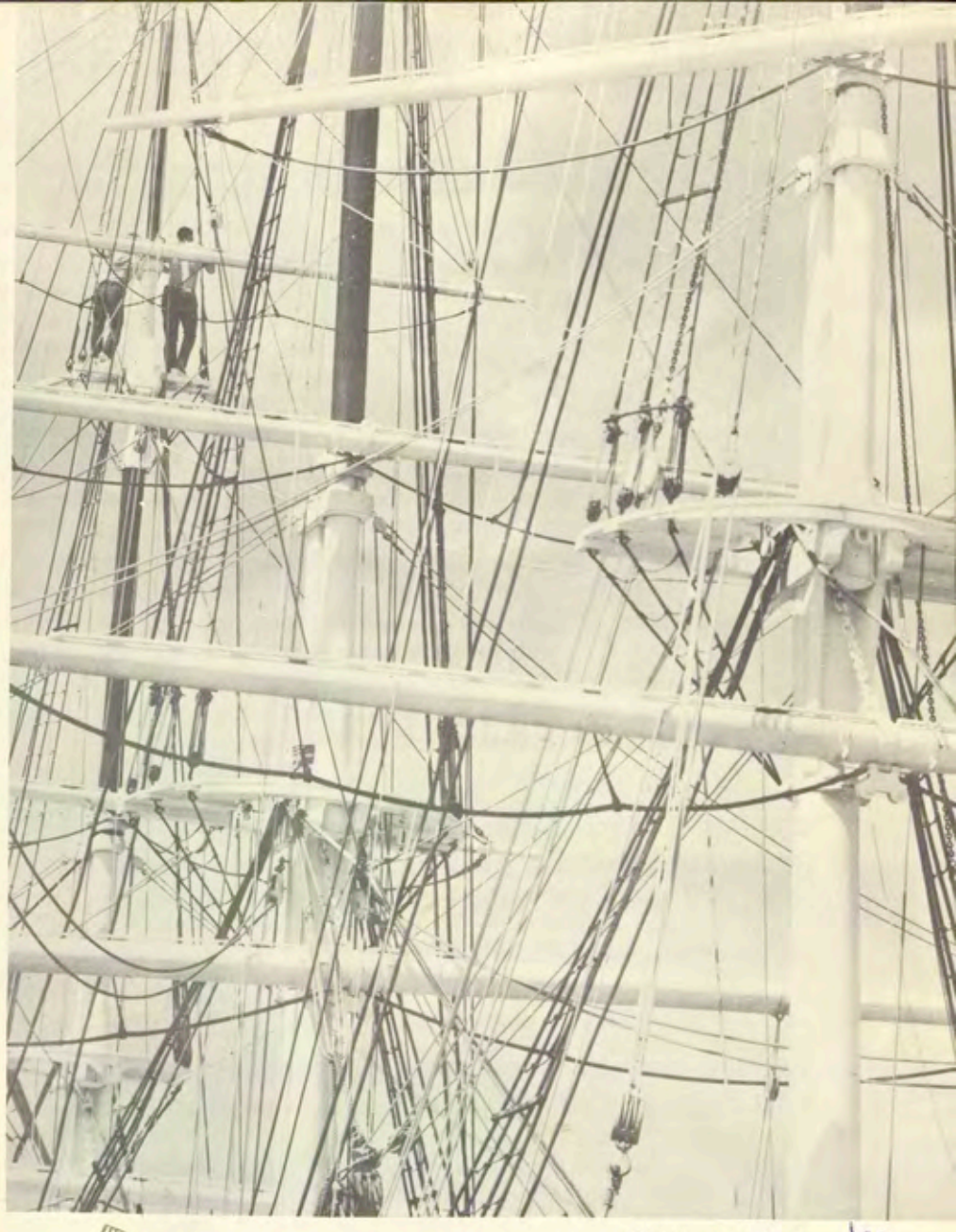


Volume 12 No. 4
October 1960

The Log of Mystic Seaport

The Marine Historical Association, Inc.
Mystic, Connecticut



Published for members.
The Marine Historical Association, Inc., Mystic, Connecticut
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Our Cover

As represented by the 119-year-old whaleship, *Charles W. Morgan*, the maze of rigging characteristic of a full-rigged ship is one of the features of Mystic Seaport. However, being a whaleship, the *Morgan* has additional rigging and gear which sets her apart from all other square-riggers. For the most part, these are in the tackle and gear used for cutting-in the whale, lashing the body alongside, lowering and hoisting the whale boats on their davits, and holding the cutting-in stage on the starboard side.

This fine view shows a cross-section of the *Morgan*'s masts and yards. In the mizzen t'gallant crosstrees are the two young men who have worked aloft all summer, renewing standing rigging, snugging down lanyards, reeving running rigging, painting masts and yards, and tarring down the shrouds. A portion of the cutting-in tackle and cat-fall may also be seen.

Hurricane--Eve and Aftermath

In the pitch dark of pre-dawn hours of Monday, September 12, Mystic Seaport's staff began the long task of getting ready for the onslaught of the hurricane known as "Donna." It was not entirely unexpected that the course of the tropical storm might reach New England, although the plenitude of forecasts had indicated its center would go well off-shore. But when the alert came at 3:00 o'clock that morning, from the State Police to General Manager Brooks, he grabbed the bedside phone and passed on the word to department heads. Within a fifteen-minute period "all hands" had been alerted.

It was an eerie hour to start "Operation Hurricane," but the staff quickly responded. While the marine maintenance group went to work putting double lines on the *Australia, Bowdoin, Pleione, Dorothy Parsons, Estella, Elijah Kellogg*, and smaller craft, the grounds maintenance group was about the task of removing material which might float away, as well as tieing down lumber, shingles and dimensional timber; hauling basement burners, assisting in putting the looms of the Edwards House on temporary platform and getting all the gear on the floor of the Ship Chandlery up to the counters and shelves.

With the morning, hours were devoted to putting extra lashings on the *Morgan*'s deck gear; snugging down booms on the *Australia* and *Bowdoin*; removing deck awnings and loose gear from all decks and wharves. The *Conrad*'s crew worked industriously aboard, and the lines of the square-rigger were checked and her rigging gone over for weaknesses.

Working like a colony of beavers, a group of Curatorial workers, aided by volunteers from other departments (and Seaport ladies as well) proceeded to remove all the fragile material in the Stillman Building's first floor and South Wing to the second floor, and similar material from the Wendell Room to the Mallory Room. Models and cases were carefully handled, displays in side-cases removed to safer locations, floor exhibits transported. Even the entire Scrimshaw Collection was completely dismantled. Not a single article was left to chance and possible damage.

The experience of the 1954 hurricane was a constant reminder of the potential of the impending storm. Then it was high water invading the buildings, as well as the high winds, which caused the major damage. The forecast for "Donna" had predicted a tidal

wave ten feet above normal high water. Thus, the situation in 1960 was more serious than in 1954. More exhibits on the grounds were exposed; more exhibits within the buildings were endangered.

On the North Green, the masts and spars of the *Vireo, Fiddler* and *Pantooset* were taken down and lashed, and the gaff of the *Annie* lowered to the boom. Extra lines were made fast to the fleet of small craft under the sheds at the Spar Shed and Rope Walk, where the canoes, the rescue craft, and the boats under the Spar Shed itself are situated.

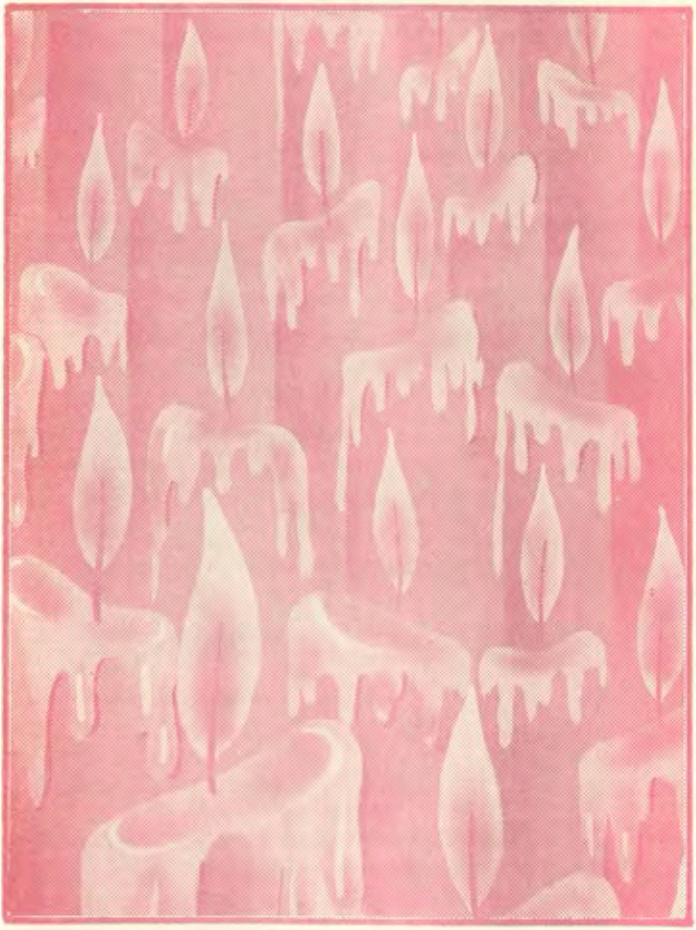
When the storm broke, the careful work paid dividends. The extra lines on the *Columbia* held her easily in her berth, although she danced like a ballerina. Astern of the *Morgan*, the brigantine *Albatross*, loaded and ready to sail on her cruise to Bermuda, had both anchors down. As the masts of the *Albatross* swung with the heeling of the vessel, the anxious eyes of watchers along the waterfront alternated between watching this swinging arc and looking up at the tall masts of the *Charles W. Morgan*. Here indeed, the work of renewing the whaleship's top hamper this summer paid handsome dividends. The topmasts swayed, and the masts shivered at the strain, but not a spar carried away or a line parted.



--SANDRA L. ASHBEY

It was difficult, indeed, to watch with any degree of calmness, the rising water of the river as the tide gradually over-

came the wharves, engulfed the lawns on the Parade and flooded the Seaport Street and Shipyard Point. Slowly the water line swept in about the Noyes Building, Clift Block and new Scale Model Building. It isolated the Rope Walk, Sail Loft, Storage Shed and Shipwright's structures; it swirled past the Fishing



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When the s… extra lines o… though she da… brigantine *Al*… to Bermuda, h… *tross* swung w… of watchers a… this swinging… *Charles W. Mor*… ship's top ha… topmasts swaye… a spar carried…



Have you thought of a membership in this Association, as a very special Christmas gift?

MEMBERSHIP CLASSIFICATIONS

Yearly payment	*Single payment*
Active $10	Life $500
Contributing $25	Patron $1,000
Sustaining $50	Benefactor $5,000
Advisory $100	
Fellow $250	

--SANDRA L. ASHBEY

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came the wharves, engulfed the lawns on the Parade and flooded the Seaport Street and Shipyard Point. Slowly the water line swept in about the Noyes Building, Clift Block and new Scale Model Building. It isolated the Rope Walk, Sail Loft, Storage Shed and Shipwright's structures; it swirled past the Fishing Shanty to lap at the Picnic Pavilion's distribution center, and soon left the bandstand as the center of a little circle of greensward.



--LOIS B. CHESEBROUGH

Every building on the Seaport Street was surrounded by the flood, which also came up around the General Store and the Schoolhouse and reached the Chapel.

The Stillman Building was cut off, as was the main entrance to the Wendell Building. Here a sand-bag barricade, similar to one created at the Ship Chandlery, guarded against the intruding waters.

When the hurricane's fiercest gusts came, it was fortunate they were from the east and southeast. Fortunate also, was the over-estimate of the tide as predicted. At the South Wharf, the schooner *Brilliant*, with skipper and mate aboard, rode the storm out with no damage. Along Hobey's Wharf, a few cruisers, moored for the emergency, had some trouble when the high water set them to rubbing against the spiles.



--LOIS B. CHESEBROUGH

George Lauder's *Vedersein*, (110 ft.) ranged along the wharf at the Parade, was carefully held off by extra lines and despite the high water escaped damage, as did a number of small craft moored here.

Relief from the impending disaster was evident in the looks, words and actions of everyone within a few moments after the storm's passing. Trees and shrubs had taken a beating from the wild gusts of wind and heavy rain; the lawns and bushes engulfed by the salt water had suffered considerable damage; weaknesses to the ground adjacent to wharves and piers had developed as the result of erosion. But this was a mild price to pay. The buildings and the exhibits were safe. Mystic Seaport had again "ridden it out."

(Copy of letter addressed to the Staff of Mystic Seaport, dated Sept. 22)

All of you will be interested in the following quotation taken from a letter just received from Mr. Byron Hatfield:

> "During the visit of Donna, I was nicely sheltered by the *Morgan*. In between gusts, I roamed the grounds and watched and talked with some of the workmen for I was deeply concerned for the safety of the museum. After all, I have been a member since 1931 or 32 and have great affection for it. I learned that many of your workmen feel the same way. To quote one man: 'You know, Mr. Hatfield, a lot of us have been here since three o'clock this morning working to protect the museum from damage, but we haven't minded it. You know, we love this museum.' I was quite touched."

From several other sources, I have received similar reports. You may be sure they are very heart warming to me. It is a great satisfaction to know that so many of those who work at the Seaport have a similar regard and affection for this institution which is occupying such a large place in my life.

With sincere thanks and hearty congratulations!

Cordially,
P.R. Mallory

10,000th Visitor

On August 18, Richard C. Russell, a 13-year-old Buffalo, N.Y. student, became the 10,000th visitor to the new $150,000 Seaport Planetarium.

A student in the Tabor Academy summer camp program, young Richard had only recently arrived at Mystic Seaport on the school's training ship *Tabor Boy*.



Harrison C. Jewett (r.), Technical Director of the Planetarium, in the presence of other visitors, presented young Russell with a book on the stars, while Clifford Phelps, Staff Lecturer, looked on.

Russell, in an interview following the ceremony, said he had many science hobbies and had constructed a telescope to study the stars. This was his first visit to Mystic Seaport. He entered the ninth grade this fall at Nicholas Academy in Buffalo.

The annual tea for volunteers was held on October 12. Over two hundred have served in this capacity during the summer.

Open House

A series of Neighbor Days were held on recent Sundays. The only admission charge was to show some identification of living in the area.



Mystic, West Mystic and Old Mystic residents visited on September 25.



The Coast Guard Band of New London gave a concert that day.

On October 2 the residents of New London, Norwich and Waterford were guests, with the Norwich Civic Band giving a concert. October 9 brought visitors from Groton, Noank, Groton Long Point, Gales Ferry and Ledyard--Fitch High School Band; October 16, Stonington, North Stonington and Pawcatuck--Stonington High School band; October 23, the final Sunday, residents of the Westerly area.

"A bird in hand"--an early picture of the Eagle when it was being set on its pedestal.



This "Coast Guard Eagle" (used on cover of Annual Meeting Supplement) is running about even with the *Charles W. Morgan* as the favorite subject for visitor's cameras.

Cadets Return

This summer several *Georg Stage* cadets visited their old training ship, now the *Joseph Conrad*. Standing on her once familiar decks quickly brought back many memories. The staff and cadets on the *Conrad* enjoyed hearing them tell of their experiences as young sailors on the vessel.

These visitors were pleased to see their old ship still carrying out her mission as a training ship, although she no longer goes to sea.



One of the visiting cadets, Erwin Willumsen of Greenwich, Connecticut, presented a photograph of himself as "Georg Stage Cadet No. 38", taken in 1908 at the age of fourteen.

Captain Albert C. Burrows

Mystic of the past was known for two outstanding maritime characteristics--the ships which were built along its river banks, and the sea captains who lived on either side of the river. These are natural adjuncts to the scene, and it is seldom that we think of one without the other.

However, among the illustrious captains there was one whose career may be cited as the most unusual of all. His name was Captain Albert Crary Burrows, and his granddaughter, Mrs. Michael Sommer, of 14 Hewitt Road, Mystic, recently presented the Seaport's manuscript collection with a number of his log record books. She also made it possible for us to microfilm logbooks and a narrative of reminiscences, which the family retains. These documents enable one to piece together the unusual career of this Mystic sea-captain.

Born in Colchester, Connecticut, in 1837, Albert C. Burrows moved to Fishtown, between Mystic River and Groton, to live with his grandfather. After attending school here, he moved to his father's farm on Dodge's Island and at fifteen signed on as ship's boy aboard the whaleship *Romulus*, owned by Charles Mallory. The master of the ship was Captain Lorenzo D. Baker, father of Charles Baker who has charge of the stock room at the Seaport. Young Burrows credits Captain Baker with encouraging him to learn navigation and to eventually become master of his own ship, the *Passing Cloud*, of San Francisco. But before he assumed this command, young Burrows served as mate aboard several barks, among them the *Eliza Mallory*.

One of his experiences was being aboard a bark loaded with gunpowder, which caught fire and blew up within moments after she was abandoned. He was also in one of the last ships from the North to leave Mobile at the outbreak of the Civil War, and gives an interesting account of being forced to salute the Confederate flag.

After the Civil War, Captain Burrows went into steam, being commander of the *San Jacinto, Colorado* and *Lampasas*, the latter ships belonging to the Mallory Steamship Line, making passages from New York to Galveston and Liverpool. He made a number of fine passages, and on one voyage saved his ship by kedging the steamer off, after it was nearly wrecked off Cape Henry, after going up onto a shoal close to shore.

Like all men who had lived constantly at sea, Captain Burrows found it virtually impossible to retire. When he became an old man, he returned to the coastwise trade and lost his life in Vineyard Sound during a gale, when he was wasned overboard.

In his log books and slender manuscript account of his life the character of Captain Albert C. Burrows is clearly reflected. A shipmaster of the old school, whose career embraced whaling, merchant service in sail and steam, voyages to England, the Far East, the West Coast and China, his indeed was a varied and remarkable sea experience.

A demonstration on the use of fire extinguishers was given to half the staff on one day and the other half the next. Joseph B. Herman, Supervisor of Maintenance--Buildings and Grounds, was in charge of the demonstration.



Recent Accessions

(Because of space all accessions received cannot be listed. If your gift is not here, do not think it is not welcome--it certainly is!)

One of the buildings rarely missed by any visitor is the Buckingham House. Here you may see a pair of pewter goblets with very finely beaded borders on the bases and the lips--gift of the Misses Drake. Serving pieces in blue on white, marked "Garden Scenery T.J. and J. Mayer, Longport" include a teapot, sugar bowl, pitcher and butter dish, one of the recent donations of Mrs. Clifford D. Mallory, Sr. Mrs. Howard Fuller contributes a small pewter ladle.

You may remember we asked for toys. Several have been received, the latest "The Magic wheel; a beautiful toy for children." This device is an ingenious simulation of movies. A ten-slotted disc is put on a rod with holding handle with any one of a dozen cards and secured with a nut. The viewer rotates the card rapidly while looking through slots into a mirror, and the pictures acquire animation. This gift of Miss Olive Hillman might not interest our TV-minded children of today but was of great interest in the year 1864.

A coin drawer from the Mystic Branch of the Hartford National Bank is destined for the Counting House. Behind three "wells" in front are curved sections, nine for half dollars, sixteen for quarters and fifteen for dimes. The drawer was patented in 1877 by James A. Read of Decatur, Illinois.

Old bank notes on the Stonington Bank, $1, $3, $4 and $50 are the gift of Mrs. Nuesse, Mrs. Knox and Mrs. Ford, daughters of the late Mrs. Albert Mason, who lived opposite the bank in Stonington for many years.

If you wish to smoke a pipe, Dr. Glenn Thompson left four long-stemmed (16 in.) white clay pipes down in the Tavern. An interesting pottery tankard, another gift of Mrs. C.D. Mallory, has a mock thermometer below the pouring spout, with black numbers, white letters on either side of the thermometer. 10 below zero "Had Nothing Today" and 50 degrees "Drunk As A Lord" add to its interest.

Mrs. Gilbert W. Chapman has presented an eighteenth-century Dartmoor Prisoner of War bone model of a British ship-of-the-line, in memory of Charles B. Goodspeed. This valuable model has considerable detail--a tiny figurehead, capstan, carved galleries, anchors and a single lifeboat on davits off stern. It is 20" long and its mainmast measures 17" from table top to top of the mast.

Anything concerning our *Morgan* is of interest but a recent collection of photographs is unusual. Some of these were taken when she was at Round Hill and show men working at one task

or another, others are pictures with sails set.

Mrs. John Kerr has given us an interesting captain's sea couch, used by Capt. Robert Barr who served aboard *Caledonia*, 1824-1825. He captained ships trading with the East Indies and his obituary states that he "doubled the Cape of Good Hope more than thirty times." The couch has cane arms and back, a cane bunk board which may be locked in place in rough weather and three storage drawers in the lowest section.

Two attractive boxes came from Mrs. G. Pierce. One is a laquer sewing box, given in memory of Garry C. Pierce, a grandson of Capt. Thomas C. Landers. Capt. Landers was in command of the *Charles W. Morgan* on a whaling voyage to the north Pacific, December 1863 to April 1867 and these boxes were used by Mrs. Landers, who accompanied her husband on the voyage. The decorations are gilt flowers, leaves, figures and buildings. A tray with compartments holds ivory needle holder, thimble, two spool holders, clamp, bodkin, tape holder and needle.

The other is a black laquer glove box with lid having mother-of-pearl inlay of pink peonies, white cherry blossoms and rose and blue cockatoos--very colorful. Both boxes are on display in the Thomas Greenman House.

In 1930 Mr. and Mrs. Edwin S. Larsen brought an unusually large tapa cloth from Mukualofa, capitol of the Tongas. It was used as a ceremonial tablecloth and across the two ends has words printed on the typical tan and white non-woven mulberry bark cloth.

Bowdoin items are always interesting to the visitor. Rev. Edward C. Morgan has sent an Eskimo sealskin parka, once the property of his uncle, John M. Jaynes, Chief Engineer on *Bowdoin* for ten or twelve years. The parka has leather thongs around the face, the bottom and waist have a total of sixteen pieces of whalebone, either to finish ends of thongs or to secure the waist belt in different positions to accommodate the wearer's size. Ladies who sew will be interested in how beautifully it is made with welt and fell seams.

A killick is a crude anchor used by dory fishermen. The one from Mrs. Clifford D. Cheney has a large stone secured at right angles to a wooden fluke by two dowels which pass through the fluke and are lashed above the stone. Four knots of small twine secure vertical poles.

Half models are always welcome and Mrs. Fred Ransom has given one made by Captain Edward A. Ransom, a lobster boat builder of Kingston, Massachusetts--circa 1890. It is twenty-eight inches long and shows stem, keel, sternpost, rudder and centerboard, probably one of only a few known to exist.

"Delightful" might describe the tiny, two-inch-high glass dome with a miniature ship model having fourteen tiny sails and its rigging made of human hair. Mrs. Barbara Krance of Falmouth, Massachusetts, presented this little accession which she constructed.

Trio, a Crosby catboat built at Osterville, Massachusetts during the eighties, will need a little work on her before

visitors can see this excellent example of the Cape Cat produced in that period. We are indebted to Wilton B. Crosby for *Trio*.

Edwin H. Beebe has given a working model of a walking-beam engine, made by his great uncle. The model is approximately 100 years old, made of iron, painted black with red line trim, with one wooden wheel and a brass cylinder. You may remember the *Brinckerhoff* has a walking-beam engine.

Four Bohemian glass goblets used by Commodore Isaac Hull aboard the *Constitution* and other American men-of-war came from Mrs. E. Browning, Mrs. E.H. Halpin and Mrs. P.H. Rolfe. The goblets are ruby glass stemware with wide gold band at top. Bowls are ten-sided. Bases are eight-sided, with cut crystal sunburst, outlined in ruby and edge has same double border of gold.

Time to end this list of accessions and how better than with a gold pocket watch! Attached to this watch, once owned by Major Thomas Seabrook, a member of Washington's staff, is a 16" watch chain with key fob having amethyst at top. The watch dial is in gold with the figures of a man and a horse, harbor scene in the background. A gift of Mrs. Clarence King.



The Ship Chandlery is an interesting place to visit.

11 to 2

In May 1959 Clement Dupuis visited Mystic Seaport with his Scout troop. He was impressed with what he saw and persuaded his parents that the family should visit. On Saturday, September 24, Mr. and Mrs. Jean Dupuis with Clement, Allen, Michael, Mark, Jeannie, Mary, Barbara, and Cherie toured the Seaport. The Dupuis live in Southington, Conn.



They inspect the tryworks on the *Charles W. Morgan*



The children climb the rigging at the Junior Museum

NOWHERE IS TOO FAR

In one of the most informative books of the yachting world, *Nowhere Is Too Far* has brought a wealth of deep-water-sailing incidents to the printed page. John Parkinson, Jr. has compiled the history of the Cruising Club of America which soon will observe its fortieth birthday. Mr. Parkinson is the Club Historian as well as being a member of the Board of Trustees of Mystic Seaport. His careful compilation and excellent handling of the amazing variety of voyages has made possible a fascinating volume.

The Cruising Club of America has established a modern maritime tradition. As Commodore George Emlen Roosevelt states in the preface, the members have sought knowledge of the oceans and pursued that knowledge, so that "nothing is too difficult or too dangerous to arrest the members of the Club in their chosen profession." Some have embarked on single-boat and even solitary voyages; others have ranged the ocean in fleets large and small. With modern navigational aids, they feel the sea is safer than the land.

When, at the suggestion of Henry B. duPont, the Cruising Club decided to have such a history written, John Parkinson volunteered to do the work. He has accomplished an admirable task. The chronicle of the Club covers the years 1922 through 1959; it is as unique as the varied voyages and cruises it recounts. The title, *Nowhere Is Too Far*, is taken from a phrase suggested by Henry A. Wise Wood, which was adopted as the maxim of the Cruising Club of America and is incorporated in the Club seal. The adventures of the blue-water men reveal the high standards of seamanship and daring which is also suggested by this arresting title.

A recent issue of *Pageant* magazine contained an interesting article on Sir Hubert Wilkins, written by Colonel Edward P.F. Eagan, a life-long friend of the famous explorer. An article on Mystic Seaport's Sir Hubert Wilkins exhibit appeared in *Hobbies*, written by A.J. Marino, who participated in the ceremonies at the dedication of the exhibit as a part of our Campbell Room.

Wings

The Wing Family of America was incorporated as a non-profit association in 1902 to collect and publish family history, to cement family ties and cultivate fraternal relations among members of the family. In 1942 the family purchased the Old Fort House in Sandwich, Massachusetts, the ancestral home of Stephen Wing. It is one of the oldest houses in New England and the oldest which has continuously remained in the possession of members of the same family through successive generations. This house is now being restored as a meeting place for Wings, and as a memorial museum.

The Wing family is a national organization of over 600 members who convene in regional meetings each year, and welcome descendants who have not before affiliated with the organization.

This year the family held its reunion at Mystic Seaport on Saturday, October 15. It was of especial significance, for the *Charles W. Morgan* was owned from December 1, 1863 to May 10, 1911 by J. and W.R. Wing. For many members of the family this was their first opportunity to traverse the decks of this famous ship of their kinsmen.

The group toured the Seaport in the morning and had luncheon at the Galley. Charles A. Brooks welcomed the group and a business meeting was held in Aloha Meeting House. This included the annual election of officers and reports from committee chairmen.

Following a special showing of *Origins of Freedom*, a guided tour of the *Morgan* included a descriptive talk on maritime history and whaling by Edward Watson of the Education Department.

Edwin O. Wing of Medfield was chairman of arrangements for the reunion. Perhaps other families will be interested in holding their reunions at Mystic Seaport.



A 5 ft. x 8 ft. photograph of the *Charles W. Morgan* was on display at the Eastern States Exposition in Springfield, Massachusetts and created interest, if one can judge from the remarks of those who stopped to look.

PLEIONE



The well-known racing yacht *Pleione* came to Mystic Seaport Wednesday, September 9 for exhibit with the historic fleet.

A New York 50-footer, whose home port for the past thirty-five years has been Marblehead, (Mass.), *Pleione* was given to The Marine Historical Association by Commodore Joseph V. Santry. Commodore Santry has owned her for the past twenty-five years.

Designed by Nathanael G. Herreshoff, the *Pleione* was built by the Herreshoff Manufacturing Company of Bristol, Rhode Island in 1913, for E. Townsend Irvin and C. C. Rumrill. She was one of several similar yachts built for members of the New York Yacht Club

including J. P. Morgan, Harry Payne Whitney, and George F. Baker.

In 1926, Francis Herreshoff rerigged *Pleione* as a schooner, and during that year in top competition she won the Astor Cup and the Vice Commodore's cup for schooners. She has won practically all other prizes for her class. In her last year of active racing, 1956, she sailed with the New York Yacht Club Fleet on its annual cruise and defeated the entire fleet of fifty yachts in a race from Provincetown to Gloucester.

Escorting *Pleione* to Mystic Seaport was the yawl *Temptation* owned by Commodore Santry's nephew Arthur V. Santry of Greenwich. Officers of the Association and members of the staff were at the Cruising Club dock to meet the *Pleione* when she arrived at noon.

Following the arrival, an informal reception was held at New York Yacht Club Station 10.

The big schooner has been moored to dolphins placed for the purpose between the *Morgan* wharf and the *Bowdoin* and *Australia* berths. During hurricane "Donna" she rode out the worst of the gusts without any trouble.

Paging Captain Ahab--(From the *Boston Globe*)

To learn that sperm oil in the United States is in short supply will be to learn for the first time that it is still in demand. The fact is that a number of companies in the country use oil from the sperm whale, and one company still maintains a whaling fleet, although it sails out of Peru.

Sperm oil has qualities that make it desirable for cosmetics, some detergents, some plastics and as a special lubricant. It is also used a great deal in concocting the fluid in automatic transmissions in automobiles. But enough sperm whales are not being caught despite the mechanization of the industry. New Englanders, as well as bathers to the south, would be delighted if the shark could be used as a substitute, but the killer fish won't do.

The result is going to be a synthetic substitute, or more American whalers. The *Charles Morgan* may have to sail again.

Flake Glass and Swedish Iron

The ravages of corrosion have been a burden to seafaring people and their ships since iron first went to sea and the chipping hammer and red lead pot have long since taken their place as accepted (and loathed!) tools of the sailor. No iron or steel ship has yet escaped the attacks of rust and deteriorating corrosion and our venerable iron-hulled training ship *Joseph Conrad* is certainly no exception. Her seventy-eight years of exposure to the elements have taken their toll.

This unpleasant fact has been the concern of many interested friends for some years and a practical solution to her hull preservation has been energetically sought.



Just a year ago the *Conrad* was hauled on a marine railway and her hull subjected to the application of a number of test patches of several types of reinforced plastics. After eight months at her Seaport berth, the vessel was hove-down, exposing the test areas below the waterline, and inspected. All applications appeared successful in their purpose and the conception of encasing the entire hull in an "envelope" of glass became a reality through approval of the Executive Committee of the Board of Trustees.

Whaling Voyage

One of the most remarkable exhibitions on whaling has been quietly taking place on the bridge area between New Bedford and Fairhaven, Massachusetts. A huge panorama of a whaling voyage has been unrolled and displayed in a vacant furniture store building, and after seventy-five years may be seen in its entirety. While, in the nineteenth century the exhibition of panoramas was a popular form of public entertainment, this particular "spectacular" is in a class by itself.

In 1841 Benjamin Russell of New Bedford decided to abandon his precarious career as a banker and set off on a whaling voyage aboard the *Kutusof*. Four years later the future artist returned with little money but with a quantity of sketches about which he based not only this panorama but his later distinguished painting.

The Russell Whaling Panorama is believed to be the largest ever produced and undoubtedly is the largest in existence. It is 1400 feet long by 8½ feet high, being watercolors painted on muslin. Caleb Purrington, a Fairhaven sign painter, joined Russell in the enterprise. The Panorama starts with a view of New Bedford harbor and then continues with views of the places around the world where whaleships touched. There are many fine scenes of Pacific Islands, and the several whaling sequences are most exciting and colorful. Altogether, it is an extraordinary show and will probably not be repeated in the near future.

CORRECTION. The Bringhurst Apothecary Shop, counterpart of the Apothecaries common to all seaports in the mid-nineteenth century, was acquired by Smith, Kline & French Laboratories, Philadelphia, more than two decades ago and presented to Mystic Seaport by this well-known pharmaceutical firm in 1952. In our last issue we reprinted a newspaper clipping concerning the Apothecary Shop and inadvertently omitted the important fact that the Smith, Kline & French company had presented the entire collection. The company aids further by making it possible to employ a custodian who may interpret more fully the various outstanding items in the collection. The Bringhurst Apothecary is one of our most popular exhibits, especially in its present strategic location.

COVER GIRL



On a cover of the monthly magazine *Warp and Weft*, published by the Robin and Russ Handweavers, of Santa Barbara, California, was this photograph of Miss Cathi White working at the 100-year-old loom in the Edwards House on the Seaport Street.

It was an excellent study by Lou Martel. Miss White is shown weaving some of the Tartan scarves featured at the Seaport Store. Another photograph showed one of the favorite products--ditty bags with a sea horse pattern woven into the front.

The success of the little weaving shop at Edwards House has resulted from the excellent work of Mrs. Lynn Gratiot, whose instruction and direction have been constantly available. Miss White has been assisted in the shop this summer by Miss Carol Langdon. During the spring and fall months Mrs. Almeda Hammond presides over the loom.

DID YOU KNOW that SCUBA (divers) means Self Contained Underwater Breathing Apparatus?

SUNKEN TREASURE

Through the efforts of President Philip R. Mallory and the interest of Plato Cox, one of our Florida members, the Museum's collections have been recently enriched through the acquisition of material of historic value, salvaged from ancient sunken wrecks along the Florida Keys. Mr. Mallory recognized the opportunity to acquire this material as potential for further research in maritime history. It represents some of the oldest of such relics in this continent.

A group of young men, experienced divers in the waters off Florida, located the sites of thirty sunken wrecks in the keys and along the coast. For nine years, Captain Timothy Watkins, leader of the group, carefully charted these wreck locations. Joined a few years ago by three other men, also interested in the work of locating and working on the wrecks, he formed a company for organized salvage. A former New York pilot schooner, the *Two Brothers*, was repaired and converted into a fifty-foot salvage vessel, fitted out with two heavy winches, a boom-lift, compressors, an air-pipe suction device, dredges, wire baskets, and other gear necessary for the task. At her little wharf along the Miami River the craft is literally surrounded by the material the group has brought back from the sea.

Among the wrecks "worked" by the group was the Spanish ship of 1733—the *El Enfanta*, From her have been received pot shards, silver bars, coins, cannon, and ships' gear. Buried in the forepeak were some blocks and dead eyes which experts have declared to be the oldest known to be preserved on this hemisphere.

Two of the cannons, three blocks and two dead-eyes, pieces of pottery and glass, and some ancient rope have been received and will be placed on display when special cases are constructed. Due to the age, the blocks and dead eyes must be exhibited under water. The cannon, still encrusted with coral, will be displayed near those from *H.M.S. Winchester*, on the Parade.

On July 28, a memorial service for the late Dr. Harry Kleinschmidt was held at the Dutch Reformed Church in Manhasset, Long Island. Upon his retirement from an active career as a physician three years ago, Dr. Kleinschmidt became custodian of the Apothecary Shop. His passing removes a gentleman highly respected by his friends and fellow members of the Activist staff.

MUNSON INSTITUTE ON FILM

An excellent coverage of the Munson Institute in action was shown over a national television network from Channel 3, Hartford, on Saturday morning, September 24, and Friday evening, September 30. The film was the result of the careful planning of Fred Currie, with the cooperation of the University of Connecticut.

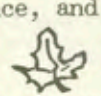
After a brief introduction the film showed the Munson students at one of the morning lectures during which Dr. Albion was the speaker, and then took the viewers with the group to the decks of the whaleship *Charles W. Morgan*, where the lecture was on whales and whaling.

The commentary before and following the class demonstrations gave a brief history of the Munson Institute, and the theme of the entire show was "An Adventure in Study."



Among the many interesting craft visiting this fall was a 30-foot double-ender, a Tancook whaler in design, from Shediac, New Brunswick. She was named the *Jolly Roger* and was being sailed by a solitary voyager, a 62-year-old retired Candian postal clerk named Clinton Gorman Rogers. He plans to sail and work his way down the east coast, through the Panama Canal, and up the west coast, and has leisurely made his way since leaving Shediac a year ago.

"Time means little to me," he stated, as he enjoyed an evening meal with a Seaport staff member. "I have made up my mind to pay little attention to it--let it slide as it will. Every day is a new experience, and I do not have to take time seriously anymore."

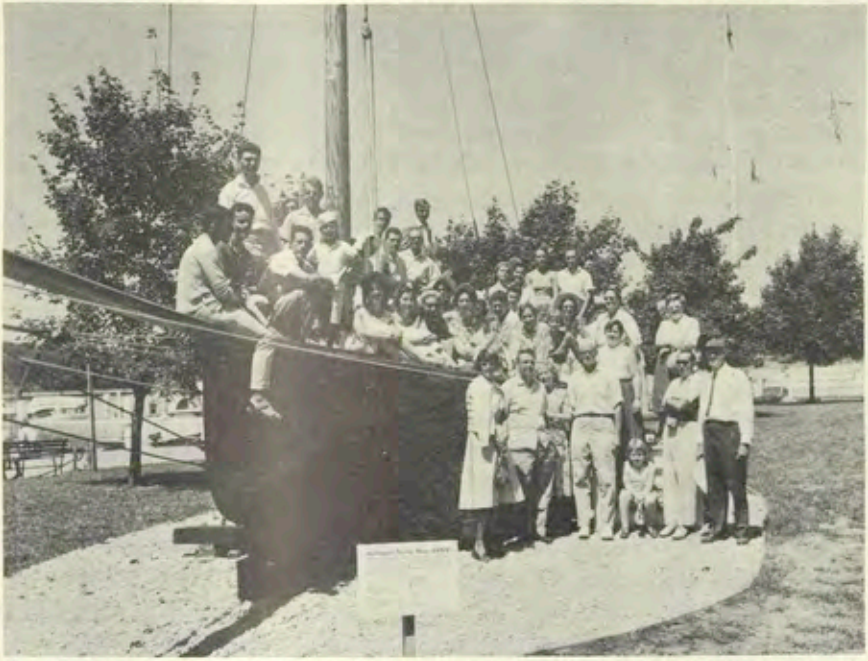


Fishtown Chapel, since it was given to us by the late Mr. and Mrs. Charles Williams of Cleveland, Ohio, has certainly lived up to the purpose for which it was restored, that of a non-sectarian meeting house for a variety of uses to the community and to our membership. The summer Vesper Services have been held in this chapel. As far as our records indicate, through the years there have been ten christenings, twelve weddings, ten memorial services and one funeral.

European Visitors

On Saturday, August 6, a group of Danish Girl Guides (Girl Scouts) were brought to the Seaport by their Mariner Scout sponsors from Vernon and Manchester, Connecticut. The flag of Denmark flew jauntily from the starboard yardarm of the New York Yacht Club flagmast honoring the young visitors from Europe.

The Girl Guides were accompanied about the grounds by their American counterparts. In the afternoon Captain Gordon McGowan, Skipper of the *Joseph Conrad*, talked with the group about the Danish heritage of the *Conrad*, and the Youth Training Program.



Three days later arrangements with Mrs. Herbert Hirsche of Masons Island, Mystic, were culminated by a group of French and Italian students sponsored by the Experiment in International Living of Putney, Vermont. The Seaport trip was the last of many well-filled days spent visiting industries in the Hartford area and was most welcome and relaxing to the students. The French and Italian flags flew side by side in front of the New York Yacht Club Station #10. It is certain that the Experiment students took back a taste of American maritime history gleaned from their tour of Mystic Seaport.

Letters

Mr. H. W. Rodewald
Auckland
New Zealand

Dear Mr. Rodewald:

The "Log of Mystic Seaport" for July 1960 carries a note of your visit to Mystic, and your interest in the whaling activities of the brig Prince Edward. I have read quite extensively in the literature of colonial whaling and know of no reference to that vessel as a whaleship. There is little material currently available to me, however, for the years after 1845.

In "Shipwrecks, New Zealand disasters, 1795-1950" by Charles W. H. Ingram and P. Owen Wheatly, published by the Reeds in Wellington, second edition, 1951, page 178, is the record of the building and loss of what must be this vessel, from which I summarize:

"Brig Prince Edward, 174 tons register, built at Summerside, Prince Edward Island in 1858, foundered with a cargo of coal, during a gale, 30 July 1869, about 70 miles south-west of West Cape, South Island... She was owned by Messrs. Pigott Brothers, of Melbourne, and was commanded by Captain Pallant."

I am afraid this data will not help you much in your search for information on her whaling. If she arrived in New Zealand in 1859 and was carrying coal ten years later, she could not have "whaled it" for many years.

With best wishes from a kindred spirit

Cordially yours,

(Signed) Charles F. Batchelder

CFB
njp

CC: The Editor
Log of Mystic Seaport
Mystic, Connecticut

(Item from July 1960 LOG)

Early in June a gentleman from Auckland, New Zealand, H.W. Rodewald, included this corner of New England because of his interest in whaling. Mr. Rodewald's maternal great-grandfather was in command of the brig PRINCE EDWARD, which brought one hundred immigrants from Prince Edward Island in Canada to New Zealand in 1858-59. Upon her arrival "down under", the brig was purchased by Captain Butler and converted into a whaleship. Mr. Rodewald is anxious to learn all he can about the adventures of the brig during her whaling career.

RESTORES COURT TRADITION

One of the most unusual incidents in Federal Court procedure took place this summer at the United States District Court for Connecticut. It had nothing to do with the case at hand but it had everything to do with judicial procedures as a part of our legal tradition.

At the opening of the U.S. District Court session for the New Haven District on June 26, the attorneys and interested parties, as well as spectators, were surprised to see the Bailiff, William Hyde, enter the court room carrying a small oar mounted on a suitable wooden cradle. While the surprise was still apparent, Judge Robert P. Anderson explained the significance of the unusual ceremony. Judge Anderson has been a member of the Board of Trustees of the Marine Historical Association for a number of years. During a visit to Mystic Seaport last year, he had discussed the possibility of carving an oar from old ships' timber for use as a symbol in trying Admiralty cases in the U.S. District Court at New Haven.

Judge Anderson pointed out that traditionally the Admiralty Courts were opened with a bailiff entering carrying a small silver oar. Upon the entrance of the presiding judge, the oar was placed on the bench in front of him to signify that Admiralty Court was open. In this instance, Judge Anderson explained, the oar introduced in his court had been constructed from a piece of timber taken from the century-old whaleship *Charles W. Morgan*, and given to him for this purpose. It was carved by James Kleinschmidt, of the Curatorial Department, who was complimented on his skilled work.

However, since the presentation, no Admiralty cases had come into the Federal Court at New Haven, and Judge Anderson used this occasion of the first such action to pass along information about the second Federal Court in the country to use an oar as the symbol for Admiralty Court being in session.

Anglo-Saxon court procedure has had few changes over the centuries. The use of the "oar" is a symbol

of the original authority which the Court derived from the crown to arrest persons and vessels. The Federal Court for the Southern District at New York uses a silver oar which has a remarkable history. It was used as the mace of the Vice-Admiralty Court at New York until the Revolution, passed into private hands, and not recovered until, recognized by a silversmith in 1941, it was purchased by a member of the New York Bar Association and restored to the Court. Only two other maces of Admiralty Courts are known to be extant in this hemisphere--the Massachusetts Historical Society owning one and the second in Bermuda.

While the New Haven Federal Court does not have an oar with such a formidable reputation as that of New York, Judge Anderson has made it possible for it to claim the honor of being one of two such courts in the country to have a visible sign of its Admiralty Court. And his particular oar has the further significance of coming from a ship that has sailed to every one of the Seven Seas.



Admiralty Court. A term applied to a court that has cognizance of all maritime cases whether of civil or criminal nature, such as collisions, contracts for seamen's wages, actions to recover possession of a ship, damages and injuries to shipping, salvage, pilotage and towage cases, charter parties and bills of lading, bottomry, respondentia, jettison, maritime contributions and average, damages and trespasses taking place on the high seas, actions to recover necessities supplied to a ship, or the furnishing of materials and repairs. These courts exist in England and the United States.

In England it forms a branch of the Probate, Divorce and Admiralty Division of the High Court of Justice, the judge being appointed by the Crown as one of the Judges of the High Court. The English Court of Admiralty is twofold, the Instance Court and the Prize Court. The civil jurisdiction of the Instance Court extends generally to such contracts as are made upon the sea, and are founded in maritime service or consideration.

In the United States, admiralty jurisdiction is vested in the district courts, subject to revision by the Circuit Court of Appeals and the Supreme Court of the United States.

--*International Maritime Dictionary* by Rene de Kerchove

CAPTAIN HOWARD and the bark EDWARD SEWALL

In the last issue was an article on the presentation of the painting of the bark *Edward Sewall*, in memory of Captain Lawrence C. Howard who sailed around Cape Horn in the vessel in 1911.

Captain P.R. Blanchard, veteran shipmaster of New York, writes to state that the painting is one of the finest he ever saw and that it represents the famous marine artist, Charles R. Patterson, at his best.

Lt. Commander Arthur M. Tode, council member representing naval affairs at the New York State Maritime College at Fort Schuyler, writes that he knew Captain Howard for over half a century and that he further was acquainted with him aboard the old schoolship *Newport* in 1910.

"At that time he was a Senior Classman and Chief Boatswain mate of the vessel," writes Commander Tode. "He had entered the New York Nautical School November 24, 1909, at the age of 16 years, 3 months, and graduated on September 30, 1911, only about a month before he started his 'round-the-Horn voyage in the *Edward Sewall*. The article in the *Log* leads one to believe that as a seventeen-year-old youth, his first seagoing experience was aboard the *Sewall* but this is not correct... His two years served in the training ship *Newport* did much to round out his early career and to fit him for his later service to the marine profession and the community. As I recall he was Number 1 in his class at the time of graduation."



Over eighty-five teachers and thirty businessmen from the area gathered in the Mallory Building on Tuesday, September 27, for a reception sponsored by the Greater New London Chamber of Commerce.

A word of welcome was given by Wilson Highmore, President of the Chamber of Commerce, and William Foye, Chairman of the Chamber's Educational Committee. Charles A. Brooks also welcomed the new teachers, on behalf of the Seaport, and introduced Marion Dickerman, Director of Education.

Miss Dickerman spoke briefly of the important place of teachers in the lives of young people and the responsibility which is theirs in imparting knowledge and molding character. With the world of 1960 caught in the tension and clash of major powers, she said it was our duty to instill in young people those qualities which have made our nation great: hard work, responsibility, and a sense of duty. She then introduced the members of the Education Department. Refreshments were served during the social hour following.

Variable Winds

The Seaport's Block Island pumper went to Ocean Beach Park on August 20, with the "Hoxies" to be in competition with ancient fire equipment from other areas. The occasion was a muster in connection with the 77th annual convention of the State Firemen's Association. The Block Island and Old Reliance fire equipment were also in the parade on Sunday, with the B.F. Hoxie boys of Mystic pulling the Block Island and the Old Mystic Reliance crew handling their original equipment.

Activation of the buildings will be in effect through Sunday, November 6 when we go into our "winter schedule." The Galley, with its excellent food, will also drop back to a snack bar for the winter.

The Planetarium lecture series was well-attended. Topics for the lectures were: *Solar System, The Milky Way, Nature of Stars, The Moon, Practical Astronomy,* and *Geography and Climate.*

November 29 is the date set for the Red Cross Blood Bank at Mystic Seaport. The entire South Wing of the Stillman Building will change its appearance for the day.

On the evening of September 27 there was a slide-lecture on Henry Francis duPont's Winterthur Museum in Wilmington, Delaware, presented for the staff. Miss Marion Dickerman, who has recently returned from a trip to Winterthur, commented briefly on each slide on rooms, china, paintings, and furnishings, gathered by Mr. duPont for his world-famous collection. Of particular interest was the large collection of New England furniture in the rooms of the museum. There were highboys from Newport, trundle-beds from Ipswich, Chinese import ware from Salem, and countless other New England pieces.

About the most popular member of the staff with the *Conrad* cadets this past summer, was Tom Burke, the Seaport's rigger. Tom, a native of Belfast, Ireland, has spent most of his life working as a rigger and sailor, including several voyages in square-rigged ships. The cadets went to him for formal and informal instruction. Tom showed them how to splice, and tie some of the fancier knots. The most popular items were square knot or woven belts, baggywinkle, and little lions made of rope.

Tom keeps up a regular correspondence with many of the cadets, receiving as many as thirty-five letters a week. His work with our cadets has been an invaluable contribution to the Youth Training Program.

Another staff member who contributed his services to the Youth Training Program was John Leavitt, the *Morgan*'s shipkeeper. Mr. Leavitt, who has had a varied sea-going career,

and who is an excellent marine artist, developed a lecture on types of rigs and ships for the *Conrad* cadets. His talk soon became a regular part of the

South Shore Antique Auto Club of Massachusetts and the Litchfield Hills Old Car Club of Torrington, Connecticut.

The old-time vehicles were on

Yes, I have thought of it! So.....

I, ...

Address.....

enclose a check for $.....

for the following Christmas Gift Memberships.

Name.....

Street address.....

City.....**Zone**.....**State**.....

Classification.....

Christmas card to be signed.....

Name.....

Street address.....

City.....**Zone**.....**State**.....

Classification.....

Christmas card to be signed.....

(Use your stationery for any additional gifts.)

Please check on back of this sheet.

represented were the Classic Car Club of America, The Connecticut Historical Automobile Society, Rolling Rhodies Antique Auto Club of Rhode Island, the

Cross First Aid Courses this winter. These will be for staff members and volunteers. Their families are also invited to participate.

Variable Winds

The Seaport's Block Island recently returned from a trip
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Please send membership card enclosed in Christmas card with my greeting..... ☐

Please send membership card to me for personal delivery..... ☐

Please send annual renewal notice to me..... ☐

Mail to: Membership Department
Mystic Seaport
Mystic, Connecticut

and who is an excellent marine artist, developed a lecture on types of rigs and ships for the *Conrad* cadets. His talk soon became a regular part of the program. Mr. Leavitt illustrated his talk with slides taken from his outstanding personal collection of old sailing ship pictures. These slides included some of the more famous ships, including those that affected the lives of Masefield, Conrad, and Villiers.



Mr. and Mrs. Sidney Roberts of Wakefield, Rhode Island, have presented a new (14,000 miles) Borgward station wagon. It is assigned to the Bookkeeping and Administration departments.

On August 27 an auto conclave of antique and classic cars included the Seaport in their two-day area tour. Clubs represented were the Classic Car Club of America, The Connecticut Historical Automobile Society, Rolling Rhodies Antique Auto Club of Rhode Island, the South Shore Antique Auto Club of Massachusetts and the Litchfield Hills Old Car Club of Torrington, Connecticut.

The old-time vehicles were on display on the green near the Bandstand while their owners and guests--goggles, linen dusters and all, visited exhibits. Many of the vintage cars date from 1900, while the classics are from 1930 to 1940.

Little girl in front of Buckingham House: "Mommy, you ought to go in that old-fashioned house--it's SO old-fashioned in there."

TV actor Hans Conreid was a visitor on July 14.

On October 1 Fishtown Chapel was the scene of the wedding of Nancy Brooks to Robert W. Marculewicz. Mrs. Marculewicz is the daughter of General Manager and Mrs. Charles A. Brooks.

Staff weddings: September 17, Noreen Trant of the Accounting Department, to Fred C. Swanson; September 24, Barbara Bracci of the Curatorial Department, to Jack Smith; October 29, Noreen Rattigan of the Publicity Department, to Donald Bachand.

Maurice Gosfield (Doberman of *Phil Silvers Show*) tied up his yacht for a Saturday night--is a new member of the Association.

The Seaport is sponsoring Red Cross's First Aid Courses this winter. These will be for staff members and volunteers. Their families are also invited to participate.

Not quite correct but interesting--mail addressed to "Mr. Thomas Greenman", "Mrs. Harriet Stillman" and "Mr. Peters, Shipsmith Shop".

This summer there were thirty-two young people employed part or full time. All have now left and gone to their respective schools or colleges.



Miss Carol H. Langdon, relief activist, is shown in the costume she wears when working.

Twenty yachts flying the burgees of the Boston and Corinthian Yacht Clubs arrived on Tuesday, August 30, for a joint get-together. Ross Anderson, Commodore of the Boston Yacht Club led the flotilla, and Joseph C. Burley of Milton was Chairman of the cruise committee. Commodore Anderson's new schooner *Lord Jim* made a handsome flagship for the fleet.

After a full day at the Seaport the clubs met in the New York Yacht Club Station #10 before the buffet supper in the Galley.

The Membership Campaign office has had a few changes recently. Miss Marion G. Campbell joined the staff in July. Mrs. Alice Hibbard left to accept another position and Mrs. Dorothy G. Wheeler is now working in this department. Mrs. William Ames continues on a part-time basis.

October 29--date for Annual Dhow Derby, participants from Yacht Clubs which donated dhows to Youth Training Program.

One of the yachts visiting this summer was the 42-ft. sloop *Fjord* of Buenos Aires, Argentina. She was owned and sailed by German Frers, who also designed this and several other yachts. Having participated in the Bermuda Race, Mr. Frers was taking a leisurely cruise along the New England coast before bringing the sloop to New York for freighting back to the Argentine. On board were his two sons and three guests as crew. The *Fjord* is a beautifully-designed and constructed vessel. While here, Mr. Frers visited with his old friend, G.W. Blunt White.

Advisory Committee member Robert Montgomery (television) was here for a short time in September while on a cruise.

Thomas Hale, Assistant to the Curator in charge of Exhibits, recently visited museums in Delaware, Washington, D.C., and New York City. He was interested in lighting techniques for exhibits.

Arthur Paine of the Curatorial staff (one of the workmen on the Mystic River scale model) left on September 23 for a position in New York City.

THINGS WE NEED

Often gifts of THINGS are as acceptable as gifts of DOLLARS....

Oriental Rug--9 x 12--for Buckingham House dining room

Chapel-size
Brass Altar Set--
Cross (approx. 18")
Candlesticks (approx. 8")

Three white damask or lace tablecloths--one to cover 5' x 10' table, two for tables 3' x 6'

Index to Transactions
of the Society of Naval
Architects & Marine Engineers,
v.1-51 for years 1893-1943.
Published 1946.

Six captain's chairs
for Education Department

Dressmaker's forms (old type) for displaying costumes in Buckingham House and Edwards House, instead of draping them on beds and chairs

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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Form 3547 Requested

RULES
TO
Regulate the Work
OF THE
JOURNEYMEN SHIPWRIGHTS, JOINERS, CAULKERS AND MAST MAKERS OF PHILADELPHIA.

The Journeymen Shipwrights, Joiners, Caulkers and Mast Makers, deeming it proper as Citizens and Freemen, to regulate the hours in which they are to Labour, reasonably and more consistent with the Constitution of Man—propose the following Rules, by which they are willing to be governed, and which shall be all the year regulated by the ringing of the Mechanics Union Bell.

In May, June, July & August, we will begin work at Sunrise and leave off at 6 o'clock, P. M. reserving one hour for breakfast and two for dinner.

In December, January and February, we will get breakfast before going to work, begin work at 45 minutes after Sun-rise, reserving one hour for dinner, and work until Sun-set.

The remainder of the year from Sun to Sun, reserving one hour for breakfast and one hour for dinner.

☞ The hour for dinner 12 o'clock, the year round.

(APPROXIMATE DATE 1830)