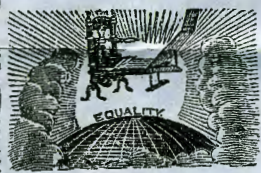


"INDUSTRY MUST PROSPER."



Office "Star and Democrat,"

New London, *Yeshy* 18 *50*

Mr. *Edwin Spicer*

TO D. S. RUDDOCK DR.

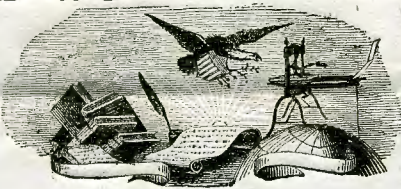
To Executing the following Job Work,  
*100 Church Books*

*\$5*

D. S. R. takes this opportunity to remark that the rapidly increasing circulation of both the "Star and Democrat," presents one of the best mediums for advertising offered in Eastern Connecticut. Business men will please bear this important fact in mind, in bestowing their favors, and thereby consult their own immediate interests. Terms of advertising moderate.  
The subscription to the "DAILY STAR" is \$3.00 per annum. To the "WEEKLY DEMOCRAT" \$1 50 per annum.  
He would also here remark that he is prepared to execute all kinds of FINE BOOK AND JOB PRINTING with a degree of neatness and dispatch that cannot be surpassed—having one of the best assortments of Job materials in this vicinity. Particular attention paid to all kinds of FANCY and GOLD Printing, and Printing in COLORED INKS.  
He flatters himself that the great accessions to his Jobbing patronage for the past year is but an appreciation by the public, of his superior skill and facilities in this department. Terms moderate. Please call and examine specimens.

*Paid to S. Ruddock per Ed Spicer*

"INDUSTRY MUST PROSPER."



Office "Star and Democrat,"

New London, Dec 1857

Mt. *Capo Oliver Price*

TO D. S. RUDDOCK DR.

To Subscription to the

New London "Weekly Democrat,"

From No. 234 Sept 8/49, to No. 303 January 8. 1857. \$2.00  
*1 year and 4 months @ 9/-*

D. S. R. takes this opportunity to remark that the rapidly increasing circulation of both the "Star and Democrat," presents one of the best mediums for advertising offered in Eastern Connecticut. Business men will please bear this important fact in mind, in bestowing their favors; and thereby consult their own immediate interests. Terms of advertising moderate.

The subscription to the "DAILY STAR" is \$3.00 per annum. To the "WEEKLY DEMOCRAT" \$1.50 per annum. He would also here remark that he is prepared to execute all kinds of FINE BOOK AND JOB PRINTING with a degree of neatness and dispatch that cannot be surpassed—having one of the best assortments of Job materials in this vicinity. Particular attention paid to all kinds of Fancy and Gold Printing, and Printing in Colored Inks.

He flatters himself that the great accessions to his Jobbing patronage for the past year is but an appreciation by the public, of his superior skill and facilities in this department. Terms moderate. Please call and examine specimens.

*Paid D. S. Ruddock by Cabell*

Capt Eliza Speer

TO THE ORDER OF THE

TO THE ORDER OF THE

TO THE ORDER OF THE

TO THE ORDER OF THE

This Charter has been com-  
plied with in every particu-  
lar on the part of the  
Bank Ferry.

The number transported  
under the Charter is eighty-  
four

Thos. H. Richmond  
1st Lt 1st Regt  
Jan 24<sup>th</sup> 1853  
Army of Del.

Richmond  
of the  
when a  
Richmond

This Charter Party

made at the City of New York this thirteenth day  
of January 1852 between Major O. Cross  
Quartermaster United States Army for and on behalf  
of the United States of the first part and Messrs  
Eagle and Hazard agents of the good Bark called  
the "Harrow" whereof is master for  
the present voyage now lying in the port of  
New York of the second part

Witnesseth

That the said party of the second part for and in  
consideration of the payments hereinafter promised  
to be well & truly made by the said party of the first  
part or their officer or agents of the Quartermaster Department  
both chartered to the said party of the first part the  
entire Bark for voyage from New York harbor  
to Key West and Fort Brooke Tampa Bay Fla

Said Bark to be tight staunch and  
sound and to be victualled manned and  
furnished with every thing necessary for such a voyage  
conformably to commercial usage and the maritime  
laws of the United States including ballast for a sea voyage  
to have both filled up in the house or deck according  
to direction which will be furnished to accommodate  
Eighty six men and Sailors - To be provided with  
with water in good casks say forty gallons for each man  
also with sufficient means of cooking lights beams and  
water buckets prizes on the forward decks - One Officer  
to be provided with cabin fare and accommodations

and to be subject to the inspection of an officer or  
agent of the Quartermaster's Department and such other  
inspection as the army regulation requires and said Bark  
to be in readiness to take in such troops &c as may be ordered  
for her by the proper authority say at Bealows Island on Monday  
next 9<sup>th</sup> Inst at 10 o'clock am and to sail for the said destination  
on the same day or as soon thereafter as may be directed by  
the same authority and to proceed with all practicable  
despatch to Key West Fla there landing the recruits  
destined for that post thence to proceed to Tampa  
Bay landing the remainder of the Detachment at  
Fort Brooke

Five days in all allowed to be  
used either at New York Key West or Tampa Bay

All port charges including Tonnage and Pilage  
to be paid by the party of the second part

And the said party of the first part doth agree  
and promise for and on behalf of the United States that  
the said party of the second part their heirs executors  
administrators or assigns shall be paid as full compensation  
for the above voyage

Seven dollars and thirty five cents (\$7 95) for  
each Officer man and Landage transported to destination

Payment to be made upon the return of this  
Charter Party accompanied by the certificate of the  
Officer Comd stating the number transported & that all  
its stipulations and conditions on the part of the said  
party of the second part have been faithfully complied  
with - and if demurrage is claimed full & clear -  
certificates of the number of days which shall be due  
may have been detained at the instance of Government  
either at New York - or her places of destination beyond  
the number of days stipulated for as lay days upon which  
certificate the said party of the second part will be paid  
forty Dollars for every day she may have been so detained

In witness whereof the parties herunto have set their  
hands and seals Done in triplicate at New York the day  
and year above written in presence of

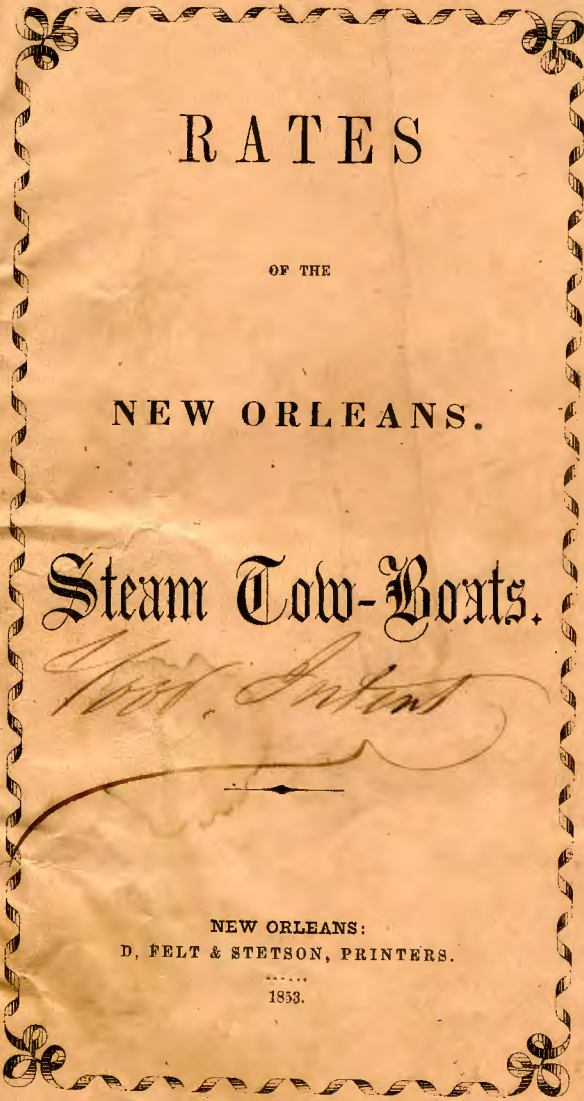
Henry H. Hall

Cross  
Map & Pms

Eagle & Hayward

I here by certify that this is a true copy of  
the original Charter Party

Geo. H. Dickerson  
1<sup>st</sup> St. 1<sup>st</sup> act.



RATES

OF THE

NEW ORLEANS.

Steam Tow-Boats.

*Wm. A. Brown*

NEW ORLEANS:  
D. FELT & STETSON, PRINTERS.

1853.

# LEWIS'S IMPROVEMENT ON FLOATING DRAG OR ANCHOR.

PATENTED AUGUST 22, 1854.

As a general thing the most important inventions have been brought to view by some particular circumstance, which brings a new idea to the mind. So it was in relation to this instrument, which I have brought before the public. While reading the narrative given by the survivors of the Steam Ship SAN FRANCISCO, as published in the New York Tribune, of the 21st of January, 1854. Seeing her, in my imagination, laying in the trough of the sea as she was, and thus exposed to every breaking sea, (which was her destruction,) a thought occurred to my mind that an instrument might be made that would have brought her head to the sea, and thereby she would have rode out the gale safely. Therefore, I was led, from the importance of the case, to investigate the subject, and have constructed an instrument which I think will bring any Steamer or sail vessel head to in a gale of wind, or at any time when they make any drift to the leeward.

#### TO MAKE THIS INSTRUMENT.

Take plank, 2 or 3 inches thick, of the proper length, according to the size desired, and one foot wide, and fasten them together with three pair of strong hinges on the back side, fasten them together with a rod passing through the eye of each hinge, on each plank. Then by drawing the rod, each plank is separated, so that the anchor can be divided and stowed away, when not in use. Then to strengthen the anchor, so that it will resist the great pressure of the water, put three pair of Segments, of 4 inch face, on the front side, opposite of the hinges, and bolt them together through the plank.— Then put a stick of timber, 4 by 5 inches, across each end of the anchor, and fasten it with a bolt and nut, through each plank, so that it can be taken off. All large sized F. Anchors should be made in this way. This anchor is attached to the cables by four lines fastened by 4 strong eye bolts, near the four corners, and connected to the cable by a strong swivel, to prevent the cable from rolling up the lines to the anchor. The anchor should be ballasted with iron so that it will have a downward pressure of some 60 or 80 lbs.; and when sunk to its proper depth, is sustained by a buoy, hung by a rope from each upper corner of the anchor. A small anchor can be made of plank, without hinges or segments, by putting a stick of timber, or thick plank, across each end, on the back side, and fastened on by a bolt and nut, through each plank, and hung to the cable as the other. But a bar of iron may be needed, to be bolted on the lower plank to sink the anchor. The size will depend upon the size of the vessel for which it is made. I think the size would be from 3 by 5 to 8 by 10 feet. I think that 8 by 10 feet will be as large as should be attached to one cable, judging from the one tried on the Lake at Chicago, last June, by the Steam Tug Franklin, of 45 horse power. She would not tow one 8 by 10, with all of her steam, in still water, but one mile an hour. And it is thought, by scientific men, that to impel it two miles an hour, it would require 150 horse power; and so the power would be increased according to the speed through the water. I think that a large Steamer or sail ship, had better have two; say 6 by 8, than one 8 by 10. The F. Anchor should always be held by a hemp cable, so that it will not bear too heavy upon the buoy. The two lower lines on the F. Anchor, should be 6 or 8 inches longer than the upper lines, when used by a high-bowed ship, so that it will not have too much inclination downward.

#### TO TAKE THE F. ANCHOR IN.

When the F. Anchor is let go, fasten a good sized line to the eye strap in the centre of the upper edge of the F. anchor, and let it pass through an eye, below the swivel on the cable, and run out with the cable, and when the cable is fast, let the trip line be a little slack, until you wish to take in the F. Anchor; then haul the line, tought and slack the cable, and the anchor will come to the surface, and may be hauled on board, by the trip line, while the cable may be hauled in slack. Another advantage may be had by the trip line, while the ship is riding to the F. Anchor. If she does not make drift fast enough to meet the heavy seas easy, just haul on the trip line, while the cable is tought, and it will cant the upper edge of the F. Anchor forward, and it will come to the surface, and give the ship stern way, while the sea passes; then slack away, and it brings her up again. Having made the F. Anchor as directed above, if you find that the ship does not drift fast enough to ride easy, you can reduce the size by taking out one or more plank from the centre, and close up the same with the outer plank. The F. Anchor if large, should be made of mostly pine plank, while the hinges and segments are put on it; but a small size may be of oak plank.

#### OPERATION OF THE F. ANCHOR.

When let go, in a gale of wind, the drift of the vessel in the surface current, and through the water, brings the F. Anchor in contact with the still water below, and thereby will bring the vessel head to the wind, and prevent her drift, according to the size of the F. Anchor, it being equal to the size of the vessel.

#### THE USES OF THE F. ANCHOR.

1st, With this instrument, the Steamer may be brought head to the wind, under any circumstances, when she makes any drift to the leeward. It is admitted by all that have examined this instrument, that if the Steamship San Francisco had had one of these anchors, that it would have brought her head to the sea and wind, and she would have rode out the gale safely.

2d, Again, any vessel at sea, that is dismasted, or has her sails blown away, would be much benefited, by the F. Anchor, while it would hold her head to the wind while she makes repairs.

3d, Again, a ship getting near the land, if she must wear ship to get off the land, may by this anchor be saved from shipwreck.

4th, If a ship has got near a coast in thick weather, and wishes to keep off, with the F. Anchor, she can land her sails and lay to this instrument, and not make but a little drift toward the land if it is to the leeward.

5th, With the Floating Anchor, the whale ship can lay with her sails handed on the banks, and cut in a Whale, at times when they would not without it.

6th, The Fishing vessels can be benefited with this anchor, while fishing on the banks for Mackerel and Codfish, as it will reduce her drift from 4 miles to 1.

7th, This F. Anchor can be used by any vessel at sea, or on the Lakes in a gale of wind, while it is of a size that will give her a proper drift and a regular sea, with her sails all handed, and be less exposed than she would be laying to under any sail, while they have a good scope of cable out. The buoy rope should be just long enough to let the F. Anchor sink below the surface current and the sea, say from six to eight fathoms.

ABEL N. LEWIS.

Master's Order Oct 28. 1857

Recd from Capt Elisha Spear for Eight Hundred and Five  
four Dollars as a part being balance due him from Com. Ship's Store

\$815.<sup>09</sup>/<sub>100</sub>

Chas. Mallory  
per Order

H. Kong. Sunday. 16 Sept.

[Ca. 1855?]

Dear Capt Spicer -

I sent you a note from Mr Morrison,  
to which I have replied you could not give up  
your present expectations at any thing like his  
figure — with the lay days that he would require  
you would be back here in the worst season in  
stead of the best!

As nothing has come from Manila, I must  
now recommend you to decide on going to Whampoa  
laying on for New York tomorrow, but if you do  
not agree with me I will do the best I can  
elsewhere - I do not think you are likely to

get the berth for New York unless you go up tomorrow.

Should better work offer for other ships, they  
will go away & your rate can be put up; but  
if they can't get any thing else to do, they may,  
on the other hand, force your rate down.

If you wish to go up the river, please

advise Williams Anthon's now, & say to them  
if the boat is not engaged to others you now  
take her definitely at notwithstanding what I  
told them yesterday -

I shall be at the Club-House at 4 o'clock  
(say 2 p.m. 3 to 4) if you wish to see me, but  
I would see Williams now if I were in your place.

Yours truly  
Robt. Taylor.

Capt Greer  
Ship Sam Houston

I think some of the Shanghai ships may  
come down here.

This agreement made this 14<sup>th</sup> day of  
December A.D. 1854 between Norman Wales  
of the town of Norwich, in the County of New  
London and State of Connecticut of the first  
part, and Elisha Spicer Jun of Groton in said  
New London County master of the Ship Samuel  
Willetts of Mystic of the the second part

Witnesseth

That the said Norman Wales in consideration  
of the covenants on the part of said Elisha Spicer  
doth covenants with him the said Spicer, that  
the son of said Norman Wales, to wit Joseph N  
Wales aged fifteen years, shall go as manum  
in the said Ship Samuel Willetts, under the  
command of said Spicer, for the term of  
Eighteen months from the time he shall  
reinde himself on board said ship — or till  
her Return from his present voyage (intended)  
to San Francisco & Elsewhere — to New York —

And the said Spicer in consideration of the  
covenants on the part of the said Norman Wales  
doth covenant and agree to and with the said  
Norman Wales that he will pay him for the services  
of said Joseph N Wales his said minor son the  
sum of Six Dollars per month for the term he  
shall be employed on board said ship — and it is agreed  
by said Norman Wales that said Spicer shall have  
as full control over the person and morals of said minor  
as the said Norman could or ought legally to have  
Witness wherof We have hereunto set our hands & seals  
the day and year first above written

Signed & seal (in duplicate)

Norman Wales

Elisha Spicer Jun

In presence of  
Osa Fish  
H. Fish

with my full assent Joseph N Wales

Mr F. W. French

Bot of Weggleson

1858

Bank Union Store

Nov 17	<sup>137</sup>	1/6 Dz hand sharp Filini Lamp	375	.63
157		1/6 do do Plain do do	375	.62
		1/6 do do low do do do	325	.54
		1/6 do tall Star Filini Lamp	3.00	.58
		1/6 do do flute do do	325	.54
		1/6 do do Niagara do do	450	.75
✓		1/6 do round Bottom & Found do	450	.75

4.41

1 Dz Meers Bowlz

.75

5.16

At London  
Dec 10/58

Rec'd Payr  
Weggleson  
for 2000 Packer

*J. W. Coggeshall*

5.16

12/375 (3)

86

15

11

11



[ca. 1855]

# RATES OF WHARFAGE.

---

Vessels lying at the Wharves of the undersigned will be charged the following rates of Wharfage, payable daily, or on demand of the owner, owners or agents of the wharf.

Vessels under 20 tons	- - - -	15 cents per day.
" Over 20 and less than 30 tons	- - -	30 " " "
" Over 30 and less than 40 tons	- - -	40 " " "
" Over 40 and less than 50 tons	- - -	50 " " "
" Over 50 and less than 75 tons	- - -	65 " " "
" Over 75 and less than 100 tons	- - -	75 " " "
" Over 100 and less than 300 tons		$\frac{1}{4}$ cent per ton to be added to the above rates.
" Over 300 tons		$\frac{1}{3}$ of a cent per day per ton will be added to the above rates, unless a contract is made for less.

Vessels selling cargo will be charged the wharfage on the same.

The owner or owners of property will be charged the following rates of wharfage, payable on demand; and a part of the property may be held as security for payment on all property landed or to be shipped from the wharf.

All grain or other property that is sold by the bushel, 1 cent per bushels, if less than ten bushel; over ten bushels  $\frac{1}{2}$  cent per bushel.

Hogsheads, 8 cents; barrels of flour &c.  $1\frac{1}{2}$  cents each; barrels of molasses, beef, pork, &c. 2 cents each; Salt,  $\frac{1}{2}$  cent per bushel; Salt, in sack, 2 cents per sack; Fish, 2 cents per 100 lbs.; Wrought Iron, 12 cents per ton; Pig Iron, 8 cents per ton; Lumber, 15 cents per 1000 feet; Coal, from \$2 50 to \$5 00 per 100 tons; boxes, packages &c. 12 cents per load;

All property not named will be charged in proportion to the above rates.

☞ All property that remains on the wharf over 24 hours will be charged extra.

WILLIAMS & DUDLEY,  
JOSEPH COTTRELL,  
NATHAN S. FISH,  
I. & S. B. RANDALL,  
PALMER & HOXIE,  
HEIRS OF ASA FISH.