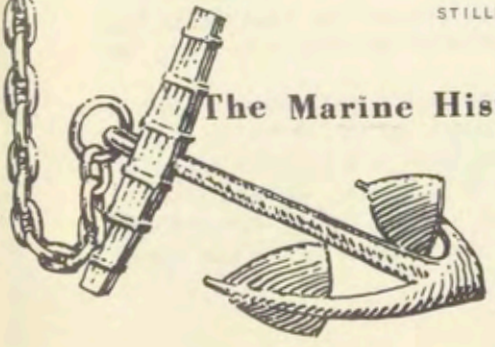
Volume 5 No. 1
Winter 1953

The Log of Mystic Seaport



STILLMAN BUILDING



The Marine Historical Association, Inc.

Mystic, Connecticut

The Log



OF MYSTIC SEAPORT

Published by The Marine Historical Association, Inc., Mystic, Conn.
for members of the Association.

Philip R. Mallory, *President* Edouard A. Stackpole, *Curator*
H. H. Kynett, *Chairman of Publications*

Editor, MacDonald Steers *Printing*, Lois B. Chesebrough
Photography, Louis Martel

PRINTED AT MYSTIC SEAPORT

Our Cover

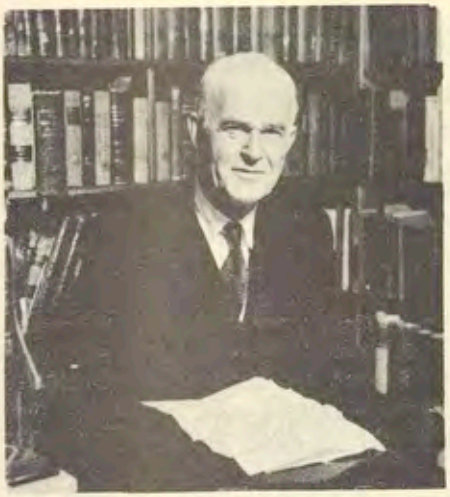
Through this portal pass the most... At least that is what *The Wall Street Journal* has said of the Marine Museum at Mystic, the "most seen sight" in the State of Connecticut. A couple of years ago the same thing was said by the Connecticut State Development Commission. They called us the No. 1 tourist attraction in the state.

All that is gratifying; perhaps it is even necessary. But numbers is not the test of a museum, for a museum's real field, its greatest effectiveness, its lasting value, is among the intangibles. What is it doing with what it has? How sound is its influence upon the lives of present-day Americans? How does it translate the past into the more living questions of today? Does it show conclusively that the lessons of the past have a bearing upon the future?

Francis Henry Taylor once told here the story of how he had attended a reception in London for, and had shaken the hand of, the elderly Duke of Connaught, and suddenly he remembered having read that Napoleon had held the baby Duke in his arms for his christening. The youthful Taylor had touched the hand which had touched the hand of the great Napoleon! History is, then, so short and so real to us today.

The Marine Historical Association must point with pardonable pride to its awareness of these things; in its thriving *Conrad* Youth Training Program; in its work with the schools and with Scouts; its occasional free courses in piloting, diesels and the like; its topical lecture programs; its traveling sea chests;

(Continued on inside back cover)



CARL C. CUTLER Resigns

The chief business before the December sessions of the Executive Committee in New York was perhaps the most momentous in the history of the Association. The Directors accepted with regret the resignation of Curator (since 1929), Secretary and Director, Carl C. Cutler.

With the retirement of Curator Cutler, a unique and important personality takes leave of active participation in the affairs of The Marine Historical Association. The spiritual vigor of his ideals lies so deep in the soil of what is now commonly called Mystic Seaport that it is difficult to think of its carrying on without him. He was with it from its very inception. In the same office he has just vacated, he saw its humble beginnings 23 years ago. He served at first at no salary at all; then for years at the most meager kind of stipend; once refused a raise that was offered him on the ground that the members had a burden already great enough; and only recently, with the coming of a fair financial stability to the Association, he accepted the modest salary which was listed on the books at the close of business on December 31st.

He it was who signed up its first few members, has been the only Secretary the Association ever knew. He saw the infant Association through the country's great depression and watched it burgeon into an enterprise that now sprawls over 22 acres of land, uses 32 buildings, and holds the interest, financial and spiritual, of more than 3,000 members across the United States.

To him the salt in his veins has always been, and still is, a precious heritage that must be transmuted into a useful tool for planting into Americans, foreign-born or native, the integrity of purpose and in-

dependence of spirit that marked those who fashioned a nation out of rockbound coasts, forests of ship timbers, and the labor of their own bare hands.

Somehow, he himself maintained that delicate balance between scholar and laborer. More than once he laid down his pen, or left his typewriter, to take up a paint brush or a heavy maul when manual labor had to be done. He must have impressed many with his own respect for the dignity of the individual and his work, however humble.

He knows, and understands, the ways of men and ships, for his were the master builder's labors. He laid the keel, fashioned the timbers, and plotted the course that the new Association should sail. The soul of a ship, if she has one at all, is imparted to her by her builder; is perpetuated by the choice of her master. All who love deeply the underlying significances of Mystic Seaport will be grateful that the young Association was launched so fortuitously and brought through her early voyages so ably. May this continue to be so in all that lies ahead.



EDOUARD A. STACKPOLE

With the retirement of Carl C. Cutler, President Philip R. Mallory announced the selection of Edouard A. Stackpole to succeed him as Curator and MacDonald Steers, long-time Assistant Curator, Assistant Secretary (and Editor of *The Log*) to take Mr. Cutler's place as the second Secretary of the Association, member of the Board of Directors, and appointment to the Executive Committee.

In Edouard A. Stackpole, 49, the Executive Committee feels it has found a personality and talent well

suited to the scholarly requirements of a chief Curator's job. Mr. Stackpole has been for many years President of the Nantucket Historical Society, Curator-Director of the Nantucket Whaling Museum, and Editor of the (Nantucket) *Inquirer & Mirror.* The first volume of his history of whaling, *The Sea Hunters,* written under a Guggenheim fellowship, is scheduled to be published by Lippincott in April. Mr. Stackpole has other books to his credit, principally fiction. His *Madagascar Jack* was published in 1937. Others: *Privateer Ahoy, Mutiny at Midnight, You Fight for Treasure* and an historical work on Nantucket. In 1938 Mr. Stackpole aided the United States Department of State in ascertaining the original discoveries of several Pacific islands claimed by our country.

His forbears were among the Nantucketers who pioneered in the early days of American whaling. His great grandfather, Captain John Stackpole, commanded a whaleship out of Newport, and his grandfather, Charles Stackpole, shipped on the whaleship *Columbia* out of Nantucket. He attended Roxbury Latin School and had a year's study in Massachusetts State University Extension courses. Under Guggenheim Fellowship he jotted down thousands of words; lists 20 sources for each of the 34 chapters of his forthcoming history. His own library includes some rare and valuable works on his favorite subject. He began his newspaper career as an apprentice printer, is still a proficient linotype operator.

Son of Charles H. and Therese (Mauduit) Stackpole, he married first, Alice T. Larsen, October 10, 1929; children--Eugenie A. (17), Renny A. (15); and second, Florence T. Brown, November 3, 1945; children--Matthew and Christopher, twins (6) and Anita Brown, stepdaughter (13).

In succeeding to the position of a Curator who was one of the three original incorporators of the Association and the only Curator members, officers and staff have ever known, Edouard A. Stackpole will need, and should have, the loyalty and help of all who contribute, in one way or another, to the well-being of the Association.



THE MYSTIC SEAPORT EXHIBIT AT THE 43RD ANNUAL MOTOR BOAT SHOW, JAN. 9-17 AT GRAND CENTRAL PALACE IN NEW YORK. THIS YEAR THE SEAPORT FEATURED ITS HISTORIC WATER-CRAFT, SUCH AS THE BUTTON SWAN KEEL CATBOAT, A PHILLIPPINE CANOE, A BRAZILIAN DUGOUT, AN ALEUTIAN TWO-MAN KAYAK, A CANADIAN BIRCH-BARK CANOE, AND THE HANDSOME, FULLY-RIGGED, SAILING CANOE DESIGNED AND BUILT BY W.P. STEPHENS, THE "KESTREL."

One of our exhibits at the Motor Boat Show was a case of material relating to an historical event of 100 years ago which aroused the interest of the whole civilized world.

Commodore Matthew C. Perry, at the head of a squadron of American naval vessels, negotiated the treaty which opened Japan to world trade.

Perry and the Japanese commissioners met on a beach near Yokohama in a colorful and impressive ceremony. Perry's escort of 500 officers, seamen and marines, fully armed, embarked in 27 barges forming a line abreast, and pulled for the shore. Following their landing, Perry's barge drew up under an appropriate salute of guns. Flanked by two black body guards and and followed by two standard bearers and his suite of officers and full escort, he was received by a party of Japanese officials and proceeded to the treaty pavilion. Two boys especially dressed for the occasion carried in an envelope of scarlet the box containing the official documents.

The Americans, usually so casual, on this occasion outdid the usually formal Japanese.

The Yacht *Brilliant*

Mr. Briggs S. Cunningham's auxiliary schooner yacht *Brilliant* is known among yachtsmen far and wide. They still talk about her fast run from Block Island to Bishop's Rock in 15 days 23 hours.

It is doubtful, too, if there is any yacht that can compare with her from a construction standpoint. It would cost today well over $200,000 to duplicate her teak planking and decks, her matched mahogany interior, her bronze fastenings, lead keel. Designed by Sparkman & Stephens, she was built by Henry B. Nevins in 1932, to the highest specifications under the supervision of Lloyds, without regard to expense on a cost plus basis. She measures 30 gross tons, 28 net. A new and larger rig was installed on her in 1946.

Now she has Ratsey handsewn sails, including racing and storm sails, all stainless rigging, radio, anemometer, cast bronze 130 gal. fuel tank, 260 gal. copper water tank, 32 V. generator for lighting and power, and a bank of Edison storage batteries. Nylon awnings and sail covers were added in 1951. Her inventory sheet lists 155 different items of equipment, representing two or three times that figure, considering multiple units. She is equipped with a 6 cylinder 4 cycle Gray gasoline engine with 90 horsepower, and is credited with having a cruising speed of 8 knots.

With simple formality and little fanfare, former owner Briggs S. Cunningham stepped into the December 17 Executive Committee session and presented *Brilliant* to The Marine Historical Association for use in its prospering Youth Training Program, to charter, or to dispose of as the Association sees fit.

A sub-committee of the larger Youth Training Committee of the Association is now studying her possible use by the young people who flock to Mystic Seaport for short-term nautical experience. With the gift comes provision for her maintenance for a year, and the salary of a Skipper. That she will sail out of the Seaport on actual cruises is a foregone conclusion. Scheduled to arrive about June 1st, she will provide for serious, salty (and lucky), young men and women an

opportunity to feel this summer the thrill of a tugging sheet, the snap of canvas, and the tang of salt spray in their faces. With slight alteration she can be made to sleep 16.

In a resolution passed the same day, the officers expressed to Mr. Cunningham their deep appreciation for a splendid addition to our educational facilities and agreed that an appropriate plaque should be prepared and mounted on her bulkhead setting forth the debt of gratitude owed by officers, directors and youthful friends of Mystic Seaport.



Lillian Russell and *Panhard I*

Two of an odd fleet of ancient watercraft sailing or resting on the Lake of Bays in Ontario, Canada, will shortly begin the long voyage to museum immortality. D. Cameron Peck has the unusual hobby of collecting not models, but full-size, antique steam and power craft, and he keeps them at his summer estate on Lake of Bays.

His unique fleet includes the 1904 naptha launch and a gasoline powered racing boat built the same year, now acquired by Mystic Seaport--the first by purchase of an anonymous member of the Association, the second by gift of member Peck.

The naptha launch, *Lillian Russell*, is a 23-footer, built by Charles L. Seabury in New York and is still in running condition. She represents a type that enjoyed a brief vogue around the time of her building. Clinker-built, with an ungainly engine stack rising from her stern, she bears none of the fulsome curves of the famous actress, but she has lasted longer; may even continue to putter about the shallow waters of Mystic River.

Panhard I is no longer operable, but is useful as an important museum piece. This gasoline powered racing boat was built by the Electric Boat Company of Groton, Conn. in 1904, and represents historically a more practical type which crowded into oblivion the naptha powered boat.

And odd it is that the impractical naptha launch should have survived in good working condition, while her more modern sister is fit only for the inspection of the student of yachting history.

The January appearance of Irving Johnson, author and deep-water sailor, with his account of the Yankee's latest round-the-world cruise, brought out the largest crowd that has ever assembled for a Mystic Seaport lecture event.

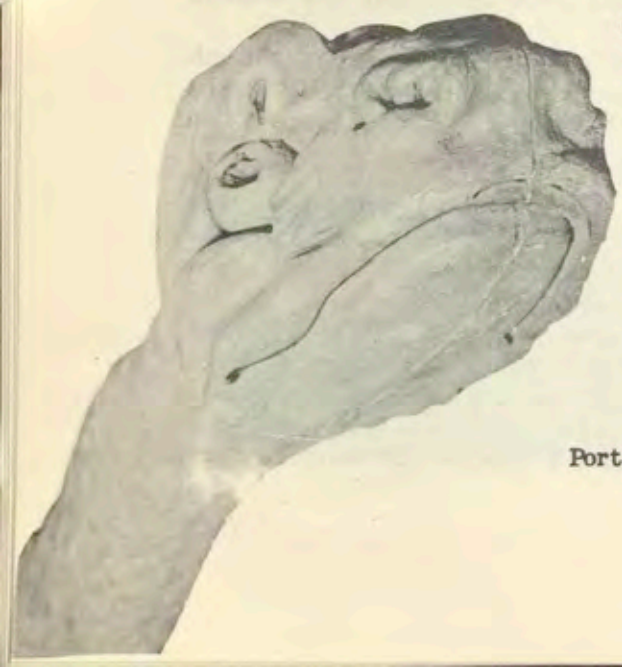
The affair was delayed fifteen minutes while additional chairs were brought into Fitch High School auditorium to accommodate the overflow. Close to 500 was the estimated attendance.

Sunday, February 8, 1953 -Sir Hubert Wilkins (of *Nautilus* fame).

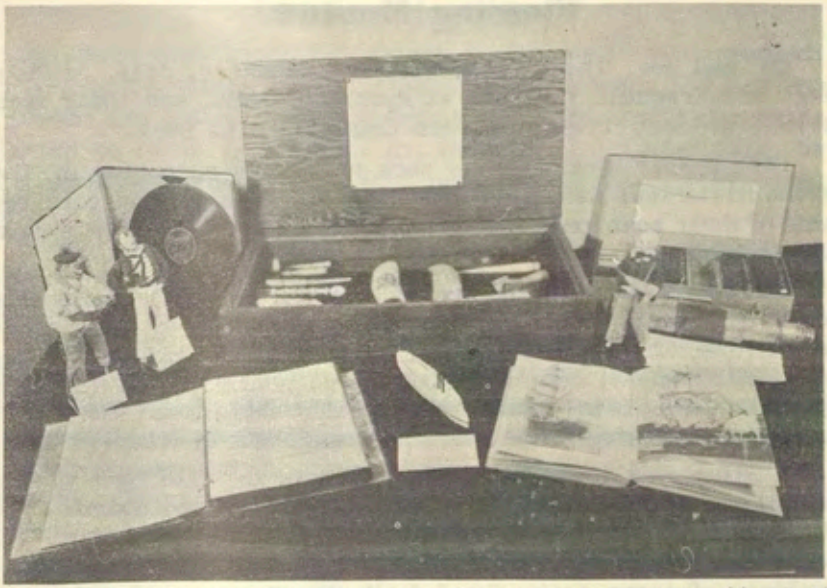
New Admission Price

Each year Mystic Seaport has more to show to its visitors, and each year the costs of maintaining its present exhibits rise. Each year its officers and directors strive to make what it has more understandable and more appealing. Each year, too, its officers try harder to keep its balance sheet black. So far the battle has been a draw, but only because of the generosity, dollar-wise, of its friends and supporters.

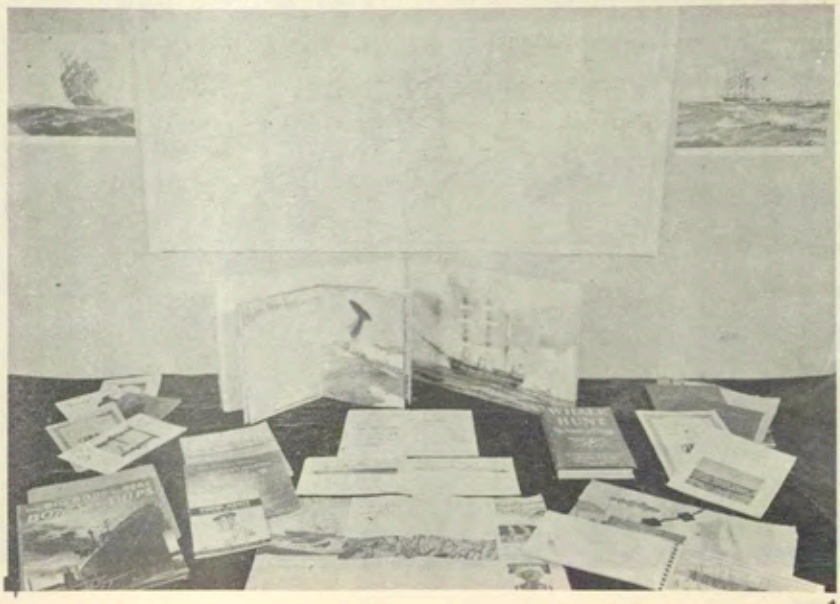
1953, with the addition of still more exhibits, and added buildings, has brought the absolute necessity of a rise in the admission price to a dollar. The rise applies only to adults; the admission for children is still the same, 25¢. Each year sees the Seaport performing a finer service to young people in its educational effort, in an expanded youth program reaching down, now, even to the lower age brackets with such things as the new Junior Museum. This year it is planned to make the take-home pay in the effectiveness of its services, still better by the use of guides. A plan is now being studied whereby the visitor, if he chooses, may avail himself of the services of a well-informed, studious and pleasant guide, to point out to him that which he might otherwise miss, and to make more meaningful to him that which he sees. Interpretation is the crying need; and that would not be possible with a mounting budget and a stationary income. It is, therefore, with regret that your officers announce a 25¢ rise in the adult admission price, as of January 1, 1953.



The complacent looking serpent pictured here is a nearly head-on view of a new purchase for the Kynett Collection—— figurehead of the yacht *Phantom*, a green, red and gilt reptile 8 ft. long. *Phantom* was built for the Van Deusen family, probably at Port Jefferson, Long Island, in 1866.



To take the Museum out to those who cannot come to it is the duty of every well-rounded museum. Mystic Seaport does it by packing miniature sea chests (three sizes) with typical exhibit material. Included is a set of color slides, an album of sea shanties, ship pictures, books. These loan exhibits are free to schools, except for transportation charges.



Floating Museum

Mr. and Mrs. Thorne Donnelley and daughter, Jill, of Palm Beach are frequent visitors at Mystic Seaport, and their *Sans Terre* sometimes ties up at the Cruising Club Dock.

Life Member Donnelley is such a staunch supporter of The Marine Historical Association that he has incorporated into the cabin of their boat many features inspired by the Museum's prized possessions.

Its cupboard is copied from one in the Seaport's Buckingham House. The dining table and benches are replicas of those to be seen in the Museum's Stillman Building, from the last of the big merchant clippers, *Benjamin F. Packard*. Shutters were inspired by those found on the last of the old-time whaleships, *Charles W. Morgan*. The prints on the walls are originals by Rockwell Kent.

A glimpse of the cabin (below) reveals the fine hand of Mrs. Donnelley in its attractive and authentic appointments. Its ship's dinner bell, Liverpool pitcher, hanging lamp, whale oil lamps on gimbals and captain's water bottle are almost exact replicas of items to be found in Marine Museum collections.

Any Mystic Seaport fan would feel quite at home on *Sans Terre*.



Little Clippers

The three most beautiful things in the world are supposed, by some, to be a race horse, a yacht and a woman. Now, as any one knows, any one of these, except perhaps the horse, is quite as likely to be an ugly sight. So, on Sunday, November 23rd, we would have been tempted to add, or replace any one of them, with the automobile.

Twenty two little sports cars came through the gate, sleek and shining and smart--a cavalcade visit of the Narragansett Sport Car Club.

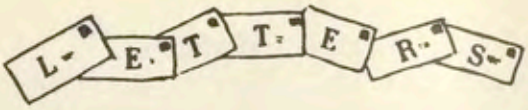
In two minute relays they came, between 12 and 1 p.m.--English Jaguars, M-G's and Rileys, the Allard with its English chassis and American motor, and the Porsche, made by an Austrian but manufactured in Stuttgart, Germany. Bringing up the rear, but still members of the Club, were one Mercury and one Buick, definitely not sport models.

There were 22 cars, 40 people. The cars lined up along the sea wall, a picture indeed; while their owners toured the Seaport, took pictures, and then departed at 3 p.m. for lunch at a nearby restaurant.

It would be anybody's guess as to which was the handsomest. The Jaguars were models of symmetry with their graceful, sweeping curves and low-slung bodies, but the Austrian Porsche probably attracted the most attention, with its powerful engine in the rear and trunk compartment under the hood.



PHOTO BY GENE BLAIR



THE HARTFORD TIMES
Hartford, Connecticut

Nov. 20, 1952

Dear Sir:

In your last Seaport Log you speak of the acquisition of a beef-bone ship model. I have also heard of models carved out of ship's beef itself, and if your collection doesn't possess one it might be well to watch out for one of these items which may still exist somewhere.

I have heard of several, and in one instance I heard the description of one from a man who saw it, hanging on the wall back of the bar in The Man At The Wheel, on Paradise Street, Liverpool, in the winter of 1873. This fellow was in my opinion the last representative survivor of the rough old school of American sailing ship man, one Harry Perry, alias Jimmy Star, who died aged 89 years at Sailors Snug Harbor, Mar. 4, 1940. He kept sailing before the mast and abaft the funnel out of New York until nearly 80 years of age.

Perry shipped before the mast in the ship Chieftain in '73--the first of 100 vessels he served. He made Liverpool that trip and followed the crowd into the thoroughfare which inspired the chantey of the flying-fish sailors, "As I Was A-walking Down Paradise Street." He reached the Lighthouse Bar owned by the famous stage comedian Dan Lowry. But across the street was an even gaudier pub, also run by Lowry, The Man At The Wheel. And there behind the bar he saw a model carved out of a regular chunk of old ship's beef. It had been polished and varnished. It is difficult to believe that men were asked to eat food which had become so hard in the salt cask that you could make a little ship out of it and display it for years in perfect preservation. But such, those codgers tell us, was the everyday rule.

George W. Bragdon

Ed. note: Mystic Seaport has no salt-beef model, but it has models made of strange stuff--the pith of the fig tree, glass, plastic, metal, whalebone, elephant ivory; besides wood, paper, hide; and one, parts of which are made of human skin.

Would you please send us a copy of "Spermy the Whale", your booklet as described in December (1952) issue of Child Life.

My two little boys were delighted with him, and I liked his educational character!

Mrs. L. R.
Hialeah, Florida

(Ed. note: This is one of the letters received about our "Spermy" booklet which is a consistent Mystic Seaport best-seller at 25¢ per copy.)

In 1841...

In July, 1841, the whaleship *Charles W. Morgan* slid down the ways of Jethro and Zachariah Hillman's yard into the Acushnet River.

In 1841 John Tyler was President of the United States, had just vetoed a bill to establish a national bank in protest of which his whole cabinet had resigned with the exception of stout old Daniel Webster.

Congress, that year, was fighting, as usual, over pensions; but this time it was over pensions for the War of 1812.

Cumberland Turnpike was thick with emigrant wagons heading west. In the cities, society was dancing the polka, or sitting for its daguerrotype.

That year a religious sect, called the Millerites, was so certain that the end of the world was upon them, they were making for themselves long muslin robes in which to make the upward ascent.

Down at Baltimore a lad by the name of Poe was trying hard to justify the fifty dollars he was receiving every single month from *Graham's Gentlemen's Magazine* by turning his hand to a piece of artful fiction called "The Murders in the Rue Morgue."

Out in the wilderness, in Illinois, a sad-eyed, young, and not very eligible bachelor was teaming up with a new law partner. Abraham Lincoln was joining Steve Logan in partnership.

Over in England a young politician, who but a few years before had made his first speech in Parliament and had been laughed down as a miserable failure, was trying again. Benjamin Disraeli had just got himself elected to represent the borough of Shrewsbury.

Victoria and her handsome Consort were "expecting".

While over in darkest Africa a young medical missionary stood thoughtfully in the bush and watched long lines of black men shackled to each other and driven down to the shore, the waiting ships, and slavery. Young David Livingstone turned away in sadness and resolve.

Lieut. Charles Wilkes of the U.S. Navy was surveying the Columbia River for his government in 1841.

Variable Winds



Picture of a Harvard graduate, wearing a Yale blue tie. Tokyo's Dr. Takeo Tamiya, President of the Japan Medical Association, who visited Mystic Seaport on December 5th. Dr. Tamiya detoured from his world tour to visit the Seaport at Mystic. He left Japan October 5th, expected to be home for Christmas. In a suburb of Tokyo he lives across the street from Lt. Col. and Mrs. H. W. Mott. Frances Mott is the former secretary to Carl Cutler.

1500 copies of *The Champion of the Seas Times*, latest publication of the Association, were mailed to the various classes of members (above Annual) on December 11th.

The Aids to Navigation Exhibit, set up by the Coast Guard last July, is constantly being improved by them. A model of a buoy tender has been added recently; the old air cell batteries running some of the blinking lights have been replaced by larger storage batteries which can be recharged; new table covers of fringed canvas have replaced the old paper covers; and new cocoa mats are on the floor. Officer classes, upon the completion of courses, are brought to the Museum for instruction, and details of enlisted men are sent over to shine brasses and lenses.

The Keeper of the Museum's Scrap Book would appreciate the receipt of newspaper and magazine clippings relating to the Seaport, as they appear in the publications you read.

Shortly after the death of Mrs. Laurence J. Brengle last October, the large Brengle Collection of prints and paintings, long listed as a loan, was formally turned over to the Association as a gift. The collection contains a number of rare and beautiful paintings by members of the Roux family of Marseilles, by other Mediterranean artists, and a number by unidentified Chinese; practically all of them of American ships.

October 30th a busload of 37 newsboys and newsgirls from *The Pawtucket (R.I.) Times* arrived for a tour of the Seaport. Each year Circulation Manager George E. Weavill (who himself once peddled papers) rewards the winners of a contest in selling subscriptions

by a special treat; this year chose Connecticut's No. 1 tourist attraction.

Photographs of some of the Marine Museum exhibits will be used by Theodore Roscoe in his forthcoming history of the United States Navy. The book will be partially illustrated by artist Fred Freeman of Essex, Conn., a member of the Association. Roscoe is author also of *Submarine*, a book previously published by the U.S. Navy.

An odd gift, but a very necessary one, is that from the Bendix Home Appliance Corp., thru R.U. Lynch, Inc. of Providence--a Bendix "Perfect Pair", which means a washer and a dryer--for use by resident housewives of the Seaport.

Betty Krawczyk's (Membership Department) hand-painted ties, a Seaport exclusive, were honored in the November *Yachting* as a capital suggestion for a distinctive gift.

Readers of *The New London* (Conn.) *Evening Day* were startled with the issue of November 3rd to see a familiar Seaport sight--*Miranda*, the tugboat pilot-house telephone booth found, installed and properly furbished by The Southern New England Telephone Company for the accommodation of Seaport visitors. The picture appeared in a page-length ad.

A loan exhibit of materials from Mystic Seaport has been on display at the Children's Museum, Stamford, Conn.

The Senior Chaplain's office of the United States Navy, at 90 Church Street, New York, has replaced the thirty Army & Navy hymnals which have gradually, and mysteriously, disappeared from Fishtown Chapel, with a generous gift of 50 of the same.

It will be of interest to members who are fretful of late mailings from Mystic, to learn that a spot-check by the Seaport's office revealed that it is currently taking two weeks for a book or a package to reach California, a week to reach New York.

An interesting exhibit on Shipyard Point which has not been much publicized, is an old surf boat to which had been added a cabin with portholes. The boat was used in the old Life Saving Service before that service was absorbed into the Coast Guard; has been of sufficient historical interest to the Coast Guard for them to send a group of officers from Washington to Mystic for examination and photographs of the relic. Cheering news is that the Coast Guard Training Station at Groton, Conn. has taken over the boat's reconditioning as a project. In the interest of authenticity the old cabin will be removed. The boat is believed by Captain Beckwith Jordan of the Training Station to have come from Minots.

When, on the eve of November 4th, the new Seaport pencil, lettered in gold, appeared

as a sales item at 5¢, it was hailed by an unhappy few as a presage of things to come. The dim, and Democratic, view is that soon we will be selling another item--apples.

At year's end, just as a contribution came in from the Electric Boat Division of General Dynamics, Inc. of Groton, to be followed by another in 1953, for the biennial overhauling of the *Joseph Conrad* and repairs to her hull, a similar offer came from the United States Navy for the annual overhaul, repair and conditioning of the 40 ft. Navy launch *Admiral Jim.* Thus the futures of these two craft, all-important to our youth activities, are assured.

In Washington the Naval Historical Foundation held in its Truxtun-Decatur museum, a three months exhibition called "Our Gallant Merchant Marine" included in which were several models, figureheads and paintings borrowed from Mystic Seaport.

Association Treasurer, G. W. Blunt White, shoved off in January for South America where he will sail his *White Mist* in the Buenos Ayres to Rio race.

Director Frank Dearborn of the Mystic Community Center advises that their Fall sailing program, using the plastic dhows of Mystic Seaport, brought out eight instructors, 15 sailors. One of the youngsters has progressed far enough to go out alone.

Members may now send in the four volumes (16 issues) of their *Log of Mystic Seaport* for binding at $5.00 the volume plus 20¢ postage. The work is done by a Hartford firm, but the Seaport will be glad to arrange. The binding is a foliage green buckram in boards, with gold lettering, very attractive, but serviceable and plain. The Seaport must add that as many issues are out of print, it cannot attempt to assemble your volumes for you, or even provide missing numbers.

Many of the older publications of the Association are out of print, yet are frequently in demand by new members or old friends. If you have no need for them on your own bookshelves, the Seaport would be glad to have them; needs particularly *The Log of the Mary Whitridge* and the Greenman Shipyard history.

At the Museum's booth at the Motor Boat Show, one visitor asked what is the mystery about "Mystic" Seaport; others inquired the prices of the around-the-world types of boats on display.

Not typical, but where would you expect to find it but in New England? A farm where the cows come to drink at an unknown whaleship's try-pot. We pass it every day at the Perkins Farm on Flanders Road in Stonington.

(Our Cover--concluded)

its Junior Museum; and its yearly training courses for Scout leaders. But before us lie the challenging problems concerned in working out an effective use of a 61 ft. schooner in prime sailing condition, in the establishment of a useful guide service, and, still farther ahead of us, the provision of an indoctrinal film for all and the conversion of the present inactive shops on the waterfront street into "working" shops.

The lights are on, the curtain is up, and the stage is set; but there are no living actors in the scene.

Often gifts of things are as acceptable as gifts of dollars...

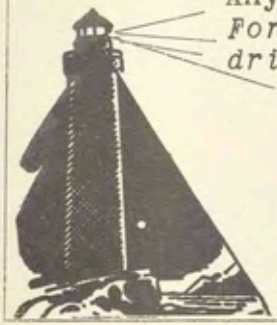


Rugs
5 x 7--7 x 9--9 x 10
Stair carpet and runners
For use in offices and Library

Metal filing cabinets
4 drawer, letter or legal size
For active use and storage.

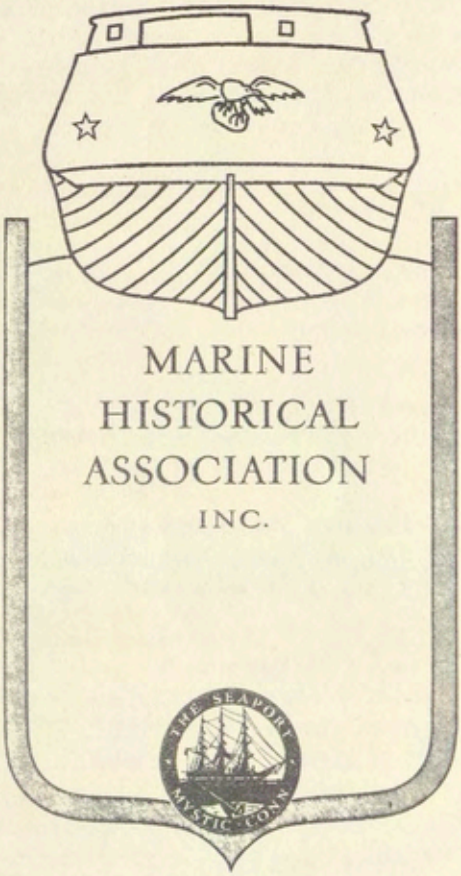
Electric Motors
1 three phase 220 volt 3 1/2 or 5 h.p.
1 three phase 220 volt 10 h.p.
For driving heavy-duty tools in wood-working shop.

Metal drills
Any size--any number
For drill press, hand and electric drills.



Socket and open-end wrenches
Any size from 1/4 in to 2 in.
For use on various equipment.

Desk Lamps
For Library and offices.



New Bookplate for our Library

Gift of H. H. Kynett