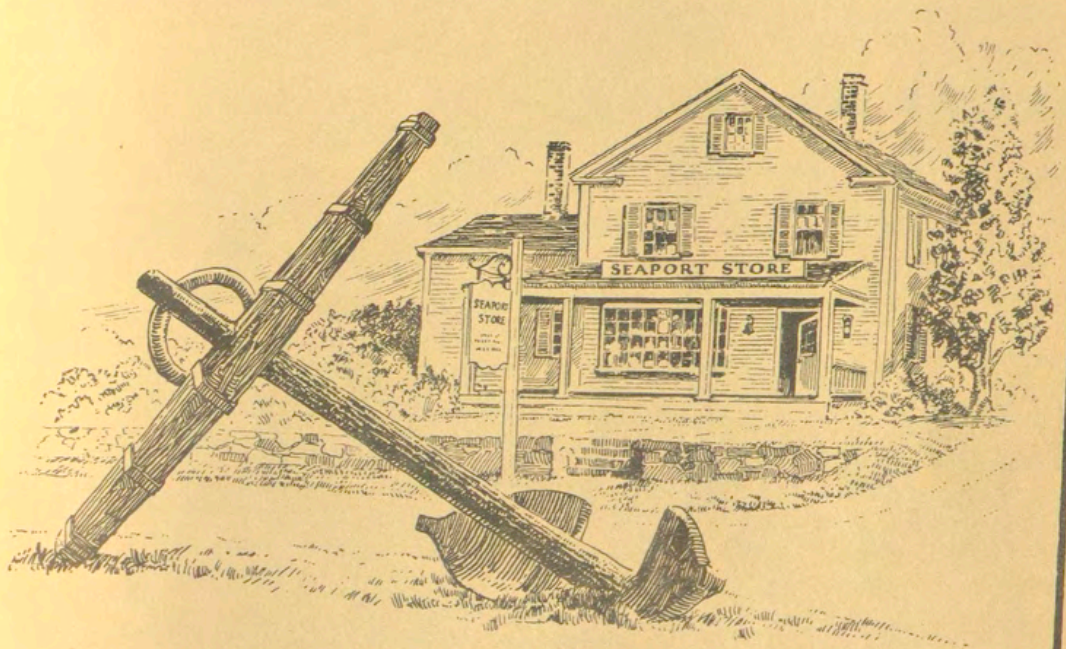


THE Log OF MYSTIC SEAPORT



The Seaport Store
From a sketch by Y. E. Soderberg

Published by

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Mystic . . . . Connecticut

VOLUME 1, NO. 4 JULY 1949

The LOG

PUBLISHED REGULARLY AND DISTRIBUTED TO MEMBERS OF
THE MARINE HISTORICAL ASSOCIATION, INC., MYSTIC, CONNECTICUT

UNDER THE EDITORIAL ADVICE AND ASSISTANCE OF
PHILIP R. MALLORY CARL C. CUTLER CHARLES A. BROOKS MARION DICKERMAN
TECHNICIANS: LOIS CHESEBROUGH-HERBERT COREY EDITOR: MACDONALD STEERS

SHORT ARTICLES ON SUBJECTS OF GENERAL AND SPECIFIC MUSEUM-MARITIME INTEREST ARE INVITED. SEND ALL EDITORIAL MATERIAL TO EDITOR.

PRINTED AT MYSTIC SEAPORT, MYSTIC CONNECTICUT

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OUR COVER

Our Cover this issue is your Seaport Store. Opened last July 31st, at the head of the Old Seaport Street, it had been visited by 23,000 persons, has grossed $4,600 in sales in the nine months of its existence. Its success has exceeded anything hoped for it in the days of its inception.

This season it offers items which are exclusive, found nowhere else in the world. A printed silk scarf, in several combinations of colors, features in its design a circle of the Museum's own colorful figureheads in an overall nautical motif, by the well known yachting etcher, Y. E. Soderberg. Playing cards, boxed in sets of two, one of the whaleship *Charles W. Morgan* and one of the training ship *Joseph Conrad*, are available in sets, single decks, or two of a kind. The ladies will favor colorful beach bags in sailmaker's canvas, with or without sewed on signal flag designs; also obtainable in knotted cord, executed by an old-time deep-water sailor.

There are miniature belaying pins for the souvenir hunter; old fashioned hard and stick candies for the kiddies; and more useful objects such as whale paper weights, metal trays and letter baskets with old whaling print designs; maps and charts by local cartographers; door, or hot-dish mats of knotted cord; and a real ship's boarding ladder which may be used for a hanging bookshelf. A box of informal notepaper has original designs of museum scenes and objects, by Stein, Soderberg, Leibig and Thorsen. There are a hundred other things as distinctive.

For those who do their Christmas shopping early, who prefer the unusual in graduation or birthday gift, the Seaport Store is a shopper's paradise. The prices are really reasonable, too. A catalog will be sent to you in October to aid you in your Christmas shopping.

MYSTIC SEAPORT GROWS

The clomp of his hooves on the cobblestones came to a halt and the cart wheels rasped to a grinding stop. Dobbin bent his head down and sucked in the fresh cool water, his brute soul refreshed.

No modern piece of cement, poured into a mould, the old trough was a solid chunk of stone, 21 by 27 inches and 7 ft. 6 in. long, crudely and laboriously hollowed out by some practical Michael Angelo a hundred years ago. It weighs close to a ton, but it kept old dobbin's drinking water cool, and by its very bulk has survived to begin another hundred years on Mystic Seaport's old-time street.

The old horse trough, bought from Groton, Connecticut for $25, is but one of the nostalgic touches which will help the visitor to Mystic Seaport transcend time and space, transport himself to another day, another scene, when life was slow but satisfying and sure.

The expenditure was small, the item of no great importance compared with the big program ahead, but Treasurer Blunt White must have signed the check in payment for the old trough with a twinge of happiness. For one thing, so much of the material had already been donated by interested business men, like himself, and their houses.

The American Brass Company had sent in several hundred feet of 1½ inch copper pipe at their lowest distributor's price, the Orangeburg Manufacturing Company of Orangeburg, N. Y., had shipped to Mystic 860 ft. of fiber conduit for underground telephone lines as their donation. Arrow-Hart & Hegeman Electric Company of Hartford contributed five 100 amp. and ten 60 amp. 3-wire solid neutral type C switches; three cast waterproof switches for the heads of our three docks, were given by the Trumbull Electric Co. of Plainville, Conn.; while the Electric Boat Company of Groton had come across with $150 in cash to help in moving the old New York Yacht Club building, and such material donations as eight manhole covers and 600 ft. of copper pipe at something below junk dealers price. Gene Gabarino, a local merchant, sent over an old hoist wheel and ancient lock from the old Mallory bank of Mystic Bridge, along with a handy ball-bearing dolly for moving heavy objects. The Southern New England Telephone Company (450,000 subscribers) let it be known that they would give outright all the cable for underground telephone wires to run through that Orangeburg conduit.

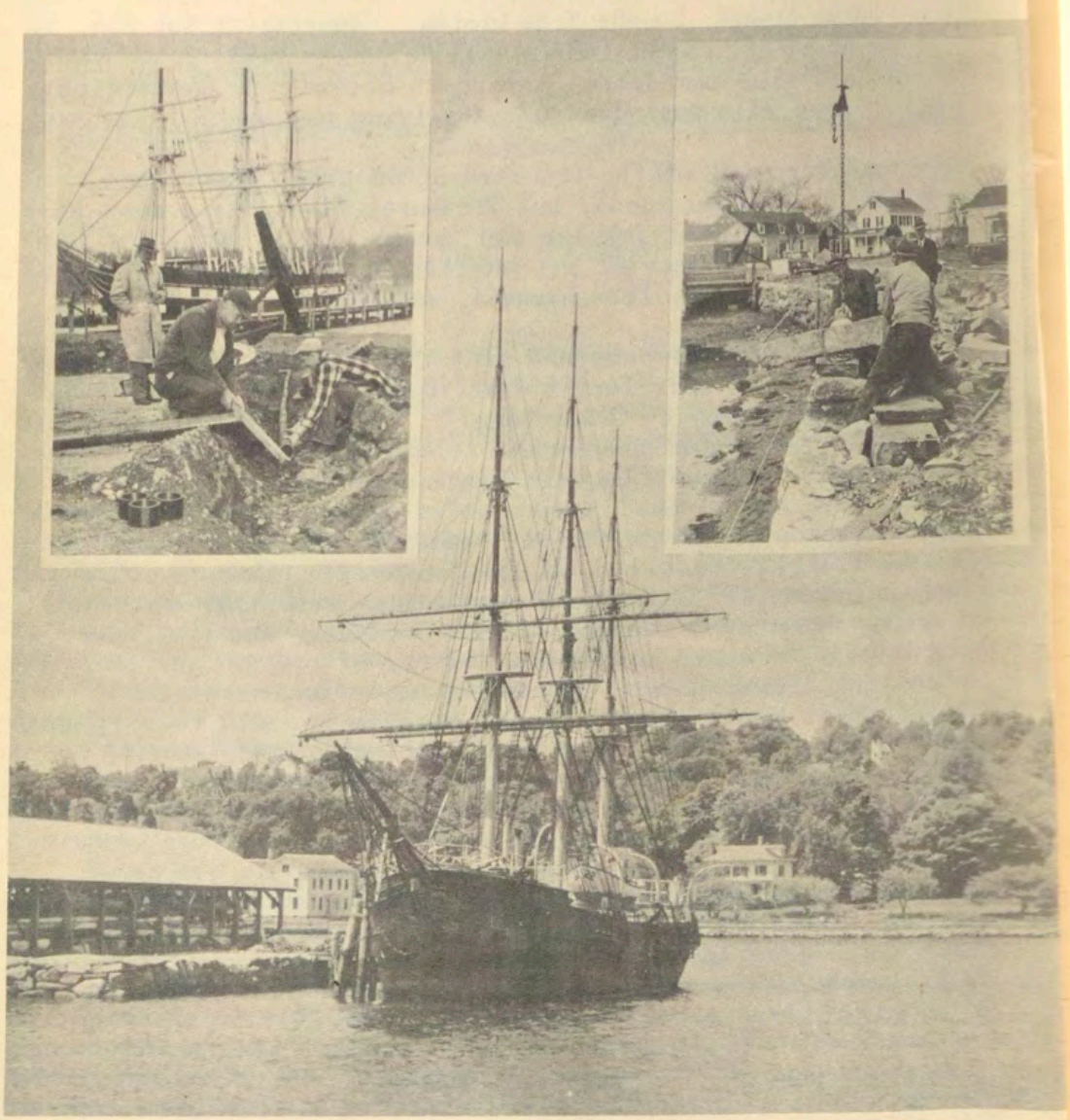
Those who couldn't give materials at cost or outright, chipped in in other ways. After the Sonoco Products Company donated 50 gallons of paint for the *Conrad* and other outside uses, the boys of Sea Scout Ship *Admiral Dunn* of Westerly, gave two days' work on the ship, and the Mystic scouts rallied around Skipper Harold Knights in cleaning and getting ready the old frigate for other scouts' use in the summer youth education program. The *Conrad,* of course, is now in her new berth, close by the old-time street. Dr. Phil Gerlach of Branford just kept on with his Sunday afternoon tarring of the rigging, pleased at last that the idea of work-crews had caught on and he was no longer restoring the ship single-handed.

The street's cobbles are being laid, the road's edges lined with worn old curbing, and walks of flagstones, happily survived from the

first paving ever to be laid in the little shipping center of Deep River, Conn. The Bank Building, which you saw last year, has company now in the Old Reliance Fire Company's engine-house, the sturdy spar shed, the Peters Shipsmith Shop and the little Packer Paint Shop.

All that the average visitor will see is but the blossoming, the pleasing excrescence, as it were, of hundreds of days and man-hours and materials spent in placing the less romantic parts, the conduit, wires and pipes which, in this modern age, are necessary to breathing out the aroma of another time, another scene, as it might have been on any New England waterfront street a hundred years ago.

A Pictorial Report of Progress



ABOVE INSET, LEFT--LAYING THE ORANGEBURG PIPE ALONG SEAPORT STREET FO TELEPHONE LINES. INSET RIGHT--CONSTRUCTION ON THE SEA WALL ALONG THE SEAPOR STREET. CENTER--THE YOUTH TRAINING SHIP JOSEPH CONRAD IN HER NEW BERTH ALONG SIDE THE SPAR SHED, WHERE SHE IS NOW BEING USED IN THE YOUTH TRAINING PROGRAM (OFFICIAL MUSEUM PHOTOGRAPHS BY HERB COREY

I REMEMBER, I REMEMBER. . .

The following old newspaper account, from the "Mystic Standard", October 31, 1929, gives the reminiscences of William H. Forsyth who retired, in 1926, from the U. S. Secret Service after serving his government under thirteen consecutive administrations. He was then considering settling again in his home town, but found so many changes from the scene herein described, that he could not bring himself to return. The Scene: Mystic before 1861.

"Then Mystic was about the busiest place of its size in the United States. Then all of the shipyards were being worked to their full capacity; all of them full of ships under construction. These yards built many of the finest clipper ships that ever sailed salt water and were commanded mostly by Mystic captains. Mystic built ships were well known nearly all over the world... I have seen every shipyard full of ships; every wharf, both above and below the bridge, on both sides of the river as far as visible, with as many vessels moored to them as they could accommodate, often lying two abreast, and others moored in the channel, there being no room for them at the wharves...

"I have seen many of the steamers built in Mystic go out of the river under their own steam, as the boilers and engines as well as the vessels were all built there...

"I distinctly remember the whaling ships *Romulus, Robin Hood, Coriolanus, Leander* and others, operated by Charles Mallory Sr., who had a sail loft across the street from his wharf. I have seen that wharf and all adjoining space to the street, and sometimes portions of the street itself, entirely covered with casks of whale oil brought in by the ships then engaged in that business. That business, of course, had to be discontinued, one reason being the outbreak of the Civil War in 1861, as it was not safe for any American vessels to be at sea then on account of the Confederate privateers which were engaged in destroying American ships. This I can testify to, as I was captured by one of them. Soon after the breaking out of the war the whaling ships were sold to the Government, loaded with rock and sent to Charleston, S. C., and other Southern ports,* which proved to be a failure. That ended the whaling industry for Mystic, and railroads and metal vessels ended the shipbuilding for Mystic.

"...I remember the Mystic Bridge as a toll bridge...kept by a Mr. Parks, father of Daniel Webster and Henry Clay Parks, both of whom were my school mates. I also remember when the street along the river on the Mystic Bridge side ended at what is now called Frazier Street. This street was later extended over the cove where my father first started the ship building in Mystic, through the Mallory shipyard, and connected with the main street to Old Mystic near the house then occupied by the late Giled Williams... I remember when there was no railroad in Mystic, the nearest being the terminus at Stonington, connecting with a steamer line for New York. Roswell Brown, of Mystic River, then ran a stage line, and my remembrance is that these stages had to go over Slaughter House Hill, then through the Road, there being no direct road to Stonington at that time. I well remember the building of the railroad between Stonington and New London... I distinctly remember seeing the first regiment of soldiers that went through Mystic at the breaking out of the Civil War. It was the 60th Massachusetts Regiment, going

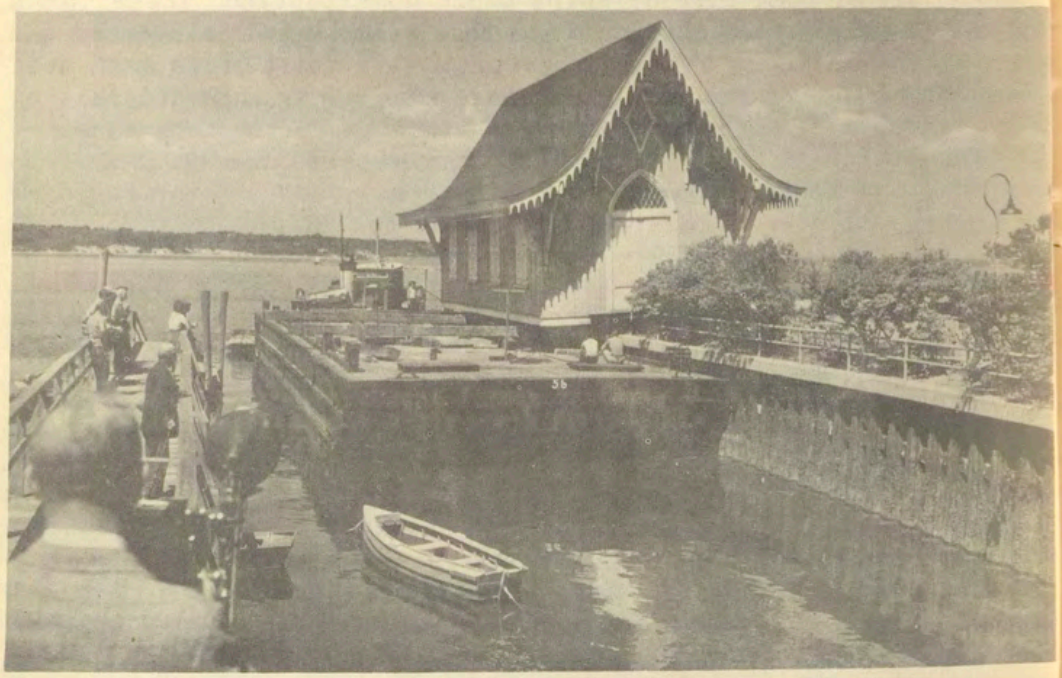
from Boston to Baltimore to assist in the inauguration of President Lincoln.

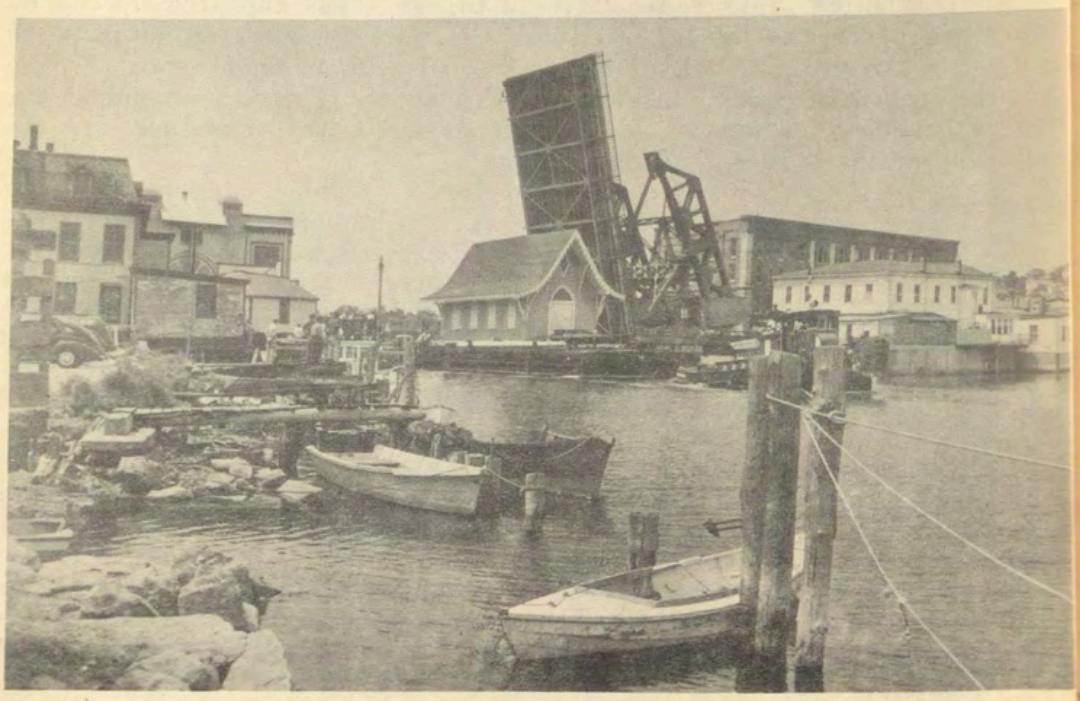
"I have traveled nearly all over this country and many foreign countries, and have seen many beautiful places, but none of them have the attraction for me that Mystic has and always will have..."

---

*to be sunk in the mouths of Southern rivers to keep blockade runners from going in or out. Ed.

TOP--NEW YORK YACHT CLUB CLUBHOUSE BEING LOADED AT GLEN COVE, L.I.
BOTTOM--ARRIVING AT MYSTIC. (OFFICIAL MARINE MUSEUM PHOTOGRAPHS.)





L-E-T-T-E-R-S

CHILDREN'S HOSPITAL, 300 LONGWOOD AVENUE
BOSTON 15, MASS.

JUST A LINE OR TWO TO ASK YOU FOR A LITTLE INFORMATION. I'D LIKE TO KNOW WHETHER OR NOT YOU SELL "WHALE HUNT" AND IF YOU DO HOW MUCH IT IS? I'VE BEEN THINKING ABOUT BUYING IT BUT I DIDN'T KNOW WHERE TO GET IT.

ALSO I'M NOW GETTING MYSELF CONNECTED WITH SEA SCOUTING UP HERE IN BOSTON AND I'D LIKE TO LET ALL THESE FELLOWS KNOW ABOUT THE MUSEUM. SO I WAS WONDERING IF YOU'D SEND ME A COUPLE OF COPIES OF THAT PAMPHLET YOU HAD PRINTED ON THE SUMMER PROGRAM OF THE CONRAD. I KNOW THAT THE SEA SCOUTS UP HERE OUGHT TO BE VERY INTERESTED IN THE MUSEUM AND I GUESS I CAN ALSO SPREAD THE GOOD WORD OF THE MUSEUM!

ALSO I'VE BEEN THINKING ABOUT GETTING A SEA SCOUT CREW GOING RIGHT IN THE HOSPITAL HERE. MAYBE I'LL SUCCEED AND MAYBE I WON'T BUT IT'LL AMUSE ME WHILE I'M HERE! THAT IS, IF I CAN FIND TIME IN BETWEEN ALL MY TREATMENTS!

THE SEA SCOUT CREW I'M CONNECTED WITH HAS A LARGE BOAT AND I'M TRYING TO GET THEM TO CRUISE DOWN TO MYSTIC TO SEE THE MUSEUM. IF I CAN I'LL LET YOU KNOW WELL IN ADVANCE! THAT'S IT!

SINCERELY YOURS,
CHARLIE CLACHRIE."

Charles Clachrie, polio victim on crutches, has been a familiar sight at most Scout gatherings at the Marine Museum; received during the War the "Heroic Scout" award from National Headquarters for his liason work with absent former Westerly R. I. Sea Scouts. Back in the hospital for a six-month period, his indomitable spirit is still at work.
--Editor.

First prize in a scholastic International Letter Writing Awards Junior Division went to Betty Smith, Robert E. Fitch High School, Poquonnock Bridge, Connecticut. This is Betty's letter, in part:

DEAR GRETE,

NOANK, CONN.
FEBRUARY 19, 1949

I WAS VERY HAPPY WHEN I RECEIVED YOUR ADDRESS TODAY AND I HOPE WE CAN BECOME GOOD FRIENDS. OUR NEW FRIENDSHIP WILL GIVE ME A CHANCE TO DO MY SMALL BIT IN PROMOTING WORLD FRIENDSHIP. . . . . .

IN NEARBY MYSTIC (CONN.), THE MARINE HISTORICAL MUSEUM IS STRIVING TO REBUILD A COLONIAL SEA VILLAGE. IT ALREADY HAS AN OLD-FASHIONED SAIL MAKER'S LOFT AND AN OLD GRAY STONE BANK. THE MUSEUM ALSO HAS TWO LARGE SAILING VESSELS, THE CHARLES W. MORGAN AND THE JOSEPH CONRAD.

THE MORGAN IS THE ONLY INTACT WOODEN WHALESHIP LEFT FROM THE WHALING INDUSTRY. IT MAKES A BEAUTIFUL SIGHT WHEN IT IS DECORATED WITH ALL ITS MANY COLORFUL FLAGS. THE CONRAD WAS AT ONE TIME, I BELIEVE, USED TO TRAIN DANISH SEA SCOUTS. . . . .THIS SHIP WILL BE USED TO TRAIN SEA SCOUTS AND GIRL SCOUT MARINERS. THIS SUMMER THE MARINER TROOP THAT I BELONG TO IS GOING TO STAY ON THE CONRAD FOR A WEEK END. DURING THIS WEEK END WE WILL RECEIVE INSTRUCTIONS IN KNOT-TYING, SAILING, AND SIGNALING. WE WILL HAVE TO STAND WATCHES, TOO.

THE MUSEUM HAS A WONDERFUL COLLECTION OF SCRIMSHAW, WHICH IS CARVED IVORY. IT ALSO HAS MANY MODELS OF SAILING SHIPS. THIS SUMMER TWO GIRLS AND I ACTED AS VOLUNTEER HOSTESSES AT THE MUSEUM. IN AUGUST WE ACTED AS GUIDES FOR GIRL SCOUTS AND LEADERS FROM NEARLY EVERY CORNER OF THE EARTH. THESE WAS A LARGE GROUP OF BRAZILIAN GIRL SCOUTS PRESENT AND THEY ENTERTAINED US BY SINGING SONGS FROM THEIR COUNTRY. . . . . .

I BELONG TO A GIRL SCOUT MARINER TROOP. WE HAVE OUR OWN SAILBOAT, THE SAPPHO, AND IN SUMMER WE GO ON TRIPS. LAST SUMMER WE WENT TO ORIENT POINT. . . . . .

YOUR NEW PEN PAL,
Betty Smith

Without a publicity agent, as such, the Museum and Mystic Seaport continue to do pretty well; and without a clipping service, continues to hear of at least a portion of these public notices. Since your last *Log*, illustrated feature articles have appeared in the Newark *Sunday Times*, March 27; *Christian Science Monitor*, March 7; Worcester *Sunday Telegram*, February 6; *The Chatterbox*, organ of the exclusive Institute of Living in Hartford, March 7. Lesser notices and pictures have appeared in the May issue of *Scouting*, April issue of *Hobbies*, Providence *Evening Bulletin*, New York *Times*, New York *Herald-Tribune*, *American Heritage*, and the purely local Westerly *Sun*, New London *Day* and Norwich *Bulletin*. The W.J.L.Parker publication *The Great Coal Schooners of New England* was reviewed in the New Bedford *Sunday Standard-Times* and Vineyard *Gazette*. Coming publicity: A full page with color in July or August *Town and Country*, an illustrated article in the June issue of *Ensign*-official publication of U.S. Power Squadrons; and a story in a summer issue of *Dodge News*-published by the Chrysler Corporation.

**

Newest addition to the Staff is Herbert H. Corey, free-lance photographer of Essex, Conn. Mr. Corey will supervise and produce all photographic work, on-the-spot publicity and all Association printing. His 25 years' experience in printing and offset will raise the tone of the thousands of mailing pieces, photographs, and small publications which go out from the Mystic office yearly. His headquarters in the basement of the office already looks like a prospering printing plant, with its modern equipment of Multilith, Vari-typer, stapler and cutting machine. A completely furnished dark room is in the works. In the strictest sense of the word, Herb Corey is not a newcomer. For several years now he has been the mainstay of both the Marine Museum and the Mystic Art Gallery for their photographic needs, as a free lancer. Now he will be a permanent fixture.

From the time the first forsythia sprays its yellow sunshine over the drab New England hills, the tulips burst forth at the Museum and the dogwood blossoms on the Merritt Parkway through lilac time and into the days when the rambler hedges of Narragansett and Newport burst into full glory, is school group time at the Marine Museum on quiet Mystic River. The yellow school bus, wriggling with youngsters, is a familiar sight. Black or white, gangling tall or with chubby cheeked faces, they swarm through the rooms and over the ships, extraverts and introverts, pencils poised for notes on what is known to them and their teachers as a "field trip". In four months they have totalled 400; will total more than 2,000 for the year. Willimantic State Teachers College, Rhode Island State's Boat Club, Niantic School's seventh grades, New London's Jennings School, Bedford N.Y. Rippowam School, Flanders School, and Stonington Boro School have been our guests as have Sea Scouts from Branford and Warwick Neck, Boy Scouts from Mystic, Torrington, Poquonnoc Bridge and Hartford, Mansfield Center Mariners and Mystic and Port Washington Girl Scouts. Even the oldsters make corporate visits, such as the American Society of Mechanical Engineers and the Connecticut State Librarians, holding conclave in nearby New London. Old and young they report, by school paper, club report, or simple post-card--"Having fine time. Wish you were here."

**

For those whose concern is for the old blubber hunter *Charles W. Morgan* there is assuring word: Several thousand feet of oak timber (principally white oak) has been purchased for repairs.

**

The Museum's "new" station wagon, a gift of Mrs. Philip R. Mallory, has made it possible for the museum's story, by projector, screen and slides, to be taken to varied and distant groups. Don Steers has presented a new whaling talk illustrated with color slides of old and rare whaling

prints (photographed by C. A. Owens, Sr. as a contribution to the Educational Program) and the more familiar slide tour of the museum to such groups as The Connecticut Historical Society in Hartford, Noank Parent Teachers Association, Essex Baptist Church, Bridgeport Rotary Club, Mystic D. A. R., Norwich and Saybrook Rotary Clubs, St. John's Episcopal Men's Club at Essex, Middletown Power Squadron and the New London Chapter, Sons of the American Revolution. Marion Dickerman, Educational Director, has spoken without benefit of slides, to 250 Connecticut State Librarians in session at Connecticut College and 650 New Milford, Conn. Senior High, Junior High and elementary grade students; while Mrs. Carl C. Cutler and Mrs. Walter Abbe have taken similar stories to the Oneco, Conn. P. T. A. and the Willimantic D. A. R. respectively. A total of 1,385 persons, in the first four months of 1949, have thus heard the aims and purposes of the Association without making the trip to Mystic.

***

Temporary outside help will transform the Seaport's present state of chaos into peace and order by the time yachtsmen and motorists arrive for the peak of the season. John MacDougall is straw boss of a bull gang including Leo Amero, Ted Bergeron, Clinton Durfee, and Everett Janeiro.

***

A year or so ago the magazine *Charm* used the whaleship, the figureheads and ship models as a backdrop for feminine finery when a group of fashion models displayed the latest coats and gowns and were photographed in this nautical setting. At another time a fashion show was given for the benefit of the Association. But it remained for Johnny Almquist, English professor at Upsala College and popular after-class pianist, to think up a new and unusual angle. Professor Almquist wrote the score and libretto for a musical extravaganza entitled *April Follies,* using old-time Mystic scenes and ships as a background. Young society matrons, their husbands and friends sang and danced and spoke their lines for the benefit of the Junior Woman's Club of Orange, N. J. Up to now this is perhaps the all-time high in the unusual, in museum experience.

***

Something of the Association's progress may be seen in statistics. For the first four months of 1948 visitors numbered 1,493. For the same period of 1949 paid admissions numbered 4,467; an increase of approximately 200%.

***

James McBey, distinguished Scottish etcher and painter, is an old friend of the Museum at Mystic. His one-man show of watercolors and drawings at the American British Art Center in New York in March, included many a scene nostalgic of Mystic and Stonington. Two of these were of the museum itself and the whaleship *Charles W. Morgan.* The Association, some years ago, purchased the complete run of his etching of the *Morgan,* which is distributed as a gesture of appreciation to donors in the thousand-dollar class. The one-time bank clerk, from a self-taught apprenticeship, has raised himself to a position of world-eminence in his metier. Some sixty leaves from his American and African sketchbooks were exhibited.

***

Students of whaling history are familiar with the story of the whaleship *Essex* and how it was rammed and sunk by a whale. But few of them are lucky enough to own the contemporary account of that story of shipwreck, suffering and cannibalism as told by Owen Chase, Mate of the Ship. Mr. Chase's narrative has come to the Association's library by gift of Henry C. Taylor of New York. Its full title "Narrative of the most extraordinary and distressing Shipwreck of the Whale-Ship *Essex* which was attacked and finally destroyed by a large Spermaceti-Whale in the Pacific Ocean; with an account of the unparalleled sufferings of the Captain and Crew during a space of ninety three days at sea, in open boats, in the years 1819 & 1820". Published by W. B. Gilley, 92 Broadway, and J. Seymour, Printer, in 1821, the little book is a rare one and much sought after.

Gifts of THINGS and SERVICES to the Museum roll in almost faster than they can be recorded and acknowledged. They cover a wide range. Typical examples: A dozen tall trash receptacles from Sonoco Products Company, Mystic, Conn. and complete microfilming of the first five logs of the *Charles W. Morgan* by C. A. Owens, Sr. of Norwalk, Conn. Spotting the THINGS WE NEED department in *The Log*, an officer of the Bodenwein Foundation sent in a check for $280 to cover such odd items as a used *Encyclopedia Brittanica*, and a sturdier projector for slides than is currently owned; while rebuilt vacuum cleaners came from Mrs. H. C. Taylor and Mrs. C. O. Budlong, one for each of the large exhibition buildings–the Stillman Building and the Mallory Memorial.

**

Business Manager Charles A. Brooks has donated, on long-term loan, his complete addressing machine equipment for use in the Mailing Department.

**

A hundred thousand visitors have seen and marveled at Bill White's rigging loft; have sniffed delightedly of its odor of tar and hemp; and tried to twist a strand of marlin with one of his 50 or 60 serving mallets. Bill White, boss rigger, rigged some 365 vessels of all types right up through World War I. A few years ago the old boss rigger got so mad at a junk dealer's offer for his equipment, that he up and gave it all to the Marine Museum, came over and set it up exactly as he had used it himself.
Carl Cutler used it, and an old manuscript, as the basis of one of the Museum's most popular publications. Picture post-cards were made of it, and photographs of it were published all over the country.
After he set up his possessions in the Museum's north building, Bill White's health failed and one day he brought over his precious ship-models, left them for safe-keeping, and went to California. But the California sunshine didn't help and back in New London he settled down again to end his days in peace and memories. On Washington's birthday Bill White was buried, and with him went perhaps one of the last practitioners of an exacting and colorful trade.

Wedding bells rang on April 21st for Editor MacDonald Steers. The ceremony was performed at the home of the bride, Mildred Bradley, in Stonington by Rev. Eugene Bronson of Putnam, Conn. Luncheon was served at Edgemere Manor to the wedding guests and other friends of the bride and groom. Mr. and Mrs. Steers are now at home in Stonington.

**

Mrs. Shirley Knights now presides over the Seaport Store. Mr. Knights, you know, is "Skipper of the Crews" of young folks who will come from far and wide to stay on the *Conrad* this summer.

**

One of our good friends, Capt. Benjamin C. Chesebro, of Stonington, Conn does all the assembling of our *Log* sheets and sends them to us ready for stapling. "Capt. Ben" as he is called by young and old, is now retired, but in earlier years went on sealing voyages and for the greater part of his life was engaged in hand-line fishing.

**

Andrew C. Colegrove, local electrical contractor, has donated a General Electric Refrigerator for use in our Galley.

**

We hope all of our members enjoyed our most recent mailing which included the notice of the Annual Meeting which is to be held Monday, August 1st, and the booklet, *The Old Ships Come Home*. This of course, is a reprint of the Saturday Evening Post article, in booklet form. Although the expense of this printing was great, the Officers and Directors of the Association felt that the booklet was such a fine piece of work that the expense was justified, so that any of our members who might have missed the Post article, could enjoy the booklet.

**

A group of oil paintings of Mystic Scenes of fifty or more years ago, painted and presented to us by Frederic Rickeman of Los Angeles, Cal. (formerly of Mystic) in memory of his father, John Frederic Rickeman, are now hanging in the main office.



"of ships and shoes and sealing wax . . ."

If you happen to have a hundred fathoms, more or less, of old ship's anchor chain cable, and don't know what to do with it, your problem is solved. The Museum needs it for atmosphere, and probably will take it off your hands.

Everybody who comes to Mystic Seaport, except the man who cuts the grass, has admired the historic old cable used as edging for grass plots and drives. Now that the Seaport has expanded, is already sprawling over Shipyard Point to the south and to the Yacht Dock and boundary fence on the north, more chain is needed. It will serve to border new drives, walks and parking spaces.

Stern-boards or quarter-boards are another item which will come in handy most anywhere in an old-time seaport scene; as will carved eagles, gangway decorations, shop, loft and chandlery signs, ship's buckets, fire buckets, kegs, casks, whale-oil lamps, ship's sidelights, lanterns, tools and what-not.

The Museum was fortunate recently in acquiring 1500 feet of worn, old paving slabs - 120 years old, all of it - the original pavestones from the Town of Deep River, Conn. It has been laid down from the Stillman Building to the cobblestone street on Shipyard Point. In the years to come, thousands of feet will shuffle along these historic stones, leading yachtsmen, motorists, old-timers, school-boys and school-girls still in their salad days, into the past, into a scene as redolent of tar and hemp and the days of sail, as will be found anywhere in the world.

Perhaps you have none of these things, but you might go up into the attic and bring down the family album or open up grandpa's old trunk and find photographs of Mystic Seaport, or any other waterfront scene, which will suggest to your Curators and architectural staff, some nostalgic detail of the old days which would otherwise have been overlooked.

All of it will be of use - all of it, from the ear-rings great-grandpere is wearing in that old daguerrotype to ship's anchor or chain cable. All of it will help to recreate, out of the past, a sacred bit of seafaring old New England so complete to the last detail that your atavistic self will respond to live again the days when Yankee shrewdness and Yankee enterprise reached out to the remotest corners of the world.

If it's marine, we can find a place for it. Whether it's oxen shoes or sealing wax, don't throw it away - tell us about it first.



STONINGTON'S 300 YEARS

Since the first day of January the small fry of Stonington have been writing essays, presenting pageants and plays, competing in art designs, and speaking their pieces on such diverse subjects as Sassacus, the Indian Chief; John Mason, who drove the Pequots out; Captain "Nat" Palmer, Tar-Barrel Hill and the Battle of Stonington. Reason: Stonington's Tri-Centennial. When the fever rages at its height, August 6 to 27, there will be picnics, bands, parades of fire apparatus, block dancing, yacht races, ox-pulling contests, and on August 20th, a big marine parade in Mystic River ending at the Marine Museum and Mystic Seaport.

Opening day, August 6th, the celebration centers around Wequetequock, where William Chesebrough settled 300 years ago. On August 13th things happen in Stonington Borough; while August 20th is Mystic's day. Three hundred years of farming will be the theme of New London County's annual 4-H Fair at North Stonington August 26-27; while on successive Thursdays, August 11-25, from 1:00 to 6:00 p.m., forty-nine private homes, dating from 1680 to 1949 will be open to the public.

An effort is being made to bring back to their old stomping-grounds, all former Stonington-ites. The Tri-Centennial Committee's aim is to raise $30,000 ($100 for every year of Stonington's 300) for scholarships for Stonington students.

PRINTED AT MYSTIC SEAPORT