps around the first bay on the east and west elevations. A brick water table

projects away from the facade, east, and west walls and rests on granite blocks on the facade. The other elevations have a brick foundation.

Three brownstone stairs at the center of the facade lead to a twelve-panel wood door with a four-light transom. The wood surround is composed of fluted Ionic pilasters and a molded entablature and pediment with dentils within the tympanum. A secondary entrance located in the kitchen ell's north elevation is a simple six-panel wood door. A granite well with granite stairs leads to a below-grade basement entrance on the east elevation. Three evenly spaced, pedimented dormers on the lower south roof slope have clapboard siding and six-over-six, double-hung, wood windows. The central dormer has a segmental arch pediment, and the flanking ones have triangular pediments. Two small shed-roof dormers with three-over-six, double-hung, wood windows are positioned on the lower north roof slope. Windows on the first and second stories are primarily rectangular, twelve-over-twelve, double-hung, wood sash with brick lintels. The majority of the window openings on the first story have flat segmental arch brick lintels filled with brick.

The interior of the Derby House is typical of a Georgian style building. It has a total of four rooms per floor, which are divided by a central hall. Many of the first- and second-floor rooms have painted, wood-paneled wainscoting and crown molding. Walls surrounding fireplaces have raised wood panels covering the entire surface. An elaborate main staircase with spiral balusters, a molded handrail, and paneled stringers is located in the central hall. An ancillary stairway is located in the north (rear) side of the house.

The Society for the Preservation of New England Antiquities (SPNEA, now Historic New England) initially restored the Derby House in 1929. The NPS restored it nine more times, in 1938, 1964, 1982, 1984, 1985, 1990, 1997, 2002, and 2007. The majority of the original framing members remain, but some roof framing has been replaced. All the windows are replacements but represent typical Georgian style windows. The original interior paneling has been repaired. Most of the floors are original and have been restored, but some are replacements. The original floor plan has not been altered, but some bulging interior partition walls were rebuilt.

West India Goods Store

The **West India Goods Store (LCS No. 001266, MHC No. SAL.2574, contributing building)** is sited close to the road at the northwest corner of Derby Street and Palfrey Court. It faces south toward the waterfront and has a view of the beach adjacent to Derby Wharf. The West India Goods Store is a narrow, rectangular, two-story, three-bay by five-bay, timber-frame commercial building constructed in the Federal style for Captain Henry Prince between 1800 and 1805. The building has a wood-shingled front-gable roof with shallow overhanging eaves. Two short brick chimneys rise from the east slope of the roof, and contemporary gutters with metal downspouts run along the eaves on the west and east elevations. The walls are clad in painted clapboard and rest on a granite-block foundation. Trim is limited to simple plank corner boards, plank rakes, and a wide wood board water table. A molded wood cornice is located above the first story.

Two narrow granite stairs with a metal railing lead to the main entrance, which is centered on the facade. The entrance consists of a wood door with nine small lights at the top and simple molded wood trim. A single granite step leads to an identical secondary entrance in the north end of the east elevation. Windows consist primarily of rectangular, eight-over-twelve, double-hung, wood sash with simple molded wood trim and wood sills. The first-floor storefront contains two bay windows with 25-light center panels and five-light side panels. A single three-light awning window is located at the north end of the east elevation. A contemporary carved wood sign with a wrought iron bracket hangs from the southwest corner of the building and reads "West India Goods Store."

The original interior of the West India Goods Store consisted of one large main room on each floor with a staircase in the northwest corner. The NPS added smaller rooms on the first and second floors for office space, a kitchen, and storage. Most of the finishes are simple painted walls and ceilings with exposed beams and wide wood-plank flooring.

The West India Goods Store has undergone five major alterations since its construction. In 1911, the building's owner Joseph Kohn moved it across the lot. In 1928, SPNEA bought and restored the building. The NPS acquired it in 1937 and moved it back to its original location the following year (1938) on a new granite-block foundation. At the time of the move, the clapboards were replaced and the building was painted. Additional work in 1946 included the updating of utilities and plumbing. The basement floor was replaced in 1964. The NPS rehabilitated the building two more times, in

1985 and 1997, when an office, kitchen, and storage area were built on the first floor and a kitchen and bathroom were added on the second floor. Work completed during the 1928 restoration is extant.

St. Joseph Hall

St. Joseph Hall (LCS No. 040558, MHC No. SAL.2577, contributing building) is sited close to the road at the northeast corner of Derby Street and Palfrey Court. It faces south and has a view down Kosciusko Street. Public, concrete sidewalks run along the south and west elevations. St. Joseph Hall is a three-story, four-bay by seven-bay, brick building constructed in the Renaissance Revival style in 1909 for use as a Polish social club. It has a flat, asphalt-clad roof and load-bearing, red brick walls that rest on a granite-block foundation. The walls are laid in the common bond pattern. A wood entablature with a painted fascia board and molded cornice runs along the top of each elevation. Renaissance Revival style ornament is prevalent on the facade (south elevation), which has a storefront on the first floor. A painted metal cornice extends across the facade above the first story. Flat brick pilasters with plain wood capitals ornament the upper floors and terminate in the cornice at the roofline. The main entrance is centered on the facade and is recessed approximately six feet from the building envelope. It has a tongue-and-groove wood-plank ceiling and is accessed by two wood steps that lead to wood-paneled double doors. Plate glass panels within the angled recess flank the doors, which have glazed transoms above. Similar plate glass windows with solid bottom panels flank the entrance. Four secondary entrances, located on the facade and west elevations, are set in round-arched openings with three-course brick lintels. An entrance at the west end of the facade is also recessed. It contains a paneled door with a single light and transom identical to the main storefront entrance. Three entrances on the west (side) elevation contain wood-paneled doors with arched transoms. Segmental arched window openings with brick lintels and granite sills contain double-hung wood windows throughout the building. The upper stories of the facade have paired windows and the three ancillary elevations have single windows. Window openings in the first and third stories contain two-over-two, double-hung, wood sash. The second-story window openings are taller and contain four-over-four, double-hung, wood sash with transoms. These transoms are glazed on the facade and solid on the ancillary elevations. An original masonry plaque located between the second and third stories of the facade reads "1909 St. Joseph Hall."

St. Joseph Hall has a nearly rectangular, long trapezoidal plan. It contains a total of approximately 20 rooms, in addition to several utility/service-sized rooms, divided throughout the basement and three floors above. Three stairways are organized along the west side of the building, leaving space for large, open rooms. The main stair is located in the southwest corner and runs north-south from the basement to the third floor. A quarter-turn stair between the basement and first floor runs east-west in the north half of the building. It is accessed by a short hall in the basement. A secondary stair from basement to third floor is located in northwest corner of building. The main entrance opens into a large club room that occupies the front (south half) of the first floor and is divided by central wall. The east-west stairway separates three offices located in the back of the building from the club room. A foyer, two small closets/dressing rooms, and three bathrooms are tucked along the sides of the floor. The second floor is primarily occupied by an ornate reception hall, located above the club room. A cloak room, hat check room, and two bathrooms fill the space to the north. The front (south) and back (north) stairways are connected by an L-shaped corridor on the third floor, which contains 10 apartment rooms. The apartments open onto the corridor and three are equipped with bathrooms. The basement includes an additional function space, kitchen, furnace room, bathroom, two closets, and a hoist shaft.

Finishes throughout the building consist of hardwood floors, vertical pine paneling, wood wainscoting, and wallpaper. Zinc or steel panels stamped with a Classical pattern ornament plastered ceilings in the club room and reception hall. Wood crown molding with an applied stamped metal surface extends around the reception hall, which is the most highly decorated space in the building. Architectural detail in the front stairway includes turned balusters, a square newel post, and a molded handrail. The back stairway is finished with a round newel post and wood wainscoting. Electric pendant lights installed circa 1920 remain throughout the building.

St. Joseph Hall is located on its original site and retains its original massing, layout, Renaissance Revival style design, and the majority of its historic materials. Minor interior updates completed in 1947 involved the expansion of the basement kitchen and conversion of the south half of the first floor from a men's retail store into the club room. Alterations to the original storefront during the 1960s included the infill of the display windows with brick, installation of new, small windows, and the installation of wood shingles and outer doors within the recessed main entrance. Some of the window openings on the three ancillary elevations were also filled in with brick by this time. In the 1970s, an original stage was removed from the reception hall. The NPS purchased the building from the St. Joseph's Polish Roman Catholic Society in

1988 and incorporated it as part of the Salem Maritime NHS. NPS rehabilitation work completed in 1992, 1995, and 2003 involved structural stabilization, asbestos removal, repair of the original windows, and restoration of the original storefront configuration. The NPS also re-painted trim, refinished floors and dismantled the kitchen.

Tucker Wharf

A **Portion of Tucker's Wharf (ASMIS ID SAMA00020.000, contributing structure)** is located at the south end of Kosciusko Street and is encompassed within the district boundary. The wharf dates to the early-nineteenth century and originally extended into Palfrey's Cove/Salem Harbor from Derby Street. It is currently encompassed within earth fill used to expand the city's land area and waterfront during the nineteenth century. A contemporary stone sea wall encloses the south end of the wharf, which is covered by Kosciusko Street and the residences along it. The portion of the wharf within the district boundaries is an open grass lot. The wharf was documented as part of a limited damage assessment during repair efforts, but its current condition and the full extent of its historic elements are not known.

Derby Wharf

Derby Wharf (LCS No. 001261, ASMISⁱⁱ ID SAMA00001, MHC Nos. SAL.932 and SAL.HA.12, contributing structure) is located directly across Derby Street from the Custom House and spans 2,045 feet southeast into Salem Harbor. Richard and Elias Hasket Derby commissioned the construction of the north 803 feet of the extant wharf from 1762 to 1771, which consisted of solid timber. Six of Elias Hasket Derby's heirs extended it by approximately 1,124 feet in 1806-1808, using timber cobb construction for the majority and solid timber for a pier at the south end. The heirs, operating as the Derby Wharf Corporation, faced the entire structure with stone sea walls from 1824 to 1825. The wharf retains elements of its phased construction and multiple rebuilding efforts during the twentieth century. The substructure consists of six-foot-wide granite block bulkheads with earth fill and encompasses the original timber bulkhead and tieback system constructed in the eighteenth century at its north end. Vertical log pilings support a superstructure comprised of 8-inch by 10-inch timbers. The historic granite bulkheads are capped with replacement granite block slabs that have been repaired with concrete in a few locations. The wharf is surfaced with a mixture of gravel lined by steel edging and sod with grass.

An approximately 10-foot-wide gravel walkway extends the full length of the wharf and terminates at a light house erected on the tip of the wharf in 1871. The wharf is linear, but jogs east at its tip, so that the light house is highly visible from the harbor, wharves, and buildings along Derby Street. Interpretive signs regarding the waterfront and maritime themes are placed along the walkway. Contemporary wood docks and historic granite block boat launches line the edges of the structure, which narrows at the junction of the eighteenth-century "Old Derby Wharf" and the 1806-1808 extension known as "New Derby Wharf." An approximately 10-foot-wide dock supported by wood pilings is located on west side of the Old Derby Wharf west of the Pedrick Store House. The NPS' replica of the East Indiaman vessel *Friendship* is docked to the south of the Pedrick Store House and serves as a visitor exhibit.ⁱⁱⁱ Additional, approximately 5-foot-wide wood docks are located on the west side of the wharf, including one near its center, and one near the south end. The docks are comprised of wood board decks supported by wood pilings. The pilings extend a few feet above the decks and serve as moorings. A granite block boat launch is located on the west side of the wharf near the light house.

Derby Wharf retains its historic alignment, design, and a portion of its original materials. Deterioration from exposure to salt water, tides, and other natural elements over time necessitates ongoing maintenance. Wharf rehabilitation work carried out by the NPS in 1938-1939 as part of initial master planning efforts addressed such issues. The NPS used creosoted timber to replace damaged cribbing and piles. Sea walls were reconstructed where necessary using locally quarried grey granite, selected to match the original granite block. Conversion of the wharf from active shipping use to a national historic site also required filling and grading, which resulted in the addition of gravel surfacing on the wharf. Rehabilitation work involved the retention of the historic warehouse foundations that are extant within the structure.^{iv} No major alterations to Derby Wharf occurred after 1939. Annual maintenance included additional filling and grading and the patching of holes in the masonry walls with stone, mortar or occasionally concrete. A planting program for the

ⁱⁱ ASMIS is the Archeological Sites Management and Information System used by the National Park Service.

ⁱⁱⁱ The *Friendship* is a contemporary replica of a late-eighteenth-century Salem vessel that serves as a museum exhibit and is not a countable historic resource. It is not included in the Salem Maritime NHS National Register district.

^{iv} These sites are described in the archeological sections of this form.

wharves began in 1947 and involved the seeding of grass on the surface. Concrete was added to the south tip of the wharf surrounding the light house in 1958 and the NPS installed the gravel walkway in 1961. The NPS rehabilitated Derby Wharf again from 1991 to 1994.

Pedrick Store House

The **Pedrick Store House (LCS No. 855982, MHC No. SAL.4347, contributing building)** is located on the north portion of Derby Wharf and faces west. A wood dock built circa 2008 extends over the water west of the building. Thomas Pedrick constructed the store house in 1770 approximately four miles away in Marblehead, Massachusetts. It was disassembled in 2003, then relocated, partially reconstructed, and rehabilitated at its current location from 2008 to 2011. The rehabilitation is ongoing and the building is currently secured with temporary wood infill in the openings.

The Pedrick Store House is a rectangular, two-and-one-half-story, two-bay by four-bay, post-and-beam building with a wood-shingled, side-gable roof. It measures 44 feet long by 25 feet wide. The walls are sheathed with unpainted cedar clapboard accented by simple plank trim. The foundation is comprised of wood piers under the west side of the building, poured concrete footings in the center, and irregularly laid fieldstone rubble under the east side. Two entrances on the facade (west elevation) are accessible from the dock, but the openings are filled in with wood planks. A loft opening is located above the doors on the second story. A single, side entrance is located on the north and south elevations. Single, rectangular window openings throughout the building have flat wood lintels and trim. A skylight is located on each roof slope and a narrow, brick interior chimney is located on the west slope at the north end of the building. The interior contains an open storage room on each floor.

The Pedrick Store House retains its historic massing, plan, design, and the majority of its original structural members. Despite its relocation and the loss of a large portion of its historic fabric, the building remains a rare representation of a late-eighteenth-century waterside warehouse building type as expressed in Essex County. The original gable roof was replaced with a flat roof in 1906. Renovations completed in 1973 involved the replacement of much of the building's historic materials, including floor boards, wall studs, sheathing, windows, doors, and trim. Prior to its relocation, the building contributed to the Marblehead Historic District and became threatened with demolition. It was documented according to HABS standards, and all of the historic materials and architectural components extant in 2003 were retained and placed in storage during the disassembly process. Principal members of the original timber framing were uncovered during the 2003 dismantling, including an original beam with the construction date "1770" carved into it. Miscellaneous remnant materials were found throughout the site during the dismantling. Some found materials had been repurposed, and others had been discarded in the crawlspace. The director of the NPS approved the documentation and relocation/reconstruction of the building, which was undertaken as part of a Memorandum of Agreement (MOA) between the NPS and the Massachusetts Historical Commission (MHC) signed on October 7, 2003. In 2007, the Keeper of the National Register and National Register staff determined that the Pedrick Store House would be a contributing building to the Derby Waterfront Historic District following its reconstruction in compliance with the MOA. The Pedrick Store House was partially reconstructed and rehabilitated on Derby Wharf with a portion of its remaining historic fabric. The exterior sheathing, trim, and window casings were replaced with materials appropriate to the period of construction and the original gable roof was rebuilt.

Derby Wharf Lighthouse

The **Derby Wharf Lighthouse (LCS No. 021028, MHC No. SAL.904, contributing structure)** is located on the extreme southeast tip of Derby Wharf and overlooks Salem Harbor. The United States Lighthouse Bureau erected the structure in 1870. It measures 12 feet square and has a 14-foot-tall base topped by an octagonal cast-iron lantern. The walls are constructed of brick laid in a variant of the common bond, with 7 stretcher rows per header row. The walls are painted white and are set atop a concrete slab foundation. A thin layer of cement creates a paved area surrounding the lighthouse. The base of the structure has a simple design with no windows or exterior trim and a single iron door centered on the west elevation. A circular mesh vent is located at the top of the wall above the entrance. The octagonal lantern sits atop the flat roof of the lighthouse base, which is outlined by a cast-iron pipe railing with spherical finials. It has a conical iron roof with a spherical finial/ventilator and a copper lightning rod spike at its apex. The top section of the lantern is glazed with full-width sheet glass panels and all of the iron components are coated with glossy black paint. A red sixth order lens remains inside the lantern.

The Derby Wharf Lighthouse retains its historic siting, square plan, massing, and design as commissioned by the U.S. Lighthouse Bureau. The U.S. Coast Guard used the structure from 1917 to 1930 and it was not transferred to the NPS until 1979. NPS completed restorations of the lighthouse in 1983, 1989, and 1993. The historic paint color was changed from red to white during this timeframe.

Hatch's Wharf

Hatch's Wharf (LCS No. 040560, MHC No. SAL.991, contributing structure) is a 150-foot-long timber and cobb structure located west of Derby Wharf. It was built in phases on two property parcels historically known as waterfront Lots C and D. Construction of the wharf began in 1768 for Captain John White. Ezekiel Hersey Derby expanded the wharf in 1805 to its current length. The NPS created an interpretive outline of the 1805 configuration of the wharf, using granite blocks laid flush with its surface. John Hays rehabilitated the wharf in 1853 and reconfigured it into its current wider, rectangular shape. The wharf substructure consists of granite block bulkheads with earth fill and the superstructure is made of granite block caps. Loose gravel covers the surface of the wharf within the interpretive granite outlines. The rest of the wharf is covered with sod. An interpretive sign at the head (north end) of the wharf faces Derby Street. Hatch's Wharf retains its historic configuration and a portion of its historic structural members. The NPS included the wharf in the 1938-1939 rehabilitation efforts on the waterfront, but drawings indicate that only minor repairs were made.

Central Wharf

Central Wharf (LCS No. 001258, ASMIS ID SAMA00002, MHC Nos. SAL.932 and SAL.HA.14, contributing structure) is located west of Hatch's Wharf at the edge of the district and extends approximately 800 feet into Salem Harbor, near the outlet of the South River. It is T-shaped and measures 175 feet wide at its north end. The rest of the wharf measures approximately 55 feet wide. Central Wharf was built in several phases on two property lots and retains portions of multiple late-eighteenth to nineteenth-century timber wharves within its present structure^v. Captain John White initiated construction of a 90-foot-long, solid timber bulkhead wharf in 1768, on a site historically known as Waterfront Lot E. This lot encompassed property occupied by the east side of the current wharf. Joseph White widened and lengthened this wharf using timber frame and cobb construction in 1793. Jonathan Ingersoll built a cobb wharf on waterfront lot F adjacent to White's wharf in the 1780s. Lot F encompassed property occupied by the west side of the extant wharf. Captain Simon Forrester expanded and combined the wharves on both historic parcels from 1791 to 1818. Between 1791 and 1804, Forrester widened the Ingersoll wharf in both directions, until it joined with Ward's Wharf to the west and White's Wharf to the east. During this timeframe, he also lengthened the wharves by 200 feet, forming one combined structure. The NPS created an interpretive outline of the 1804 configuration of the wharf, using granite blocks laid flush with its surface. Ingersoll extended the wharf an additional 494 feet to its current length using cobb construction between 1805 and 1818. A subsequent owner, George W. Lane, widened the wharf again in 1896-1897 and commissioned the rebuilding of timber bulkhead walls. This work involved the installation of new oak load-bearing piles, timber planks, steel tie-rods placed at 24-foot intervals, and earth fill. The NPS rehabilitated the wharf in 1938-1939 and the U.S. Navy extended the northwest bulkhead 110 feet south in 1947-1948.

The exposed substructure of the existing wharf consists of pressure-treated log pilings and wood boards, with earth fill. A steel sheet pile bulkhead installed by the U.S. Navy is located at the south end. Pressure-treated, 8-inch by 10-inch wood timber stacked three high, forms the superstructure of the wharf. The majority of the wharf is covered in grass sod, with a centered gravel walkway extending its full length. Red brick paving laid in a herringbone pattern accentuates the north end of the wharf and gravel surfacing is located within the granite outline of the 1804 wharf configuration. The brick foundation of a former warehouse associated with Simon Forrester is centered at the north end of the wharf and is filled with earth. A relocated warehouse and contemporary restroom building are located to the west of the foundation and a contemporary rigging shed is located to the south of it. The wharf retains a dry-laid granite block boat launch located at its head, to the south of the rigging shed. Contemporary iron moorings set in concrete pads are located along east side of wharf and clusters of granite blocks throughout the wharf provide visitor seating. A grass picnic area with vegetative planting, brick paving, and wood tables is located south of the restroom building.

Central Wharf retains its historic alignment, design, and a portion of its original materials. Deterioration from exposure to salt water, tides, and other natural elements over time necessitates ongoing maintenance. Wharf rehabilitation work

^v More detailed information on the construction history of Central Wharf is included in the archeological context in Section 8.

carried out by the NPS in 1938-1939 as part of initial master planning efforts was similar to that conducted at Derby Wharf. The NPS based the 1938 rehabilitation plans on the 1896 design of the wharf and installed yellow pine load-bearing piles every five feet to replace deteriorated structural members. The NPS installed replacement timber sheeting behind the piling and attached steel tie rods to timber within the wharf. The U.S. Navy maintained the wharf from 1947 to 1973 as part of a naval reserve training center. Alterations conducted by the navy included the construction of the new steel bulkhead at the south end of the wharf, filling, surface repairs, removal of the Forrester Warehouse, and the construction of concrete piles (not extant) to support a temporary training center (not extant). The NPS completed a second rehabilitation of Central Wharf from 1991 to 1994.

Central Wharf Warehouse

The **Central Wharf Warehouse (LCS No. 021030, contributing building)** is located at the northwest corner of Central Wharf and faces north toward Derby Street. The building was originally constructed between 1800 and 1820 at 33 Front Street in Salem, approximately one-quarter mile west of the district. The NPS relocated the building to its current site in 1977 and re-purposed it as a visitor orientation center. It is a simple, two-story, nearly square three-bay by three-bay, timber-frame building with hipped roof and granite-block foundation. The roof is clad with wood shingles and has a slight overhang. Contemporary gutters attached to the eaves connect to downspouts at each corner. The walls are sheathed with unpainted, cedar clapboard that is accented by plank trim. Single, rectangular entrances are centered on the north, east, and south elevations. The main entrance is located on the facade (north elevation) and consists of a wide-plank wood door with strap hinges and flat wood trim. Half of a granite millstone serves as the front step. The two side entrances are accessed from a raised wood deck that extends around the southeast half of the building and abuts the north side of the adjacent Central Wharf Restrooms. These entrances contain wood inner doors covered by double, wood-plank storm doors. A pipe safety railing surrounds the deck. Fenestration consists of symmetrically spaced, single rectangular window openings with protruding wood sills and surrounds. Each opening contains twelve-over-twelve, double-hung wood sash and wood-plank shutters with strap hinges. The interior retains exposed framing and includes large, open spaces on each floor.

Although the Central Wharf Warehouse was relocated for protection purposes in 1977, it retains its original massing, design, and a portion of its historic materials. The building rests on a reconstructed granite block foundation. NPS rehabilitation work completed in 1977 and 1990 involved the replacement of architectural elements that deteriorated over time due to exposure to the elements. The exterior sheathing, trim, doors and windows were replaced in-kind.

Archeological Sites

A total of nine (9) contributing archeological sites have been identified within the district, the majority of which are directly related to its maritime shipping history. The two largest resources include the buried remains of **Derby and Central wharves (ASMIS IDs SAMA00001.000 and SAMA00002.000)** dating from 1762 to 1914, both of which have been subsumed administratively under the Derby and Central Wharf structures to avoid duplicating resource counts. In addition to the wharf structures, a number of commercial building and warehouse remains dating from 1765 to 1938 also have been identified including **Elias Hasket Derby's Counting House or Upper Store Site (ASMIS ID SAMA00019.000)**; **Public Stores Historic Site (ASMIS ID unassigned) contributing site**; the **Forrester Warehouse Foundation (ASMIS ID SAMA00022.000)**; **Forrester's Warehouse 77 Site (ASMIS ID SAMA00023.000)**; **John Derby's "New" Store (ASMIS ID SAMA00025.000)**; **John Prince's Store (ASMIS ID SAMA00026.000)**; and the **Office and Shed 74 Site (ASMIS ID SAMA00050.000)**. Finally, the **Narbonne House Site (ASMIS ID SAMA00003.000) contributing site**, a residential site with an occupancy spanning from 1675 to 1927, has also been identified as a contributing archeological resource.

Collections Statement^{vi}

A variety of **collections (contributing)** associated with the Salem Maritime National Historic Site contribute directly to the understanding and interpretation of the site's historic resources, purpose, and themes. The collections are primarily stored at Salem Maritime NHS and are categorized into three types—museum, archival, and archeological. The

^{vi} This statement is paraphrased from the *Salem Maritime NHS Scope of Collections Statement* and *Salem Maritime NHS Collection Management Plan* (2006) on file at the site.

collections have the ability to increase knowledge among present and future generations through their use in exhibits, research, and interpretive programs. The park's 1991 Site Plan states that the museum collections and "the land and structures within Salem Maritime reflect the maritime commerce aspects of Salem's history, with emphasis on the years 1760-1830 when Salem was a major privateering port and then opened trade routes around the world." The collections support the site's major interpretive focus, as well as many peripheral subject areas relating to ships and shipping. These topics include privateering during the American Revolution and the War of 1812; maritime trade and its social and political impact on Salem, the United States, and the world; and aspects of historic preservation which may be incorporated into interpretive presentations as a means for enhancing the basic mission of the National Park Service at Salem Maritime NHS and providing a useful tool for resource management.

The museum collection at Salem Maritime NHS contains approximately 4,500 objects, including many of national significance, which are original to the contributing buildings within the district. The U. S. Treasury Department, Bureau of Customs transferred many objects directly to the National Park Service when the site was established in 1937. This collection consists of objects used on site at the U.S. Custom House, Scale House and Public Stores. Specific implements in the collection include weighing and measuring tools, standard gauges of various types, office supplies, nineteenth-through twentieth-century equipment and furniture, and other documented items used by Salem Customs officials in the conduct of their duties. The latter includes the objects used by Nathaniel Hawthorne during his tenure with the Customs Service from 1846-1849. The NPS also retains the original, wood Custom House eagle sculpture that historically adorned the roof of the building. Various individuals and organizations donated other components of the museum collection. Notable compilations of objects include furnishings and housewares associated with the Derby House; plaques and regalia from the St. Joseph Society; and more than 1,000 specimens of architectural fragments retained from extant buildings and structures on site. Maritime-related objects, Colonial Revival-era commemorative materials, and objects associated with the original, eighteenth-century vessel *Friendship* round out the museum collection.

Salem Maritime NHS currently has 10 archeological collections totaling approximately 189,000 artifacts. Archeological collections are generated by research in response to cultural resources management requirements and by research authorized under the *Archeological Resources Protection Act of 1979*. Archeological collections, except inalienable and communal property (as defined by the Native American Graves Protection and Repatriation Act of 1990 [25 USC 3001-13]), recovered from within park boundaries through systematic collection are National Park Service property and must be retained in the park's museum collection in accordance with 43 CFR 7.13 and NPS *Management Policies* (2006). Significant archeological collections maintained by the NPS include an assemblage of 150,000 artifacts recovered during excavations at the Narbonne House, information regarding the physical evolution of the wharves, and 13,906 artifacts collected at Front Street during the relocation of the Central Wharf Warehouse. The artifacts associated with the Narbonne House Site date from the late-seventeenth through twentieth-century and represent one of the largest single collections at Salem Maritime NHS.

Archival material at Salem Maritime NHS consists of 90 shelf feet of organizational records, personal papers, historic books, and more than 3,500 photographs. Notable components of the collection include records of the U.S. Customs Service (1793-1909) that document activities in Salem, business papers of early nineteenth-century Salem captain James Cheever, and twentieth-century correspondence of the Narbonne family. Some materials complement each other. The papers (1933-1948) of Harlan Page Kelsey, which document the early efforts to preserve the Derby Wharf area, provide a richer overview of the district's transition into the NPS's first national historic site when used in conjunction with the site's collection of resource management records (1935-1995). The St. Joseph's Polish Roman Catholic Society Records (1902-1977) provide a complete picture of the religious and philanthropic organization's impact on the Slavic community that populated the Derby Wharf waterfront in the late-nineteenth and early twentieth century. The archival collection also includes Essex County Records dating from 1800 to 1899.

The Salem Maritime NHS collections contribute to the site's national significance because they enhance the understanding of Salem's evolution and function as one of the country's most important maritime ports. In contrast with other, older institutions in Salem, whose collections focus on the American luxury products of the maritime trade and the belongings of the wealthy merchant class, Salem Maritime NHS preserves the material culture of the city's most important wharf and its dependencies.

Non-contributing Resources

Rigging Shed

The **Rigging Shed (non-contributing building)** is located on the east side of Central Wharf and faces north. It is a one-and-one-half-story, narrow, rectangular, wood-frame utility building constructed by the NPS in 1998. The shed is one-bay wide by eight-bays long and has a front-gable roof clad with wood shingles. The walls are covered with unpainted, pine board-and-batten sheathing, which extends to the ground. A covered work space along the west elevation is recessed beneath the main roof. The roof overhang is supported by four-inch by eight-inch posts with plank brackets. Eight regularly spaced bays on the west elevation contain rectangular, six-light, awning windows. The opposite, east elevation is blank and has a small lean-to at the north end. The main entrance to the building is centered on the facade (north elevation) and consists of double board-and-batten doors with simple plank trim. An identical entrance is located off-center on the south (rear) elevation. Rectangular loft openings are centered in each gable end and contain plank doors. The rigging shed has an open work space on the first floor with lofted storage above. The interior is unfinished.

Central Wharf Restrooms

The **Central Wharf Restrooms (non-contributing building)** is located south of the Central Wharf Warehouse and faces east. The NPS constructed the rectangular, one-story, five-bay by two-bay building circa 1995. It has a metal, standing-seam, side-gable roof. Exposed steel beams below the roof line serve as a cornice. The walls are sheathed with cement-board and rest on a poured-concrete foundation. Wide wood posts are exposed at each corner. An uncovered, recessed entrance centered on the facade contains narrow, glazed double-doors with board-and-batten storm doors and a fixed square transom. A secondary entrance is located off-center on the south elevation and consists of a single board-and-batten door with flat wood trim. Square, single-light, metal awning windows with flat wood trim are located on the east, south, and west elevations. A raised wood deck accessed by a set of wood stairs in the southeast corner and a concrete ramp extends around the east half of the building. The deck abuts the south side of the Central Wharf Warehouse to the north. The interior has a symmetrical plan with restrooms located in each half. It is finished with contemporary fixtures and drywall.

Statement of Integrity

The Salem Maritime NHS retains historic integrity in all seven categories and possesses characteristics authentic to its layered periods of development. It evokes the feeling of a dynamic, seventeenth- through nineteenth-century seaport and is experienced through an interpretive lens, rather than as an active, present-day commercial harbor. The district retains its historic relationship with the waterfront, regardless of the 1930s removal of select buildings. The wharves and buildings north of Derby Street remain on their original sites. Distinctive viewsheds to and from Salem Harbor form a multi-generational component of the historic setting. The buildings retain their historic orientation, with grand public facades primarily facing south and ancillary functions organized around rear yards to the north. The small, compact scale of the buildings in the district and surrounding neighborhood contribute to its understanding as a Colonial town, which developed with dense urban streetscapes during the nineteenth through early twentieth centuries. Although the 1930s removal of buildings on the wharves changed a portion of the pre-existing nineteenth century setting, the district retains its historic landscape as envisioned during its creation as the nation's first national historic site. The district illustrates early-twentieth century efforts to represent historically accurate landscape concepts and provide efficient access for visitors.

The 1938-1939 master plan landscape is intact as designed by NPS staff and consultants, including some of the original plant materials. The seventeenth- through early twentieth-century buildings in the district exhibit historic designs, craftsmanship and period architectural characteristics. In some cases, historic alterations are present, including additions and stylistic updates. The wharves contain physical evidence of building activity undertaken from their initial construction through multiple phases of expansion and improvements. Contemporary rehabilitation and maintenance work completed in the district typically involved the in-kind replacement or stabilization of historic fabric necessitated by natural deterioration.

CONTRIBUTING RESOURCES

RESOURCE NAME ** denotes previous NR listing	LCS or ASMIS ID	MHC #	NR PROPERTY TYPE	DATE	PHOTO #
BUILDINGS – 10					
Custom House – Public Stores **	001257	SAL.2571	Building	1818-1819	3
Scale House **	001267	SAL.3766	Building	1829	4
Hawkes House **	001263	SAL.2573	Building	1780-1781	5
Comfort Station	040561	SAL.3765	Building	1944	6
Narbonne House **	001264	SAL.2593	Building	1675	7, 8
Derby House **	001260	SAL.2572	Building	1761-1762	9
West India Goods Store **	001266	SAL.2574	Building	1800-1805	10
St. Joseph Hall **	040558	SAL.2577	Building	1909	11
Pedrick Store House **	855982	SAL.4347	Building	c. 1770	12
Central Wharf Warehouse	021030	n/a	Building	c. 1800-1820	13
SITES – 9					
Master Plan Landscape	n/a	n/a	Site	1938-1939	1,2, 5, 7, 9, 14,15, 16
<i>Historic Associated Features of the Master Plan Landscape</i>					
• Custom House – Granite Bollards	040565	SAL.985	Feature	1818-1819	3
• Custom House – Flagstone Paving	040563	SAL.980	Feature	1854	3
• Custom House – Brick Paving	040550	SAL.979	Feature	1889-1891	3
• Public Stores Cobblestone Paving	040564	SAL.978	Feature	1890	3
• Public Stores – Board Fence	040554	SAL.984	Feature	1938-1939	4
• Custom House Court	040551	SAL.981	Feature	1938-1939 (cobblestone added)	5
• Hawkes House – Front Fence	040556	SAL.989	Feature	1938-1939	5
• Hawkes House – Brick Paving	040553	SAL.983	Feature	1938-1939	5, 15
• Derby House – Front Fence	040557	SAL.987	Feature	1938-1939	1, 5, 10
• Derby House – Picket Fence	040555	SAL.988	Feature	1938-1939	16
• Derby House – Board Fence	040562	SAL.986	Feature	1938-1939	16
• Derby Garden –Gravel Pathway	040552	SAL.982	Feature	1938-1939	16
• Trees and Plantings	n/a	n/a	Feature	1938-1939	16
• Views to Waterfront	n/a	n/a	Feature	1938-1939	2, 15

RESOURCE NAME ** denotes previous NR listing	LCS or ASMIS ID	MHC #	NR PROPERTY TYPE	DATE	PHOTO #
Public Stores Historic Site	Unassigned	Unassigned	Site	Pre-1805	14
Narbonne House Site	SAMA00003	SAL.HA.1 6	Site	1669-1927	7
Elias Hasket Derby's Counting House or Upper Stores Site	SAMA00019	Unassigned	Site	1765-1819	2
Forrester's Warehouse 77 Site	SAMA00023	Unassigned	Site	c. 1791	13
John Derby's "New" Store	SAMA00025	Unassigned	Site	c. 1794-1905	2
John Prince's Store	SAMA00026	Unassigned	Site	c. 1800-1907	2
Forrester Warehouse Foundation	SAMA00022	Unassigned	Site	c. 1825	13
Office and Shed 74 Site	SAMA00050	Unassigned	Site	c. 1874-1938	2
STRUCTURES - 5					
Portion of Tucker Wharf	SAMA00020. 000	n/a	Structure	Late 18 th to Early 19 th c.	
Derby Wharf* **	001261 SAMA00001	SAL.932 SAL.HA.1 2	Structure	1762-1911	2, 17
Derby Wharf Lighthouse **	021028	SAL.904	Structure	1870-1871	18
Central Wharf* **	001258 SAMA00002	SAL.932 SAL.HA.1 4	Structure	1768-1914	2, 13, 19
Hatch's Wharf *	040560	SAL.991	Structure	1768-1805	2, 20
TOTAL CONTRIBUTING RESOURCES = 24					

* Wharf structures are also archeological sites

** denotes a resource listed on a previous National Register nomination.

NON-CONTRIBUTING RESOURCES

RESOURCE NAME	LCS or ASMIS ID	MHC #	NR PROPERTY TYPE	DATE	PHOTO #
BUILDINGS - 2					
Rigging Shed	n/a	n/a	Building	1998	13
Central Wharf Restrooms	n/a	n/a	Building	c. 1995	13
TOTAL NON-CONTRIBUTING RESOURCES = 2					

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

- MARITIME HISTORY/ COMMERCE/
- TRANSPORTATION
- SOCIAL HISTORY
- ARCHITECTURE/LANDSCAPE ARCHITECTURE
- CONSERVATION
- ARCHEOLOGY

Period of Significance

1675-1944

Significant Dates

- 1675: Earliest extant building constructed
- 1762: Initial construction of Derby Wharf began
- 1944: Completion of Master Plan Components

Significant Person

(Complete only if Criterion B is marked above.)

Derby, Elias Hasket

Cultural Affiliation

N/A

Architect/Builder

McIntire, Samuel (Hawkes House)

Newton, Norman (1938 Master Plan Landscape)

Putnam, Perley and Saunders, Jonathan P.

(Custom House)

Young, Ammi B. (Custom House alterations)

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance for the Salem Maritime National Historic Site (Salem Maritime NHS) extends from 1675^{vii}, the earliest date associated with a historic resource, to 1944 when the last building associated with the development of the Master Plan Landscape was erected. The historic period contains overlapping periods of thematic importance, including the Colonial and Federal period development of Salem's waterfront into an internationally important seaport through its early- to mid-twentieth-century designation and establishment as a National Historic Site.

Criteria Considerations (explanation, if necessary)

The Salem Maritime National Historic Site meets Criteria Considerations B and E for its inclusion of two contributing buildings that were moved into the district for the purposes of protection and interpretation. The NPS relocated the **Central Wharf Warehouse (LCS No. 021030, contributing building)** (c. 1805-1820) in 1977 from 33 Front Street in Salem, approximately one-quarter mile west of the district, to the head of Central Wharf. **The Pedrick Store House (LCS No. 855982, MHC No. SAL.4347, contributing building)** (1770) was disassembled at its original waterfront site in nearby Marblehead, Massachusetts in 2003. It was partially reconstructed and rehabilitated on Derby Wharf from 2008 to 2011, utilizing the majority of its original structural members. The Central Wharf Warehouse and Pedrick Store House contribute to the district because they exhibit an important building type prevalent in Salem during the city's active period of maritime shipping and trade. These buildings are similar in scale, design, and construction to the warehouses/store houses that lined the district's wharves during the nineteenth century, and they provide a sense of how the denser nineteenth-century historic waterfront looked. No other examples of warehouses or store buildings are extant on Tucker, Derby, Hatch's, or Central wharves. The Central Wharf Warehouse retains its original two-story hip-roofed massing, wood-frame structural system, and the majority of its exterior architectural features. The Pedrick Store House formerly contributed to the Marblehead Historic District and became threatened with demolition. The building was documented according to HABS standards, and all of the historic materials and architectural components extant in 2003 were retained and placed in storage during the disassembly process. The Pedrick Store House was partially reconstructed on Derby Wharf with a portion of its historic fabric, including the majority of its original structural members. The director of the NPS approved the documentation and relocation/reconstruction of the building, which was undertaken as part of a Memorandum of Agreement (MOA) between the NPS and the Massachusetts Historical Commission (MHC) signed on October 7, 2003. In 2007, the Keeper of the National Register and National Register staff determined that the Pedrick Store House would be a contributing building to the Derby Waterfront Historic District following its reconstruction in compliance with the MOA.^{viii}

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Salem Maritime National Historic Site is eligible for listing in the National Register of Historic Places under Criteria A, B, C, and D primarily for its seventeenth- through nineteenth-century development as a thriving commercial seaport and its establishment in 1938 as the nation's first National Historic Site under the Historic Sites Act of 1935. The district meets Criterion A at the national level in the areas of Maritime History, Commerce, Government, and Conservation. Salem's engagement in the Atlantic Trade to the West Indies during the Colonial Period and pioneering post-Revolutionary War endeavors in world trade, particularly to the Far East, contributed to the foundation of the nation's customs, banking, insurance, and market systems. The Port of Salem served as a critical center of privateering during the Revolutionary War, and its fleets captured more cargo than any other port in the United States. The significance of its maritime associations and the early-twentieth-century status of the Salem waterfront as one of few intact eighteenth-century seaports contributed to the selection and development of the district as a National Historic Site (Chase-Harrell et al. 1993). The district also satisfies Criterion A at the local level in the area of Social History for its associations with twentieth-century Polish immigration. The district derives significance under Criterion B at the national level for its

^{vii} The HABS report lists the construction date of the Narbonne House as 1669-1672. The LCS entry for the building includes a construction date of 1675. This date was established by the Oxford University Dendrochronology Laboratory in 2004 during a dendrochronology analysis of the Narbonne House frame.

^{viii} The Derby Waterfront Historic District was listed in the National Register of Historic Places in 1976 and encompasses properties on both sides of Derby Street from Herbert Street to Block House Square.

associations with prominent merchant Elias Hasket Derby, who resided at the Derby House from 1761 to c. 1780 during the formative years of his career. Derby operated a large fleet of privateer vessels and made substantial contributions to the American Revolutionary War effort during this timeframe. The district possesses significance under Criterion C at the local level in the area of Landscape Architecture through its intact representation of the work of NPS landscape architect Norman T. Newton, who created the first General Development Plan/Master Plan for the Salem Maritime NHS in 1938-39. The district additionally meets Criterion C at the local and state levels in the area of Architecture for its intact collection of late-seventeenth- through early-twentieth-century residential, commercial, and government buildings that exhibit popular national architectural styles. Under Criterion D, the district possesses significance in the area of Archeology for its potential to yield information important to history. The identified archeological sites have the potential ability to provide substantive information on a range of research topics including wharf construction techniques, port landscape development and decline, and access to and consumption of goods within a port city.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Area of Significance: Criterion A
Maritime History, Commerce, and Government

The district derives its primary significance under Criterion A at the national level in the area of Maritime History and the related themes of Commerce and Government. Salem's fleet of merchant vessels played a pivotal role in the commercial development of the United States during three significant eras of the nation's maritime history, including the Colonial Atlantic Trade Period (early seventeenth century to 1775), the Revolutionary War Period (1775-1783), and the U.S. East India Trade Period (1783-1812).^{ix} The Port of Salem remained active through the late nineteenth century and continued to contribute to the development of the nation's customs systems, trade policies, and maritime navigational aids.

Colonial Atlantic Trade (Early Seventeenth Century to 1775)

Salem's settlers expanded the regional seafaring economy into an international commodities business within a few decades of their arrival in 1626, setting the precedent for Salem's ongoing engagement in world maritime trade. Seventeenth-century cod fishing served as an important source of regionally distributed sustenance and generated demand for associated maritime provisions such as timber, lead, nails, rope, sailcloth, and non-perishable foodstuffs. Regional trade networks strengthened as the exchange of local manufactures diversified, generating a variety of exportable surpluses and the emergence of a resident merchant community. These exports gradually loosened Salem's dependence on British financing and enabled its burgeoning class of merchants to enter more complex trade markets within the Atlantic and Caribbean ocean circuits. Salem vessels continued coastal trips between North American ports in Nova Scotia; Montreal; Maine; Portsmouth, New Hampshire; New York, New York; Philadelphia, Pennsylvania; Maryland; Virginia; and Charleston, South Carolina to distribute supplies and purchase or sell cargoes exchanged at foreign ports (Vickers 2005:34, 43).

Voyages to the West Indies proved lucrative by the 1670s when the introduction of slave labor on sugar plantations substantially increased production and catalyzed the market. The British West Indies (Caribbean) islands of Barbados, Antigua, Saint Kitts, Jamaica, and Nevis became known as the Sugar Islands after their primary export. Initially, Salem fishing vessels sailed to the Sugar Islands during the winter off-season to exchange dry cod, meat, mackerel, timber products, and horses for sugar and molasses (made through the process of sugar extraction). Cod and mackerel supplied food to the slaves, and horses turned the sugar mills. Timber, which was in high demand due to the scarcity of hardwoods on the islands, was manufactured into building frames, shingles, and barrel staves. Rum, distilled from molasses in the West Indies and North America, provided Salem merchants with a staple export to Europe and other transatlantic ports. Salem vessels carried rum—along with cod, timber products, firs, and raw wool—to northern Europe (the Netherlands, Channel Islands, and British Isles), where they were exchanged for paper money; salt; iron; Asian imports acquired by the British East India Company; and finished goods such as fabrics, furniture, and hardware. Similar regional cargoes were exchanged in southern France, the Iberian Peninsula, and the Wine Islands (Madeira, the Azores, and the Canary Islands).

^{ix} The date ranges of these time periods were refined for this document as they relate to extant maritime resources in Salem. Significant periods of national maritime history overlap and are discussed in the publications referenced for this document.

Here, Salem merchants traded dry fish, timber goods, and tobacco and wheat from the southern colonies for wine, fruit, and Spanish coin (NPS 1987:19-20; Vickers 2005:46).

During the Colonial Period, Salem's merchants typically built and sailed their own vessels and sponsored each other by purchasing shares in voyages. Mercantile investors initially conducted business through credit-based transactions using paper notes or consignment agreements or bartering with credits that could be redeemed as payments to other parties. As merchants acquired and managed their own fleets from land, they hired representatives from foreign counting houses to study market conditions and assist ship captains with sales and purchases.

The rise of the Derby family as leading New England merchants illustrates Salem's important role in the Atlantic trade network and demonstrates how maritime trade practices contributed to the development of the nation's free-market business and economic systems. Family patriarch Captain Richard Derby Sr. (1712-1783) built a productive career in the same method as most successful Salem mariners, by learning the trading business from the ground up. He went to sea at a young age and by the time he was 24 made his first trading voyage as captain of the *Ranger* in 1736. Through reinvesting his earnings from this and subsequent trips, Derby gradually increased his position and interest in maritime ventures. By 1741, he was a part-owner and captain of the schooner *Volant* and made trading trips to St. Martins and Barbados. Within 15 years, Derby's ownership and investment interests had made him one of the wealthiest merchants in Salem, enabling him to retire from sailing and manage his business from Salem.

Richard Derby Sr., maintained account balances with Messrs. Lane & Fraser in London and Gardoqui & Company in Bilbao, Spain to supply his captains trading in Europe with ready lines of credit. Derby sold a portion of his exports for cash in the form of Spanish specie (coin) or London bills of exchange. His crews withdrew from these accounts to purchase return cargoes when local demand required cash in lieu of exchanged goods. The colonial American economy operated on the same principles. Derby provided local consumers with credit loans and private paper notes redeemable for goods sold in his wharf-side store. The American banking system, which originally paralleled British financing structures, was modeled after merchant practices. Merchant capital sustained the colonial American economy prior to the establishment of the first national bank in 1791 (Fichter 2010:107-108; Peabody 1912:5-8, 23; Vickers 2005).

The lucrative trade that Derby and his contemporaries established in the mid-eighteenth century fueled the development of Salem's waterfront. In 1755, Derby acquired land and flats at Winter Island to build a wharf and warehouse but decided instead to focus his attention on Salem's central waterfront. Derby purchased three parcels of flats south of Derby Street between 1760 and 1762, following the improvement and realignment of the street in 1760. Derby Street originally followed the coastline of Palfrey's Cove but was reconfigured with a linear route as new wharves, landings, and fill expanded the city's active waterfront. In 1764, Derby began construction on **Derby Wharf (LCS No. 001261, ASMIS ID SAMA00001, MHC Nos. SAL.932 and SAL.HA.12, contributing structure)**, completing what is today the north 800 feet (ft) of the structure by 1771. In 1765, Derby's son Elias Hasket Derby erected a warehouse and counting house at the north end of the wharf. The former location of this building is known as **Elias Hasket Derby's Counting House or Upper Stores Site (ASMIS ID SAMA00019, contributing site)**. Richard Derby constructed a second warehouse, known as the "Lower Store" (not extant), at the south end of the wharf in 1771. Prior to the completion of Derby Wharf, Derby conducted business from nearby Union Wharf (located outside the district, west of Central Wharf), of which he was part owner (Friedlander 1991:8-9; Peabody 1912:8; Phillips 1947:78-79).

Waterfront property was also desirable for residential development during the mid-eighteenth century, providing merchants and mariners close proximity to their business interests and allowing them to keep watch on activities in the harbor. Richard Derby's house was located across from the wharves at the corner of Herbert and Derby streets.^x During the late eighteenth century, the Derbys and their extended family owned a substantial portion of the land within the district. In 1761, Richard Derby had the **Derby House (LCS No. 001260, MHC No. SAL.2572, contributing building)** constructed as a wedding gift to Elias Hasket upon his marriage to Elizabeth Crowninshield. During the 1770s, Richard Derby remained at his primary residence on property known as Lot 7; and his sons Richard Jr., John, and Elias Hasket lived on lots 8 (on the west corner of Herbert Street), 3B (presently the site of the Custom House), and 1 (the Derby House), respectively. Elias Hasket Derby had the **Hawkes House (LCS No. 001263, MHC No. SAL.2573, contributing building)** built in 1780-1781 on property known as Lot 2, located adjacent to his first residence. Although he initially

^x Richard Derby's house is extant but is outside the boundaries of the National Historic Site.

intended to live there with his family, he used it only briefly as a warehouse before selling the house in 1801 (Friedlander 1991:8-10; Snell 1979:20-23, 200-202; Snell 1983:2).

Although the Derbys emerged as Salem's most prominent merchant family during the eighteenth century, several other successful self-made mariners and their descendants contributed to the city's economic, domestic, and physical development. Within the district, Captain Joseph Hodges owned the **Narbonne House (LCS No. 001264, SAL.2593, contributing building)** from 1750 to approximately 1780 and held a mortgage on half of the house as of 1729. Captain John White built a short wharf south of Derby Street in 1768 on a portion of historic lots D and E. White's wharf is encompassed within the northeast section of Central Wharf and the north edge of **Hatch's Wharf (LCS No. 040560, MHC No. SAL.991, contributing structure)**.

Privateering During the Revolutionary War (1775-1783)

Salem's status as a leading Colonial seaport independently engaged in transatlantic trade placed it at the forefront of the Revolutionary War. The city's pivotal role in the war stemmed from British limitations on maritime trade and the resulting transformation of the Salem waterfront into a privateering stronghold centered on Derby Wharf. The free-market trading system that developed in the American colonies as an essential part of the agrarian and maritime regional economic base significantly differed from the British monopolistic system. The British crown created a monopoly on tea and other commodities in 1600 by granting the British East India Company exclusive rights to import Asian goods to all of its territories. Parliament supported this monopoly through restrictive acts that prohibited British colonies from trading with its foreign enemies and through taxes on exports and imports. The British Navigation Acts of the 1660s initially fostered the development of Salem's merchant fleet by limiting competition for West Indies trade. Although France, Spain, Holland, and Denmark also prohibited British-aligned merchants from trading with their West Indies colonies during this period, the islands depended on American supplies. Despite numerous restrictions on international maritime trade from the 1660s through the mid-eighteenth century, New England merchants developed a tradition of ignoring such policies because the trade sustained colonial lifeways. American colonists evaded prohibitive British taxes intended to redirect trade from the French to British West Indies by smuggling. However, Britain's Grenville and Townsend acts exacerbated American anti-monopolistic sentiment by the 1760s. The Coercive Acts of 1774, passed in reaction to the Boston Tea Party, placed Britain on the brink of war with the American colonies (Fichter 2010:17-23; Peabody 1912:12-13, 24).

British naval blockades leading up to and during the war crippled New England's trade networks, providing further incentive for Salem merchants to take defensive actions. The Massachusetts Legislature, followed by the First Continental Congress, licensed privateers and armed commercial vessels with Letters of Marque to protect the American coast and threaten British commerce abroad through the seizure of trading vessels.^{xi} Within one year after the British closed the Port of Boston in 1774, Salem residents transformed their massive trading fleet into one of the nation's first merchant marine forces. The collective power of private armed merchant fleets from active ports throughout the colonies substantially contributed to the war effort, and the profits generated from privateering partially supplanted the loss of commercial income. Salem's fleet of 158 vessels formed the colonies' most effective privateering navy, seizing 458 British vessels and more tonnage than any other American seaport during the war. The owners, captains, and crews of privateering vessels shared the profits of captured prizes (vessels and cargoes) sold at auction. As the majority of Salem's working population continued to depend on maritime employment to support their families, crew members often received cash advances on their shares of potential prizes. The schooner *Dolphin* was the first Salem vessel to capture a British commercial sloop, *Success*, in 1775 (NPS 1987:38-39; Patton 2008:26-28; Peabody 1912:45).

Prominent merchant families who had established successful commercial fleets during the Colonial Atlantic Trade Period quickly invested in privateering, for political and financial reasons. These merchants not only desired to defend their

^{xi} Privateers were privately owned armed vessels during periods of conflict. "Letter of Marque" is the term for the license that authorized these vessels to attack and capture enemy vessels and bring them before government courts, which would determine whether or not to condemn and sell the seized vessel and cargo. Condemned vessels and cargoes were referred to as "prizes," and the owners and crews of the privateers that captured them kept the profits from such sales. Letters of Marque were granted to both vessels that served only as privateers and vessels used primarily for commercial trading purposes. Commercial vessels carrying Letters of Marque were authorized to use defensive measures against foreign vessels if they became threatened while completing a trading voyage.

methods of conducting business but also capitalized on profitable opportunities, creating a mutually beneficial relationship between privateers and government organizations. Existing merchant fleets provided the colonies with an instant naval force and ensured the acquisition of limited provisions. Privateers fulfilled the heightened demand for essential goods and military supplies by defending ports, capturing foreign cargo, and carrying on limited trade via armed vessels, occasionally assisted by privateer guards. The Derby family led privateering efforts hailing from the Port of Salem and their vessel *Sturdy Beggar* was among the first privateers commissioned in Massachusetts (Patton 2008:26-28; Peabody 1912:45).

Richard Derby Sr.'s sons, Richard Jr., John, and Elias Hasket Derby, made significant contributions to the fight for American independence. Richard Derby Jr. was a member of the Massachusetts government during the critical transition from British rule to autonomy. He served as a representative to the Massachusetts General Court from 1768 to 1774 and was appointed to the Governor's Council in 1774. When the legislature rejected the authority of the Royal Governor, General Thomas Gage, in October 1774, Richard Derby Jr. joined his fellow patriots in the Provincial Legislature and continued to serve on the Governor's Council (which took over the responsibilities of the Governor) until 1779.^{xii} Richard Derby Jr.'s role in politics aided the Derby family in providing services to the government. The Derby family made arrangements to lease or sell guns and ships to the Massachusetts Navy and the Continental Army. Richard Derby Jr. also provided a vessel to the Massachusetts Provincial Congress following the Battle of Lexington to send communication of the colonists' account of the battle to the English press. His brother Captain John Derby was chosen to sail the vessel *Quero* to England. John Derby left Derby Wharf on April 28, 1775, with written accounts of the battle and arrived at the Isle of Wright within 29 days. He delivered these accounts to American agents in London on May 28, before the public received General Gage's report of the battle. John Derby arrived back in Salem on July 18, 1775 (Peabody 1912:29-33; Snell 1976:30-58).

The Derby family owned the largest merchant fleet in Salem by 1768, enabling their crews to capture 144 vessels during the war.^{xiii} Elias Hasket Derby, who specialized in the investment aspects of the family business, recognized opportunity in privateering and quickly began arming the Derby's fleet. He retained ownership or majority ownership in at least 26 privateers and partial interest in numerous other vessels.^{xiv} Elias Hasket Derby's accumulated privateering fortunes facilitated his pioneering activities in the American Far East trade in the following decades. John Derby continued to serve as a trustworthy captain and is notable for his role in communicating news regarding peace. He sailed from Derby Wharf to Paris, France on the *Astrea* in December 1782 and returned to Salem with news of the Treaty of Paris in 1783. The Treaty of Paris, which officially ended the war, was signed on September 3, 1783 (Peabody 1912:49).

International Maritime Trade (1783-1812)

After the Revolutionary War, Salem merchants contributed to the economic stabilization of the new country through their immersion in the global trade market. The loss of privateering profits in the absence of conflict and the lack of British affiliation in traditional ports of call initiated a post-war economic decline. Merchants began re-establishing a reputation in the West Indies, but increased competition in the transatlantic network necessitated diversification of maritime commerce. Opportunity arose through the decline of former monopolies, enabling free trade and the expansion of American business to previously inaccessible foreign ports in the Far East.^{xv} By April 1784, the first American vessel (*Harriet*) reached the Cape of Good Hope on the south coast of Africa, commencing a 30-year golden era in global maritime trade (Fichter 2010:26, 37-38).

Elias Hasket Derby pioneered Salem's involvement in international trade following his father's death in the summer of 1783, at the close of the Revolution. By 1783, the focus of maritime commerce shifted toward more dynamic markets where cargoes were bought and sold in multiple locations rather than a single port. Demand for specific goods fluctuated between ports and resulted in a global economic system based on silver, which was more reliable than credit held in foreign accounts. The need for silver and diverse fleets that could travel to multiple destinations simultaneously initially excluded small-scale merchants from participating in the global market. The abundance of heavy privateering ships

^{xii} All governors who served terms prior to the American Revolution were British-appointed.

^{xiii} The Derby family owned or retained majority interest in at least 178 vessels between 1735 and 1820 (Snell 1974a:335).

^{xiv} Elias Hasket Derby's role in the Revolutionary War is discussed in more detail under the substantiation for Criterion B.

^{xv} The British East India Company was established in 1600, followed by the Dutch East India Company (1602), Dutch West India Company (1621), French East India Company (1664), and Swedish East India Company (1731).

presented an additional obstacle to regional trade, as the vessels were too large for efficient trips. Elias Hasket Derby had both the financial means and versatile fleet necessary to invest in international trade, and he often possessed ownership interest in the first American vessels to reach new foreign ports. Derby forged new American trade relationships in the distant East Indies, Eastern Europe, and Baltic regions, while additionally organizing voyages to Europe, the Azores, and the West Indies (Fichter 2010:33-34; Murphy n.d.; Peabody 1912:52; Phillips 1947:177).

Elias Derby immediately re-initiated European trade as the war subsided by sending his vessel *Astrea* to London in August 1783. The *Astrea* carried tobacco loaded in Alexandria, Virginia and returned with a cargo of English goods consigned through Richard Derby Sr.'s former account with Messrs. Lane & Fraser in London. Profits outweighed political tensions, and frequent trade resumed between America and British territories. The Massachusetts government subsequently ensured prioritization of American merchants by passing an act prohibiting the export of domestic goods in British vessels on June 23, 1785. Derby tested global markets in 1784 through experimental voyages to the Baltic and East Indies regions. During an attempt to sell sugar in St. Petersburg, Russia that spring, Derby established a relationship with local agents Messrs. Gale, Hill & Carzalet. The firm advised Derby on market conditions, providing him with critical insight on the specialized nature of foreign supply and demand. Russian merchants typically accepted only cash or letters of credit in exchange for their principal exports of hemp, sailcloth, duck, cordage, and iron. In November, Derby sent the *Grand Turk* to the Cape of Good Hope to invest in tea, which Captain Jonathan Ingersoll acquired from a British ship at port. He sailed through the West Indies on the return trip to secure an additional cargo of sugar, demonstrating the resourcefulness of post-war trade.

Derby's vessels rounded the Cape of Good Hope the following year and arrived at the Isle of France (Mauritius), an important gateway to the East Indies. France first opened Port Louis on Mauritius to Americans as a provisioning station in 1783 and permitted the exchange of produce by November 1784. Derby's *Grand Turk* left Derby Wharf in December 1785 with a cargo of foodstuffs, tar, bar iron, earthenware, and candles and achieved recognition as the first Salem vessel to sail past the Cape of Good Hope. After experiencing difficulty finding buyers for their cargo, the crew accepted a charter to continue to Canton, China on behalf of a French merchant. The *Grand Turk* was docked at Canton in September 1785 at the same time as four other American vessels, including the *Empress of China* (on its second voyage), *Hope*, and *Experiment* from New York and the ship *Canton* from Philadelphia.^{xvi} Canton remained the only Chinese port where foreigners could trade until 1842. The *Grand Turk* made a triumphant return to Salem on May 22, 1787, after one-and-one-half years abroad and was celebrated as the first local vessel to arrive from ports east of the Cape of Good Hope. The ship carried a cargo of porcelain, muslins, and Bohea tea directly imported from China (Fichter 2010:45, 133, 155-156; Peabody 1912:52-74).

The increased access to a wide assortment of commodities changed global consumer demand for imports and contributed to variable market conditions. Trade voyages typically involved the distribution and purchase of diverse cargoes throughout multiple global ports and collaborative investments in the form of rented freight space. Since most Far East ports required purchases in silver, merchants carried silver on multiple vessels to minimize risk of loss. Private British investors, who had a surplus of silver, often backed American East Indies ventures for shares in profit. Crews sailing from Salem to Mauritius often purchased sugar, coffee, indigo, and cotton before continuing to Indian and Asian destinations for more exotic goods. China imported American ginseng and primarily exported porcelain, silks, and tea, which promoted resurgence in demand for tea in America. Except for small amounts of black tea, nearly all American tea imports were consumed domestically until 1799. Indian cloth, including finely woven cotton and muslin, also gained popularity in America, where domestic mills produced stiffer cotton yarn. Fine cloth composed a portion of the generalized cargos carried on American vessels to the Caribbean, where regional products, provisions, and re-exports were exchanged for the traditional staple goods, sugar and coffee. Additional sugar supplies were grown in Bengal (now Bangladesh and West Bengal, India), and approximately 19 percent of the coffee carried on American vessels originated from Java (Indonesia) and Mocha (Yemen). American merchants re-exported a portion of the sugar and rum to Europe and made a substantial profit in the East Indies pepper trade, carrying several million pounds of pepper per year from Sumatra to France, Spain, and Italy. Purchases of pepper in Indonesia required silver coin. Prosperous trade between New England and Mauritius involved the exchange of domestic exports such as dry fish, meat, butter, lard, rum, flour, and

^{xvi} The *Empress of China* was the first American ship to reach Asia (Fichter 2010:45).

household goods for coffee and various Far Eastern commodities (Fichter 2010:31-35, 47, 60-61, 85-96, 101-102, 119-121, 144-145, 155; Peabody 1912:78).

Elias Hasket Derby did not receive notice of the *Grand Turk's* ultimately successful trip to the Far East until February 1787 and sent two more vessels to the Cape of Good Hope and Mauritius in the mean time. About five months after the *Grand Turk* returned to Salem, Derby sent his oldest son, Elias Hasket Derby Jr. (1766-1826), to serve as an agent in the Far East. Derby Jr. captained the *Grand Turk* and arrived in Mauritius in January 1788. After selling the ship and its cargo in August, Derby Jr. departed in two newly purchased vessels. He arrived in Bombay, India on September 8th with the *Peggy* and *Sultana*, which were among the first American vessels recorded in the port. Derby Jr. stayed on in the Far East, forming critical relationships in the ports of Mauritius, Bombay, Madras, and Calcutta and establishing the Derby family's prominence in global trade. After three years, he returned to Salem aboard the *Henry*, sailed by his cousin Benjamin Crowninshield for his father. Derby Jr. reportedly earned \$100,000 in profits for the family business and arrived in Salem on December 31, 1790. The Derby family's foreign connections contributed to the record quantity of tea imported to America in 1790. Derby's fleets carried 728,871 pounds (28 percent) of the total 2,601,852 pounds of tea documented in American ports that year. When the sudden surplus of tea decreased its worth, Derby influenced future federal customs systems by storing the excess and negotiating with Congress to pay the import duties as the tea was sold, rather than up front. This arrangement foreshadowed the bonded system, where merchandise was stored until duties were paid. From 1793 to 1810, 465 out of 789 foreign vessels arriving in Mauritius hailed from American ports; and in 1795, the return of four Derby ships from Mauritius to Salem reportedly generated \$300,000 in sales (Fichter 2010:156; Peabody 1912:76-84, 95).

American international commerce boomed from 1793 to 1812 when the French Wars generated a neutral carrying trade.^{xvii} The United States sustained the largest available neutral merchant fleet and supplanted the loss of French, Dutch, and Spanish fleets engaged in conflict with Great Britain. American vessels re-exported sugar, coffee, tea, spirits, indigo, finished fabrics, spices, porcelain, and other goods between French-aligned ports in the East Indies, Europe, West Indies, and South America. French and Dutch colonies in the East Indies such as Batavia (Jakarta) and Sumatra depended on the American carrying trade during the war period, since the British isolated them but did not conquer them until 1811. Approximately 20 to 50 percent of all U.S. imports during the period were resold in foreign locations such as Europe and the Caribbean. Private British merchants also invested in American vessels, since they had more total carrying capacity. American vessels shipped approximately 6,500 tons of goods from Bengal in 1796; and from 1802 to 1811, 109 American vessels arrived at the British Fort St. George at Madras, with the majority coming from or going to Bengal. Similar trade prospered in British Calcutta, Dutch Cape Town, and the French-owned ports of Batavia, Manila, and Port Louis (Fichter 2010:26, 57-58, 82-88, 149-153, 172-173, 189-190).

Salem's merchant fleet increased from approximately 5 ships, 41 brigs, 76 schooners, and 2 sloops totaling 13,726 tons in 1790 to 34 ships, 45 brigs, and 59 schooners totaling 19,636 tons in 1800. The transition of maritime commerce into global trade is reflected in the experience of Salem mariners. By 1800, at least 90 Salem captains had sailed to or past the Cape of Good Hope, and the roster of the Salem Marine Society swelled to 142 members. Eighteen of Salem's captains founded this society in 1766 to aid families of deceased members and improve navigation in Salem Harbor. The East India Marine Society formed in 1799 and consisted of 37 members who had served as ship captains or supercargoes^{xviii} on voyages to the Far East. Elias Hasket Derby remained actively engaged in international trade through the 1790s and commissioned the construction of the 350-ton frigate ship *Mount Vernon* in 1798, in anticipation of privateering during the French Wars. While British and French forces benefited from the neutral trade, each nation attempted to seize vessels trading at enemy ports until the Treaty of Paris was signed in 1800. Approximately 600 American commercial vessels were captured from November 1793 through March 1794, including three owned by Elias Hasket Derby. Elias Hasket Derby Jr. sailed the *Mount Vernon* to Cuba and the Mediterranean in 1799. By the time of his death on September 8,

^{xvii} The French Wars or Great French War lasted from 1792 to 1815 and encompassed the French Revolutionary Wars (1792-1802) and the Napoleonic Wars (1803-1815). France was continuously at war with Great Britain during this period, beginning in 1793 with a brief respite after the signing of the Treaty of Amiens on March 25, 1802. The American neutral carry trade ceased during the War of 1812 between Great Britain and the United States from 1812 to 1815.

^{xviii} Mariners employed as supercargoes were responsible for selling the cargo carried by the vessels they traveled on and purchasing cargo for exchange in additional ports. The use of supercargoes on board vessels enabled flexible trade that could accommodate varying markets for specific merchandise.

1799, Elias Hasket Derby (Sr.) had amassed a net worth of more than \$1 million generated through business capital (Fichter 2010:133, 148; NPS 1987:51; Peabody 1912:99, 100, 126-134; Phillips 1947:223-224).

The Derby family business declined after Elias Hasket Derby's death in 1799, but his legacy carried on through the numerous prominent Salem merchants who were related to, employed with, or mentored by him. Elias Hasket Derby's fourth child, John Derby, and his son-in-law Benjamin Pickman Jr. continued the business after his death with contributions from his son-in-law Nathaniel West and Elias Hasket Derby Jr. The Derbys sent their ship *Margaret* to the East Indies in 1800 intending to purchase pepper in Sumatra and sugar and indigo in Manila. The Dutch East India Company intercepted the ship before the completion of the voyage, chartering it instead to carry annual freights to Japan for payment of \$45,000. By 1805, Derby's sixth child, Ezekiel Hersey Derby, rebuilt and expanded Hatch's Wharf. In December of that year, 66 vessels were anchored in Salem Harbor between Orne's Wharf along Front Street to Union, Forrester's, Crowninshield's and Derby wharves. Derby Wharf was divided among Elias Hasket Derby's heirs, who constructed its south half from 1806 to 1808. Derby Wharf incorporated as an independent entity with 84 separate shares in 1810, after Derby's heirs began investing in other industries. Extended Derby family members made up the majority of the shareholders until 1851 (Freidlander 1991:22-29; Peabody 1912:167; Phillips 1947: 225-233, 334).

Elias Hasket Derby's captains, who he trained as master navigators and international businessmen, each continued successful independent careers from the Port of Salem and its wharves. The group, known as "Derby's Boys," included Nathaniel Silsbee (sailing the vessel *Benjamin*), Jacob Crowninshield (*Henry*), Stephen Phillips (*Eliza*), Benjamin Hodges (second *Grand Turk*), Henry Prince (*Astrea*), Benjamin Crowninshield (*Light Horse*), and Ichabod Nichols (also *Light Horse*). Jacob and Benjamin Crowninshield were Derby's nephews. Jacob Crowninshield's voyage to Calcutta on the *America* from 1795 to 1796 brought the first elephant back to America, as well as coffee, piece goods (cloth), and teapots. Henry Prince mastered vessels for Elias Hasket Derby for five years before investing in his own shipping interests from 1799 to 1827. Prince erected the **West India Goods Store (LCS No. 001266, MHC No. SAL.2574, contributing building)** on the Derby House property sometime between 1805 and 1815 (Fichter 2010:103-104; Robbins 1997:8-13).

Other prominent merchants active in the Port of Salem included Joseph Peabody, who served on the Derby privateer *Bunker Hill* at age 18 before purchasing the schooner *Three Friends* for voyages to the West Indies and Europe. Peabody retired from sailing in 1791 but commissioned the construction of about one vessel per year from local shipbuilder Enos Briggs between 1798 and 1812. Elias Hasket Derby's son John Derby had served as a captain for former Salem privateer Simon Forrester (1748-1817). Forrester owned approximately 12 vessels based at Central (Forrester's) Wharf between 1776 and 1805. Forrester purchased a house near Elias Hasket Derby's nephew Benjamin Crowninshield's residence in 1791, along with a small wharf constructed by Jonathan Ingersoll and flats south of Derby Street. He built the north portion of **Central Wharf (LCS No. 001258, ASMIS No. SAMA00002, MHC Nos. SAL.932 and SAL.HA.14, contributing structure)** (then known as Forrester's Wharf) between 1791 and 1804 and extended the wharf to its current length between 1805 and 1817. Forrester erected a warehouse for his cargo on the wharf in 1792 at the **Forrester's Warehouse 77 Site (ASMIS No. SAMA00023, contributing site)**. He additionally owned interest in local banks, insurance companies, and turnpikes (Peabody 1912:335-336; Phillips 1947:83-85; Snell 1974b:32).

The thriving maritime commerce fueled shipbuilding and other related local industries on Salem's waterfront from the late eighteenth through the early nineteenth centuries. In 1783, Ebenezer Mann moved to Salem from Pembroke, "the nursery of Massachusetts shipbuilders" (Phillips 1947:148). He built at least 40 vessels for Salem merchants until 1800, including vessels sailed by Henry Prince and Benjamin Crowninshield. Retire 'Tirey' Becket built 25 ships in Salem between 1784 and 1818. Half of his vessels were commissioned by the Derby and Crowninshield families, including the *Recovery*, *Mount Vernon*, *Brutus*, *America*, *Betsy*, *Diomede*, and *Cleopatra's Barge*. In 1790, Elias Hasket Derby invited Enos Briggs to Salem to build the second *Grand Turk* (after the one that made the China voyage). Briggs built the *Grand Turk* (2) on land beside Derby Wharf with the bowsprit sticking out across Derby Street. He also constructed the *Henry*, *Benjamin*, *Eliza*, *John*, *Three Brothers*, and *Martha* for Elias Hasket Derby; the *Belisarius* for George Crowninshield and Sons; and at least nine vessels for Joseph Peabody. Benjamin Hawkes contemporaneously operated a shipbuilding business opposite the present site of the Custom House with his partner John Babbidge from 1790 to 1817. He purchased the Hawkes House from John Derby in 1800 after completing several commissions for Elias Hasket Derby between 1790 and 1799. Elias Hasket Derby had commissioned construction of the house in 1780, originally intending to use it as a new mansion, but never lived there. Hawkes owned the house from 1800 or 1801 to 1830 and occupied it until at least 1821. The depletion of local timber eventually contributed to the concentration of shipbuilding north of Salem particularly along

the coast of Maine. Salem shipbuilders initiated speculative projects themselves when business was slow, selling the vessels later. While the business remained active, Salem shipbuilders relied on local production of anchors from iron, duck cloth sails, and rope, as well as the services of wood carvers (Phillips 1947:149-157; Snell 1983:9).

Slavery and Salem

Throughout the 17th, 18th, and early 19th centuries, Salem's trade was inextricably linked to the Atlantic slave economy. The first documented slaves in the Massachusetts Bay Colony were brought to Salem on the locally-owned ship *Desire* in February, 1638.^{xxix} From then on, a small but slowly growing community of enslaved people and free blacks could be found in Salem and its vicinity. By the time of the Revolution, slave ownership among the elite families was common; each household of the Derby Family, for example, had at least one slave listed in the Massachusetts tax valuation of 1771.^{xxx} These enslaved people lived in conditions typical of Northern urban slavery: one or two servants in a gentry household, or skilled labor in an artisan's shop.^{xxxi}

Even though the Quock Walker and Mumbet legal cases in 1783 outlawed slaveholding in Massachusetts, and a 1788 law prohibited participation in the slave trade, Massachusetts citizens continued to participate in the slave trade.^{xxii} The surviving evidence that Salem merchants were widely involved is inconclusive; many mercantile families were carrying individuals or small groups of enslaved people from the West Indies to northern ports throughout the 17th and 18th centuries, but few family papers survive indicating the movement of enslaved people from Africa to the Caribbean and North America.^{xxiii} Whether this is due to descendants editing potentially embarrassing papers, the destruction of papers by those participating in an illegal trade, or lack of participation in that trade is uncertain. However, what is undeniable is that the dried fish, timber products, and horses that Salem merchants and captains were shipping to the West Indies in huge quantities were a vital part of sugar production on the islands. Dried fish was a major protein source for the enslaved labor force on the plantations, timber was used to make barrels and hogsheads for shipping molasses and sugar, and horses provided transportation.^{xxiv} Every aspect of Salem's economy in the 17th and 18th centuries was dependent on, and in turn helped to support the expansion of the slave economy of the Atlantic basin.

Maritime Commerce after the War of 1812

The flourishing international trade based out of the Port of Salem slowed after the War of 1812. Increasing trade restrictions escalated tensions between the United States and Great Britain toward the end of the French Wars, which had previously provided American merchants with the lucrative neutral carrying trade. In 1807, the Port of Salem received more than 10 vessels per week until Congress passed the Embargo Act on December 29th in an attempt to prevent war with either Britain or France. British naval blockades forced American merchants to pass through British territories before trading in European ports, while France seized commercial vessels that attempted to follow British regulations. Conflict between the United States and Great Britain intensified when the British navy began capturing American commercial vessels engaged in international trade and impressing some of the crew in the British navy. The reactionary Embargo Act prohibited American vessels bound for foreign regions from leaving U.S. ports, stranding more than 110 vessels in Salem Harbor and Vineyard Sound (the portion of the Atlantic Ocean between Martha's Vineyard and Cape Cod, Massachusetts). A total of 185 vessels originating from Salem remained inactive during the embargo; and approximately 68 were prevented from completing their voyages in China, Europe, Africa, the Mediterranean, and the West Indies. Trade resumed temporarily after the embargo was lifted on April 15, 1809, but the United States declared war on Great

^{xxix} John Winthrop, *Winthrop's Journal "History of New England" 1630-1649 Volume 1* (New York: Charles Scribner's Sons, 1908), 260.

^{xxx} Massachusetts Tax valuation of 1771

^{xxxi} Ira Berlin *Many Thousands Gone: The First Two Centuries of Slavery in North America* (Cambridge, Mass: Harvard University Press, 1998), 47-63, 177-194 for a discussion of the development of a slave society in the North. Berlin points out that because New England continued to emphasize family labor, slavery in Massachusetts did not expand as quickly as it did in New York or New Jersey.

^{xxii} For a concise introduction to these judicial decisions, see the summary at the Supreme Judicial Court of Massachusetts' web site, <http://www.mass.gov/courts/sjc/constitution-slavery-a.html>. For the

^{xxiii} For a discussion of the Grafton Family and their participation in Salem's slave trade, see James A. Rawley, *The Transatlantic Slave Trade: A History*, Revised Edition (University of Nebraska Press, 2005), 301-304.

^{xxiv} Daniel Vickers, *Young Men and the Sea: Yankee Seafarers in the Age of Sail* (New Haven: Yale University Press, 2005), 72-75.

Britain in 1812 when impressments of merchant sailors into the British military and conflicts with Native American British allies in the Northwest Territories escalated again (MHC 1985; Phillips 1947:260-266).

Although Salem raised privateering fleets for coastal defense during the three-year war, commercial navigation became stagnant. Foreign commerce and fishing ventures resumed after the war, but Salem never recovered its leading role in international maritime trade. America lost its valuable re-export-based neutral carrying trade, and the close of the British East India Company in 1814 resulted in increased foreign competition in international ports. Methods of ongoing American trade shifted toward the formation of larger partnerships, especially in China; and Salem merchants lost business to the larger U.S. ports in Boston and New York. By 1815, U.S. merchants had amassed substantial capital and refocused on domestic investments such as banks, real estate, infrastructure improvements, and manufacturing. Construction of the railroad system during the nineteenth century further limited the need for coastal maritime trade (Fichter 2010:252-253, 278-287; Freidlander 1991:25).

During the mid-nineteenth century, Salem developed a more diverse economic base that included leather, lead, and cotton manufacturing in addition to ongoing maritime commerce. Vessels originating from the Port of Salem sailed to the Far East, as well as new destinations to the south and west. Voyages around Cape Horn on the tip of South America provided access to Brazil, Zanzibar, and California. Michael Shepard used Central and Derby wharves for international ventures to ports in the Indian Ocean and East Africa during the 1830s and 1840s. Shepard partnered with John Bertram and Thomas Farless to buy Central (Forrester's) Wharf, warehouses, and flats from William H. Neal for \$7,000 in 1840. John Bertram experimented with new markets from Central Wharf in the 1840s and 1850s. He established business with a company in Brazil and imported crude rubber from 1847 to 1857. On December 28, 1848, he sent the brig *Eliza* to California, where it arrived as the first East Coast vessel to partake in the gold rush and the third vessel from any origin to reach the new Port of Sacramento. Bertram sold the Wharf in 1859 to focus on railroad investments (Freidlander 1991:25; MHC 1985:3; Snell 1974b:37-38).

Development of the United States Customs Service

Post-Revolutionary War international maritime commerce generated revenue and U.S. trade policies critical to the foundation of the new federal government. Congress passed the First Tariff Act on July 4, 1789, enabling the collection of federal duties on imports and established the U.S. Customs Service through the fifth act of Congress on July 31, 1789. In its role as one of the nation's first regulatory agencies, the Customs Service was charged with enforcing health laws and managing public services, in addition to collecting tariffs. Customs officials ensured that American vessels were equipped with proper medical facilities and food supplies and upheld standards of sanitation. The service also collected trade statistics, managed immigration, provided veteran's benefits, and conducted naval search and rescue activities. Surveyors in each port initially assessed duties on imports using a fixed rate per pound of cargo or a percentage of the cargo's total value. During the first year of the Tariff Act (1789-1790), import duties supplied 88 percent of federal revenues. By the end of 1800, the U.S. Customs Service had collected \$3 million, which initially funded 90 percent of the federal government's operating cost and a small amount of federal expenditures. Early U.S. shipping policies reflected federal support for American trade. The Customs Service reduced duties by 10 percent for goods imported on American vessels. This policy encouraged the increase in imports and exports carried on American vessels from 23 percent of the total in 1789 to 88.5 percent of the total in 1799 (NPS 1987:130-131; Peabody 1912:150-151; Pierce and Keller 1989:36).

British customs agents had monitored the Port of Salem since 1636, and a branch of the U.S. Customs Service was established there in 1789. The U.S. Customs Service initially leased office spaces in local ports before building new Custom Houses throughout the nation in 1818. The Salem customs office operated out of several different rented spaces until 1818, beginning in a wood building located on Central Street. The office remained on Central Street from 1805-1807 in a brick building and was relocated into two other leased properties from 1807 to 1813. The office was returned back to Central Street in 1813, where it remained until 1818. The U.S. Customs Service purchased the Crowninshield property on Derby Street in 1818 and erected the new **Custom House - Public Stores (LCS No. 001257, MHC No. SAL.2571, contributing building)** that year. The Customs Service erected the **Scale House (LCS No. 001267, MHC No. SAL.3766, contributing building)** on the site in 1829 after the former Crowninshield coach house located there burned (Freidlander 1991:139; NPS 1987:130-131; Phillips 1947:166).

The building of the Salem Custom House was a major commitment on the part of the federal government. After using rented space for almost 30 years, which necessitated frequent moves as buildings were sold or rents were raised, in 1818 the U.S. Customs Service appointed five local merchants to find an appropriate spot for a purpose-built custom house. The merchants negotiated the purchase of a lot of land at the head of Derby Wharf from the Crowninshield Family, and the Customs Service built the magnificent Custom House.^{xxv} The fact that the federal government decided to construct a building of such a large size, placed at the head of the longest and busiest wharf in Salem, illustrates its belief that Salem would continue to hold its place among the most lucrative ports in the United States. The size of the complex—including the bonded warehouse, scale house, and yard—allowed for the growth of staffing, the proper storage of documents, and easy access to equipment. Thus, this building represents early Federal investment in a port that had struggled through the Embargo and the War of 1812, and in 1818 was in the midst of an economic recovery.

In addition, the construction of the bonded warehouse as an integral part of the Custom House is an example of the involvement that the Salem merchants had on the development of early federal government policy. When the China trade first opened, merchants like Elias Hasket Derby were bringing back cargoes that, due to their quantity, both commanded enormous tariffs and could potentially flood the market to the extent that they would lose money on the voyages. Merchants found themselves in the position of having to pay off tens of thousands of dollars in tax bills within a few months on cargoes that needed to be warehoused for a year or more to wait for the prices to rise. Derby and others contacted their congressional delegation, and it was Derby who suggested implementing a bonded warehouse system, whereby a merchant could post a bond to store goods for a set length of time in a Customs Service-monitored warehouse and only pay the duties if he removed the cargo from the warehouse.^{xxvi} Derby petitioned Congress in June 1790 to implement this system, particularly in relation to the 700,000 pounds of tea—equal to 1/3 of the annual consumption of the entire country—which he had recently imported.^{xxvii} The petition was referred to committee, but in December 1790, Alexander Hamilton's *Second Report on the Public Credit* used almost exactly the same language as Derby's petition to encourage the creation of bonded warehouses.^{xxviii} Hamilton's recommendations soon became law. The inclusion of a bonded warehouse, therefore with the Salem Custom House, was the direct result of the Salem merchants' active role in working with the new federal government to create the means whereby duties could be collected to support the activities of the government without bankrupting the merchants who were building the new country's economy. For the U.S. Customs Service, having the bonded warehouse attached to the Custom House improved security, enforcement, and monitoring of the cargoes stored there, and improved the agency's efficiency of operations.

By 1837, the staff of the Salem Custom House included the collector, a naval officer, 2 boatmen, 11 inspectors, and 6 weighers/gaugers. Many former merchant captains accepted positions as Customs Service officers, such as Captain Henry Prince, who worked as an inspector in 1830. Appointments of customs officers in major ports during the nineteenth century were typically political. Renowned American author Nathaniel Hawthorne served as the surveyor for the Port of Salem from 1846 to 1849 during a Democratic presidency under James K. Polk and was released from the position when political alignments changed. Hawthorne had previously worked as a Customs Service measurer in Boston in the 1830s. The Salem Custom House was continually used by the federal government under the U.S. Treasury Department until the department transferred it to the NPS in 1937 (Babaian et al. 1979:6; Chase-Harrell et al. 1993:4; Prince and Keller 1989:47, 107).

The United States Lighthouse Bureau constructed the **Derby Wharf Lighthouse (LCS No. 021028, MHC No. SAL.904, contributing structure)** in 1870-1871 to guide vessels in and out of Salem Harbor. The lighthouse was erected in conjunction with Hospital Point Light in Beverly and Fort Pickering Light on Winter Island in Salem. Congress divided the Atlantic coast into six lighthouse districts and created the Lighthouse Bureau in 1852. One naval officer was assigned to each district. The Lighthouse Bureau managed the lighthouse system until 1910. The U.S. Coast Guard, established in 1915, used the Derby Lighthouse from at least 1917 to 1930 and absorbed the U.S. Lighthouse Bureau (then known as the

^{xxv} David Mason Little, "Documentary History of the Custom House," *Essex Institute Historical Collections*, Vol. 67 (1931), 11-13.

^{xxvi} Richard McKey, Jr. *Elias Hasket Derby, Merchant, of Salem Massachusetts, 1739-1799* Clark University Ph.D. diss, 1961, 286-288.

^{xxvii} *Ibid*, Journal of the House of Representatives, 1789-1793, p. 253. Accessed on 2/11/14 at memory.loc.gov.

^{xxviii} American State Papers, House of Representatives, First Congress, Third Session, Finance, Vol. 1, p. 66-67. Accessed on 2/11/14 at memory.loc.gov.

U.S. Lighthouse Service) in 1939. The Coast Guard also gained control of the Bureau of Marine Inspection and Navigation in 1942.

Area of Significance: Criterion B
Maritime History, Elias Hasket Derby

Elias Hasket Derby (1739-1799) is nationally significant for his development of one of the nation's leading privateering fleets, which contributed to American victory during the Revolutionary War. Born in Salem into a thriving merchant family, Derby had just begun experimenting with personal maritime investments when British trade restrictions threatened free market commerce and initiated conflict. The British closure of the Port of Boston and subsequent outbreak of the war in Massachusetts made Salem a critical Colonial stronghold. During the course of the war, Elias Hasket Derby transformed the recently expanded Derby Wharf into an epicenter of defense privateering and ongoing commercial trade with armed vessels. Between 1775 and 1783, Derby dispatched at least 110 cruises and captured 146 prizes worth more than 1,087,500 lira.^{xxix} He maintained sole or majority ownership of an active fleet of 26 specialized privateers and commercial vessels and invested ownership interest in many others. Derby frequently commissioned the construction of new ships as necessary due to loss or demand for more efficient equipment.^{xxx} Elias Hasket Derby resided at the Derby House across from the wharf during the formative years of his career, from 1761 to approximately 1780, and kept a watchful eye on activities in Salem Harbor. The profits he amassed through privateering enabled Derby to pioneer Salem's international trade and reshape maritime commerce in the following decades (Snell 1976:43-61, 89-106).

Elias Hasket Derby began his career working in his father, Richard Derby Sr.'s, counting house as a teenager in the 1750s, rising to the position of bookkeeper by the 1760s. Elias Hasket Derby inherited his father's skill for implementing efficient maritime investment strategies and engaged in his own ventures to the West Indies by 1765. Derby proved adept at studying foreign markets and often hired agents stationed at frequent ports of trade to provide advice on local economic conditions. His ability to make sound economic decisions is evidenced by his purchase of 12,000 glass tumblers for \$1,000 in Salem and sale of the cargo for \$12,000 in Mauritius, where the lack of essential glassware created high demand and inflated value. Derby participated in the typical economic system of the period by initially employing a barter system for export and import cargo, mixed with credit held in London accounts to enable flexibility in the exchange of cargo abroad.^{xxxi} He saved limited funds by insuring his vessels for only half their value and investing in multiple voyages at once, so that the loss of a single vessel or share was not catastrophic. Derby also protected his capital by investing in specialized vessels with efficient speeds, weight, and proportions for specific purposes. He employed small vessels in coastal trade to collect regional cargoes that were loaded onto larger ships traveling further abroad and built new vessels equipped for privateering. Derby staffed his vessels with skilled crews retained through his paternalistic management principles. He used the local community as a readily available source of employees and encouraged them to sail by offering training and financial incentives. Captains and supercargoes received profit-sharing, and all crew members were entitled to specified tonnage for storage of their own imports in addition to their wages. Derby also paid wages to crewmembers' families while the vessels were abroad, supporting local domestic life and ensuring stability of the local economy. Derby served briefly as a town selectman from 1768 to 1772, before emerging as Salem's premier privateering sponsor (Peabody 1912:98, 148-156; Snell 1976:23-25, 28-29).

At the onset of the war in April 1775, Elias Hasket Derby alone had accumulated property worth about \$50,000 and maintained full ownership of seven unarmed schooners and sloops used for commerce. After marching with the local militia for two days following the battles of Lexington and Concord, Derby reacted to the war by loaning supplies and financial support to the newly formed Provincial Army under General George Washington. Derby additionally distributed flour to the army through his vessels and warehouses on Derby Wharf. After the British navy captured four of Derby's seven trading vessels from 1775 to 1776, Derby began equipping vessels in which he retained ownership interest with

^{xxix} Lira is a unit of currency historically used in Europe that is equivalent to the British pound and is based on the troy weight of one pound of pure silver. A pound in the troy weight system is equivalent to 12 ounces, rather than 16 ounces as in the avoirdupois measurement system. The historic lira referred to differs from contemporary Italian lira (used nationally in Italy until 2002), which was based on a smaller value measured in grams of silver.

^{xxx} Elias Hasket Derby owned an average total of 6 vessels in 1776, 12 in 1777, 22 from 1778 to 1789, 15 in 1780, and 24 from 1781 to 1782 (Snell 1976:89-106).

^{xxxi} Derby's crews exchanged London credit for Spanish coin during voyages to the East Indies in the subsequent International Trade Period.

cannons, guns, and larger crews. The Massachusetts Legislature authorized privateering and armed commerce on November 1, 1775, followed by the Continental Congress on March 23, 1776. Derby's sloop *Revenge*, which was the first vessel that he armed, captured eight British trading vessels traveling between the West Indies and New England, limiting the flow of British supplies. Prizes retrieved from some of these vessels were sold at Derby Wharf. In the summer of 1778, Derby provided Colonial armed forces with vessels to transport more than 9,000 troops to attack the British in Newport, Rhode Island (Snell 1976:23-46).

Elias Hasket Derby commissioned the construction of 19 new privateering vessels during the war, beginning with the 90-ton schooner *Sturdy Beggar* (I) on June 13, 1776. Derby outfitted the *Sturdy Beggar* with 6 guns and a crew of 25 men. Despite the vessel's relatively small size, the crew captured three prizes before the vessel was seized in October 1776. Derby held interest in up to 146 armed vessels with crews totaling a force of about 8,000 men. He commissioned construction of his largest privateer, the 300-ton *Grand Turk* (I), in 1781 and equipped it with cannons, 24 guns, and a 120-man crew. The *Grand Turk* proved to be Salem's most efficient privateer, resulting in the capture of 17 British vessels in the North Atlantic and French West Indies between July 1781 and February 1783. After the privateer *Grand Turk* was completed, Derby built a complementary 350-ton armed trading ship, the *Astrea*. Derby continued commercial trade during the war using slightly alternate routes, docking in ports such as Haiti on the island of Hispaniola and Portland, Maine. He protected the *Astrea* with 22 guns and assigned command of the vessel to his brother John Derby. John Derby sailed the *Astrea* on his 1783 voyage bearing news of the Treaty of Paris (Peabody 1912:44-49; Snell 1976:23-61, 89-106).

During his long career in the Atlantic trade, privateering, and the international trade that followed, Elias Hasket Derby cultivated multiple generations of successful Salem merchants. He founded and financed a local navigation school, where he taught the trade to the resident community and created crews for his large fleet. Derby's students began their training in his counting house where they studied markets and navigation before setting sail. Upon completion of their land education, Derby sent students on training voyages to work as clerks and then supercargoes on small vessels bound for the West Indies. Students who made several successful trips to the West Indies would then be assigned to crews of vessels traveling to the Far East (Phillips 1947:77-79, 157).

Derby also employed several family members as high-ranking crew members on his vessels, which represents the common Salem practice of limiting liability by using familial connections in business agreements. The Derby family was deeply intertwined with Salem's prominent Crowninshield merchant family. Elias Hasket Derby married Captain George Crowninshield's sister Elizabeth Crowninshield (1735-1799) in 1760. The couple had eight children, including Elizabeth (1762-1814), Martha (1763-1831), Elias Hasket Jr. (1766-1826), John (1767-1831), Anstiss (1769-1831), Ezekiel Hersey (1772-1852), Henry (1775-1776), and Richard Crowninshield Derby (1777-1854). All of Elias Hasket Derby's surviving sons initially worked in the family business, and his daughters married maritime captains. Elias Hasket Derby Jr. worked as a shipmaster and foreign agent before moving to Londonderry, New Hampshire. John Derby continued an investment career after relocating to Boston, and Ezekiel Hersey Derby remained in Salem where he built a portion of Hatch's Wharf. Elizabeth Derby married Captain Nathaniel West, Martha married Captain John Prince, and Anstiss married Benjamin Pickman Jr. (NPS 1987:51-56; Phillips 1947:77-79, 157).

Area of Significance: Criterion A Conservation, 1927-1946

Conservation and preservation activities at Salem Maritime NHS between 1927 and 1944 possess a national level of significance under Criterion A in the area of Conservation. Salem Maritime NHS is distinguished as the first National Historic Site designated in the United States under the Historic Sites Act of 1935. Congress voted to designate the site on May 26, 1936. It was accepted by the U.S. Department of the Interior on December 28, 1937, and formally designated by Secretary of the Interior Harold L. Ickes on March 17, 1938. Early planning, decision-making, and implementation efforts constitute a valuable record of nascent and sometimes conflicting philosophies, policies, and pragmatism in NPS preservation and interpretation. Conservation and preservation activities trace the interface of joint public and private efforts that informed the evolving approach to historic preservation and practice through World War II.

Park Creation and Development (1927-1944)

The creation of Salem Maritime NHS occurred under President Franklin D. Roosevelt's administration, when the view of public history began to shift from exclusively elitist to a more inclusive and populist definition of understanding the past. The establishment of a National Historic Site at the historic but run-down waterfront in Salem, Massachusetts to honor the country's sailors and maritime heritage was due to joint efforts and partnerships among national, state, and local organizations and individuals (Chase-Harrell et al. 1993:4; Friedlander 1991:153).

Regional and local efforts in the private and public sectors to preserve Salem's historic waterfront buildings and structures began in the mid- and late 1920s during a period of national heightened interest in Colonial and Early Republic-era history, architecture, and lifeways. In 1927, the Boston-based Society for the Preservation of New England Antiquities (SPNEA, now Historic New England, Inc.), founded in 1910 under William Sumner Appleton (1874-1947), acquired the Derby House (1762) and the "Counting House" (ca. 1800) (now known as the West India Goods Store). SPNEA restored the Derby House as a museum house with period furnishings, establishing it as a notable property under the region's, and arguably the country's, largest and most rigorous preservation organization of the time. Appleton's innovative and influential preservation approach valued intrinsic architectural or aesthetic merits over association with great men or events and emphasized the importance of documentary (archival and physical) evidence for preservation and interpretation (Holleran 2004:98).

The nearby Essex Institute and Peabody Museum of Salem maintained a large local collection of Salem maritime history at the time and loaned furnishings for the Derby House.^{xxxii} In 1927, the Board of the Essex Institute considered buying Derby Wharf and turning it over to the City for use as a public park, but the project was abandoned due to the high estimated costs to reconstruct the severely deteriorated structure. Noted preservation pioneer Louise E. du Pont Crowninshield of Marblehead (1877-1958) served on the boards of SPNEA and the Essex Institute. She supported and participated in local discussions about the nascent historic site and helped with Derby House furnishings. In 1933, the Salem Planning Board considered using federal emergency relief funds to restore the derelict Derby Wharf, but the project did not go beyond discussions. City leaders wanted to encourage tourism with Derby Wharf as the center of a revitalized harbor (Peabody Essex Museum 2011).

The development of a federal program for preserving and administering nationally significant historic properties began to take form in the late 1920s. NPS Director Horace M. Albright became the chief advocate for expanding the organization's mission to include historical parks. Albright's primary targets were the battlefields and national monuments that were at that time managed by the War Department. While working with the administration of President Herbert Hoover on plans for a reorganization of the Executive Branch to effect the transfer of the War Department properties to the NPS, Albright oversaw the establishment of the George Washington Birthplace National Monument, which was created in 1930 and was the first historic area added to the National Park System. Colonial National Historical Park was created and placed under NPS administration the same year. In 1933, Albright was successful in convincing newly elected President Franklin D. Roosevelt to issue a sweeping Executive Order that resulted in the transfer of the War Department's battlefields and monuments, along with all historic areas managed by other federal agencies, to the NPS. That event established the NPS as the nation's steward for nationally significant historic properties and formed the basis for the truly national system of parks that Americans enjoy today. That same year, Roosevelt directed the newly formed Civilian Conservation Corps (CCC) to work with the NPS to help manage and undertake restoration projects. CCC funding provided positions for historians and historical architects. Verne Chatelain, the NPS's first professional historian, served as head of the Branch of Historic Sites and Buildings in charge of overseeing CCC work forces (Chase-Harrell et al. 1993:6; Hosmer 1981:I, 512).

Passage of the Historic Sites Act (HSA) (16 U.S.C. Sec. 461-467) in August 1935 declared a federal policy to preserve historic sites, buildings, and objects of national significance for the people of the United States and defined the NPS role in identifying and managing these properties. While the HSA was still under consideration by Congress, the NPS was already actively seeking appropriate sites for preservation and receiving suggestions from local preservation groups. At that time, military-related properties (those acquired from the War Department) constituted the large majority of the

^{xxxii} The Essex Institute and Peabody Museum of Salem consolidated as the Peabody Essex Museum in 1992. The Essex Institute was created in 1848 by joining the Essex Historical Society (founded in 1821) and the Essex County Natural History Society (founded in 1833). The Peabody Museum of Salem originated as the museum and library of the East India Marine Society (founded in 1799), which reorganized as the Peabody Academy of Science in 1867. The academy was renamed in the early twentieth century as the Peabody Museum of Salem (Peabody Essex Museum 2011).

historic areas within the park system, and the NPS desired to add new areas that represented other aspects of American history. The New England region attracted NPS interest for its wealth of historic resources and because the region was under-represented within the park system. Maine's Acadia National Park was the only park established there. NPS criteria for the selection of new parks required that the sites be relatively intact, clearly of national interest, available through donation, and free of encumbrances (Chase-Harrell et al. 1993:12).

Edwin W. Small, newly appointed New England Regional Historian, was instrumental in showing the Derby Wharf area to lead NPS staff. He toured the area with Verne Chatelain in the spring of 1935 and with NPS Director Arno B. Cammerer in August of that year. Small has been described as "an efficient and diplomatic emissary" who was the most important individual in the history of Salem Maritime NHS (Chase-Harrell et al. 1993:7; Hosmer 1981:I, 658). Cammerer's friend Harlan P. Kelsey served among the local individuals involved. Kelsey worked as a local landscape designer, nursery owner, and civic leader who possessed influential national connections through his conservation efforts in the West. An advocate for the preservation of Derby Wharf, Chatelain observed that the Derby Wharf area could serve as a gateway and "contact station" for the rest of New England. Chatelain and Cammerer concurred that the site possessed "national significance," thereby performing the threshold evaluation that would be performed by an advisory board following passage of the HSA.

By the end of 1935, the advisory board and process for approving sites under the recently passed HSA had not been completed, and proponents were lobbying for immediate acceptance of the Derby Wharf area. On December 9, 1935, Interior Secretary Harold Ickes accepted Chatelain and Cammerer's recommendation and agreed to designate the Derby Wharf National Historic Site when deeds and titles were transferred to the Interior Department. The Salem Maritime NHS thus became the first National Historic Site designated in the United States under the HSA on May 26, 1936, in an act of Congress that authorized the Treasury Department to turn the Custom House property over to the NPS. Ickes accepted the site on December 28, 1937, and formally designated it on March 17, 1938 (Chase-Harrell et al. 1993:13-14; NPS 1939).

The site encompassed two properties already owned by the federal government – the centerpiece complex composed of the Custom House – Public Stores (1819) and Scale House (1829) owned by the U.S. Treasury Department, and the Derby Wharf (1870- 1871) at the end of Derby Wharf owned by the U.S. Coast Guard. The Customs Service vacated the Custom House on July 1, 1936. The Coast Guard continued to own and operate the Derby Wharf Lighthouse, which was always in the bounds of the park although the property was not transferred to the NPS until 1979.

While Derby Wharf and the Custom House were the sea and land keystones of the National Historic Site, additional privately owned properties comprising approximately six acres of land and multiple buildings were acquired to provide interpretive and visual context for the visitor experience. The real estate under consideration included the Derby House (1762) and Counting House (ca. 1800) owned by SPNEA and a part of Central Wharf (1791) and Forrester's Warehouse (pre-1832) belonging to the Home for Aged Women, along with a variety of parcels and owners that included the cluster of waterfront buildings owned by the Eastern Massachusetts Street Railway Company. With the approval of the Massachusetts Supreme Court, the City of Salem served as the agent for transfers of title. Negotiations were complex; and acquisition was made possible by diplomacy, municipal and Commonwealth funds, and eminent domain.

Initial NPS site planning between 1935 and 1938 focused on the protection and restoration of major buildings and structures and deciding which buildings to demolish. In a January 1936 statement, Verne Chatelain recommended that, aside from Derby and Central wharves and the Derby House and Custom House, extraneous and comparatively recent buildings be removed to create an appropriate historical experience. The working assumption appears to be that all buildings acquired by the City on behalf of the site were to be removed, unless specifically exempted. This was the result, except for the Hawkes House (1780-81). Originally slated for demolition, it was retained following recognition of its historical and architectural significance by architect Stuart M. Barnette in a detailed inspection tour in May 1937. Barnette's visit came after a request from NPS Assistant Historian Elbert Cox to Thomas E. Vint, Chief Architect of the Branch of Plans and Designs in Washington, for an architect to come to Salem to review additions and alterations and to assist with repair and modification decisions. Barnette's report recommended that 7 of 30 buildings be allowed to remain. Forrester's Warehouse, the only waterfront maritime building, was selected to remain temporarily since it could be used for practical purposes to support park activities. More than 20 buildings used as tenements, stores, and garages were demolished without recording or examination in the early spring of 1938 (Chase-Harrell et al. 1993:17-21).

The planning for, restoration of, and management of historic sites was new to the NPS and in its infancy as a profession in the 1930s. The seminal Salem Maritime NHS experiences influenced the formation and overall development of park preservation philosophy and practices within the NPS. The private and public efforts to preserve the Derby Wharf area both reflected and diverged from the conservation and preservation ideology of the time, which typically focused on architecturally significant properties associated with important individuals and major events. Differences of opinion were evident in conflicting historic preservation philosophies on rehabilitation and reconstruction, including what to retain and remove. For example, the NPS and SPNEA shared an original vision to preserve buildings that were believed to represent eighteenth- and nineteenth-century waterfront uses and to rebuild the wharves, but tension existed between the gritty waterfront character and the wealthy merchant land-side features.

Coordination of preservation and restoration involved federal, state, and local agencies, institutions, and individuals. Small led the impressive NPS team in consultation with Elbert Cox of Morristown, who in turn consulted with Cammerer and Associate Director Arthur E. Demaray in Washington. The technical and design team consisted of Norman Newton, Resident Landscape Architect, who drew up the 1938-39 master plan,^{xxxiii} and Assistant Landscape Architect Edmund Nash, in consultation with Regional Landscape Architect Vivian Roswell Ludgate. Engineering studies, drawings, and cost estimates for the wharves were based on site study and research by Ross Sweeney and later supervised by Chief Engineer Oscar Bray. Assistant Architect Stuart M. Barnette completed architectural studies of the buildings with an advisory board composed of representatives from the Historic American Buildings Survey (HABS), Colonial Williamsburg, and the Museum of Fine Arts in Boston (Chase Harrell et al. 1993:17).

Implementation and planning were largely concurrent by necessity in the critical first three years (1937-1941) of the park's creation. Initial development of the site benefited from President Roosevelt's New Deal programs, including not only the CCC but also the Public Works Administration (PWA), Works Progress Administration (WPA), and ERA Emergency Relief Administration (ERA) that funded initial staff positions and work efforts. The pressure to proceed with physical work was intense, and the expedient use of these programs dictated many of the decisions and actions. Initial planning revolved around recording and classifying buildings and features destined either for demolition or for preservation, restoration, and interpretation of maritime history. The vision laid out in the Existing Conditions Plan of 1936 reflects contemporary NPS policies and philosophies on preservation, which were subject to intense internal debate. Maritime history was identified as the key theme; however, preservation and interpretation activities concentrated on the land side of the park. The approach highlighted a few key individual buildings and structures and their setting.

Research at the Essex Institute and a detailed engineering study were completed for the wharves, but conditions were considered so deteriorated that major reconstruction based on observable evidence of historic materials was deemed necessary. The intent was to create functional wharves with a suitable historic character for mooring boats, rather than to reestablish the accurate historic appearance of the working wharves lined with buildings. The wharves were rebuilt in the most expedient manner and without any buildings and features. Visions of securing sailing ships to moor at the wharves were not met due to the scarcity of period boats and the shallow silted harbor conditions.

Norman Newton prepared the General Development Plan portion of the Master Plan, which was approved in 1938-1939, but much of the work was completed while the plan was in draft form. Newton's plan included both the buildings, which presented preservation problems familiar to NPS architects, and the wharves, which were not a familiar type of resource. Salem is one of the earliest instances of wharf preservation and interpretation in the United States. The plan addressed site and landscape in a largely conjectural manner with specific research on historically appropriate plantings. It also provided visitor accommodations (parking, comfort, signs) to support the visitor experience.

Interpretation identified the park's major theme as the Maritime History of Salem and New England along with seven or more subsidiary themes. From the 1930s until the 1970s, the NPS defined interpretation as the guiding factor in site planning and restoration. However, early Salem Maritime NHS practices deviated from the thematic guiding philosophy due to pressure to develop the site under federal work programs. Initially, part-time staff was used as guides to answer questions from visitors curious about the CCC restoration work. Tours of the Derby House began in 1938, but interpretation of the Custom House was limited until after World War II. The NPS considered public history as

^{xxxiii} Newton's Master Plan Landscape is discussed in the section on Landscape Architecture.

essentially patriotic with little room for criticism of great individuals, events, or activities. In the 1939 Master Plan narrative, Small consciously rejected an accurate portrayal of the sights and smells of old Derby Wharf as “inconceivable on a public reservation” (Chase-Harrell et al. 1993:61-64; NPS 1939).

During World War II, budget limitations and manpower shortages shaped a period of programmatic stagnation and relative physical neglect for all national parks. In Salem, wartime austerity froze the site’s appearance before the planners’ initial vision could be fully realized. Small, Barnette, Newton, and others were called to duty starting in 1940; and three different temporary superintendents were placed in charge over five years. One of them, Acting Superintendent Arthur Kelly, assessed the site with a fresh view on what it actually was, rather than what it could become. Kelly reported a denuded and formless physical aspect and commented that “the area fails utterly to recreate any of the historical atmosphere appropriate for the purpose of effectively memorializing the early American seamen and the importance of this site for maritime history” (Chase-Harrell et al. 1993:59).

The NPS prepared an updated master plan in 1942 in an effort to address site needs, but it was never implemented. The **Comfort Station (LCS No. 040561, MHC No. SAL.3765, contributing building)** constructed in 1944 was the last element of the 1939 Master Plan to be completed. At that time, Washington was beginning to develop a new approach to interpretation and themes. The Salem Maritime NHS, with first-priority work completed, began to explore opportunities for visitor interpretation more fully. The first formal interpretive effort was an illustrated pamphlet in 1941. Plans were made for a museum installation of seven exhibit cases in the Custom House that were fabricated and installed after the war. Signage was used to identify and date structures, with the Derby House and Forrester Warehouse signs providing a brief statement of their significance. Overall visitation remained low due to wartime and gas rationing. Local interest and use did increase, although the Salem Maritime NHS had to compete with other local sites such as the Essex Institute, Peabody Museum, and House of the Seven Gables. Low levels of funding for the NPS during the war continued into the mid-1950s, and additional physical development of the Salem Maritime NHS did not resume until the initiation of the Mission 66 Program, discussed in the section on Developmental History/Additional Information (NPS 1942).

Area of Significance: Criterion C Landscape Architecture, 1936-1946

The Salem Maritime NHS meets Criterion C at the local level in the area of Landscape Architecture. The General Development Plan/**Master Plan Landscape (contributing site)** of 1938-39 for the first National Historic Site designated under the 1935 HSA reflects early NPS thought regarding the restoration and interpretation of historic properties within the National Park System. It is important as a representative and highly intact work of NPS Landscape Architect Norman T. Newton, who created the park’s original General Development Plan/Master Plan under the direction of Chief Architect Thomas Vint. The landscape provides an evocative setting for the historic district’s buildings and structures and contains historic resources contributing to the historical and architectural significance of the park.

NPS Landscape Design Programs and National Historic Sites

Toward the end of the nineteenth century, recognition of the inherent value of the public’s rights and interest in protecting lands in the American public domain led the nation to establish natural wilderness national parks, starting with Yellowstone National Park in 1872. Scenic and scientific qualities and historical associations motivated the selection of parklands over the ensuing decades, reinforced by the Antiquities Act of 1906. In 1916, President Wilson signed a bill creating the NPS as a separate bureau of the Department of the Interior to oversee park matters that organized in 1917 with Stephen T. Mather as the first Director. Landscape design programs of the Department of the Interior and the NPS initially focused on how to protect the delicate natural and historic areas under their care for current and future generations while managing and enhancing the visitor experience. Consequently, evolving landscape design programs typically emphasized harmony between nature and new construction, an approach that continued for wilderness areas throughout the twentieth century (Carr 1998; McClelland 1998; Newton 1971:520-525; NPS 1940).

In the 1930s, major shifts in federal land protection and preservation policies occurred that resulted in NPS oversight of an increasing number of historic sites, buildings, and structures. Consequently, the agency became the “largest employer of landscape architects in the history of the profession” (Newton 1971:538-541). Fifty-nine military-historical areas and national monuments were transferred from the War and Agriculture departments to the NPS in the early 1930s. Passage of

the HSA in 1935 introduced a National Historic Site classification to commemorate and illustrate important facets in American socioeconomic history and outlined identification, establishment, and management responsibilities for the NPS. Additions to the system of vast natural landscape parks, recreational areas, parkways, and seashores were ongoing. At the same time, the nation gained interest in designating new historical parks based on historic sites and buildings such as Colonial National Monument in Virginia, established in 1930 and redesignated a National Historical Park in 1936. The evolving master planning process—developed under Thomas Vint and promoted by Director Horace Albright in the late 1920s—that guided the management of these disparate properties considered landscape preservation and harmonious design. In 1933, President Franklin D. Roosevelt's New Deal administration established the CCC as a work relief program under NPS central guidance and supervision. This organization provided a labor force for the execution of park planning and construction programs until funds were cut at the start of World War II (McClelland 1993:178).

The large land areas associated with scenic and scientific natural parks and monuments fostered naturalistic landscape and rustic architecture designs. These evolved from Andrew Jackson Downing, Frederick Law Olmsted Sr., Charles Eliot, and others into a clearly defined design aesthetic for natural park landscapes. In contrast, National Historic Sites, such as the six-acre Salem Maritime NHS, were relatively small and often focused on urban, agricultural, and domestic-scale historical landscapes. Invariably, these sites had existing human modifications and invited formalist Classical and Colonial Revival design inspiration sources. Colonial Revival influences in garden preservation, restoration, and design were most prominent between 1880 and 1940, presented in various interpretations by landscape architects such as Charles Eliot (1859–1897), a promoter of professional restoration of important historic landscapes; Ellen Biddle Shipman (1869–1950), designer of private gardens; and Arthur A. Shureliff (1879–1957), who restored the landscape at Colonial Williamsburg, Virginia starting in 1926. Other sources for Colonial garden history included Wallace Nutting's (1861–1941) widely published and popular photographs of historic properties and Alice B. Lockwood's 1931 publication, *Gardens of colony and state: gardens and gardeners of the American colonies and of the republic before 1840 / compiled and edited for the Garden Club of America* (McClelland 1998:4-5).

Norman T. Newton

Norman T. Newton (1898-1992), who was responsible for the first General Development Plan/Master Plan for the Salem Maritime NHS in 1938-39, was a notable Northeast regional figure in twentieth-century American landscape architecture. He was a practitioner, author, and educator who made important contributions to the early development of National Historical Sites and Parks in the 1930s. Born in Corry, PA, Newton graduated from Cornell University in 1919 and received his MA in landscape design in 1920. He started his career working for his Cornell professor Bryant Fleming (1877-1946), a landscape architect and the first lecturer and instructor in landscape arts at Cornell who designed private gardens, public parks, and worked with Warren Manning on the Cornell campus. Winning a Prix de Rome, Newton spent 1923 to 1926 as a resident fellow at the American Academy in Rome studying Italian villa gardens and returned to the United States designing gardens for country estates. Upon his return to New York, Newton worked for the Italian-born and trained landscape architect Ferruccio Vitale (1875-1933). Vitale first came to the U.S. in 1898 as a military attaché, returned in 1904, and became a principal in the New York City landscape firm of Vitale, Brinkerhoff and Geifert. In 1919, he became the chief designer for the planting plan at Meridian Hill Garden, a formal neoclassical garden in Washington D.C. designed by George Burnap and Howard Peaslee that became a National Park between 1933 and 1936. In addition, in 1994 Meridian Hill Garden became the first National Historic Landmark designated in the designed landscape category (Birnbaum and Karson 2000:260-261; Schnadelbach 2001; *The New York Times* 1992).

In 1932, Newton opened his own private office in New York City and increasingly focused on public works projects of the CCC. He was appointed Resident Associated Landscape Architect for the Northeastern region of the NPS the following year (1933). Serving in that capacity until 1939, Newton became involved in several high-profile projects, including his three most notable public projects for the NPS. Newton's master plan and redesign of the setting for the 12-acre Statue of Liberty National Monument on Bedloe's Island in New York Harbor of 1937-38 created a classically derived, simple, well-ordered approach and setting for the Statue (1886) and provided necessary visitor and administrative facilities. Implementation of Newton's design occurred over several decades, and it has been modified since its original execution. The Salem Maritime NHS master plan followed in 1938-39, was executed by 1944, and has experienced few changes since that time. Newton was also involved with initial work on the master plan for the Saratoga Battlefield National Historical Park in Saratoga, New York, which was completed in 1941 (Birnbaum and Karson 2000:260-261;

Newton 1971:542-543; Olausen et al. 2011; Olmsted Center for Landscape Preservation 2002:147-148; *The New York Times* 1992).

Newton deployed in 1940 for World War II and served as Senior Monuments Officer with the British Eighth Army in Italy, where he surveyed damaged monuments and advised Allied officers and troops on the historical value of buildings at risk for destruction. He joined the faculty of the Harvard University Graduate School of Design in Cambridge, MA in 1939 and taught there until his retirement in 1967, where he trained and influenced a host of landscape architects, designers, and planners. Newton published *An Approach to Design* in 1951 and his classic history of landscape design, *Design on the Land*, in 1971, in which he mentions both the Statue of Liberty National Monument and the Salem Maritime NHS. Newton advocated a melding of formal and natural elements to enhance the “native glories of open landscape and the architectonic requirements of areas closely associated with human habitation” (Newton 1971:219). He linked landscape architecture and conservation as intertwined approaches to the wise use of the land. Newton was decorated by the Italian government in 1946 and 1950 and received multiple awards, including the Bradford Williams Medal, the American Society of Landscape Architects (ASLA) Medal, and the Harvard University title of Charles Eliot Professor of Landscape Architecture. He was a fellow of the ALSA and served as its president from 1957 to 1961 (Birnbaum and Karson 2000:260).

Newton Master Plan for the Salem Maritime NHS, 1938-1939

Norman T. Newton drew up the first formal General Development Plan (GDP)/Master Plan for the Salem Maritime NHS in 1938-1939. He designed an organized axial plan of walkways and garden spaces around the three primary buildings that reflected his Colonial Revival concepts and experience in Classical villa design. Newton incorporated Edwin Small’s historical research, Stuart Barnette’s architectural expertise, and Oscar Bray’s engineering knowledge in the plan to define the overall restoration approach of the site. The design displays Newton’s premise that “in design the role of space is primary” and that clarity of overall form “occurs most convincingly when one can readily perceive the boundaries or limits of the space, the vertical planes of masonry or vegetation implied or implicit that contain it” (quoted in Birnbaum and Karson 2000:261).

The NPS finalized the Master Plan after an intensive period of initial planning that involved building demolition and clearing of the site. Much of the park work was completed or irrevocably set in motion during this phase of the project. The final plan functioned as an evolving document that presented both completed and proposed or ongoing work. The haste to start work under ERA and PWA funding and still-emerging cultural resource management philosophies within the NPS meant that there was no initial comprehensive consideration of the role of landscape in the overall interpretation of the site and the relationship of the buildings to each other. Text by Edwin Small that accompanied the GDP drawings indicates an awareness of the evolution from the original impetus to preserve individual structures to an appreciation of the waterfront as a unit, noting that “it is desirable to provide an appropriate setting for buildings and wharves which survive on original locations....In large part this setting, in the absence of anything more than fragmentary evidence as to the grounds about the buildings...must be conjectural. Every effort is made to recapture the spirit of that historic period...” (NPS 1939). Small seems to have been referring to the Colonial Revival style domestic landscaping elements and plantings under discussion at that time, rather than the maritime industrial setting that he had consciously rejected in 1936 as being impossible to recreate, unattractive, and “inconceivable in a public reservation” (Chase-Harrell et al. 1993:43). In any event, a major feature of the Master Plan implemented before the plan itself was complete was the removal of buildings in 1938-1939 to establish clear views of the wharves and waterfront south of Derby Street from the historic buildings north of Derby Street.

A version of the GDP internally circulated by the fall of 1938 generated some conflict with simultaneously ongoing on-site studies and architecture planning under Architect Stuart Barnette. For example, archeological investigations showed a cellar way on the east side of the Derby House where Newton had proposed a walkway in the GDP. An exchange of letters in the fall of 1938 records the collaborative process that resulted in the retention of the cellar way, which was a documented historic feature, and the relocation of the walkway, which did not replicate a historic site element (Chase-Harrell et al. 1993:28-29).

Over thirty years after his work at the Salem Maritime NHS, Newton illustrated the Custom House in his 1971 book *Design on the Land* with the caption “Readers of Hawthorne’s *Scarlett Letter* will recall this Custom House, now part of the restoration comprising Salem Maritime National Historic Site, the first area developed under the Historic Sites Act of 1935” (Newton 1971:541). Elsewhere in *Design on Land*, Newton addressed the dilemma of Colonial garden restoration noting that “In attempting to reconstruct colonial examples, a major difficulty lies in the nature of the available evidence”, which was “done with relatively impermanent materials of which practically nothing is left, so verbal accounts must be relied on.” He pointed out that this narrative record is usually about plant materials, which does not provide a firm basis for determining specific plans. Therefore, in most instances, the outdoor surroundings of eighteenth-century New England houses “can only be imagined.” Nevertheless, Newton wrote, “So far as can be established, the usual pattern in New England gardens was the expectable one: a tight rectilinear layout of paths and square beds, with some sort of edging. Thanks to numerous nursery catalogs of the time preserved by the Massachusetts Horticultural Society, there is rather full evidence of the commonly used trees, shrubs, and herbaceous perennials, many of which were imports from England” (Newton 1971:247-249). These lessons are evident in Newton’s simple and practical design for the landscape around the residential buildings and the Custom House at the Salem Maritime NHS.

General Development Plan Drawings

The General Development Plan (GDP)/Master Plan drawing is noted as “Drawn by NTN . . . From National Park Service Data as of January 1, 1939”. The legend and line drawing show “existing and proposed construction in general, fences (including gates), post and chain barrier, trees, boundary line of site, and other federal land.” The Master Plan also includes a detail drawing of the Custom House area showing essentially the same information at a larger scale (NPS 1939).

Newton’s design incorporated the late-nineteenth-century landscaping around the Custom House, which predated the Master Plan. Important extant features of this landscape include six **Custom House – Granite Bollards (LCS No. 040565, MHC No. SAL.985, historic associated feature)** (1818-1819), the **Custom House – Flagstone Paving (LCS No. 040563, MHC No. SAL.980, historic associated feature)** (1854), and the **Custom House – Brick Paving (LCS No. 040550, MHC No. SAL.979, historic associated feature)** (1899-1891), all located along Derby and Orange streets and Custom House Court. The **Public Stores – Cobblestone Paving (LCS No. 0404564, MHC No. SAL.978, historic associated feature)** (1890) located at the rear of the building also predated the Master Plan landscape improvements. The open rear yards of the Custom House, Derby House, and Hawkes House were retained as part of the Master Plan and were connected visually following the demolition of a large tenement block behind the Hawkes House.

A comparison of the 1936 Existing Conditions (pre-demolition) drawing and the 1939 GDP drawing reveals the fluidity of decision-making. The 1938-39 Master Plan included both completed and proposed work. As depicted in the Existing Conditions drawing, the water side south of Derby Street contained a cluster of buildings soon to be demolished. The GDP drawing showed a rectangular parking space on the land formerly occupied by tenements opposite the Derby House. The large area on the water side of the parking was marked as “to be excavated” between Derby Wharf and the house lots on Kosciusko Street. Four street trees were shown as placed to frame views along the south side of Derby Street and provide sidewalk shade for pedestrian visitors. The Derby Street railway including a spur onto the head of Derby Wharf that appeared on the Existing Conditions plan was removed on the GDP drawing, while the marine railway on Central Wharf remained.

The land side north of Derby Street contained few landscape features in the Existing Conditions drawing, limited to slope contours and the Custom House front paving and rear yard with three trees and a fence enclosure. Buildings located in front of and behind the Hawkes House and Derby House were slated for demolition. The post-demolition GDP plan for this area showed a proposed axial walkway system around the Derby House, Hawkes House, and Custom House, with an extension to the Narbonne House (not added to the park until 1963), and defined edges along Custom House Court. Three existing elm trees at the rear of the Custom House remained, with additional individual trees to be planted at the front and rear of the Hawkes House and the front and east side of the Derby House. The rear of the Derby House was shown as a

large rectangular garden space outlined with a walkway and framed on three sides by closely spaced ornamental and fruit trees, including several existing plants. A future building site was indicated at the north end of Custom House Court for a Comfort Station that was eventually constructed in 1944 as the last major element completed of Newton's master plan.

Regional Landscape Architect V. Roswell Ludgate prepared the affiliated "Basic Guide Planting Plan" dated May 1939. Ludgate had previously worked in the NPS San Francisco office in 1930, provided input into the garden design for Washington's Birthplace in Virginia, and in 1932 contributed to designs for the Skyway Drive in the Great Smoky Mountains National Park. He and Newton also collaborated on the master plan design for the Statue of Liberty National Monument. Edmond A. Nash, Assistant Landscape Architect funded by the ERA from October 1938 to February 1939, researched details of historically appropriate plantings and paths and fences at the Massachusetts Horticultural Society.

The Planting Plan indicated the use of traditional materials, native and period kitchen garden plantings, and the definition of spaces as outdoor rooms, all characteristics of Colonial Revival design. It included three kinds of fence (wood board, wood picket, and post-and-chain) and varied cobbled, brick, and gravel walkways, as well as the existing cobblestone and flagstone walkways around the Custom House. The plan showed proposed trees, shrubs, fruit trees, ground cover, and flowers (hollyhock). It called for fruit trees to be the "largest available specimens of early 19th Cent. Varieties." The three existing 26" to 32" elm trees at the rear of the Custom House were retained and were echoed in the layout of proposed trees behind the Hawkes House. Two existing apple trees and one cherry tree at the rear of the Derby House were incorporated into the new planting plan. In addition, three Siberian Crab trees and the removal of an existing Buttonwood were shown on the east side of the Derby House rear yard. The plan noted that the ground treatment of the area behind the Derby House was to be "grass or vinca minor now (vegetables and herbs later)" (Friedlander 1991:169, Plate V.7).

Newton's master plan considered the visitor interpretive experience in two major zones. He conveyed the maritime theme through the exposed and open wharf structures on the water side south of Derby Street with proximity to and expansive views of Salem Harbor, including a proposal to excavate and bring the water's edge closer to the parking across from the Derby House. On the land side north of Derby Street, he presented a series of enclosed yard spaces defined by fences, plantings, and axial circulation paths around the three major historic buildings. These spaces provided shade and wind protection and a sense of domestic scale and intimacy. The proposed Comfort Station and the parking lot supported the practical needs and learning experience of visitors to the site.

Implementation

WPA and PWA CCC workers with ERA funding implemented the landscape elements of the GDP/Master Plan. The CCC did extensive rough digging in 1937 and 1938. A Superintendent's letter of February 25, 1938, remarked that the CCC labor force would be relied on for the landscape work, with timing dependent on the progress of work on the wharves and buildings. It also stated that within the next year it should be possible to do much of the landscape work around the buildings north of Derby Street. Certain landscape design features, especially those at the Derby House and the Custom House, received close attention. For example, a conference was convened to determine whether to put the new Derby House fence on a granite base. Architectural drawings with custom-designed lettering for the signs expressed a rich Colonial Revival aesthetic that reflected the planners' emphasis on the elegant and cosmopolitan merchant world of the Derby family (Chase-Harrell et al. 1993:32-34, 54-55).

The landscaping work, accomplished primarily in 1938 and 1939, consisted of new paving, fences, and plantings. Custom House Court, a pre-existing but previously unpaved linear access way between the Custom House – Public Stores and the Hawkes House, was paved with rounded fieldstones from Derby Street to the future site of the Comfort Station. A system of wood board fences was erected to enclose the Custom House – Public Stores yard. The **Hawkes House – Front Fence (LCS No. 040556, MHC No. SAL.989, historic associated feature)**, a wood post and dowel fence with a gate along Derby Street, defined the Hawkes House front yard. A portion of the **Custom House Court (LCS No. 040551, MHC No. SAL.981, historic associated feature)** and the **Hawkes House – Brick Paving (LCS No. 040553, MHC No. SAL.983, historic associated feature)** provided circulation around the building. The **Derby House – Front Fence (LCS No. 040557, MHC No. SAL.987, historic associated feature)**, a decorative wood picket and rail fence set on granite blocks with a gate on Derby Street, articulated the setting of the Derby House. This fence extended from the Hawkes House front fence to the southwest corner of the West India Goods Store. The **Derby House – Picket Fence (LCS No. 040555, MHC No. SAL.988, historic associated feature)** enclosed the west side of the Derby House front yard, and the

Derby House – Board Fence (LCS No. 040562, MHC No. SAL.986, historic associated feature) followed the east and north property lines. Landscaping efforts behind the Derby House involved the outlining of a garden. The **Derby Garden – Gravel Pathway (LCS No. 040552, MHC No. SAL.982, historic associated feature)** defined the perimeter of the garden and planting beds. A variety of apple, cherry, crab, and pear trees surrounded the garden. **Trees and Plantings (historic associated feature)** placed around the buildings throughout the property included lilac, mountain laurel, bayberry, and box shrubs and oak, maple, and horse chestnut trees. Harlan Page Kelsey (1872-1958), an early supporter and effective advocate for Derby Wharf preservation as well as a nationally renowned nurseryman, served as a “collaborator-at-large” to several national parks especially concerned with natural landscapes and native landscaping. His nursery supplied some of the plant material for the Salem Maritime NHS.

Careful research and thrifty purchasing by Nash, Newton, and Small resulted in near completion of the 1938-39 Master Plan with a respectable landscape by the early 1940s, when funds were cut and many professionals and skilled workers, including these three men, left to serve in World War II. The last major element of the Master Plan, the Comfort Station, was erected in 1944.

Architect Stuart Barnette recorded the post-World War II landscape appearance upon his return to the Salem Maritime NHS in 1946. Barnette noted work done during the war and thought that the grounds generally looked fine. He questioned the landscaping treatment of the central beds at the rear of the Derby House, which were not delineated in the Master Plan, observing the “later incorporation of a small garden which is put in a rather prominent part of the lawn in back of the Derby House. While it serves the utilitarian purpose of providing a place where one might grow herbs and flowers, it does not seem to quite fit into the picture. I believe the advisability of leaving it there should be examined” (Chase-Harrell et al. 1993:73). Few changes have occurred to the Salem Maritime NHS designed landscape after the initial period of regrading and replanting development in the 1930s.

Area of Significance: Criterion A Social History (Polish Immigration)

The Salem Maritime NHS possesses local significance in the category of Social History for its associations with Salem’s thriving Polish community during the twentieth century. **St. Joseph Hall (LCS No. 040558, MHC No. SAL.2577, contributing building)** served as a local Polish cultural center for more than one-quarter of the city’s population from 1909 through the 1980s (Carden 1998:6).

Salem’s Polish community developed within a tradition of immigration to the city. Post-Colonial immigration to Salem began in the early part of the nineteenth century with an influx of Irish and Canadian immigrants. The first Roman Catholic religious services in Salem were held in 1806, and the first Catholic church in Essex County was built in 1821 on Bridge Street. By that time, Salem’s population included Scots, Irish, French, and African-Americans. Much larger populations of Irish, Italian, French Canadian, Polish, and other Catholics moved to the city later in the nineteenth century. In particular, Polish immigration to the United States increased after the 1871 unification of Germany that initiated cultural wars in the region and political unrest between the Germans and Russians. Smaller numbers of English, Swedish, Scottish, German, Russian, Greek, and Turkish also immigrated to Salem during the nineteenth and early twentieth century. The number of immigrants living in Salem increased by more than 67 percent from 1875 (6,420) to 1915 (10,735). In 1915, approximately 29 percent of the city’s population (37,200) was foreign-born, and people of Polish descent comprised 17 percent of the total (MHC 1985:30-31, 37; Stanton and Becker 2009:29,40).

The increase in immigration to Salem was directly tied to the diversification of the city’s economy. The growth of manufacturing industries in Salem provided a wealth of employment opportunities. In 1865, the city had 84 tanning/currying businesses and up to 20 shoe factories, employing about 950 people. By 1905, shoemaking became Salem’s most prosperous industry, with 42 factories in operation. Many immigrants worked in the leather and textile industries on the Salem waterfront, including the Naumkeag Steam Cotton Company near Derby Wharf (Stanton and Becker 2009:32).

The Polish population of Salem settled primarily in the Derby Street area and in the neighborhood north and west of Webb Street at the east end of Derby Street. The Derby Street neighborhood remained ethnically mixed but was clearly more heavily Polish by the early decades of the twentieth century. By 1912, Polish Catholic immigrants owned many

businesses along Derby Street, including small grocery stores, bakeries, and other businesses that served the immediate community. Throughout the mid-twentieth century, Derby Street retained its character with Polish businesses and clubs along its length from the Naumkeag Mills to Webb Street (Stanton and Becker 2009:68,104,131-132).

The local Polish immigrant group known as the St. Joseph Society constructed St. Joseph Hall in 1909. Leaders of Salem's largely Roman Catholic Polish community founded the Society in 1897 as a "mutual assistance" organization to help other immigrants and establish familiar cultural practices. Many immigrants considered the acceptance of assistance from outside their ethnic community shameful, and a strong tradition of mutual aid societies existed within American immigrant communities. By 1910, immigrants had founded about 7,000 mutual aid and fraternal organizations. The first Polish-American society was founded in Chicago in 1864, and by 1910 about three-quarters of the Poles living in the United States belonged to at least one such society. In Salem, the St. Joseph Society played a crucial role in the founding of the city's Polish Roman Catholic parish (Stanton and Becker 2009:45-47).

Early meetings of the St. Joseph Society were held in members' homes or rented halls. In 1906, the Society purchased the property at 160 Derby Street, centrally located in the Polish neighborhood, for the purpose of constructing a permanent home. A c. 1840 brick tenement house stood on the site, and a Polish leather worker lived there with his wife beginning in 1904. They may have rented the other unit in the building to a chapter of the Sons of Poland lodge. In 1906, St. Joseph's Polish Beneficial Society and St. Joseph's Polish Band met there. The building was too small to accommodate the growing membership of the St. Joseph Society, so the organization raised the money to construct the existing social hall on the property. The grand opening was held on May 31, 1909 (Carden 1998:6; Stanton and Becker 2009:85-90).

St. Joseph Hall functioned as the foundation of Salem's Polish community for over 70 years. The building provided essential services to new Polish immigrants or Polish residents new to Salem that assisted them in becoming established and successful within the city. These services included religious services, social networking and cultural events, and even housing. Five apartments on the third floor provided income for the Society as well as living quarters for new arrivals to the city. The members used the large banquet hall on the second floor for meetings, dances, weddings, and other gatherings. The Society also rented out the storefront space on the first floor, initially to a dry goods store and followed by the Derby Clothing Company, a tailor, and Alpers' Men's Wear, as well as various pool rooms. In 1947, the shops were converted to club rooms (Carden 1998:6-7; Stanton and Becker 2009:92-93,106,309-311).

Area of Significance: Criterion C Architecture and Design

The Salem Maritime NHS derives significance under Criterion C at the local and state levels in the area of Architecture for its intact collection of residential, commercial, and government buildings that exhibit popular national architectural styles and construction techniques from the late seventeenth through the early twentieth century. As a group, the buildings physically symbolize the Port of Salem's prosperity and demonstrate the city's exposure to international design influences. The Narbonne House and Custom House meet Criterion C at the state level as rare examples of their building types in Massachusetts.

The Narbonne House is a rare example of First Period Colonial architecture and was previously listed in the National Register of Historic Places as part of the Salem Common National Register District in 1976 and was enumerated in the appendix of the First Period Buildings of Eastern Massachusetts Thematic Resource Nomination in 1990. Built in 1675 for Thomas Ives, the house demonstrates the Post-medieval style of architecture commonly erected by New England settlers through the early 1700s, which referenced traditional English building methods while providing shelter from the harsh local climate. The building retains its characteristic two-and-one-half-story, simple rectangular form with a steeply pitched gable roof, orientation close to grade, post-and-beam wood frame, and multi-layer wood sheathing. The alterations of 1729-1780 and 1800-1820 demonstrate the common practice of enlarging ground floor living space through lean-to additions (Candee et al. 1985; Cousins and Riley 1919:18; Cummings 1979).

The majority of the buildings in the district exhibit Classical designs revived in Europe and conveyed to America in part through active seaports. The Derby House, erected from 1761 to 1762, is a characteristic example of the Early to Mid-Georgian Period. The Georgian style gained favor for its symbolic representation of order and sophistication through the use of symmetry, formal public facades, and the geometric division of building mass through ornament. Notable

characteristic architectural features of the Derby House include its symmetrical five-bay by two-bay center hall plan, denticulated cornice line, visual division of floors, and pedimented entrance. The Derby House is also the oldest known extant brick house in Salem.

The adjacent Hawkes House was constructed from 1780 to 1781 at the beginning of the Federal (or Late Georgian/Adamesque) design period in the United States. The Federal style of architecture represented a progression of the previous Georgian style with more elegant, slender features and appealed to the new nation as a physical symbol of stability. The Hawkes House is notable as the work of the prominent local architect and wood carver Samuel McIntire and is the second residence he designed in Salem. Samuel McIntire (1757-1811) was born in Salem and learned the housewright business from his family. McIntire proved himself as a talented carpenter and refined his design skills by reading architectural books. Elias Hasket and Elizabeth Crowninshield Derby, as well as their extended family supplied McIntire with frequent commissions that fostered his career. McIntire designed, built, and remodeled several houses in Salem. He became especially noted for his carvings, frequently crafting fine furniture, numerous mantelpieces, and wood sculptures such as figureheads for ships. McIntire's preference for the Federal design style contributed to its perpetuation throughout Salem during the late-eighteenth century. Local examples of his work are extant in more than 30 Salem residences, most of which are listed in the National Register. Specific examples include the Benjamin Crowninshield, Gardiner- Pingree, Gideon Tucker, Nathaniel Bowditch, Peabody-Silsbee, Peirce-Nichols, and Simon-Forrester houses. (Cousins and Riley 1916; Massachusetts Historical Commission 2011).

Non-domestic examples of the Federal style in the district include the Pedrick Store House (1770), Central Wharf Warehouse (1800-1820), West India Goods Store (1800-1805), Custom House – Public Stores (1818-1819), and Scale House (1829). The warehouses are simplified versions of the style and represent an important commercial/industrial building type in Salem. The buildings demonstrate the typical two-story rectangular form and simple wood-frame construction of wharf-side warehouses designed to accommodate cargo storage and merchant offices. The Custom House – Public Stores and Scale House are high-style examples of Federal design, also constructed for specialized use. The Custom House is important as a surviving example of the U.S. Custom House in Massachusetts, one of the earliest federal government building types constructed in the nation. The building was designed by Perley Putnam who worked for the U.S. Treasury Department (Customs) at Salem. It also exhibits the work of one of the nation's premier Custom House architects, Ammi B. Young, in its 1854 updates to the roof, cupola, and sign.

Ammi Burnham Young (1798-1874) influenced the dispersion of Classical architectural styles in the United States during the mid-nineteenth century through his federal position as the first supervising architect for the U.S. Treasury Department from 1852 to 1862. He began his career working for his builder-designer father in New Hampshire. Young initially incorporated Federal and Greek Revival style design paradigms into his work by studying contemporary architectural pattern books. After working for Alexander Parris in Boston, Massachusetts, Young opened his own architectural practice in Vermont. He demonstrated the popular new Greek Revival and Italianate styles of the period on numerous, high-profile public buildings. His notable work includes the Vermont State House (1836), Second Boston Custom House (1837-1847), dormitories at Dartmouth College (1828, 1839), several local city halls, and approximately 30 Custom House/Post Office buildings erected throughout the country during his federal tenure. Two of those Custom Houses were erected in Barnstable and Gloucester, Massachusetts (Carroll 1977:18; Whiffen and Koeper 1996:156, 158, 205).

The St. Joseph Hall building, completed in the Renaissance Revival style in 1909, illustrates the early-twentieth-century return to Colonial and European Classicism after the Victorian style declined in popularity. The Renaissance Revival style involved a resurgence of simple regularity, order, and monumentality in design. Characteristic features of the style are evidenced in the building's symmetrical design, clearly defined cornices and floors, masonry construction, and simple trim. The building also represents the social hall building type, organized with open gathering spaces on primary floors and apartments above.

The broad range of popular architectural styles, construction techniques, and specified building types that contribute to the understanding of the district as a historic seaport would not be complete without the Derby Wharf Lighthouse and four wharves that occupy the waterfront. Built in 1870-1871, the Derby Wharf Lighthouse is one of five square-plan type lighthouses extant in Massachusetts and was listed in the National Register of Historic Places as part of the Lighthouses of Massachusetts Thematic Resource Nomination in 1980. The wharves exhibit intact, late-eighteenth through nineteenth-century solid timber bulkhead and cobb construction, preserved within their present structures.

Area of Significance: Criterion D Archeology

The Salem Maritime NHS is significant under Criterion D at the national level in the area of Historic-Non-Aboriginal Archeology. The archeological remains associated with the Derby and Central wharves and their associated support buildings have the realized and potential ability to contribute substantive information about wharf construction techniques and port landscape organization from the eighteenth through twentieth centuries. This information is valuable to the history of Salem as it provides an alternative, archeological means of studying the growth, dynamism, and contraction of Salem as a shipping hub. It is also valuable for the comparative data that it provides to other contemporaneous port cities up and down the East Coast including Boston, Newport, New Bedford, New York, and Charlestown.

Archeological data derived from the Narbonne House excavations have provided artifacts and features chronicling the uninterrupted occupation of a residential structure from the seventeenth through twentieth centuries. The organization of the features on the site, specifically the various sheet middens and trash pits, has provided data to substantiate theoretical models in historical archeology that posit a transition from a seventeenth-century “traditional” world view to an eighteenth-century “Georgian” mindset. The site has yielded an exceptional collection of artifacts (e.g. glass, ceramics, personal items) dating from the seventeenth through nineteenth centuries that illustrate the variety of local and foreign consumer goods available to Salem residents as a consequence of the city’s vast international shipping network. The recovered faunal assemblage also has been used to document the shift from local market economies to regional market economies, a shift that began in the late eighteenth century and was precipitated and supported by the growth of large, non-farming urban populations clustered most commonly around thriving port centers.

The history of archeological research at the Salem Maritime NHS comprises 11 archeological projects conducted between 1938 and 2005. The work was undertaken primarily to meet compliance obligations under Section 106 and Section 110 of the National Historic Preservation Act (NHPA) and has included archeological monitoring and “salvage” operations (Marie 1981; Schley 1994; Stull 2004), controlled excavations in combination with machine excavation (Moran and Horvath 1980; Moran et al. 1982; Garman et al. 1998; Donta et al. 1998), terrestrial and marine remote sensing surveys (Louis Berger & Associates Inc. [LBA] 1995), and an archeological overview and assessment (Smith et al. 2005). The two exceptions to this catalog of compliance-mandated archeology include the archeological monitoring of machine-excavated trenches in front of the Derby and Hawkes houses in 1938 (Small et al. 1938) and a site condition (damage) assessment conducted during stabilization efforts at Tucker Wharf (Pendery and Griswold 1997).

In the interests of conciseness and relevance, only those archeological projects that resulted in the identification of contributing archeological sites will be discussed. The following four criteria were used to define a “contributing” archeological site: 1) the site must have been subject to some level of subsurface archeological investigation and reporting or, in the absence of archeological survey, the site must be physically identifiable through a patterning of artifacts, features, or structural remains on the ground surface; 2) the archeological data must be defensibly linked to the site in question; 3) the site must have a demonstrated ability to address substantive research issues within the identified areas of significance for the district and/or ancillary research issues important to regional pre- and post-contact period history; and 4) the site must lie within the district boundaries as delineated in this nomination.

A total of 68 archeological sites^{xxxiv} are inventoried in the Archeological Sites Management and Information System (ASMIS) for the district. ASMIS is the NPS database for the basic registration and management of pre- and post-contact period archeological resources contained within individual parks and includes basic information on site locations, types, known or inferred integrity, and current National Register status. The majority of the listed sites has been identified on the basis of cartographic data and has not been subject to archeological review, thus excluding them from contributing status using the criteria listed above. Similarly, several of the ASMIS sites have been the subject of archeological investigation but did not yield sufficiently substantive data to qualify them as contributing resources.

A total of nine (9) resources, however, did meet all of the criteria necessary to be considered contributing archeological sites to the district. These sites include the Derby Wharf Site (ASMIS ID SAMA00001.000), Central Wharf Site (ASMIS

^{xxxiv} A detailed inventory of archeological sites may be found in the 2005 Archeological Overview and Assessment for the site.

ID SAMA00002.000), Narbonne House Site (ASMIS ID SAMA00003.000), Elias Hasket Derby's Counting House or Upper Store Site (ASMIS ID SAMA00019.000), Forrester Warehouse Foundation (ASMIS ID SAMA00022.000), Forrester's Warehouse 77 Site (ASMIS ID SAMA00023.000), John Derby's New Store (ASMIS ID SAMA00025.000), John Prince's Store (ASMIS ID SAMA00026.000), and the Office and Shed 74 Site (ASMIS ID SAMA00050.000).^{xxxv}

Derby Wharf Archeological Resources

Derby Wharf (ASMIS ID SAMA00001.000) extends approximately 2,045 ft on a northwest-southeast orientation from Derby Street into Salem Harbor, with a small brick lighthouse (ca. 1871) anchoring its southern end in the South River channel. The construction of the wharf began between 1760 and 1762 when Richard Derby Sr. acquired three waterfront lots of beach land and flats. In August 1762, he filled this land to prepare for the construction of wharves. By 1771, Derby Wharf extended 803 ft into the harbor and was the site of two commercial buildings, the "Upper Store" built by Elias Hasket Derby in 1765 at the northern end and the "Lower Store" built by Richard Derby Sr. in 1771 at the southern end. Between 1806 and 1808, six of Elias Hasket Derby's heirs constructed New Derby Wharf consisting of two timber sections, the Extension and Lower Pier. Starting in 1824, the wharf was faced with stone sea walls, and over the next half century the eastern edge of the wharf was built up with warehouses and commercial structures to support the booming overseas trade that would make Salem famous, and later a profitable fish processing industry (Friedlander 1991:9, 121).

By the time the NPS acquired the property in 1938, the golden age of Salem's maritime history had passed and much of the district was in an advanced state of neglect. As part of a massive park-wide rehabilitation effort, the dilapidated Derby Wharf was largely rebuilt in 1938 using WPA labor. Photographs taken during that time suggest that the original wharf structure was largely obliterated during the project. This level of disturbance was at least provisionally confirmed during archeological monitoring of geotechnical testing at Derby Wharf conducted by LBA in 1990. Examination of the soil borings taken along the length of the wharf resulted in the conclusion that its historic fabric had been almost completely replaced during the 1938 WPA project, thus it maintained little of its historic structural integrity (LBA 1995).

More expansive archeological investigations of Derby Wharf conducted from 1992–1993, however, came to a much different conclusion. The technical report entitled *Archeological Investigation at Derby and Central Wharves, Salem Maritime National Historic Site, Salem, Massachusetts* (Garman et al. 1998) details the archeological results of five separate task orders completed in advance of the redevelopment of both wharves and the installation of a water line. The goals of the project included determining if significant archeological and/or architectural resources survived within the modern Central and Derby wharf structures and determining Derby Wharf's internal structural integrity. Task Orders 1, 2, and 4 resulted in the identification of archeological resources specifically associated with Derby Wharf.

Task Order 1 involved locating and documenting any surviving evidence of the early timber remains of Derby Wharf and determining the extent of the disturbance caused by the 1938 WPA wharf reconstruction project. A total of 15 trenches, ranging in size from 16–30 ft long by 4–30 ft wide, was excavated along an approximately 350-ft length of the wharf adjacent to and south of Derby Beach, with the locations chosen primarily on the basis of the earlier geotechnical data results (LBA 1995). Eight of the 15 trenches contained what appeared to be intact cribbing elements associated with the construction of the original wharf, ca. 1762–1771, with the most substantial *in situ* portions found in the northern and southern ends of the project area. A granite foundation wall, complete with entrance bays, also was identified and interpreted as the remains of **John Prince's Store (ASMIS ID SAMA00026.000, contributing site)**. The store was a three-story frame warehouse built on piles in 1800 along the east side of Derby Wharf and then in 1830 moved onto a granite foundation approximately 520 ft down the wharf. The survival of all these resources indicated that the 1938 work had not had as substantial an impact on the original wharf constructions as previously believed.

Task Order 2 was undertaken to assess the integrity of John Prince's Store and to search for other surviving structural remains on Derby Wharf. The excavation was successful on both counts in that it uncovered cobble flooring associated with the first store and identified a second cobble surface buried deeply in a backhoe trench and associated with **John Derby's "New Store" (ASMIS ID SAMA00025.000, contributing site)**. Like John Prince's Store, John Derby's "New" Store (1794–1905) was originally constructed on piles on the east side of Derby Wharf and then moved down the wharf in

^{xxxv} While the Derby and Central wharf sites are both considered contributing sites to the district, they have been subsumed under the Derby and Central Wharf structures on the data table to avoid duplicating resource counts.

1830 onto a granite foundation, approximately 420 ft south of Derby Street. The structure was used as a warehouse throughout the nineteenth century and was most likely razed around 1905 after thirty years of neglect (Garman et al. 1998:13).

Task Order 4 comprised data recovery excavations at Derby Wharf to explore the remains of the original timber wharf structure identified in Task Order 1. To allow for the machine excavations necessary to expose the wharf components properly, a temporary coffer dam made of interlocking sheet piles measuring 45-x-40 ft was driven into the wharf to a depth of 32 ft and dewatered throughout the course of the investigations. Excavations within the coffer dam identified an earlier, undocumented wooden bulkhead and tieback system embedded in a clay base fill near the center line of the modern wharf structure. In addition to the wharf structural elements, an eighteenth-century midden was identified against the exterior wall of the original bulkhead.

In December 2002, archeological monitoring of machine-excavated trenches in advance of the installation of a subsurface utility line was conducted along the western edge of Derby Wharf running from Derby Street to a new mooring facility for the ship *Friendship* (Stull 2004). A clay base fill similar to that identified in the 1992–1993 excavations (see above) was identified in several of the deeper trenches, as were horizontal wharf timbers, all of which were linked to the construction of Derby’s original bulkhead wharf. Trenches excavated along the southern edge of Derby Street opposite Orange Street identified a granite-block foundation believed to be the remains of the **Office and Shed 74 Site (ASMIS ID SAMA00050.000, contributing site)**, also known as the c. 1874 N.O. Very Office.

South of the N.O. Very Office, another trench identified evidence of an earthen subfloor that was interpreted as the east edge of Elias Hasket Derby’s Counting House or Upper Store (ASMIS ID SAMA00019.000). Elias Hasket Derby constructed the Counting House at the head of Derby Wharf in 1765, and it most likely carried the goods brought to Salem on Derby ships. His son John removed the building in 1819, and the archeological evidence suggests that he removed it quite thoroughly as no foundation or floor elements remain.

The archeological excavations conducted on Derby Wharf illustrated a level of landscape integrity that suggests the survival of significant archeological deposits associated with all phases of the wharf’s construction history. Perhaps the most important contribution of the excavations is the conclusive identification of the Derby’s original wharf, c. 1762–1771. The identification of the timber bulkhead-and-tie-back system provides new information about the wharf’s construction and challenges earlier scholarship on the issue. Salem minister and diarist Reverend William Bentley (1759–1819) wrote that cobb construction was the most common building method in Salem during the late eighteenth century. This contemporary observation led Edwin Small, who was serving as Superintendent of the park in 1939, to comment that

The Derby Wharf in existence during the business career (1762–1799) of the great merchant, Elias Hasket Derby, was without doubt one of the “cob” wharves Dr. Bentley said in 1819 were the common type at Salem (Small 1939).

The conclusive archeological identification of bulkhead, rather than cobb, construction for the earliest portion of Derby Wharf illustrates that other wharf building techniques were being employed during that time in Salem and suggests several additional avenues of inquiry. First, if cobb construction was as routinely employed in Salem during its early maritime history as claimed by Bentley, why did Derby choose another method? Was cost a consideration? Durability? Or was he drawing on construction techniques more common to the ports of Boston and New York? Second, if this technique was used by Derby, was it mimicked by any of the other neighboring wharves dating to roughly the same period? Excavations of the original portions of Central Wharf (see below) indicate that it was, while preliminary documentation of structural elements exposed during repair work on a **Portion of Tucker Wharf (ASMIS ID SAMA00020.000, contributing structure)** hint at broadly similar building techniques (Pendery and Griswold 1997).

In addition to the buried wharf features, the Derby Wharf landscape integrity is underscored by the identification of eighteenth- and nineteenth-century foundation remains including John Derby’s “New Store,” John Prince’s Store, the Counting House, and the N.O. Very Office. The construction, configuration, relocation, and demolition of these buildings as documented through the archeological data have the potential to provide information about the organization of the wharf landscape over time and how that organization may reflect the rise and decline of Salem’s commercial fortunes as an international port. On a smaller scale, midden deposits and associated fills, such as those identified outside the

original western bulkhead, also have the potential to contribute meaningful artifact data concerning the activities that went on along the wharf throughout its early history.

Central Wharf Archeological Resources

Central Wharf (ASMIS ID SAMA00002.000), formerly known as Forrester's Wharf, is located 150 ft west of Derby Wharf and extends approximately 800 ft from Derby Street into the mouth of the South River. In 1768, Captain John White bought vacant beach land and flats from John Browne and constructed a timber wharf and warehouse. In 1793, Salem merchant Joseph White purchased the property from Captain White, widened the wharf, and refurbished the warehouse. By 1818, this expanded, ell-shaped wharf, consisting of timber frame and cobb construction, extended from Derby Street about 150 ft into the South River.

At the same time that the White families were buying, selling, and expanding their wharf holdings, Captain Simon Forrester purchased a narrow lot from the Ingersoll family in 1791 that included waterfront property south of White's Wharf. The property had been in the Ingersoll family for 44 years, having first been acquired from Richard Derby Sr. in 1747, and at the time of the 1791 sale contained a new but unfinished mansion, a cobb wharf, and a warehouse (Snell 1974:8). Forrester enlarged the wharf to the east from 1791–1792 and to the west in 1795. In 1798, he once more expanded the wharf eastward through the purchase of 16 ft of property from his waterfront neighbor, Joseph White. Forrester also had extended the wharf into the harbor twice from 1791–1804, resulting in a 795 ft-long pier, and then appended another 480-ft long cob wharf extension between 1805 and 1818.

In 1834, Simon Forrester's son, John, sold the wharf, "stores," and flats to Benjamin Merrill and Nathan W. Neal. By this time, the wharf was commonly known as "Central" rather than "Forrester's" wharf, and it went through a series of owners throughout the remainder of the nineteenth century. The structure was enlarged from 1896–1897, and steel tie-rods were installed across it at 24-ft intervals. The wharf, and the collection of brick and wooden structures that lined its eastern side, was damaged in the 1914 Salem Fire, subsequently repaired, and then used as a lobstering wharf until the NPS acquired the property. In 1947, the Navy entered into cooperative agreement with the NPS to use Central Wharf for the operation of a Naval Reserve Training Center, and for that purpose the west bulkhead was extended 100 ft using interlocking steel sheetpilings with tie rods every 20 ft.

Much like Derby Wharf, the repairs to Central Wharf made after its acquisition by the NPS in 1938 were widely believed to have completely compromised its historic structural integrity. Archeological monitoring of backhoe trenches and limited excavation conducted in 1973 and 1975 during the rebuilding of Central Wharf provided equivocal support of this idea. The purpose of the 1973 monitoring, as detailed in the technical report entitled *Excavations at Central Wharf, Salem Maritime National Historic Site, Massachusetts* (Moran and Horvath 1980), included identifying the west bulkhead of Central (Forrester) Wharf as it appeared on maps dating from 1805–1820; identifying the southwest corner of the "solid" wharf as it appeared in 1805 and examining its juncture with the later "cobb" wharf extension; and finding any surviving structural elements of the earlier wharf structures buried within the existing wharf.

A total of six trenches was excavated along the length of the wharf in 1973 and resulted in the identification of several features. These features included a heavy concrete cap at 2 ft below grade that was installed to provide protection to the c. 1805 portion of the wharf; several wood pilings at 5 ft below grade that likely served as supports for nineteenth-century warehouses that extended beyond the wharf's east side; leather trimmings potentially associated with the use of Forrester's warehouse as a shoe factory during the early twentieth century; and a diagonal wharf brace disturbed by the installation of underground storage tanks and utility lines. Limited evidence of the c. 1805–1818 cobb wharf was identified in the form of articulated timbers 250 ft south of the end of the wharf.

In 1975, seven additional trenches were excavated along the length of the wharf to confirm the results of the 1973 investigations. The top portions of the excavated fill contained large quantities of harbor dredging, oyster shells, and coal ash containing nineteenth-century ceramics and medicine bottles, all of which was consistent with the various nineteenth-century expansions of the structure. Below the fill at 7.9 ft below grade, however, more substantive structural features were identified including a 225-ft long structure of rough-hewn logs believed to be part of the cribwork for the 1805–1818 cobb wharf extension. Plank flooring also was identified at 6.2 ft below grade and interpreted as part of the ballast floor cribwork for the cobb construction.

The overarching landscape integrity findings of the 1970s excavations at Central Wharf were further corroborated during the 1992–1993 Central and Derby wharf excavations (Garman et al. 1998). As part of the larger project (see above for administrative details), Task Orders 2 and 3 identified features specifically associated with Central Wharf. Task Order 2, undertaken with the specific goal of finding any surviving structural remains of the earlier Sanborn-Whipple-White and Ingersoll-Forrester wharves, included machine trenching immediately south of Derby Street at the northern extent of the modern wharf structure.

The excavations resulted in the identification of a portion of Captain John White’s original timber bulkhead wharf (c. 1768) at 3.5–4 ft below grade, as well as possible structural evidence of a later addition (c. 1793) to that wharf section. A portion of a granite slab store or office foundation likely dating to the 1830s or 1840s also was identified, as well as a coal stratum likely associated with a late nineteenth-century coal shed and filling episodes around the wharf undertaken during the Whipple ownership period (1889–1934).

No structural evidence of the Ingersoll-Forrester Wharf was identified as part of the Task Order 2 excavations, so Task Order 3 refocused its efforts on that resource. A series of machine trenches were excavated down the centerline of the wharf from Derby Street to a point roughly 50 ft south of the Rigging Shed. The trenches contained evidence of an early nineteenth-century storage structure; the flooring of an unidentified building; and the collapsed steps from a one-story wooden warehouse. Several additional features, including wood planking variously attributed to John White’s wharf or warehouse building, and a portion of a granite-block foundation interpreted as the remains of a c. 1830 Sanborn warehouse, were tentatively identified, but the project was unsuccessful in finding any evidence of the Ingersoll-Forrester section of the wharf.

Archeologists were provided with a third opportunity to look for evidence of the Ingersoll-Forrester Wharf as part of another phase of work associated with the Central Wharf rehabilitation. *Archeological Monitoring and Investigations for the Central Wharf Site Development, Salem Maritime National Historic Site, Salem, Massachusetts* (Donta et al. 1998) details the results of fieldwork conducted in 1993 and 1994 under Task Orders 6, 7, and 8. The goals of Task Order 6 and 7 included identifying any surviving elements of the northern end of the eastern bulkhead of the previously identified White’s Wharf, along with any other surviving eighteenth- and nineteenth-century structures or wharf features.

The machine testing for Task Orders 6 and 7 was located at the northeast corner of Central Wharf immediately opposite Hatch’s Wharf and identified the remains of off-site fill deposits consistent with those found during the 1975 excavations (see above). The trenching also exposed large portions of the 1805–1818, 1852–1874, and 1914 wharves, including structural supports and evidence of repair episodes overlying the Forrester cobb wharf.

The Task Order 8 testing occurred at the far northwest corner of the wharf bordering Derby Street in what is now the location of the restroom facility and Orientation Center. In this location evidence of the Ingersoll Wharf (c. 1764) was preliminarily identified in the form of its wooden west bulkhead and a section of its stone-faced eastern wall. Another portion of Forrester’s 1791–1792 wood bulkhead expansion also was identified as well as two stone foundations interpreted as the remains of Forrester’s Warehouse 77 Site. This structure was the fourth warehouse built on the wharf and was still standing as late as 1911.

The combined results of the archeological testing conducted at Central Wharf from 1973–1994 are important in that they document a substantial degree of eighteenth- and nineteenth-century landscape integrity with the realized and potential ability to contain intact, significant deposits associated with the structural evolution of the wharf. The surviving wharf elements, dating from White’s earliest construction forward, provide good comparative evidence for the differences between “solid” versus “cobb” wharf construction. While this technology is well documented from a general engineering standpoint, its archeological documentation at Salem provides insights into how builders on the North Shore implemented that technology “on the ground.” It also provides an opportunity to explore how the specifics of wharf construction, maintenance, and repair (e.g. techniques, materials) evolved over time, and how that evolution may reflect changing economic and functional trends not just at Central Wharf but at Derby Wharf as well.

Furthermore, the identification of wharf and warehouse structural remains dating to Forrester’s use of the waterfront provides excellent data with which to track the development of and alterations to Central Wharf during some of its earliest

years of operation. The Forrester's Warehouse 77 remains, in particular, may be most profitably compared and interpreted against the extant **Forrester Warehouse Foundation (ASMIS ID SAMA00022.000, contributing site)**. Built around 1825, the foundation measures approximately 70-x-25 ft and comprises five courses of brick on its Derby Street (north) side and 10–12 courses of brick on its south side. While the surviving walls have been capped with 6-inch-thick flat granite coping and the foundation has been filled with earth and covered with sod, the feature nonetheless stands as the only warehouse in its original location and is a singular remnant of a building type that once dominated the wharves of Salem. As such, it has the potential to provide *in situ* archeological data regarding late eighteenth- to early nineteenth-century warehouse construction, including providing data about the size, shape, and construction of Forrester's Warehouse 77.

Narbonne House Site

The **Narbonne House Site (ASMIS ID SAMA00003.000, MHC No. SAL.HA.16, contributing site)** is perhaps the most high-profile and certainly one of the most archeologically productive sites within the district. Located at 71 Essex Street, the core of the extant structure was built in 1675 with a wing and shed addition appended during the early to mid-eighteenth century. The yard, as well as the house, has seen a series of constructions and demolitions including a carriage house in the rear yard (c. 1780–1920), a dairy, well, privies, walkways, and gardens. The house was privately owned and occupied for most of its history, with the exception of a brief tenancy period in the mid-eighteenth century. A succession of tradesmen, seamen, and their families lived on the property throughout the eighteenth and nineteenth centuries. The house derives its name, however, from Sarah Narbonne, a widowed seamstress who lived there from 1844–1895, after which her daughter, Mary, maintained residency until 1905. After another half century of private ownership, the property was sold to the NPS and incorporated as part of the Salem Maritime NHS in 1963.

The first and only archeological fieldwork at the site was conducted over three seasons from 1973–1975. The goals of the project, as outlined in *Archeological Investigations at the Narbonne House, Salem Maritime National Historic Site, Massachusetts* (Moran et al. 1982), included the documentation of building campaigns that were evident in the structure of the house but not identified in the documentary record and the recovery of artifact and feature data with which to address patterns of domestic occupancy spanning the seventeenth through twentieth centuries.

Over the course of three years, a total of nine operations were undertaken on the property, with each operation encompassing varying levels of excavation in different locations. Among the more significant features associated with the historic-period occupation of the property was a First Period lean-to foundation and builders trench inside the extant gambrel-roofed ell structure; a paved cobble surface inside the ell and pre-dating its construction; the remains of a 4-ft by 4-ft square brick-floored dairy southwest of and detached from the house; the Carriage House foundations southeast of the house; a filled (and possibly rebuilt) well with a wooden pump at its base; and two major trash features roughly dated to 1790 and 1805, respectively.

In addition to the wide range of structural features, the site also yielded an assemblage of more than 140,000 artifacts spanning the entire historical occupation of the property. The c. 1805 trash deposit, known as the Turner Hoard, comprised nearly 80 cubic ft of densely packed faunal material and over 10,000 artifacts including an astounding variety and quality of ceramics (Moran et al. 1982:47). Despite the detailed and expansive excavations, however, no undisturbed seventeenth-century deposits could be identified on the property, a perhaps not unsurprising result given the intensity and duration of its post-contact period occupational history.

One of the primary conclusions presented in Moran's technical report (1982) is that the refuse patterns and ceramic assemblage from the property support the hypothesis of the existence of three successive cultural systems operative in New England between the seventeenth and nineteenth centuries (Deetz 1972). The first of these traditions, running from roughly 1620–1660 and rooted in medieval practices transported from the Old World, was communal, largely self-sufficient, and deeply religious. With the development of a more Anglo-American culture beginning in 1660, the cultural system evolved into a distinctive "folk culture" marked by a continued conservatism, communal identity, and strong preference for domestic, hollow-form ceramics. This second period also is marked by a more heterogeneous, asymmetrical cognitive perspective in which physical order was viewed as secondary to spiritual order. The last phase, from 1760–1835, developed as part of the Georgian mindset and emphasized symmetry, order, and progressiveness. This last period is manifested archeologically in a preference for imported ceramics and an expansion of ware types reflecting

individual tastes and specificity of function. Moran et al. argue that the early eighteenth-century sheet midden patterns documented in the Narbonne House yard and the homogeneity of archeologically recovered ceramics from that period support Deetz's hypothesis concerning the second phase of the New England world view, and that the late eighteenth- and nineteenth-century trash pits filled with a diversity of ceramic types and forms illustrate the cultural shift toward the more orderly Georgian world view.

In addition to its more theoretical implications, the recovered domestic assemblage reflects the range of cultural material available to Salem residents from the seventeenth through twentieth centuries, and how the quality and availability of those materials changed over time. These changes are attributable not only to Salem's rising and falling fortunes, but also to the relative socio-economic status of the many families who lived in the house. The vast assemblage also provides a valuable database with which to compare access to and consumption of goods in port cities versus that in more interior urban and rural contexts.

The results of the Narbonne House excavation have been used for substantive comparative purposes with other sites in New England. For example, the faunal assemblage recovered from the c. 1805 trash pit contained large quantities of mammal bone deposited as the food remains of the Widow Mary Gardner, wife of a prosperous tanner and daughter of an important Salem merchant. This assemblage was compared to faunal assemblages recovered from the African Meeting House in Boston and suggested that the predominance of young animal bone (i.e. lamb) at the Narbonne House versus the predominance of older animal bone (i.e. mutton) at the Meeting House was attributable to differences in socio-economic resources between the two groups as well as to the development of a specialized market economy that could reliably cater to demands for specific meat products (Bowen 1998:149).

A pre-contact period shell midden and shell and charcoal deposit (ASMIS ID SAMA00068.000) also was identified under the floorboards of the ell addition. The deposit was identified by construction contractors and was destroyed during the reconstruction of the ell in 1973 before it could be archeologically documented.

Archeological Potential of Salem Maritime NHS

As referenced above, the majority of the ASMIS-listed sites within the district has not been subject to any archeological investigation, and as such cannot currently be considered contributing resources. However, these sites do possess the potential (pending an assessment of their archeological data content) to address broader research issues of importance to the park. Because many of the ASMIS sites comprise standing structures or the presumed locations of former structures, additional archeological research could clarify construction, relocation, and demolition processes that might reflect growth and contraction of the port over time. The structural organization of Salem as reflected in the extant and former building locations also may be compared to other contemporary ports such as Newport, Boston, or Portsmouth with an eye toward documenting their similarities and differences and the economic and social factors that might underlie them.

Three of the non-contributing ASMIS sites have undergone some degree of archeological investigation and warrant specific mention regarding their exclusion from contributing status. The **Public Stores Historic Site (ASMIS ID Unassigned, contributing site)** comprises a historic midden deposit and filled cellar hole likely pre-dating 1805. Identified during the removal of an underground storage tank behind (north) of the Custom House – Public Stores, neither feature was excavated nor was the site assigned a discrete identifier separate from the pre-contact materials found in the same location (see below) (Schley 1993). Because the site was not investigated in any detail, its temporal and functional characteristics remain unclear and make it difficult to formulate meaningful research contexts or questions. In the event that future excavations do confirm the dates and functions hypothesized by the on-site archeologist, the site has the potential to provide substantive information about the location of a residential structure predating the construction of the Custom House – Public Stores. It also could provide data about the landscape, organization, and use of the Salem waterfront for residential purposes before the town developed into a preeminent maritime trading hub.

The Public Stores Prehistoric Lithic Scatter (ASMIS ID SAMA00069.000) was identified during the same project and in the same location as the Public Stores Historic Site (see above) and comprised a small assemblage of debitage. The recovery of that debitage from disturbed soil contexts, however, precludes any specific interpretation of the timing, duration, or nature of the site occupation. What the lithic scatter does suggest from a general archeological sensitivity standpoint is the potential for the survival of similar, more expansive deposits in less disturbed areas of the district. This

potential is underscored by the identification of a pre-contact period midden deposit (ASMIS ID SAMA00068.000) in the Narbonne House lot, a deposit that was subsequently destroyed during the reconstruction of the house ell.

Tucker Wharf (ASMIS ID SAMA00020.000) was documented as part of a damage assessment conducted during a repair operation at the wharf. Project constraints did not allow for the thorough recordation of the exposed and damaged elements of the wharf, so the level of detail and interpretation is not sufficient to elevate the resource to contributing status as an archeological site, particularly when compared to Derby and Central wharves. Nonetheless, the wharf is a valuable, potentially contributing resource for the comparative data that might be obtained through more controlled archeological investigations in the future.

Finally, it is important to acknowledge the potential for submerged cultural resources within the Salem Maritime NHS. The remote sensing survey conducted at Derby Wharf in 1995 (see above) included a marine component and resulted in the identification of three underwater anomalies including a magnetic anomaly located about 85 ft east of Derby Wharf near its southern end; an acoustic (sonar) anomaly located between Derby and Central wharves; and a seismic (sub-bottom) anomaly identified west of Central Wharf. The report authors comment that in consideration of the district's history of channel dredging, modern recreational boat activities, and the installation of utility lines, it is unlikely that any of the anomalies are potentially significant archeological remains (LBA 1995:26). While the historical land use of the wharf area as presented in the report largely confirms this assertion, the results of the marine survey have not been ground-truthed and as such those conclusions should be considered provisional. Furthermore, even if the identified anomalies prove to be non-cultural in nature, those results do not necessarily preclude the survival of potentially significant cultural resources within other portions of the submerged district boundaries.

Developmental history/additional historic context information (if appropriate)

Settlement and Colonial Industry in Salem

Salem was settled in 1626 when 30 colonists migrated from the Dorchester Company fishing station at Cape Ann to the area. The settlement followed the establishment of Jamestown (1607) and Plymouth Colony (1620). It became part of the Massachusetts Bay Company, which the Plymouth Colony absorbed in 1691. By 1630, a mass migration of 500 people arrived in Salem but quickly moved on to establish Boston. Salem subsequently developed as a maritime-based local trading post selling provisions of cod, halibut, mackerel, and haddock to immigrants. Fishermen erected a wharf, tavern, and fish flakes on Winter Island. When the Great Migration declined in 1637, Salem fishermen supplemented the loss in local demand by initiating early transatlantic trade, exchanging dry fish and lumber for sugar and molasses in the West Indies, and domestic goods in Europe. Salem Reverend Hugh Peter encouraged colonists to cultivate regional fishing and shipbuilding industries, and larger shallops were constructed as trade networks expanded. The first known Salem vessel (*Desire*) to reach the West Indies arrived in 1638. After 1635, Salem developed with new, one-acre house lots along the South River. Richard Derby Sr.'s grandfather, Roger Derby, immigrated to Salem in 1671; and the Narbonne House was built a few years later (1675) for butcher Thomas Ives. The Ives family retained ownership of the house until 1699 when weaver Simon Willard purchased it. The first known Salem vessel to reach Madeira arrived in 1676, and its crew traded cod for wine (MHC 1985:2; Moran et al. 1982:54-79; NPS 1987:17-19; Vickers 2005:47).

Developmental History of Salem Maritime NHS, 1946 to Present

Post World War II (1946 - 1955)

Salem Maritime NHS's acute need for physical repairs after World War II, a common state for National Parks, was noted by architect Stuart Barnette in his 1946 post-war report on the site's conditions. After a three-year absence, Edwin Small returned to the park as Superintendent from 1946 until 1956. He was faced with ongoing routine maintenance and inadequate funding, in a difficult period characterized by reaction to external events rather than the undertaking of new initiatives. He struggled to maintain the integrity of the site against encroachments and deterioration, while at the same time, like all NPS sites in the postwar years, the Salem Maritime NHS experienced high visitation that strained the facility's capacity (Chase-Harrell et al. 1993:72-75; Newton 1971:546).

The fast pace of visits and competition from nearby historic sites caused reconsideration of how to convey the historic maritime theme. In 1952, newly retired NPS Director Arthur Demaray noted the barrenness of Derby Wharf, especially when compared with the privately funded Mystic Seaport, and highlighted the fact the 1939 Master Plan proposal to secure replicas of ships and restore the warehouses to the wharves had never been acted on. However, despite support, once again no suitable ship was found.

During this period, a Naval Reserve Training “temporary” facility was completed on Central Wharf in 1948, which was removed in 1977, and there were issues with recreational and fishermen use of the waterfront. The treatment of buildings reflected current philosophies and resources. Forrester Warehouse, the sole surviving maritime industrial structure, had become quite deteriorated. While Small and the regional historian preferred it to remain standing, the regional architect and historian disagreed and the building was demolished in 1948. The City tried unsuccessfully to reacquire the Hawkes House for veterans housing in 1947; the NPS renovated it as a combination historic house museum and staff residence in 1950-1954. The Derby House remained, as always, the much-admired centerpiece. Asphalt roofing installed on the upper gambrel slopes in 1947-48 was replaced with slate in 1954, but Small had to struggle to stretch the allocation to obtain historically appropriate materials.

A new Master Plan was written in 1950-52 that noted a need for improved visitor information and orientation and a central parking area. The site boundaries were reviewed, including consideration of the Narbonne House and other edge properties for potential acquisition. The plan apparently was not implemented due to lack of funds and staff.

Mission 66 Era (1956 – 1970)

By the mid-1950s, extensive public use, underfunding, and understaffing of parks led the NPS to establish the Mission 66 (1956-1966) initiative for park restoration and revitalization, along with historic sites survey. Mission 66 marked the 50th anniversary of the founding of the NPS and culminated in the National Historic Preservation Act (NHPA) of 1966. The program demonstrated public interest in the preservation of historic architecture after a decade of urban renewal. It also created new professionalism, bureaucracy, and hierarchies within the NPS.

Edwin Small left the Salem Maritime NHS and was appointed as historian and head of a new Boston National Historic Sites Commission (1956-1958), which set in motion several Boston-area historic parks including the Boston National Historical Park, the establishment of the “Boston Group” (1964), and eventually the creation of the North Atlantic Regional Office of the NPS (1973).

Under Superintendent Harold Lessem from 1956-1963, the interpretive goals of the Salem Maritime NHS underwent re-evaluation. As Lessem stated in his 1959 paper “A Problem in Shifting Emphasis,” the relative significance of the site’s resources was reconsidered and the emphasis slowly shifted from land-based to sea-based resources, specifically Derby Wharf. The desire to save Derby Wharf had been the initial inspiration for the Salem Maritime NHS, but the original physical planners had focused on buildings and land-based features that were relatively easy to restore and interpret. Despite their key role in the creation of the Salem Maritime NHS, Derby and Central wharves had been seen as secondary in the visitor experience. In the new thinking, Derby Wharf, significant as one of few surviving pre-Revolutionary waterfronts, would now become an exhibit in itself within a museum framework with an interpretive emphasis on “purely foreign commerce aspects” using up-to-date displays and interpretive technologies. Lessem suggested the mooring of a merchant vessel replica and the reconstruction of a wharf building, ideas that Small had never supported due to lack of evidence but that fit with current NPS thinking.

Interpretive experimentation to address the numerous visitors, many of whom spent less than one hour at the Salem Maritime NHS, attempted to achieve a balance between relatively efficient technological methods and interactive human interpreters. Efforts were plagued by lack of proper slides, inadequate facilities, and personnel shortages. Only a small percentage of visitors viewed presentations. An NPS-wide emphasis on “living history” in the second half of the 1960s was not implemented at the Salem Maritime NHS.

Cultural resource planning occurred in the form of documents such as Historic Structures Reports (HSRs), which provided comprehensive preservation and management planning guidance for the first time. These documents included detailed information used to support accurate restoration and interpretive projects. HSRs and furnishing studies set the stage for

work conducted during 1960s. They were completed for the major buildings in the district from 1959 to 1965 as well as for Derby and Central wharves from 1973 to 1974.

Earlier research regarding furnishing and decorative arts was based on collective knowledge, rather than specific documentary evidence. Louise du Pont Crowninshield, who died in 1958, previously provided information and period décor for the Derby House. New administrative procedures required furnishing studies for all historic structures to be based on approved interpretive prospectuses in 1960. The Derby House furnishing reports were completed in 1967 and 1970.

Nearly all buildings were repaired or painted under the Mission 66 mandate for refurbishment of physical site resources. Analyses and recommendations included the work of noted professionals in the field and furnishing help from the cooperating Salem Maritime Historical Association. The 1964 HSR for the "Rum Shop" recommended ending the antiques shop concession and restoring and reinterpreting the building as a "West India Goods Store." The NPS and the Salem Maritime NHS responded to public research and philosophical interests in the everyday lives of common people and their material artifacts, as well as urban culture. Salem waterfront and maritime commercial history were no longer viewed solely as a romanticized picture of wealthy merchants but focused more on the realities of a working waterfront.

The Salem Maritime NHS acquired the Narbonne House (1675) on December 12, 1963, expanding the site boundary for the first time since its founding and firmly validating the significance of vernacular and First Period houses. The acquisition had always been envisioned but had not been pursued while the house remained in private hands. It occurred in the face of urban renewal when the owners expressed a desire to sell in 1961. SPNEA and Abbott L. Cummings initiated the contact, and Congress approved funding. Questions raised about how to fit the house into the park's maritime history theme were offset by its undeniable historic and architectural significance as an intact First Period house. The house was documented in a Historic Structures Report in 1965 and 1972. Archeological investigations were conducted in the 1970s. The former carriage house on the property was demolished in 1965.

New recreational uses were introduced, reflecting NPS trends in the 1960s to mix uses that would not have been acceptable in the 1930s. The City of Salem and the NPS signed a cooperative agreement for floating docks for small pleasure craft in 1966, and the Army Corps of Engineers dredged the channel. The longstanding issue of lobster fishermen using the wharves ended when these permits were disallowed.

New Goals (1970-1983)

Major changes occurred at the national and regional levels of the NPS with increasing emphasis on management planning, professionalism, and centralization and a decrease in the local autonomy of individual parks. The management structure and counterparts of the Salem Maritime NHS include the North Atlantic Regional Office, Boston (1973), the Boston National Historical Park (1974), and the Lowell National Historical Park (1978). The newly created Denver Service and Harpers Ferry centers worked with the Salem Maritime NHS on shifting its interpretive emphasis from land to sea and calling for a revitalized waterfront. Planning changes came with a new *Interpretive Prospectus* in 1970-71 that aimed at tying the physical features of the site more closely to the sea and Salem's great days as a world port. Themes included the Bicentennial of the American Revolution, emphasizing privateering, the interdependence and significance of the site to the nation's history, and the contributions of private citizens and private enterprise to the public good or federal government, emphasizing privateering and revenue collection. Interpretation efforts focused on the social history of the site as a place of work and commerce, rather than the history of elite merchants and their houses.

A new *Master Plan 1974-1978* (approved 1975) proclaimed that "Salem Maritime National Historic Site will be developed as the foremost place where Americans come to appreciate the significance of maritime enterprise as part of our national heritage." It highlighted the importance of reconnecting with other local historical and recreational resources, better marking of access, and creating new outside exhibits and suggested the preservation of the buildings along Kosciusko Street.

Leadership and management changes included the reduction of professional expertise on site, shared by other parks, as a result of the concentration of talent in national and regional center and of the cumbersome paperwork requirements under the management-by-objectives style of the 1970s. Nearly every building, structure, and landscape experienced some

changes in use or interpretive function under proposals prepared by the Denver Service Center planning teams with a primary focus on the wharves, especially Central Wharf, and the Narbonne House.

In 1973, the decommissioning of the “temporary” Naval Reserve Training Facility, along with archeological site excavations, allowed and supported repairs and reinterpretation of Central Wharf. Demolition of the Naval Reserve building damaged the wharf and potential archeological record. Two former warehouses built c. 1815 on Salem’s Front Street were removed for urban renewal and relocated to the Salem Maritime NHS in 1977. The Central Wharf building was restored as a visitor center; the Derby Wharf building was not restored and was destroyed by a suspicious fire in 1982.

Public and Private Initiatives (1983-Present)

The park operated with a mission to revitalize the site and increase visitor access under site Superintendent Cynthia Pollock from 1983–1992. During this time, the number of staff increased and a program of general maintenance continued. The Friends of Salem Maritime organized in 1983 and restored the Derby Wharf Lighthouse. The Salem Partnership formed in 1987 as a joint venture between governments and private citizens in Essex County to stimulate cultural awareness and economic development through tourism. It was modeled after the successful nearby Lowell National Historic Park created in 1978 as part of the “Lowell Plan.” The goal was the economic renaissance of Salem through the promotion of history and culture. A Visitor Study report prepared by Salem State College in 1989 included recommendations for joint economic and community development projects. A joint visitor center was created at the Salem Armory 1990, and the park published a handbook as a co-operative venture with other Salem sites. Further public/private collaboration and recognition of the region’s historical importance occurred with the designation of the Essex National Heritage Area (ENHA) by the U.S. Congress in 1996. The ENHA is managed by the non-profit Essex National Heritage Commission (ENHC) and comprises sites located in 34 Essex County communities. The ENHC operates with a mission to promote and preserve the historic, cultural, and natural resources of the ENHA.

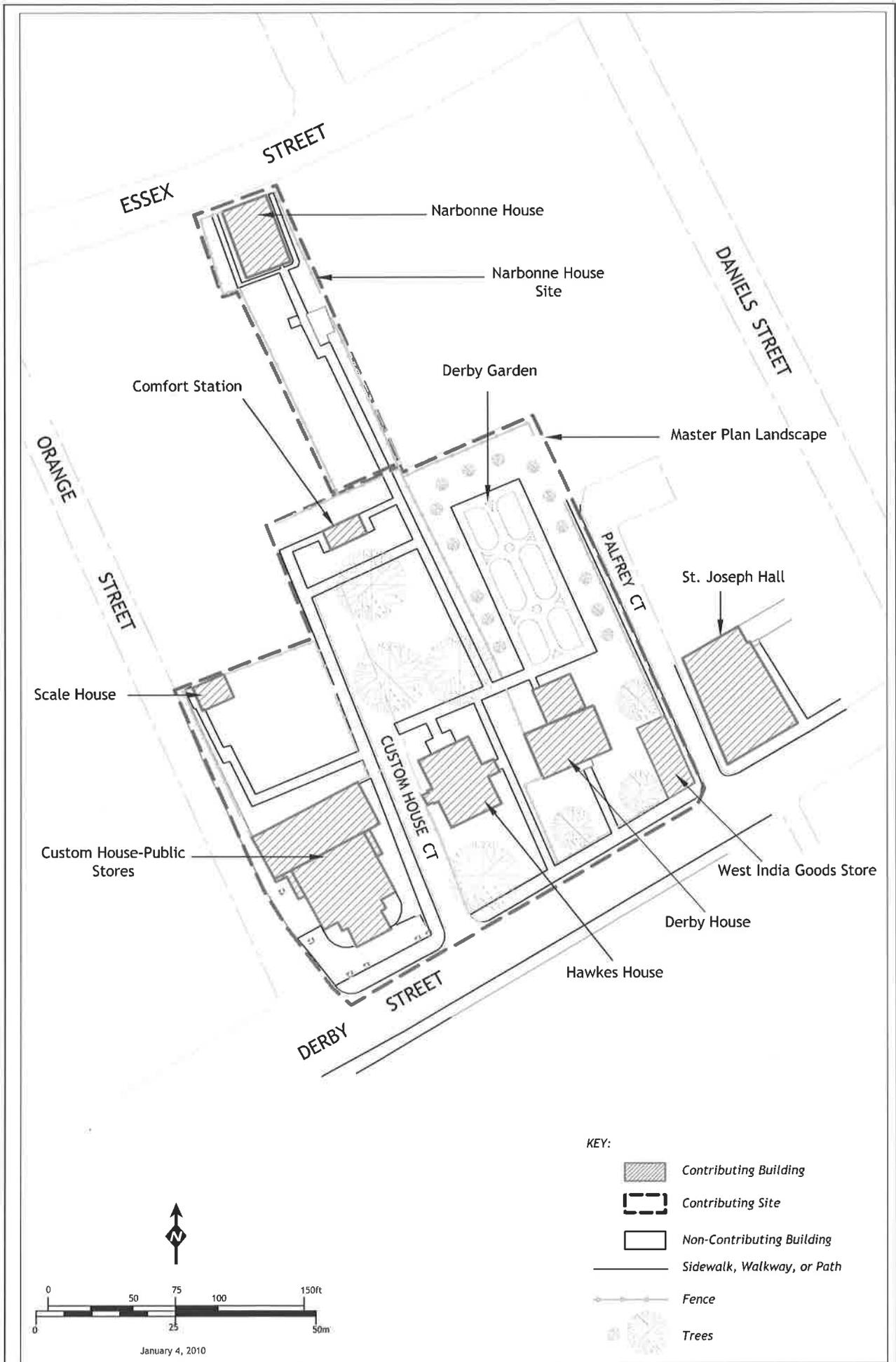
The Custom House reopened with historically furnished rooms, and site offices moved to the Hawkes House. St. Joseph Hall (1909) was acquired from the Polish-American Veterans Association in 1988. The Pedrick Store House (1770) was moved, partially reconstructed, and rehabilitated on Derby Wharf between 2008 and 2011.

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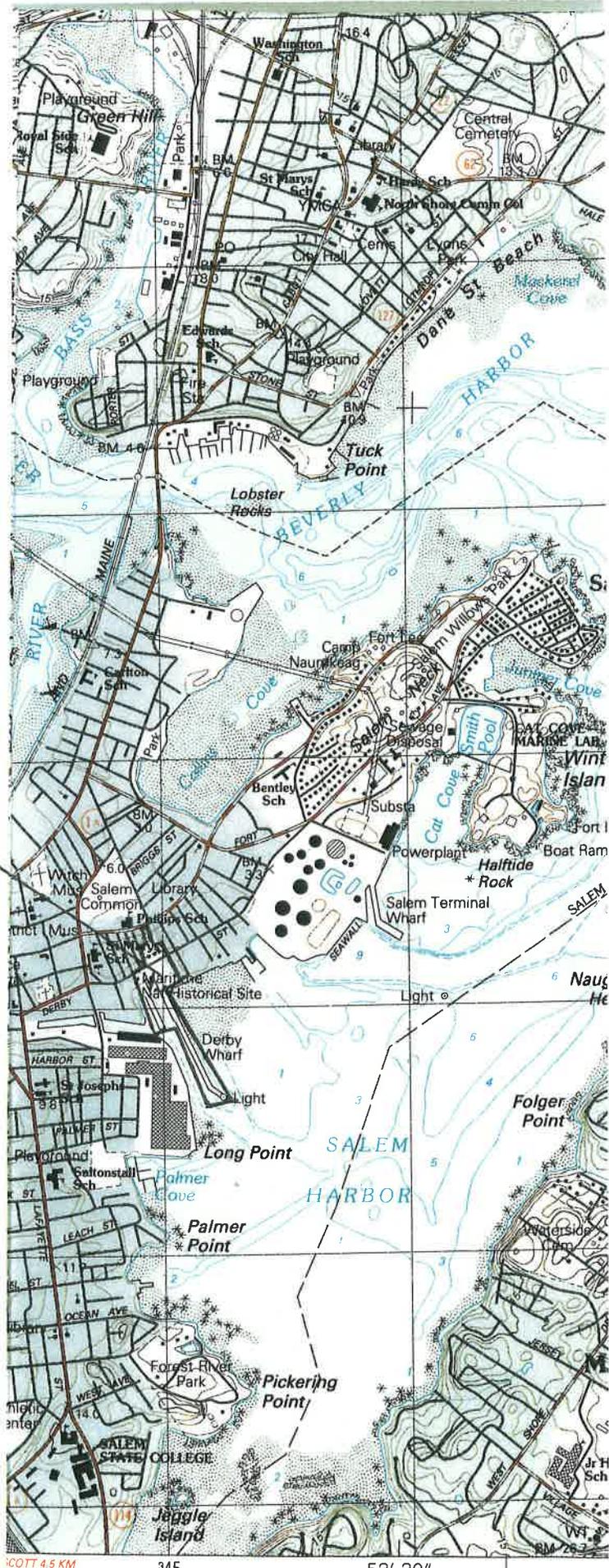
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Salem Maritime National Historic Site Historic District Map Detail

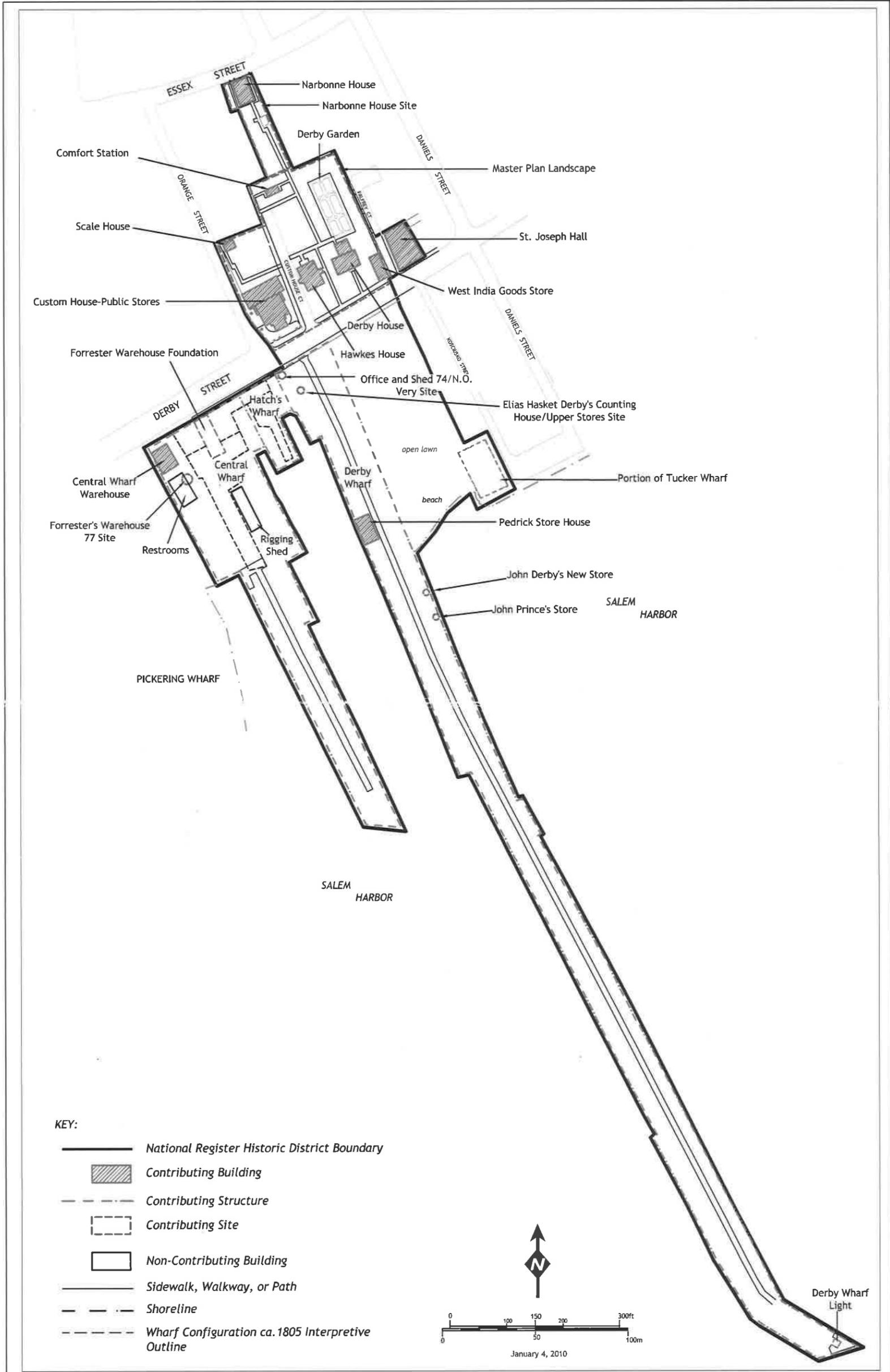
Salem Maritime National Historic Site
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Salem Maritime National Historic Site Historic District Map







CUSTOM HOUSE



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