Deed for public auction at the Hall of the town of upon the land.

- Soldered table, 3 chairs, 2 stools, kettle, hammer, white lace, basket, dolls, 5.25
- Sold at public auction at Asheville. The sale of the property sold 3,609.92

\[ \frac{409.92}{120.37} = \frac{289.35}{5.22} = \frac{284.13}{\text{?}} \]

\[ \frac{0.11}{\text{?}} = \frac{5.25}{1.25 \times 5} = \frac{10.02}{5} \]

\[ \frac{0.25}{0.35} = \frac{6.51}{0.8} \]
Jack 62.92
Dinah 62.92
Tratch 50.0
Dan 50.0
Cash 62.92
2.50 less by Surge

\[
\frac{56\%}{7} = \frac{3.92}{4} = 0.98
\]

\[
\frac{32}{5} = 6.4
\]
Book of accounts and statement of the 1st year Ret. 1856

Rufus A. Holden, member of the 1st year Ret. 1856

Earnings of the 1st year Ret. 1856
Rufus A. Holden  Peace July 14 23845
Rev O  July 15 1856  29619
<table>
<thead>
<tr>
<th>Item</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replacing 6ft Post 4 Hoops</td>
<td>1.25</td>
</tr>
<tr>
<td>Pole age on oilis</td>
<td>0.75</td>
</tr>
<tr>
<td>one Block</td>
<td>2.28</td>
</tr>
<tr>
<td>one pair 9 inch Hooks</td>
<td>2.28</td>
</tr>
<tr>
<td>one Spill 4 one Purlable Spur</td>
<td>1.38</td>
</tr>
<tr>
<td>Milseed Cor. Pepper</td>
<td>0.25</td>
</tr>
<tr>
<td>one Corn Brown</td>
<td>2.55</td>
</tr>
<tr>
<td>one Oil 8 1/4 Ripe</td>
<td>2.25</td>
</tr>
<tr>
<td>one Anchor Shackle</td>
<td>1.65</td>
</tr>
<tr>
<td>White Manila Rope</td>
<td>2.66</td>
</tr>
<tr>
<td>5 ft R. R.</td>
<td>8.88</td>
</tr>
<tr>
<td>fly &amp; Signal Helgaals</td>
<td>2.68</td>
</tr>
<tr>
<td>2 Fifteen foot 6 in</td>
<td>2.10</td>
</tr>
<tr>
<td>one Coil Manila Rope</td>
<td>27.80</td>
</tr>
<tr>
<td>6 Cat Tails</td>
<td>5.55</td>
</tr>
<tr>
<td>2 16 inch West Naps</td>
<td>0.72</td>
</tr>
<tr>
<td>10 ft Raw Hide Ripe + one Block</td>
<td>5.25</td>
</tr>
<tr>
<td>1 1/2 Ripe Cables</td>
<td>1.25</td>
</tr>
<tr>
<td>2 Gallon Oil Paint Black</td>
<td>2.88</td>
</tr>
<tr>
<td>44 lbs Manila Rope</td>
<td>7.77</td>
</tr>
<tr>
<td>5 Gallons tin one Nomin</td>
<td>2.16</td>
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</table>

**Total**  
$13.20
<table>
<thead>
<tr>
<th>Item</th>
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<th>Price</th>
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<tbody>
<tr>
<td>Expenses on Account from 3 to 2</td>
<td>168</td>
<td>$1.68</td>
</tr>
<tr>
<td>Frank Cock &amp; Son Walk</td>
<td></td>
<td>$12.62</td>
</tr>
<tr>
<td>Opening Nelson</td>
<td></td>
<td>$14.51</td>
</tr>
<tr>
<td>43 Yards of Red Paint</td>
<td></td>
<td>$4.44</td>
</tr>
<tr>
<td>120 fir pitch hooks</td>
<td></td>
<td>$5.60</td>
</tr>
<tr>
<td>1 1/2 Horse pitch</td>
<td></td>
<td>$1.26</td>
</tr>
<tr>
<td>One twisted block</td>
<td></td>
<td>$6.00</td>
</tr>
<tr>
<td>One Hook, Hook, P severely &amp; Brass Pitch</td>
<td></td>
<td>$8.75</td>
</tr>
<tr>
<td>Repairs &amp;c. for Boston</td>
<td></td>
<td>$5.30</td>
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<tr>
<td>2 lit. Hessian &amp;c.</td>
<td></td>
<td>$4.12</td>
</tr>
<tr>
<td>2 lit. Hessian &amp;c.</td>
<td></td>
<td>$1.16</td>
</tr>
<tr>
<td>10 1/2 Hessian &amp;c.</td>
<td></td>
<td>$2.12</td>
</tr>
<tr>
<td>Opening Winchase &amp;c. on Board</td>
<td></td>
<td>$20.00</td>
</tr>
<tr>
<td>2 1/2 Bridport</td>
<td></td>
<td>$1.77</td>
</tr>
<tr>
<td>3 Small Brass &amp;c.</td>
<td></td>
<td>$1.74</td>
</tr>
<tr>
<td>White Lead</td>
<td></td>
<td>$4.63</td>
</tr>
<tr>
<td>Lee &amp; Barrell &amp;c. Horse Shoes</td>
<td></td>
<td>$1.75</td>
</tr>
<tr>
<td>White Hemp &amp;c.</td>
<td></td>
<td>$2.45</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$68.31</td>
</tr>
<tr>
<td>2 Belles, Bright Paint</td>
<td></td>
<td>$5.00</td>
</tr>
<tr>
<td>2 Belles, Paint &amp;c.</td>
<td></td>
<td>$2.00</td>
</tr>
<tr>
<td>1 Pair, Glands, Paint &amp;c.</td>
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<td>$7.00</td>
</tr>
<tr>
<td>Phillips, 26 inch 21</td>
<td></td>
<td>$15.50</td>
</tr>
<tr>
<td>11 days Work</td>
<td></td>
<td>$4.75</td>
</tr>
<tr>
<td>50 Furlongs</td>
<td></td>
<td>$9.60</td>
</tr>
<tr>
<td>30 fur Vinders</td>
<td></td>
<td>$1.20</td>
</tr>
<tr>
<td>16 for Tools</td>
<td></td>
<td>$1.10</td>
</tr>
<tr>
<td>1 Russell Pitch</td>
<td></td>
<td>$3.50</td>
</tr>
<tr>
<td>1 Bros. &amp;c. &amp;c.</td>
<td></td>
<td>$5.00</td>
</tr>
<tr>
<td>25 Painting Bussard</td>
<td></td>
<td>$2.50</td>
</tr>
<tr>
<td>10 at 25 cents</td>
<td></td>
<td>$3.40</td>
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<tr>
<td>Henderson &amp;c. &amp;c.</td>
<td></td>
<td>$12.20</td>
</tr>
<tr>
<td>10 at 12.20 cents</td>
<td></td>
<td>$12.20</td>
</tr>
<tr>
<td>4 1/2 Bridport</td>
<td></td>
<td>$2.95</td>
</tr>
<tr>
<td>10 at 29.50 cents</td>
<td></td>
<td>$12.00</td>
</tr>
<tr>
<td>1 1/2 Belcham's unt.</td>
<td></td>
<td>$3.46</td>
</tr>
<tr>
<td>Henderson &amp;c. &amp;c.</td>
<td></td>
<td>$12.26</td>
</tr>
<tr>
<td>10 at 12.26 cents</td>
<td></td>
<td>$12.26</td>
</tr>
<tr>
<td>Opening Adze &amp;c. Horse Shoes &amp;c.</td>
<td></td>
<td>$1.68</td>
</tr>
<tr>
<td>Opening White Bolting Block &amp;c.</td>
<td></td>
<td>$8.25</td>
</tr>
<tr>
<td>2 lit. Hemp Paint &amp;c. in White Lead</td>
<td></td>
<td>$2.48</td>
</tr>
<tr>
<td>2 Brown Gold &amp;c.</td>
<td></td>
<td>$1.84</td>
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**Total:** $134.57
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Cleaning Carter House</td>
<td>50.00</td>
</tr>
<tr>
<td>Sima Help Picking Bags</td>
<td>8.72</td>
</tr>
<tr>
<td>Re Cleaning Ice of Deck Deck</td>
<td>8.62</td>
</tr>
<tr>
<td>Pesticide &amp; Paint &amp; Pot.</td>
<td>6.00</td>
</tr>
<tr>
<td>Loading Barrel</td>
<td>25.00</td>
</tr>
<tr>
<td>Baltimore Hired Help</td>
<td>6.00</td>
</tr>
<tr>
<td>Recompute Donation</td>
<td>3.12</td>
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<tr>
<td>Port Donation</td>
<td>87.00</td>
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<tr>
<td>Henry Help to Entering Carter House</td>
<td>5.00</td>
</tr>
<tr>
<td>Unloading Coal</td>
<td>10.55</td>
</tr>
<tr>
<td>Puller Fee</td>
<td>8.81</td>
</tr>
<tr>
<td>one Dcar Floor</td>
<td>0.50</td>
</tr>
<tr>
<td>Charles Hydraulic Com</td>
<td>44.00</td>
</tr>
<tr>
<td>Lyftinging Coal Prince</td>
<td>27.48</td>
</tr>
<tr>
<td>Steamboat Donation</td>
<td>21.00</td>
</tr>
<tr>
<td>Presenting Russell</td>
<td>3.00</td>
</tr>
<tr>
<td>1 Gallon Thuna</td>
<td>2.70</td>
</tr>
<tr>
<td>1 Gallon #6</td>
<td>2.40</td>
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<tr>
<td>Pilding &amp; Paying &amp; Hell. Get</td>
<td>15.50</td>
</tr>
<tr>
<td>Harbor Fee Payment</td>
<td>1.00</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>161.83</strong></td>
</tr>
<tr>
<td>Description</td>
<td>Amount</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Philadelphia Port W. Va.</td>
<td></td>
</tr>
<tr>
<td>Health Fire</td>
<td>120</td>
</tr>
<tr>
<td>Heat From Pier</td>
<td>500</td>
</tr>
<tr>
<td>One Dr. West's Perch</td>
<td>600</td>
</tr>
<tr>
<td>Heat From Water</td>
<td>100</td>
</tr>
<tr>
<td>Virginia Coal</td>
<td>1000</td>
</tr>
<tr>
<td>One Car North Lumber</td>
<td>400</td>
</tr>
<tr>
<td>Portland Ave. Perch</td>
<td>120</td>
</tr>
<tr>
<td>Heat From Wharf</td>
<td>300</td>
</tr>
<tr>
<td>One Tallow (Kearny &amp; Burns)</td>
<td>3.05</td>
</tr>
<tr>
<td>Abraham's Mug 2</td>
<td>2568</td>
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<tr>
<td>David's Coal</td>
<td>250</td>
</tr>
<tr>
<td>Ballast's Balance</td>
<td>600</td>
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<tr>
<td>Pilot's $5 Balance</td>
<td>700</td>
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</table>

**Total:** $141.73
John W. Tyson Stock

March 1st - July 15th, 1856

From

Boston to Belmar...440.00
Belmar to Penanui...523.50
Philadelphia to Penanui...344.50
New York to Philadelphia...246.60
Philadelphia to Boston...344.60

$2,174.75

John W. Tyson Stock
Port Charge...219.54

$427.54

Capt. Commissary

Niells Half
Russell Bills

$803.27

On the evening...
List of items of John W. Fryer

- R. W. Whelden, 4 irons 25.45
- Abe. B. Whelden, 3 irons 30.00
- Mary H. Whelden, 1 irons 25.10
- Miller, W. Whelden, 1 irons 25.10
- Miller, W. Whelden, 1.64 74.50
- George E. Fischer, 1 irons 25.10
- Bloomer, Mr. Nickerson, 1 irons 12.35
- Mrs. G. Nickison, 1 irons 25.10
- Alva G. Nickerson, 1 irons 25.10
- Jack, Nickerson, 1 irons 25.10
- Frank H. Nickerson, 1 irons 25.10
- Ella P. Smither, 1 irons 25.10
- Emma L. Hedge, 1 irons 12.35
- Ophelia Nott, 1 irons 12.35
- Alfred Rich, 4 irons 50.20
- Samuel Rhodes, 1 irons 25.10
- William Robinson, 3 irons 87.65
- Augustus Peterson, 1 irons 25.10
- Joshua Peters, 1 irons 12.35
- John A. Woodland, 1.64 100.40
- Mary, Ice and apps, 1 irons 25.10

Settlement of John W. Fryer
From March 4, 1856 - Feb 16

A. W. Flandern
O. B. Hildred
W. W. Hildred

M. W. Hildred
Benj. D. Nickerson
D. B. Nickerson

J. C. Nickerson

J. C. Welch

Chester

A. Whalers, Reed Inst.

William Robinson

George T. Johnson

Arthur Potter
Boston July 26

to Reuben Peck Black 5.38

to my Uncle Archer, Captains 100 Thr. 56.13
Rhode, & Mathews Bill & Ripon Hills 21.12
Bill of Ports. at Philao. and Venel 2.51
Bill of Ports to Boston & Portland 3.17

3 Yums 15Cents

1 Can Broom

2 New Brass Pan Cloth Basket

Half a Port. at Philao. 20c. Small Cents 45.00
Bill of Ports for Pamela Door 2.51

Philadelphia Sept. 15

124 Libs. Springfield

2 Stems Chrome 56.00

To Gulliver Vessel

Boston Sept. 26 Paid

York W. Lewis Bill of Blanks 8.38

2 Bales Bill for Aiguing 41.75

to Your Own Brown 6.62

one tin Quail Sippers

Philadelphia S. Marmel Rop 11.18

12 Roping Boat 6.00

12 Roping Marmel Block 41.00

12 Bedf., & Kelly to Capt. Martin Black 1.60

36 New No. Barge t. Block 58.88

5 X 3 Fine 58.7

236.57
<table>
<thead>
<tr>
<th>Item Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. Robert Pipe for Fishnet.</td>
<td>2.50</td>
</tr>
<tr>
<td>15. One pair Salt.</td>
<td>88</td>
</tr>
<tr>
<td>15. Ancho Stock.</td>
<td>13.50</td>
</tr>
<tr>
<td>15. Bee Fane Government</td>
<td>1.45</td>
</tr>
<tr>
<td>15. Sowing Copper.</td>
<td>6.50</td>
</tr>
<tr>
<td>15. Dogfood.</td>
<td>4.00</td>
</tr>
<tr>
<td>15. Paid &amp; Repairs Writter &amp; flows</td>
<td>2.00</td>
</tr>
<tr>
<td>15. Captains on Memorial</td>
<td>1.50</td>
</tr>
<tr>
<td>15. Sheep and Wool.</td>
<td>18.25</td>
</tr>
<tr>
<td>One Corn Bacon</td>
<td>-</td>
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<tr>
<td>15. J Jenkins for Prints and Poresdals</td>
<td>3.47</td>
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<tr>
<td>15. Rhoads &amp; Matthew Bill on Memorial</td>
<td>205.00</td>
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<tr>
<td>15. J Better Bill for Rigging</td>
<td>10.43</td>
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<tr>
<td><strong>Total</strong></td>
<td>243.25</td>
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<tr>
<td>Item</td>
<td>Quantity</td>
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<tr>
<td>----------------------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Discharaging 276 ton Coal 15th bbl 1800.40 4.00</td>
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<tr>
<td>Philadelphia Steamboat Freight</td>
<td></td>
</tr>
<tr>
<td>Health Fee</td>
<td></td>
</tr>
<tr>
<td>Chicago Coal</td>
<td>25</td>
</tr>
<tr>
<td>Two Gallons Brandy</td>
<td>1.3</td>
</tr>
<tr>
<td>1 1/2 Gallons Oil</td>
<td></td>
</tr>
<tr>
<td>Mr. Seibertson Coal in Car 200.00</td>
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</tr>
<tr>
<td>Mr. Steamboat Freight Phelan</td>
<td></td>
</tr>
<tr>
<td>Mr. John &amp; Porto Water</td>
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</tr>
<tr>
<td>Health Fee</td>
<td></td>
</tr>
<tr>
<td>Mr. Bellasting Office in Boston</td>
<td></td>
</tr>
<tr>
<td>Mr. Fanning 267 tons Coal 505.35</td>
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<tr>
<td>Mr. Peroni 207 tons Coal</td>
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</tr>
<tr>
<td>Steamboat Freight</td>
<td></td>
</tr>
<tr>
<td>Mr. Bellasting Office in Boston</td>
<td></td>
</tr>
<tr>
<td>Philadelphia Office</td>
<td></td>
</tr>
<tr>
<td>Mr. Bellast Steamboat Freight</td>
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</tr>
<tr>
<td>Porto Water</td>
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<tr>
<td>Finny Coal</td>
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<tr>
<td>Boston to the Com. Boston 1/14 Ice Wave</td>
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<tr>
<td>Philadelphia Oct. 15, 1876.10 207 tons Coal 10.35</td>
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<tr>
<td>Porto Water</td>
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<tr>
<td>Mr. Alex Steamboat Freight Cote</td>
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<tr>
<td>Mr. Bellasting Office in Boston</td>
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<tr>
<td>Total</td>
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<tr>
<td>Item</td>
<td>Charge</td>
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<tr>
<td>----------------------------------------------------------------------</td>
<td>---------</td>
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<tr>
<td>Steamboat Tournament Ticket</td>
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<tr>
<td>Discharge 265 Lb. Coal</td>
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<tr>
<td>Can 100 Lb. Fire Bunches</td>
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<tr>
<td>Discharge 26 ton Coal</td>
<td>31.50</td>
</tr>
<tr>
<td>Cheering Carter New Bar</td>
<td>5.00</td>
</tr>
<tr>
<td>Haul Half</td>
<td>7.50</td>
</tr>
<tr>
<td>Pile up to skidpers</td>
<td>1.00</td>
</tr>
<tr>
<td>Contingent Carter Home</td>
<td>3.00</td>
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<tr>
<td>Fired Half Rent Cage</td>
<td>4.00</td>
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<tr>
<td>Fired Help</td>
<td>6.00</td>
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<tr>
<td>Wharfage in Rent 13</td>
<td>5.75</td>
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<tr>
<td>Display from Pile</td>
<td>9.50</td>
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<tr>
<td>Collecting from West House</td>
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<tr>
<td>Communion Colored Powder</td>
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<tr>
<td>British Rent Burlington Cage</td>
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<tr>
<td>Sending up goods in Bake</td>
<td>2.75</td>
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<tr>
<td>Start-up Fees</td>
<td>9.00</td>
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<tr>
<td>Loading coal with Sarge</td>
<td>10.00</td>
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<tr>
<td>Hook Half</td>
<td>5.00</td>
</tr>
<tr>
<td>Name Grown or taught</td>
<td>5.00</td>
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<tr>
<td>Cheering Carter Home</td>
<td>5.00</td>
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<tr>
<td>CPU: Grew Commission Indent</td>
<td>27.55</td>
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<tr>
<td>Total</td>
<td>171.25</td>
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</table>

<table>
<thead>
<tr>
<th>Item</th>
<th>Charge</th>
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</thead>
<tbody>
<tr>
<td>Steamboat Tournament Ticket</td>
<td>3.00</td>
</tr>
<tr>
<td>Entering Carter House</td>
<td>3.00</td>
</tr>
<tr>
<td>Coat Faced Venue Maker</td>
<td>1.00</td>
</tr>
<tr>
<td>One Ton Half Day No. No.</td>
<td>4.50</td>
</tr>
<tr>
<td>Lining from Pile to Rake</td>
<td>5.65</td>
</tr>
<tr>
<td>Fired Half Rent Cage</td>
<td>14.25</td>
</tr>
<tr>
<td>Wharfage from Days</td>
<td>12.60</td>
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<tr>
<td>Riding Cage 2040.025</td>
<td>10.20</td>
</tr>
<tr>
<td>Two Tons to Wharf</td>
<td>18.00</td>
</tr>
<tr>
<td>Two Ctn Produce</td>
<td>10.25</td>
</tr>
<tr>
<td>Two Gallons Vinegar</td>
<td>1.80</td>
</tr>
<tr>
<td>Pitching Veg Salt 10</td>
<td>4.00</td>
</tr>
<tr>
<td>20 Barron Place</td>
<td>2.70</td>
</tr>
<tr>
<td>One Bell Wethering</td>
<td>2.00</td>
</tr>
<tr>
<td>One Six Pound</td>
<td>1.50</td>
</tr>
<tr>
<td>Left Cts</td>
<td>1.00</td>
</tr>
<tr>
<td>Charles Have 2 Straws</td>
<td>23.63</td>
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<tr>
<td>Dischargeable 120 Lb. Rods</td>
<td>30.00</td>
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<tr>
<td>Yellow Powder</td>
<td>1.28</td>
</tr>
<tr>
<td>Nawer S. Galley</td>
<td>1.00</td>
</tr>
<tr>
<td>Total</td>
<td>124.65</td>
</tr>
<tr>
<td>Name</td>
<td>Amount</td>
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<tr>
<td>-----------------------</td>
<td>------------</td>
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<tr>
<td>Good B. Vehdin</td>
<td>22.11</td>
</tr>
<tr>
<td>Adel B. Vehdin</td>
<td>21.07</td>
</tr>
<tr>
<td>Jesse T. Vehdin</td>
<td>21.07</td>
</tr>
<tr>
<td>Rolla Vehdin</td>
<td>21.07</td>
</tr>
<tr>
<td>George G. Brecher</td>
<td>21.07</td>
</tr>
<tr>
<td>裴   2.4. M. Edwards</td>
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</tr>
<tr>
<td>H. A. Edwards</td>
<td>21.07</td>
</tr>
<tr>
<td>Alyce W. Martin</td>
<td>21.07</td>
</tr>
<tr>
<td>Jack E. Martin</td>
<td>21.07</td>
</tr>
<tr>
<td>Rob B. Jackson</td>
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</tr>
<tr>
<td>Charles L. Smith</td>
<td>21.07</td>
</tr>
<tr>
<td>Janet M. Wright</td>
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</tr>
<tr>
<td>Charles L. Smith</td>
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<tr>
<td>Mathematics</td>
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<tr>
<td>Benjamin Pitchard</td>
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<tr>
<td>Charles Pitchard</td>
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<tr>
<td>Augustus Peterson</td>
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<tr>
<td>J. B. Baker</td>
<td>21.07</td>
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<tr>
<td>John A. Neuland</td>
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<tr>
<td>Myers &amp; Company</td>
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Settlement of John & Co. Lyman
22 July 23 to December 31, 1855

29
30
11
40

Total: 1805
<table>
<thead>
<tr>
<th>Date</th>
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<tr>
<td>July 25</td>
<td>Original Stock</td>
<td>2532 13</td>
</tr>
<tr>
<td>Port Charge</td>
<td></td>
<td>23 57 12</td>
</tr>
<tr>
<td></td>
<td>Captain's Commission</td>
<td>12 10 4</td>
</tr>
<tr>
<td></td>
<td>Hands Paid</td>
<td>1156 11</td>
</tr>
<tr>
<td></td>
<td>Hands Paid</td>
<td>451 64</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>674 47</td>
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- Stock from Philadelphia to Boston 371 2 8
- Stock from New York to Boston 42 5 3
- Stock from Philadelphia to Boston 401 10
- Stock from New York to Boston 415 0 0
- Stock from Boston to Philadelphia 413 0 6
- Stock from New York to Boston 439 3 3
- Stock from Philadelphia to Boston 200 2 25
- Stock from Boston to Philadelphia 2 04 50
- Total out of stock from July 25 to Dec 25 1850

\[
\begin{align*}
2532 & 13 \\
2341 & 83 \\
5675 & 96 \\
3600 & 1054 \\
2546 & 1666 \\
2124 & 3610 \\
\end{align*}
\]
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<th>March 5, 1851</th>
<th>Boston, March 5</th>
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<tbody>
<tr>
<td>Cleaning Grave</td>
<td>1.50</td>
</tr>
<tr>
<td>Cartage</td>
<td>1.50</td>
</tr>
<tr>
<td>Small charge</td>
<td>0.50</td>
</tr>
<tr>
<td>2240 Collins</td>
<td>2.00</td>
</tr>
<tr>
<td>Loss by Stranding</td>
<td>10.85</td>
</tr>
<tr>
<td>Total</td>
<td>15.85</td>
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<table>
<thead>
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<th>March 7, 1851</th>
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<tbody>
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<tr>
<td>Cartage</td>
<td>1.50</td>
</tr>
<tr>
<td>Small charge</td>
<td>0.50</td>
</tr>
<tr>
<td>2240 Collins</td>
<td>2.00</td>
</tr>
<tr>
<td>Loss by Stranding</td>
<td>10.85</td>
</tr>
<tr>
<td>Total</td>
<td>15.85</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>March 10, 1851</th>
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</thead>
<tbody>
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<td>Cleaning Grave</td>
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</tr>
<tr>
<td>Cartage</td>
<td>1.50</td>
</tr>
<tr>
<td>Small charge</td>
<td>0.50</td>
</tr>
<tr>
<td>2240 Collins</td>
<td>2.00</td>
</tr>
<tr>
<td>Loss by Stranding</td>
<td>10.85</td>
</tr>
<tr>
<td>Total</td>
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<table>
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<td>Cartage</td>
<td>1.50</td>
</tr>
<tr>
<td>Small charge</td>
<td>0.50</td>
</tr>
<tr>
<td>2240 Collins</td>
<td>2.00</td>
</tr>
<tr>
<td>Loss by Stranding</td>
<td>10.85</td>
</tr>
<tr>
<td>Total</td>
<td>15.85</td>
</tr>
<tr>
<td>Item</td>
<td>Amount</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Paying through the gate</td>
<td>500</td>
</tr>
<tr>
<td>Ice Watermelon Box</td>
<td>100</td>
</tr>
<tr>
<td>Ice from 2½ lb. Box</td>
<td>10.40</td>
</tr>
<tr>
<td>Sgambar White</td>
<td>3.00</td>
</tr>
<tr>
<td>Sgambar Coal</td>
<td>31.35</td>
</tr>
<tr>
<td>Boston June 67</td>
<td>1.58</td>
</tr>
<tr>
<td>Ice at Navy Custory House</td>
<td>50</td>
</tr>
<tr>
<td>Ice at Entergy Custory House</td>
<td>50</td>
</tr>
<tr>
<td>Ice at Marine Club</td>
<td>100</td>
</tr>
<tr>
<td>Hotel Hire</td>
<td>100</td>
</tr>
<tr>
<td>Piano Help</td>
<td>20</td>
</tr>
<tr>
<td>Ice in Store Terey</td>
<td>150</td>
</tr>
<tr>
<td>Servant Terey</td>
<td>300</td>
</tr>
<tr>
<td>Wheat lake</td>
<td>400</td>
</tr>
<tr>
<td>Ice Damage for Shaw</td>
<td>12.00</td>
</tr>
<tr>
<td>Ice Loading from 2023 first</td>
<td>15.18</td>
</tr>
<tr>
<td>Ice Loading 2023 1st</td>
<td>4.00</td>
</tr>
<tr>
<td>Boston July 10</td>
<td>37.00</td>
</tr>
<tr>
<td>Ice 1 cwt. change</td>
<td>4.00</td>
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<tr>
<td>Bellating Cereal</td>
<td>4.50</td>
</tr>
<tr>
<td>Storge Terey</td>
<td>50</td>
</tr>
<tr>
<td>Storing Terey &amp; ice by Hotel</td>
<td>600</td>
</tr>
<tr>
<td>Total</td>
<td>147.53</td>
</tr>
<tr>
<td>Item</td>
<td>Amount</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>to Reizing, Thomas, 64 Portland St.</td>
<td>25.25</td>
</tr>
<tr>
<td>to Blacksmith, New York St.</td>
<td>37.00</td>
</tr>
<tr>
<td>to Reaping Rents</td>
<td>3.50</td>
</tr>
<tr>
<td>to Ripe on Beef</td>
<td>1.25</td>
</tr>
<tr>
<td>to Ripe of Rowness</td>
<td>2.00</td>
</tr>
<tr>
<td>to Two Cask Bricks</td>
<td>0.50</td>
</tr>
<tr>
<td>to One Cal Reiging</td>
<td>11.30</td>
</tr>
<tr>
<td>to Store Pipe</td>
<td>2.12</td>
</tr>
<tr>
<td>to Reiging of B. Hartman, York</td>
<td>40.00</td>
</tr>
<tr>
<td>to One Cask Bricks &amp; one pitch on Ruber</td>
<td>1.84</td>
</tr>
<tr>
<td>to Cups Success / Bag diff. with Cast Diff</td>
<td>7.74</td>
</tr>
<tr>
<td>to 3 barrels Stills</td>
<td>1.36</td>
</tr>
<tr>
<td>to One Lin Diff</td>
<td>3.60</td>
</tr>
<tr>
<td>to Company in West Castle</td>
<td>1.80</td>
</tr>
<tr>
<td>to Ripping Wheel &amp; Seeds</td>
<td>8.50</td>
</tr>
<tr>
<td>to Ripping Company</td>
<td>7.50</td>
</tr>
<tr>
<td>to Rhodora, Mother &amp; Son for Job</td>
<td>73.95</td>
</tr>
<tr>
<td>to the Church &amp; Stalls</td>
<td>3.30</td>
</tr>
<tr>
<td>1/240 pound需的</td>
<td>3.36</td>
</tr>
<tr>
<td>two Hall Collo-dine Pepper of Yards</td>
<td>8.89</td>
</tr>
<tr>
<td>two Cask Bricks, Yuga Brand</td>
<td>91.41</td>
</tr>
<tr>
<td>The Kellar Family</td>
<td>1.50</td>
</tr>
<tr>
<td>Over for Reaping of Speed</td>
<td>12.25</td>
</tr>
<tr>
<td>Mr. Kellar 40 &amp; 1 foot Induction</td>
<td>1.83</td>
</tr>
<tr>
<td>Bill of Goods $2.65 - Blacksmith work</td>
<td>10.90</td>
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Total: $20.61
<table>
<thead>
<tr>
<th>Item</th>
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<th>Price</th>
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</thead>
<tbody>
<tr>
<td>1,000 Gallon Coal Oil</td>
<td></td>
<td>1.00</td>
</tr>
<tr>
<td>Repairs - Boat</td>
<td></td>
<td>15.00</td>
</tr>
<tr>
<td>35 Rounds Hemp Rop - Boston Repairs New Rail</td>
<td></td>
<td>3.50</td>
</tr>
<tr>
<td>1 Bundle Hoj</td>
<td></td>
<td>2.00</td>
</tr>
<tr>
<td>4 Poree Nails</td>
<td></td>
<td>2.24</td>
</tr>
<tr>
<td>Philadelphia to Beach Dry Trap &amp; Storage</td>
<td></td>
<td>1.25</td>
</tr>
<tr>
<td>Boston to Springfield Furnish</td>
<td></td>
<td>1.15</td>
</tr>
<tr>
<td>2 Cure Bacon</td>
<td></td>
<td>2.00</td>
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<tr>
<td>Philadelphia to Orleans</td>
<td></td>
<td>1.70</td>
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<tr>
<td>100 Gallons '67</td>
<td></td>
<td>2.56</td>
</tr>
<tr>
<td>5 Cabbage on Philadelphia</td>
<td></td>
<td>0.50</td>
</tr>
<tr>
<td>Boston to Culpe's Ferry</td>
<td></td>
<td>1.00</td>
</tr>
<tr>
<td>2 One lit. James (Hot)</td>
<td></td>
<td>0.99</td>
</tr>
<tr>
<td>8 Coffee Pot Smalls Large Scale</td>
<td></td>
<td>0.75</td>
</tr>
<tr>
<td>1 Nine Pure Coles Bottle</td>
<td></td>
<td>0.37</td>
</tr>
<tr>
<td>Boston to Culpe's Ferry</td>
<td></td>
<td>15.45</td>
</tr>
<tr>
<td>6 Gettys Balancing Stone</td>
<td></td>
<td>76.85</td>
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<tr>
<td>6 Bunting Bends</td>
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<td>126.72</td>
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<td></td>
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<td>113.24</td>
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Boston, May 1, 1857

Stock from Phil to Bost: 314.30
200-200 Stock from Phila to Boston 414.10

April 26: Stock from Boston to Philadelphia 221.61

May 25: Stock from Phila to Philad 282.88

210-130 Stock from Philad to Phila 273.00

215: Stock from Phila to Boston 314.30

Stock from Phil to Bost 368.30

200新城  Stock from Boston to Phil 36.00

480.00

2712.79
Receipt from March 1, 1852 - Aug. 1, 1852

<table>
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<tr>
<td>Cash Check</td>
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<tr>
<td>Mayor's Communion</td>
<td>$135.65</td>
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<tr>
<td>Out Charge</td>
<td>$111.31</td>
</tr>
<tr>
<td>Wells Half</td>
<td>$2006.53</td>
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<tr>
<td>Auger's StPiccs</td>
<td>$1032.92</td>
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<tr>
<td>Other workers</td>
<td>$332.57</td>
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<td>Total</td>
<td>$640.33</td>
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Net Income, March 1, 1852 - Aug. 1, 1852:

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<tbody>
<tr>
<td>Newton P. Stalker</td>
<td>$1801.08</td>
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<tr>
<td>George B. Wegley</td>
<td>$2001.04</td>
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<tr>
<td>Robert F. Wegley</td>
<td>$172.02</td>
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<tr>
<td>Henry B. Wegley</td>
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<tr>
<td>Charles W. Wegley</td>
<td>$2002.02</td>
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<tr>
<td>Joseph W. Wegley</td>
<td>$2002.02</td>
</tr>
<tr>
<td>Jonathan W. Wegley</td>
<td>$2002.02</td>
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<tr>
<td>William W. Wegley</td>
<td>$2002.02</td>
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<tr>
<td>John W. Wegley</td>
<td>$2002.02</td>
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<tr>
<td>Charles W. Wegley</td>
<td>$2002.02</td>
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</table>

Total: $10,001.01

Gentlemen of John P. Wegley:

Settlement of John P. Wegley:

From March 1, 1852 - Aug. 1, 1852.
Shi Wm. Smyrn Stock from August 20th

202.15 Stock from Philadelphia to Boston 373.70
200.15 Stock from Philadelphia to Boston 330.00
Stock from Baltimore to Frederick $125.00
Stock from Frederick to Baltimore 450.00
Total 1,222.31
Chicheley Port Charge from August

<table>
<thead>
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<th>Amount</th>
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<tbody>
<tr>
<td>G. B. Ballast, Yarmouth</td>
<td>5.25</td>
</tr>
<tr>
<td>D. S. C. Ballast, Yarmouth</td>
<td>3.00</td>
</tr>
<tr>
<td>P. F. A. Yarmouth</td>
<td>3.00</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
<td>3.00</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
<td>1.00</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
<td>10.10</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
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<tr>
<td>J. T. H. Yarmouth</td>
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<tr>
<td>J. T. H. Yarmouth</td>
<td>52.02</td>
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<tr>
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<td>J. T. H. Yarmouth</td>
<td>7.54</td>
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<tr>
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<tr>
<td>J. T. H. Yarmouth</td>
<td>1.00</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
<td>1.00</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
<td>6.00</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
<td>10.00</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
<td>8.00</td>
</tr>
<tr>
<td>J. T. H. Yarmouth</td>
<td>1.40</td>
</tr>
<tr>
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<td>32.00</td>
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<tr>
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<tr>
<td>J. T. H. Yarmouth</td>
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<tr>
<td>J. T. H. Yarmouth</td>
<td>14.54</td>
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Total: **148.47**
<table>
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<th>Item Description</th>
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<tr>
<td>Clothing</td>
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<tr>
<td>Gowns</td>
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<tr>
<td>Bedding</td>
<td>37.60</td>
</tr>
<tr>
<td>Paints</td>
<td>3.24</td>
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<tr>
<td>Bill of Goods</td>
<td>12.48</td>
</tr>
<tr>
<td>Repairs</td>
<td>57.00</td>
</tr>
<tr>
<td>One Horse</td>
<td>50</td>
</tr>
<tr>
<td>Repairs - Horse</td>
<td>40.00</td>
</tr>
<tr>
<td>Dairy Produce</td>
<td>10.25</td>
</tr>
<tr>
<td>Oils</td>
<td>4.55</td>
</tr>
<tr>
<td>Steaks</td>
<td>1.50</td>
</tr>
<tr>
<td>One Black 4 Pound Salt</td>
<td>75</td>
</tr>
<tr>
<td>One Gal Basket</td>
<td>75</td>
</tr>
<tr>
<td>Yoke Potts</td>
<td>31</td>
</tr>
<tr>
<td>One Car Broon</td>
<td>25.16</td>
</tr>
<tr>
<td>One Bag Broon</td>
<td>1.00</td>
</tr>
<tr>
<td>Box</td>
<td>3.50</td>
</tr>
<tr>
<td>One Wooden Pots</td>
<td>6.11</td>
</tr>
</tbody>
</table>

Total: 263.56

Stock from August to Dec:

<p>| Gross Stock | 1322.57 |
| Balance    | 2262.26 |
| Commision  | 34.50   |
| Ready Cal  | 320.65  |
| Cast Bill  | 263.36  |
| Due the Owners | $257.27 |</p>
<table>
<thead>
<tr>
<th>Name</th>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ruth B Whelton</td>
<td>1862</td>
<td></td>
</tr>
<tr>
<td>John B Whelton</td>
<td>1862</td>
<td></td>
</tr>
<tr>
<td>Warren H Whelton</td>
<td>1862</td>
<td></td>
</tr>
<tr>
<td>William Whelton</td>
<td>1862</td>
<td></td>
</tr>
<tr>
<td>George E Bacher</td>
<td>1862</td>
<td></td>
</tr>
<tr>
<td>Benjamin E Noicken</td>
<td>1862</td>
<td></td>
</tr>
<tr>
<td>Henry C Noicken</td>
<td>1862</td>
<td></td>
</tr>
<tr>
<td>Amos E Huntley</td>
<td>1862</td>
<td></td>
</tr>
<tr>
<td>Joel Noicken</td>
<td>1862</td>
<td></td>
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Total: $3084.86

Expenses paid to W.H. Lawrence on freight from Boston to Baltimore.
August 25, 1856.
Which I have received.

W. H. Little
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2 Grace fee for Cabin
6.75
Boat for Farm
6.50
L. Pike @ 12 Bills
1.50
L. Capron 4.7.3.
2.50
L. Lombray
1.50
L. one Small 4. Kite for Boat
75
Cost for fire Boat
25
L. one Straw Yoke
15
L. P. Shere 8. Shure Reparition
15
L. Cleaning Clock
1.00
L. chapel for Masses
15
George Turner Fm. 20
62
L. two Figs
20
Rasper
5.8.6.
L. Rapremsin
26.26
L. Bord Grain Chris For XL.
32.22
L. one Cask of Resin and Blacksmith
2.75
L. candles per 1000 9.28.12
2.75
L. Candles in Baltimore on 30.8.5

Total for December
2.43.00
S. R. Hlyns 1. S. Peters Bill
48.71
L. one Bag drop for rope saw
1.50
L. I. two candles
1.50

436.03
Paid: Olde B. Sheldon

Paid: Olde B. Sheldon Feb. 1859

Balma. Cheyne

Dav. J. Nicholas

Heman S. Nickerson

Josh. Nicholas

J. H. Nickerson

J. S. Nickerson for C. P. Smith

South Wode

J. A. Beaze to Charley Harris

Mathews Rich & Co.

Paul Toriss Wodkins in Boston

Dav. Robinson

A. Robinson by T. P. Wells

Joshua Walter

Rice furn. Repairs

Paid. Line & Repairs
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<td>To Peggie Phelps</td>
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<td>To one Brown &amp; My Fallows Place</td>
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Total: $84.72
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<tr>
<td>As Heath &amp; Brothers commission on coal</td>
<td>10.25</td>
</tr>
<tr>
<td>Search Fee</td>
<td>2.00</td>
</tr>
<tr>
<td>Entering &amp; clearing</td>
<td>1.50</td>
</tr>
<tr>
<td></td>
<td>92.11</td>
</tr>
<tr>
<td></td>
<td>84.73</td>
</tr>
<tr>
<td></td>
<td>176.83</td>
</tr>
</tbody>
</table>
Stock from Ipswich Stock from March 1, 1851

Stock from Boston to Norfolk $16,135
Stock from Norfolk to Boston $5,461.4
Stock from Boston to Alexandria $133.00
Whole amount of stock $8,464.41
<table>
<thead>
<tr>
<th>Item Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pump Repair Bond</td>
<td>1.00</td>
</tr>
<tr>
<td>Carpenter Bill</td>
<td>12.50</td>
</tr>
<tr>
<td>Core Work</td>
<td>7.71</td>
</tr>
<tr>
<td>Repairing Job</td>
<td></td>
</tr>
<tr>
<td>Cartilage Lame: Mahl &amp; Bea.</td>
<td>1.00</td>
</tr>
<tr>
<td>Cash paid for dragging hut &amp; hatches</td>
<td>1.00</td>
</tr>
<tr>
<td>Wire for Another</td>
<td>0.75</td>
</tr>
<tr>
<td>Sacking Stuff, Nappel</td>
<td>0.90</td>
</tr>
<tr>
<td>Linen Linen Lashes</td>
<td>2.30</td>
</tr>
<tr>
<td>Setting up Head Stays</td>
<td>2.00</td>
</tr>
<tr>
<td>Varnish and Brush Work</td>
<td>7.25</td>
</tr>
<tr>
<td>Blacksmith Bill</td>
<td>1.73</td>
</tr>
<tr>
<td>Bill of Sacking for Head Stays</td>
<td>6.48</td>
</tr>
<tr>
<td>J. Baker Bill</td>
<td>2.33</td>
</tr>
<tr>
<td>Housing Mr. Benedict, Chelsea</td>
<td>12.00</td>
</tr>
<tr>
<td>25 house desk pins, 74 table spoons, 16</td>
<td>2.5</td>
</tr>
<tr>
<td>Repairing Branch handles</td>
<td>3.8</td>
</tr>
<tr>
<td>One lantern signal</td>
<td>1.20</td>
</tr>
<tr>
<td></td>
<td>93.99</td>
</tr>
</tbody>
</table>
Tons. Moll of Shd William Packer
Year 1857
Port Charge
Capt. Conn. 200
Vessels Half
Bills on the Vessell
Due the Owners

540.49
176.53
663.66
34.00
2,627.66
514.83
18.99
215.84

the whole amount of said
Paying Chances &t Anchors
William Packer brought anchor
after Deducting Expenses is
Due the Owners

$ 3,315.53
$ 547.67
Settlement of Estate of Mr. G. Shiele. Aug 12th 1884

The estate of Mr. G. Shiele was settled as follows:

- John H. Shiele: $15.41
- Mrs. M. Shiele: $34.24
- Mary H. Shiele: $11.12
- Millie Shiele: $17.12
- Mr. A. Shiele: $17.12
- Mrs. E. Shiele: $1.56
- John C. Shiele: $17.12
- Mary C. Shiele: $17.12
- Edna Shiele: $17.12
- George Shiele: $5.36
- David Shiele: $5.36
- Charles Shiele: $1.06
- Sarah Shiele: $0.94
- Samuel Shiele: $17.12
- Mary Shiele: $17.12
- Augustus Shiele: $17.12
- John H. Shiele: $17.12
- Myra H. Shiele: $17.12

Total: $473.34

NOTE: The money was paid to the above named.

Signed:

Microsoft Print 8.0

Debtor: Mr. G. Shiele

Paid by: Mrs. G. Shiele

Oct 25, 1884

[Signature]

W. R. Shiele

Oct 25, 1860

[Signature]

William Robinson

Oct 25, 1860
Mobile June 16 1861

Received of Alexander P. Mcladin, 10.00

Two dollars for service rendered on board the S chol I. H. Hall for one

month. Signed, Portolinsky, Samuel J. Holt.

Paid in full of all demands.

Arthur T. Allen.

Mobile Jan. 12 1860

Paid to Alexander P. Mcladin for service rendered on board

the schoal I. H. Hall for one month the sum of $5.00

dollars paid.

Paid in full of all demands.

Arthur T. Allen.

Regel Boley Oct 27 1866

Received of Rheula R. Mcladin for services rendered on board the schoal I. H. Hall

as clerk for the three of one month 12.50

of 25 days per month.

Paid on receipt of deceases 40.70

R. Boley

Tuller Jony.
 Receipt Oct. 31st 1846

Due R. P. Neale from John T. D. 
Dollars in the form of
Two Hundred Dollars

Paid in full of all demands

Samuel Field

Boston Dec. 19

Paid Wholesale
To John S. Dunbar 2
To M. S. Service 35
To M. S. Report

John S. Dunbar

Each entertains and the 31st day of my
unknown exchanged on the 1st of August.

Nine on Four Months & Eight Days

2 = 5

M. H.
New York August 8, 1861

Reed by RR Haddock for
Leased 3 1/2 acres on Tract
The whole of 1 1/2 acres
For the term of one month
From Thos. J. H. for $3,576
Paid in full of all demands

Reed by

New York August 15, 1861

Reed by RR Haddock for
Leased 2 acres on Tract
The whole of 1 1/2 acres
For the term of one month
From Thos. J. H. for $3,576
Paid in full of all demands

Reed by

Henry Hicks

August 8, 1861

Reed by RR Haddock for
Leased 3 acres on Tract
The whole of 1 1/2 acres
For the term of one month
From Thos. J. H. for $3,576
Paid in full of all demands

Reed by

Augst 8 1861
Newport April 26, 1863,
Bordered by law to Medley for services rendered in being the driver T & H Bell, as ordered for the term of three months twenty-five days at eighteen dollars per month.

Amount of wage
Deducted at different times 6.00
Wages all due
Amount due 375.00

I have paid all demands against T & H Bell.

K. A. Hudson

Perpetual April 26, 1864,
Bordered by law to Medley for services rendered in being the driver T & H Bell, as ordered for the term of four months, one week and five days at eighteen dollars per month.

Amount of wage
Deducted at different times 7.12
Wages all due
Amount due 375.00

I have paid all demands against T & H Bell.

K. A. Hudson

Kemp Wages

<table>
<thead>
<tr>
<th>25</th>
<th>75.40</th>
</tr>
</thead>
<tbody>
<tr>
<td>45</td>
<td>50.60</td>
</tr>
<tr>
<td>60</td>
<td>40.00</td>
</tr>
<tr>
<td>60</td>
<td>10.00</td>
</tr>
<tr>
<td>25</td>
<td>17.40</td>
</tr>
<tr>
<td>65</td>
<td>40.00</td>
</tr>
<tr>
<td>77</td>
<td>40.00</td>
</tr>
</tbody>
</table>

Total 100.00
April 25, 1842

Received of the above "Will and Mrs. Wilson" for services rendered to the reclamation of 
land in the town of Five Mounds and holding of the above in the amount of 
127.60

And on full of all demands of the above

Peter day of September 1842

Joshua G. Steddy

April 26, 1842

Receiv'd of the above "Will and Mrs. Wilson" for services rendered to the reclamation 
of land in the town of Five Mounds and holding of the above in the amount of 
127.60

And on full of all demands of the above

Peter day of September 1842

Joshua G. Steddy
Aug 26, 1862
Received of Edward R. Malcolm his 3/16ths of the sum of 61.60 for the labor of five months and one day at 12.50 for the whole amount of wages
Paid at different times
Paid in full of all demands.

By James McNamee

Sep 6, 1862

Preceding Oct 6, 1862

Received of Edward R. Malcolm for services rendered on board the schooner J. I. HER as a sailor for the term of three days at 7.50 per day.

Received of Edward R. Malcolm for the term of three days at 7.50 per day.

By Edward McNamee

Henry McNamee
<table>
<thead>
<tr>
<th>Date</th>
<th>Item</th>
<th>Quantity</th>
<th>Price</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>12oz of Rye</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>2.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>1.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>10.44</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.44</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>1.11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>1.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>1.11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>100</td>
<td></td>
<td>37.50</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5</td>
<td></td>
<td>11.50</td>
<td></td>
</tr>
<tr>
<td></td>
<td>26.00</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- 32 days' wages
- 5.42
- 4.50
- 7.42
- 9.42
- 12.02

**Additional Notes:**
- Distilled Rye
- Paid by R. H. Wilson
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
- Paid in full
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>324' From Cat @ 200</td>
<td>648.00</td>
</tr>
<tr>
<td>from Phil &amp; Sonderm.</td>
<td></td>
</tr>
<tr>
<td>tot - other</td>
<td>79.30</td>
</tr>
<tr>
<td></td>
<td>2568.70</td>
</tr>
<tr>
<td></td>
<td>284.35</td>
</tr>
<tr>
<td></td>
<td>14.21</td>
</tr>
<tr>
<td></td>
<td>3270.14</td>
</tr>
<tr>
<td>Postage</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Postage, Oct 12 1862</td>
<td></td>
</tr>
<tr>
<td>To: Ballasting Wood</td>
<td></td>
</tr>
<tr>
<td>Carbon Lime Fodder</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>Manuscript Writing on Belles</td>
<td></td>
</tr>
<tr>
<td>1240' Bill 35' Tables</td>
<td></td>
</tr>
<tr>
<td>Steel Wire Fencing</td>
<td></td>
</tr>
<tr>
<td>A. Pitt M. &amp; A. M.</td>
<td></td>
</tr>
<tr>
<td>By fancy Cals 324.5</td>
<td></td>
</tr>
<tr>
<td>To: Postage, Oct 12 1862</td>
<td></td>
</tr>
<tr>
<td>freight</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>To: Postage, Oct 12 1862</td>
<td></td>
</tr>
<tr>
<td>Manuscript Writing</td>
<td></td>
</tr>
<tr>
<td>Postage</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>Return receipt</td>
<td></td>
</tr>
<tr>
<td>To: Frei [illegible]</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td></td>
</tr>
<tr>
<td>Account</td>
<td>Amount</td>
</tr>
<tr>
<td>-----------</td>
<td>--------</td>
</tr>
<tr>
<td>Bank</td>
<td>450</td>
</tr>
<tr>
<td>Insurance</td>
<td>750</td>
</tr>
<tr>
<td>Rus</td>
<td>25</td>
</tr>
<tr>
<td>Interest</td>
<td>60</td>
</tr>
<tr>
<td>Travel</td>
<td>22</td>
</tr>
<tr>
<td>Knit</td>
<td>140</td>
</tr>
<tr>
<td>Total</td>
<td>1208</td>
</tr>
<tr>
<td>800</td>
<td>25</td>
</tr>
<tr>
<td>500</td>
<td>25</td>
</tr>
<tr>
<td>800</td>
<td>25</td>
</tr>
<tr>
<td>365</td>
<td>240</td>
</tr>
<tr>
<td>485</td>
<td>120</td>
</tr>
<tr>
<td>865</td>
<td>375</td>
</tr>
</tbody>
</table>
This is a small ledger of some 114 pages, size 6½"W x 8"H x " thick. It is in excellent condition. Most of the pages are used, and none are numbered. The book contains two inserts.

It contains the vessel accounts of two schooners, of which Reuben R. Whelden (1829-1865) was master. Reuben Ryder Whelden was the son of Miller Whelden & Anna Ryder. He married Susan Freeman Baker of South Dennis on 6 Aug 1863, but died of consumption 9 Mar 1865, leaving no children.

[Insert 1 – in pencil, contains sums and:]

Sold at public Auction the hull of Schr Wm Tyson & spar 1 anchr  39,50
sold Capt of schr Pearl Riging & Blocks                                 2,00
  to table 3 chairs 2 stool Hatch Hammer white lead  Carpet
    Basket & dishes                                                   5,25
Sold at public auction at New bedfor the sails Rigng Boat
  Anchors & Chain                                                   362,97
                                                             409,72
                                                             120,37
                                                             289 35
                                                             5 22
                                                             284,13

[Insert 2 – has sums and:]

Jack                62½
Mike                62½       Ash 62 cts
Dutch              50.        2,50 Cur By Sandy
Dan                50.

[Inside cover on outside of endleaf:]

Book Account R R Whelden

[Page 001 – very faint, difficult to read:]

Book of accounts and settelments of the schr Wm Tyson Bot 1856
Reuben R Whelden Master of the said Wm Tyson Bot 1856

Earnings of Schr Wm Tyson Year 1856

<table>
<thead>
<tr>
<th>Date</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reuben R Whelden Peece July 14</td>
<td>238.45</td>
</tr>
<tr>
<td>Rcd P Jan 15 1850</td>
<td>200.19</td>
</tr>
</tbody>
</table>

[Page 002 is blank.]

[Page 003:]

Schr. Wm Tysons Bills 1856

March 1

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Repairing Watter Cash 4 hoops</td>
<td>1.25</td>
</tr>
<tr>
<td>to Cartage on Sails</td>
<td>75</td>
</tr>
<tr>
<td>One Block</td>
<td>28</td>
</tr>
<tr>
<td>One pair Sister Hooks[1]</td>
<td>28</td>
</tr>
<tr>
<td>one Spittoon one Pot 3 table Spoon</td>
<td>1.38</td>
</tr>
<tr>
<td>Molasis Can Dipper</td>
<td>56</td>
</tr>
<tr>
<td>One Cane Broom</td>
<td>25</td>
</tr>
<tr>
<td>One Coil 3¼ Rope</td>
<td>28.98</td>
</tr>
<tr>
<td>One Anchor Shackle</td>
<td>1.69</td>
</tr>
<tr>
<td>19½ lbs Manilla Rope</td>
<td>2.66</td>
</tr>
<tr>
<td>59 Do Rope</td>
<td>8.33</td>
</tr>
<tr>
<td>fly &amp; Signell Halyads</td>
<td>2.68</td>
</tr>
<tr>
<td>2 Fifteen foot bars</td>
<td>2.10</td>
</tr>
<tr>
<td>One Coil Manilla Rope</td>
<td>27.86</td>
</tr>
<tr>
<td>6 Pd Nails</td>
<td>58</td>
</tr>
<tr>
<td>2 10 inch Mast Hopes[2]</td>
<td>72</td>
</tr>
<tr>
<td>10½ lbs Ray Hide Rope &amp; one Block</td>
<td>5.25</td>
</tr>
<tr>
<td>11[?] Rope Cartage on</td>
<td>1.79</td>
</tr>
<tr>
<td>2 Gallons Oil Pint Vessell</td>
<td>2.33</td>
</tr>
<tr>
<td>4½ lbs Manilla Rope</td>
<td>77</td>
</tr>
<tr>
<td>5 Gallons too one Hem[?]</td>
<td>2.76</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>93.20</td>
</tr>
</tbody>
</table>

[Page 004 – continues from previous page:]

Schr Wm Tyson Bills 1856

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Expencers on Ancher from Boston Per</td>
<td>1.63</td>
</tr>
<tr>
<td>Ancher Stock &amp; Iron Wok</td>
<td>12.62</td>
</tr>
<tr>
<td>4½ lbs Nails and Red Paint</td>
<td>44</td>
</tr>
</tbody>
</table>

---

1 A sister block is a block with holes for 2 sheaves, one above the other. Each sheave performs a different duty. A hooked block is one that has a metal strap around it for mounting.
2 Hoops, which go around the mast and to which the fore and aft sail is attached.
3 Possibly a hawser, but uncertain.
<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity/Unit</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>one pair Sister Hooks</td>
<td></td>
<td>56</td>
</tr>
<tr>
<td>9 lbs Hemp Rope</td>
<td></td>
<td>1 26</td>
</tr>
<tr>
<td>one 6-inch Block</td>
<td></td>
<td>60</td>
</tr>
<tr>
<td>one Henk Hemp Twine 2 Broom Pitch</td>
<td></td>
<td>85</td>
</tr>
<tr>
<td>Reparing Sofa Boston</td>
<td></td>
<td>5 50</td>
</tr>
<tr>
<td>½ set Knife &amp; forks</td>
<td></td>
<td>40</td>
</tr>
<tr>
<td>6 lbs Manilla Rope</td>
<td></td>
<td>96</td>
</tr>
<tr>
<td>to Caulking Vessell</td>
<td></td>
<td>2.12</td>
</tr>
<tr>
<td>Hawling Winterage on vessel</td>
<td></td>
<td>20 00</td>
</tr>
<tr>
<td>2 Quat Spirits</td>
<td></td>
<td>17</td>
</tr>
<tr>
<td>3 Seisen[?] &amp; Spunyarn</td>
<td></td>
<td>1 74</td>
</tr>
<tr>
<td>White Lead</td>
<td></td>
<td>45</td>
</tr>
<tr>
<td>9½ lbs Manilla Rope Hand Speck</td>
<td></td>
<td>1 75</td>
</tr>
<tr>
<td>1½ lbs Pump Leather</td>
<td></td>
<td>2 45</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$68 31</td>
</tr>
</tbody>
</table>

[Page 005:]

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity/Unit</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Gallon Bright Varnish</td>
<td></td>
<td>56</td>
</tr>
<tr>
<td>2 Gallons Paint oil</td>
<td></td>
<td>2 00</td>
</tr>
<tr>
<td>1 Quat Spirits Turpentin</td>
<td></td>
<td>17</td>
</tr>
<tr>
<td>Philadelphia Jun 21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>to Hawling Out Vessell</td>
<td></td>
<td>19 50</td>
</tr>
<tr>
<td>17½ days Work</td>
<td></td>
<td>43 75</td>
</tr>
<tr>
<td>80 oakum</td>
<td></td>
<td>9 60</td>
</tr>
<tr>
<td>30 feet Timber</td>
<td></td>
<td>1 20</td>
</tr>
<tr>
<td>10 lbs Bolts</td>
<td></td>
<td>70</td>
</tr>
<tr>
<td>1 Barrell Pitch</td>
<td></td>
<td>3 50</td>
</tr>
<tr>
<td>1 Brass Hinge &amp; Screws</td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>to Painting Vessell</td>
<td></td>
<td>24 00</td>
</tr>
<tr>
<td>4½ in Rope Pully</td>
<td></td>
<td>33</td>
</tr>
<tr>
<td>Gilding Head</td>
<td></td>
<td>2 25</td>
</tr>
<tr>
<td>12 lbs Whit Lead</td>
<td></td>
<td>1 20</td>
</tr>
<tr>
<td>to Blacksmith work</td>
<td></td>
<td>3 40</td>
</tr>
<tr>
<td>Providenc Lewis[?] &amp; Crowell Bill of Paints</td>
<td></td>
<td>12 26</td>
</tr>
<tr>
<td>to Reparing Wheel Block fitting Ship</td>
<td></td>
<td>1 68</td>
</tr>
<tr>
<td>Reparing Whele Bolting Block</td>
<td></td>
<td>3 25</td>
</tr>
<tr>
<td>5 lbs Wing[?] Paint 19 iss White Lead</td>
<td></td>
<td>2 90</td>
</tr>
<tr>
<td>3 Brooms 8 lbs Cordage</td>
<td></td>
<td>1 84</td>
</tr>
<tr>
<td></td>
<td></td>
<td>134 59</td>
</tr>
</tbody>
</table>

[Page 006 is blank.]

[Page 007:]

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity/Unit</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schr Wm Tyson Port Charge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clearing Custom House</td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>Description</td>
<td>Amount</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>--------</td>
<td></td>
</tr>
<tr>
<td>Hired Help Taking [?] up</td>
<td>87</td>
<td></td>
</tr>
<tr>
<td>to Clearing Ice of Dect Dock</td>
<td>8 62</td>
<td></td>
</tr>
<tr>
<td>Steamboat towage back</td>
<td>6 00</td>
<td></td>
</tr>
<tr>
<td>Loading Vessell</td>
<td>25 00</td>
<td></td>
</tr>
<tr>
<td>Baltimore Hired Help</td>
<td>6 00</td>
<td></td>
</tr>
<tr>
<td>S[---]ter Towage</td>
<td>6 00</td>
<td></td>
</tr>
<tr>
<td>Port Towage</td>
<td>3 12</td>
<td></td>
</tr>
<tr>
<td>Hired Help &amp;c</td>
<td>87</td>
<td></td>
</tr>
<tr>
<td>Entering Custom House</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>to trimming Coal\textsuperscript{[4]}</td>
<td>10 55</td>
<td></td>
</tr>
<tr>
<td>Gallon Oil</td>
<td>81</td>
<td></td>
</tr>
<tr>
<td>one [?]an[or ar] flouer</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>Charles Leyder Corn</td>
<td>44 00</td>
<td></td>
</tr>
<tr>
<td>Discharging Coal Provid</td>
<td>27 43</td>
<td></td>
</tr>
<tr>
<td>Steamboat Towage</td>
<td>2 00</td>
<td></td>
</tr>
<tr>
<td>Ballasting Vessell</td>
<td>3 06</td>
<td></td>
</tr>
<tr>
<td>3 Gallons Th[---]a</td>
<td>2 70</td>
<td></td>
</tr>
<tr>
<td>2 Gallon Oil</td>
<td>2 40</td>
<td></td>
</tr>
<tr>
<td>Pilotag to Prov &amp; Hel Gat\textsuperscript{[5]}</td>
<td>15 50</td>
<td></td>
</tr>
<tr>
<td>Harbor for Provid</td>
<td>1 00</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>167.83</td>
<td></td>
</tr>
</tbody>
</table>

\textsuperscript{4} This is removing slate and rock from the coal so that only viable, burnable coal is transported.

\textsuperscript{5} Hell Gate is the tidal river which passes between Long Island Sound and the East River at Manhattan; it has very swift current and is dangerous for vessels which have no mechanical power such as steam or propellers.
Towage to Wharf 3 50
one Gallon C Fluid & oil Burn 3 05

Wareham May 23
Discharging Coal 29 68
Ballasting Vessell 6 00
Pilotag to Wareh 7 00

141 43

[Page 009:]

Port Charge

Phila May 30
By towing from Lewes Point[6] to Pach[---] 3 00
triming Coal 10 75
Warden Harbor fee 1 00
Discharing Coal 26 87
Habor M fee 1 00
towage 3 00
2 Gallon fluid[7] 2 13
Philadelp Por W Ha fee 1 00
Health fee 1 00
Steamboat towage 3 00
five days Wharfage 6 00
Triming Coal 10 75
Providen Harb M Fee 1 00
Discharing Coal 27 95
towage 3 00
Philadeph port Wad fe 1 00
tmng Coal 10 80
towing 5 00

118 25

[Page 010:]

Schr Wm Tyson Stock from March 1 to July 15th 1856

From Boston to Baltimore 440. 00
Do Baltimore to Providence 527 50
Philadelphia to Pro 394 50
Philaa to Wareham 296 80
Philada to Providence 344 00
Providenc to Phila 60 25
Philadel to Provid 344 00
Philadelphia to Boston 355 80

$2741. 85

6 Lewes Point is the point of land on the west side of the entrance to Delaware Bay.
7 This is probably liquor of some sort, probably rum.
[Page 011:]

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Schr William Tyson Stock</td>
<td>2741 85</td>
<td></td>
</tr>
<tr>
<td>Port Charges</td>
<td>427 51</td>
<td></td>
</tr>
<tr>
<td>Capt Commission</td>
<td>115 71</td>
<td></td>
</tr>
<tr>
<td>Vessels Half</td>
<td>1099 31</td>
<td></td>
</tr>
<tr>
<td>Vessels Bills</td>
<td>296 02</td>
<td></td>
</tr>
<tr>
<td>Due the Owners</td>
<td>$803 29</td>
<td></td>
</tr>
</tbody>
</table>

[Pages 012 & 013 – Page 12 lists the owners of the schooner in tabular form, and Page 13 has signatures against their names where they acknowledge payment:]

List of owners of Schr Wm Tyson

<table>
<thead>
<tr>
<th>Owner</th>
<th>Fraction</th>
<th>Value</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reuben R Whelden</td>
<td>19/64</td>
<td>238 45</td>
<td>R R Whelden</td>
</tr>
<tr>
<td>Obed B Whelden</td>
<td>2/32</td>
<td>50 20</td>
<td>O.B. Whelden</td>
</tr>
<tr>
<td>Warren H Whelden</td>
<td>1/32</td>
<td>25 10</td>
<td>W H Whelden</td>
</tr>
<tr>
<td>Miller Whelden Jr</td>
<td>1/32</td>
<td>25 10</td>
<td></td>
</tr>
<tr>
<td>Miller Whelden</td>
<td>2/64</td>
<td>25 10</td>
<td>Miller Welden</td>
</tr>
<tr>
<td>George E Thacher</td>
<td>1/32</td>
<td>25 10</td>
<td></td>
</tr>
<tr>
<td>Benjamin M Nickerson</td>
<td>1/64</td>
<td>12 55</td>
<td>Benj M Nickerson</td>
</tr>
<tr>
<td>Hetty G Nickerson</td>
<td>1/32</td>
<td>25 10</td>
<td>Hitty G. Nickerson</td>
</tr>
<tr>
<td>Almon G Hinkley</td>
<td>1/32</td>
<td>25 10</td>
<td></td>
</tr>
<tr>
<td>Joel Nickerson</td>
<td>1/32</td>
<td>25 10</td>
<td>Joel Nickerson</td>
</tr>
<tr>
<td>Josiah H Nickerson</td>
<td>1/32</td>
<td>25 10</td>
<td>Josia H Nickerson</td>
</tr>
<tr>
<td>Ellen P Smith</td>
<td>1/64</td>
<td>12 55</td>
<td>E P Smith</td>
</tr>
<tr>
<td>Ruth Hedge</td>
<td>1/64</td>
<td>12 55</td>
<td>Ruth Hedge</td>
</tr>
<tr>
<td>Charles Norris</td>
<td>1/64</td>
<td>12 55</td>
<td>Charles Norris</td>
</tr>
<tr>
<td>Mathias Rich &amp; co</td>
<td>4/64</td>
<td>50 20</td>
<td>Matthias Rich Jr</td>
</tr>
<tr>
<td>Samuel Rhoades</td>
<td>1/32</td>
<td>25 10</td>
<td>Sam Rhoades Recd payt</td>
</tr>
<tr>
<td>William Robertson</td>
<td>3/64</td>
<td>37 65</td>
<td>William Robinson</td>
</tr>
<tr>
<td>Augustus Peterson</td>
<td>1/32</td>
<td>25 10</td>
<td>Gustus Peterson</td>
</tr>
<tr>
<td>Joshua Baker</td>
<td>1/64</td>
<td>12 55</td>
<td>Joshua Baker</td>
</tr>
<tr>
<td>John A Howland</td>
<td>8/64</td>
<td>100 40</td>
<td>John A Howland</td>
</tr>
<tr>
<td>Myers &amp; co of Norfolk</td>
<td>1/32</td>
<td>25 10</td>
<td></td>
</tr>
</tbody>
</table>

Settlement of Schr Wm Tyson from March 4 1856 = July 16

[Page 014 is blank.]

[Page 015:]

Schr Wm Tyson Bills July 26th 1856

- Boston July 26
  - to Reparing Peak Block 5 38
  - to One Smal Anchor Cartage 7.00 7½ cts lb 53 13
Rhoads & Mathias Bill on Repair Sails  29 22
Bill of Paints at Phila* Painting Vessell  2 57
Bill of Paints to Bish to Paint Vessell  3 17
3 Fams [--]rks  50
1 Corn Broom  25
1 tin Bread Pan Bake Basket  63
Cart Paid in Philad for one Small Anchr  49 00
Bill of Paints for Painter [-----] [---]kees  2 91
Philadelphia Sept 15
to 8½ lbs Spun Yarn[8]  1 24
2 Skeins Twine  32
to Caulking Vessell  5 60
Boston  Sept 26 Paid
Joel W Lewis Bill of Blacksm on vessel  8. 38
J Bakers Bill for Riggins  41. 75 cts
to three Corn Brooms  62
one tin Quat Dipper  25
Phila to 79½ Manilla Rope  11 13
to Repairing Boat  6 00
to Repairing Me[---]ter Block  42
to Bedgor & Bells to Carpenter work on Vessell  7 60
Sheeve to Gaft to Block  38
to one Cabin Stove & Pipe  5 87
______  236 39

[Page 016:]
Schr Wm Tyson Bills Oct 1856
to Stove & Pipe for Forkastle  2 50
to One pair Sister hooks  38
to Anchor Stock  13 55
to one Pair Com Hooks  1 49
to Toughting Compas  50
to Spyglass  4 00
Phlad to Repairing Windless Poles  2 00
to Cartage on Mainsail  1 50
to three pound Nails  18
one Corn Broom  25
to H Jenkins for Paints and Rope scels  3 47
to Rhoades & Mathews Bill for Mainsail  205 00
to J Bakers Bill for Riging  10 43
______  245 25

[Pages 017 & 018 are blank.]

---

8 Spun-yarn is a small rope made of two or more old rope-yarns not laid, but merely twisted together by hand. It is used for various purposes, as seizing and serving ropes to prevent chafing, weaving mats, etc.
### Page 019:

Schr Wm Tyson Port Charge  
**July 26 1856**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Discharging 216 tons Coal 15 cts p ton</td>
<td>32 40</td>
</tr>
<tr>
<td>Philadelp Steamboat towage</td>
<td>4 00</td>
</tr>
<tr>
<td>Harbour M Fee</td>
<td>1 00</td>
</tr>
<tr>
<td>Health fee</td>
<td>1 00</td>
</tr>
<tr>
<td>to triming Coal</td>
<td>10 50</td>
</tr>
<tr>
<td>two Gallons Fluid 75[^9]</td>
<td>1 50</td>
</tr>
<tr>
<td>1½ Gallons Oil</td>
<td>1 68</td>
</tr>
<tr>
<td>to Discharging Coal in Bost 20 cts</td>
<td>30 60</td>
</tr>
<tr>
<td>to Steamboat towage Phila[^a]</td>
<td>6 00</td>
</tr>
<tr>
<td>Harbour M &amp; Port Warden</td>
<td>1 00</td>
</tr>
<tr>
<td>Health Fee</td>
<td>1 00</td>
</tr>
<tr>
<td>to Ballasting Vessell in Boston</td>
<td>7 62</td>
</tr>
<tr>
<td>to triming 209 tons Coal 5 cts</td>
<td>10 45</td>
</tr>
<tr>
<td>Disch 209 tons Coal</td>
<td>31 35</td>
</tr>
<tr>
<td>Steamboat towage</td>
<td>5 00</td>
</tr>
<tr>
<td>to Ballasting Vessel in Boston</td>
<td>9 80</td>
</tr>
<tr>
<td>Phila[^a] Sept 14</td>
<td>1 76</td>
</tr>
<tr>
<td>Dis Ballast</td>
<td>3 00</td>
</tr>
<tr>
<td>Steamboat Towage</td>
<td>6 00</td>
</tr>
<tr>
<td>Port Warden</td>
<td>1 00</td>
</tr>
<tr>
<td>trmg Coal</td>
<td>10 50</td>
</tr>
<tr>
<td>1½ Gal fluid</td>
<td>1 32</td>
</tr>
<tr>
<td>Philad Oct 13 to trmg 207½ ton Coal</td>
<td>10 38</td>
</tr>
<tr>
<td>Port Warden &amp; Harb fee</td>
<td>1 00</td>
</tr>
<tr>
<td>to Stea Towage Boston</td>
<td>5 00</td>
</tr>
<tr>
<td>to Ballasting Vessell in Bost trip</td>
<td>10 50</td>
</tr>
<tr>
<td></td>
<td>199 36</td>
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</table>

### Page 020:

Schr Wm Tyson Port Charge

<table>
<thead>
<tr>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>to Steamboat towage Boston</td>
<td>5 00</td>
</tr>
<tr>
<td>to Discharge 209 tons Coal</td>
<td>31 05</td>
</tr>
<tr>
<td>¼ Cord Slabs &amp; one Bundle [---] Days</td>
<td>5 73</td>
</tr>
<tr>
<td>to Discharging 216 ton Coal</td>
<td>31 50</td>
</tr>
<tr>
<td>Clearing Custom House Bost</td>
<td>50</td>
</tr>
<tr>
<td>to Hired Help</td>
<td>75</td>
</tr>
<tr>
<td>Pilotage to New York</td>
<td>7 00</td>
</tr>
<tr>
<td>Entering Custom House</td>
<td>50</td>
</tr>
<tr>
<td>to Hired Help takin in Cargo</td>
<td>4 00</td>
</tr>
</tbody>
</table>

[^9]: Again, this is probably alcohol in the form of rum or whisky. It is certainly not lamp oil, as the next entry shows that oil is described differently than “fluid.” It was a custom that each man on board got a daily ration of rum, a custom that dated from before the Revolution with the British Navy, when it was used with citrus to fight scurvy.
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Hired Help</td>
<td>8 75</td>
</tr>
<tr>
<td>to Whafage in New york</td>
<td>9 50</td>
</tr>
<tr>
<td>to Pilotage from New yor</td>
<td></td>
</tr>
<tr>
<td>Clearing from Custom house</td>
<td>50</td>
</tr>
<tr>
<td>to Commission Collectg Freight</td>
<td>3 63</td>
</tr>
<tr>
<td>Boston Novr to entering Custom Hou</td>
<td>50</td>
</tr>
<tr>
<td>to Discharging freigh in Boston</td>
<td>9 75</td>
</tr>
<tr>
<td>to 13 Days Horse Hire</td>
<td>9 00</td>
</tr>
<tr>
<td>to loading vessel with Sugar</td>
<td>10 00</td>
</tr>
<tr>
<td>to Hired Hep</td>
<td>50</td>
</tr>
<tr>
<td>to Lewis Commiss on freight</td>
<td>5 00</td>
</tr>
<tr>
<td>to Clearing Custom House</td>
<td>50</td>
</tr>
<tr>
<td>to S W Sears Commission New York</td>
<td>27 55</td>
</tr>
<tr>
<td></td>
<td>171 21</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schr Wm Tyson Port Charge</td>
<td></td>
</tr>
<tr>
<td>to Steamboat towage to Wharf</td>
<td>3 00</td>
</tr>
<tr>
<td>to Entering Custom House</td>
<td>50</td>
</tr>
<tr>
<td>to Port Warden Harber M fee</td>
<td>1 00</td>
</tr>
<tr>
<td>to One &amp; one Half Days Hor Hir</td>
<td>4 50</td>
</tr>
<tr>
<td>towing from Phila to Richm</td>
<td>3 00</td>
</tr>
<tr>
<td>Hired Help Discharging Cargo</td>
<td>9 25</td>
</tr>
<tr>
<td>Wharfage four Days</td>
<td>12 00</td>
</tr>
<tr>
<td>trimg Coal 204 tons 5 cts</td>
<td>10 20</td>
</tr>
<tr>
<td>to towing to Chester</td>
<td>8 00</td>
</tr>
<tr>
<td>One Corn Broom</td>
<td>25</td>
</tr>
<tr>
<td>two Gallons Fluid</td>
<td>1 50</td>
</tr>
<tr>
<td>Pilotag thg Hell Gat</td>
<td>8 00</td>
</tr>
<tr>
<td>Boston</td>
<td></td>
</tr>
<tr>
<td>two Gallons Fluid</td>
<td>1 70</td>
</tr>
<tr>
<td>one Ball wicking</td>
<td>10</td>
</tr>
<tr>
<td>one Gals Fluid</td>
<td>75</td>
</tr>
<tr>
<td>1 Gall Oil Refined</td>
<td>1 13</td>
</tr>
<tr>
<td>to Charles Syders to comm.</td>
<td>22 13</td>
</tr>
<tr>
<td>to Discharging Coal 200 tons 15 cts</td>
<td>30 00</td>
</tr>
<tr>
<td>1¼ Gallons Fluid</td>
<td>1 28</td>
</tr>
<tr>
<td>to Crowell &amp; Collen Coms on Coll Freight</td>
<td>6 36</td>
</tr>
<tr>
<td></td>
<td>124 65</td>
</tr>
</tbody>
</table>

[Pages 022 and 023 are blank.]

[Pages 024 and 025 have accounting to owners, with accounts on left (page 024) and signatures on right (page 025):]

List of Owners of Schr Wm Tyson
<table>
<thead>
<tr>
<th>Name</th>
<th>Fraction</th>
<th>Amount</th>
<th>Name</th>
<th>Fraction</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reuben R Whelden</td>
<td>19/64</td>
<td>200</td>
<td>99</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Obed B Wheelden</td>
<td>2/32</td>
<td>42</td>
<td>14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warren H Whelden</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miller Whelden Jr</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miller Whelden</td>
<td>2/64</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>George E Thacher</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bengemini M Nickerson</td>
<td>1/64</td>
<td>10</td>
<td>53</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hitty G Nickerson</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Almon G Hinkley</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joel Nickerson</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Josiah H Nickerson</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ellen P. Smith</td>
<td>1/64</td>
<td>10</td>
<td>53</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ruth Hedge</td>
<td>1/64</td>
<td>10</td>
<td>53</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charles Norris</td>
<td>1/64</td>
<td>10</td>
<td>53</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mathies Rich &amp; co</td>
<td>4/64</td>
<td>42</td>
<td>14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Samuel Rhoades</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>William Robinson</td>
<td>3/64</td>
<td>31</td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Augustus Peterson</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joshua Baker</td>
<td>1/64</td>
<td>10</td>
<td>53</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John A Howland</td>
<td>8/64</td>
<td>84</td>
<td>28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Myers &amp; co Norfolk</td>
<td>1/32</td>
<td>21</td>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Settlement of Schooner Wm. Tyson from July 25 to December 31 – 1856**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schooner Wm. Tysons Stock</td>
<td>2932</td>
</tr>
<tr>
<td>Port Charge</td>
<td>498</td>
</tr>
<tr>
<td>Capt Commission</td>
<td>121</td>
</tr>
<tr>
<td>Vessels Half</td>
<td>1156</td>
</tr>
<tr>
<td>Vessels Bills</td>
<td>481</td>
</tr>
<tr>
<td>Due the Owners</td>
<td>674</td>
</tr>
</tbody>
</table>

**Sch Wm Tysons Stock July 26th 1856**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stock From Philadelphia to Boston</td>
<td>371</td>
</tr>
<tr>
<td>Stock From Philadelphia to Boston</td>
<td>428</td>
</tr>
<tr>
<td>Stock From Philadelphia to Boston 10 cts</td>
<td>401</td>
</tr>
<tr>
<td>Stock From Philadelphia to Boston</td>
<td>415</td>
</tr>
<tr>
<td>Stock From Boston to New York</td>
<td>120</td>
</tr>
<tr>
<td>Stock From New York to Boston</td>
<td>439</td>
</tr>
<tr>
<td>Stock From Philadelphia to Boston 200 ton</td>
<td>551</td>
</tr>
<tr>
<td>Stock From Boston To Philadelphia</td>
<td>204</td>
</tr>
</tbody>
</table>
Whole amt of stock from July 25
   to Dec 25 1856 - $ 2932 13

[Pages 028 and 029 are blank.]

[Page 030:]

Schooner Wm Tyson Port Chg from Mar 1 1857

March Boston March 15
   to Clearing from Custom House 50
   to Pilotag thru Hel Gate 8 00
Phil 15th to Entering to Custom House 50
   to Port Warden Hab fee 1 00
   to Steamboat towage two tows Boston 5 00
   to Hired help one day 1 15
   to Horse hire ½ day 1 50
   to Three days Wharfag 9 00
   to 2½ Gallon Fluid 2 06
   to Trmng Two Hundd & seven tns Coal 10 35
   to Pilotage through H Gat 9 00
   to Insurance on Freight 8 00

Boston April 9
   to Steamboat towage in Boston 5 00
   to One Gallon Oil 1 12
   to Charls Syder to Comms on 324.50 fr 32 68
   to one Gross Matches 30
   to Pilotage 4 00
   to Dischargin 207 tn Coal 15 ct pr ton 31 05
      Boston April 23 to Clearing Custm Ho 50
   to Insurance on freight 5 00
   to Steamboat Towage in Boston 5 00
Crowell & Colln Comis 7 91

148. 62

[Page 031:]

Schr Wm Tysons Port Charge My 1857

Philadelphia May 1, 1857
   to one Gallon oil 1. 25
   to three days wharfage 10. 00
   Port Wardens & Entrg Custom hous 1 50
   to two days work Discharng Cargo 3 00
   to Horse hir ½ day 1 50
   to Steamboat towage 3 00

May 13 Pilotage to Providence
   Harbor M Fee 1 00
   Charles Syder Comms 22 87
towage in Phila 3 00
¼ Gross Matches 14
Crowell & Collins Commiss 9 15
Towage in Providence 5 00
Trmng 208 tons Coal 10 40
tow Gallon Fluid 1 50
to 19 ton Ballast 5 70
Dis 208 ton Coal 27 04
towage in Philadelphia 3 00
Discharging Ballast 2 50
Port W Habor M fee 1 00
Trmng two hundr & ten tons Coal 10 50
Discharging 111 to Coal 32 60
Wharfage 67

163 32

[Schro Wm Tyson Port Charg Ju 20 1857]
Pilotage through Hel gate 5 00
Port Wardens Ha fee 1 00
to trmng 208 tu Coal 10 40
towage Phila 3 00
to Dischargng Coal 31 95
Boston June 20, 57
to Clearng Custom Hous 50
Phil to Entering Custom Hous 50
Port Warden H Fee 1 00
Health Fee 1 00
Hrd Help 20
Jne 29 Horse Hire 1 50
Steamboat towage 3 00
Wharfage 4 00
to Dunage for Iron 12. 00
to loading Iron 202 9 cts 18 18
to towage up to Ph 4 00
Boston July 10
to discharging Iron 37 00
to Steamboat towage 4 00
Ballasting vessel 4 80
Stge tickets 50
Steambo towge to the By Stat [---] 6 00

149 53

[Schro Wm Tyson Pot Chage July 26]
<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Dis Ballast</td>
<td>2 50</td>
</tr>
<tr>
<td>to Towage in Phil</td>
<td>5 00</td>
</tr>
<tr>
<td>Health fee Prt</td>
<td>1 00</td>
</tr>
<tr>
<td>to Comm procuring Freight</td>
<td>10 10</td>
</tr>
<tr>
<td>towage in Phil</td>
<td>3 00</td>
</tr>
<tr>
<td>Health fee</td>
<td>1 00</td>
</tr>
<tr>
<td>Phila Loading Pig Iron</td>
<td>16 75</td>
</tr>
<tr>
<td>towage in Boston</td>
<td>6 00</td>
</tr>
<tr>
<td>to Disch Pig Iron</td>
<td>36 00</td>
</tr>
<tr>
<td>Health Fee</td>
<td>1 00</td>
</tr>
<tr>
<td>Boston July 1½ Gallon B Fluid</td>
<td>1 28</td>
</tr>
<tr>
<td>to Ballastng Vessell</td>
<td>5 28</td>
</tr>
<tr>
<td>to Comission procuring freight Pig Iron</td>
<td>12 00</td>
</tr>
<tr>
<td></td>
<td>102 01</td>
</tr>
</tbody>
</table>

[Page 034 is blank.]

[Page 035:]

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schr Wm Tyson Bills Mar 1s / 59</td>
<td></td>
</tr>
<tr>
<td>Mach 1 to Raising Mainmast to Calk Box</td>
<td>23 25</td>
</tr>
<tr>
<td>to Blacksmith Work to Yards</td>
<td>3 70</td>
</tr>
<tr>
<td>to Scraping Bends</td>
<td>3 50</td>
</tr>
<tr>
<td>to Repr on h[-----]</td>
<td>1 25</td>
</tr>
<tr>
<td>to Reprng on Foresail</td>
<td>2 00</td>
</tr>
<tr>
<td>to two Corn Brooms</td>
<td>50</td>
</tr>
<tr>
<td>to one Co[---] Riging</td>
<td>11 30</td>
</tr>
<tr>
<td>to Stove pipe</td>
<td>2 12</td>
</tr>
<tr>
<td>to Rigng of J Baker &amp; corn Bm</td>
<td>46 09</td>
</tr>
<tr>
<td>to one Corn Broom &amp; one pitch on Meddst[?]</td>
<td>1 84</td>
</tr>
<tr>
<td>½ Cup S[---]cers 1 Bug dippe Watter Cask Dipper</td>
<td>74</td>
</tr>
<tr>
<td>3 pound Nails</td>
<td>17</td>
</tr>
<tr>
<td>to one tin dipper</td>
<td>36</td>
</tr>
<tr>
<td>to Cooperng on Watter Cask</td>
<td>1 80</td>
</tr>
<tr>
<td>to Reparng Wheel &amp; Gards</td>
<td>8 50</td>
</tr>
<tr>
<td>to Reprng Compas</td>
<td>75</td>
</tr>
<tr>
<td>to Rhoades &amp; Mathew for Jib</td>
<td>73 95</td>
</tr>
<tr>
<td>to thr Chair &amp; stools</td>
<td>3 50</td>
</tr>
<tr>
<td>to six Pound Nails</td>
<td>36</td>
</tr>
<tr>
<td>to Ball Celtor[?] time Pape Cup Tacks</td>
<td>89</td>
</tr>
<tr>
<td>two Corn Brooms Sugar Buckit</td>
<td>91</td>
</tr>
<tr>
<td>½ Gallon Varnis</td>
<td>15</td>
</tr>
<tr>
<td>Duck for Rip Gat Topsail</td>
<td>1 25</td>
</tr>
<tr>
<td>1½ Gallon Oil &amp; 1 sprits turpentine</td>
<td>1 83</td>
</tr>
<tr>
<td>Bill of pents[?] 9.65 ’Blacksmith work</td>
<td>10 90</td>
</tr>
<tr>
<td></td>
<td>201 61</td>
</tr>
</tbody>
</table>
[Page 036:]

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 1</td>
<td>to one Gallon Paint Oil</td>
<td>1 00</td>
</tr>
<tr>
<td></td>
<td>Repairing Boat</td>
<td>15 00</td>
</tr>
<tr>
<td>June 7</td>
<td>35 Pound &amp; Hemp Rope</td>
<td>5 38</td>
</tr>
<tr>
<td>Boston</td>
<td>to Reparng Head Rail</td>
<td>8 50</td>
</tr>
<tr>
<td></td>
<td>to one Bundle Hay</td>
<td>2 00</td>
</tr>
<tr>
<td></td>
<td>4 Pound Nails</td>
<td>24</td>
</tr>
<tr>
<td>Phil</td>
<td>to Duck &amp; Rigng to Rep Gaf topsal</td>
<td>1 25</td>
</tr>
<tr>
<td>Boston</td>
<td>6 Spunyarn Twine</td>
<td>1 15</td>
</tr>
<tr>
<td></td>
<td>2 Corn Broom</td>
<td>50</td>
</tr>
<tr>
<td>Phil</td>
<td>2 Gallons Fluid</td>
<td>1 70</td>
</tr>
<tr>
<td></td>
<td>to towage in Phila</td>
<td>5 00</td>
</tr>
<tr>
<td>Boston</td>
<td>to one Tin Dipper</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>to one Set Knives Forks</td>
<td>1 00</td>
</tr>
<tr>
<td></td>
<td>one Coffee cup &amp; 3 small 3 large plates</td>
<td>99</td>
</tr>
<tr>
<td></td>
<td>one S[-]ne Gare Caster Bottles</td>
<td>75</td>
</tr>
<tr>
<td></td>
<td>2 Corn Brooms</td>
<td>37</td>
</tr>
<tr>
<td>Boston July</td>
<td>to Gdley Cooking Stove</td>
<td>15 45</td>
</tr>
<tr>
<td></td>
<td>to Caulking Bends[10]</td>
<td>76 85</td>
</tr>
<tr>
<td></td>
<td>to Painting Bends</td>
<td>12 67</td>
</tr>
<tr>
<td></td>
<td></td>
<td>113 24</td>
</tr>
</tbody>
</table>

36.72

[Pages 037 and 038 are blank.]

[Page 039:]

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston March 1 1857</td>
<td></td>
</tr>
<tr>
<td>Stock From Bost to Phil</td>
<td>314 50</td>
</tr>
<tr>
<td>207=200 Stock From Phila to Boston</td>
<td>414 00</td>
</tr>
<tr>
<td>April 20 Stock From Boston to Philadelp</td>
<td>221.61</td>
</tr>
<tr>
<td>May 29 Stock from Phil to Providenc 208 ton/36</td>
<td>282 88</td>
</tr>
<tr>
<td>201=130 Stock from Philadelphia to New London</td>
<td>273 00</td>
</tr>
<tr>
<td>213 Stock from Phila to Boston</td>
<td>319 50</td>
</tr>
<tr>
<td>Stock from Phil to Boston</td>
<td>368 30</td>
</tr>
<tr>
<td>Stock from Boston to Phil</td>
<td>36 00</td>
</tr>
<tr>
<td>200 tuns Stock From Philadelph Roxb</td>
<td>480 00</td>
</tr>
<tr>
<td>240.</td>
<td>2712.79</td>
</tr>
</tbody>
</table>

[Pages 040 and 041 are blank.]

---

[10] The Bends are the thickest and strongest planks on the sides of the vessel, usually above the water-line, to which the stays and knees are bolted.
Stock from March 1 to Augus 1 1857

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Stock</td>
<td>2712.79</td>
</tr>
<tr>
<td>Capt Commission</td>
<td>135.63</td>
</tr>
<tr>
<td>Port Charge</td>
<td>511.31</td>
</tr>
<tr>
<td>Vessel’s Half</td>
<td>1032.92</td>
</tr>
<tr>
<td>Vessels Bills</td>
<td>392.57</td>
</tr>
<tr>
<td>Due the Owners</td>
<td>$640.35</td>
</tr>
</tbody>
</table>

List of Schooner Wm Tyson Owners

<table>
<thead>
<tr>
<th>Owner</th>
<th>Fraction</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reuben R Whelden</td>
<td>18/64</td>
<td>180 18</td>
</tr>
<tr>
<td>O. B. Whelden</td>
<td>2/32</td>
<td>40 04</td>
</tr>
<tr>
<td>Warren H Whelden</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Miller Whelden Jr</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Miller Whelden</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>George E Thacher</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Bengam M Nickerson</td>
<td>1/64</td>
<td>10 01</td>
</tr>
<tr>
<td>Hitty G Nickerson</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Almon G Hinkley</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Joel Nickerson</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Josiah H Nickerson</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Ellen P Smith</td>
<td>1/64</td>
<td>10 01</td>
</tr>
<tr>
<td>Ruth Hedge</td>
<td>1/64</td>
<td>10 01</td>
</tr>
<tr>
<td>Charles Norris</td>
<td>1/64</td>
<td>10 01</td>
</tr>
<tr>
<td>Mathias Rich &amp; Co</td>
<td>2/32</td>
<td>40 04</td>
</tr>
<tr>
<td>Saml Rhoades</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Wm Robinson</td>
<td>3/64</td>
<td>30.03</td>
</tr>
<tr>
<td>Augustus Peterson</td>
<td>1/32</td>
<td>20 02</td>
</tr>
<tr>
<td>Joshua Baker</td>
<td>1/64</td>
<td>10.01</td>
</tr>
<tr>
<td>John A Howland</td>
<td>8/64</td>
<td>80.08</td>
</tr>
<tr>
<td>Myers &amp; Co</td>
<td>1/32</td>
<td>20 02</td>
</tr>
</tbody>
</table>

Settlement of Schr Wm Tyson from March 1 to August third 1847

Schr Wm Tysons Stock from August

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stock From Philadelph to Boston</td>
<td>373.70</td>
</tr>
<tr>
<td>Stock from Philadelph to Boston</td>
<td>330.00</td>
</tr>
</tbody>
</table>

[Page 044 is blank.]
Stock from Boston to Frederickston 128 67
Stock from Frederickston to Boston 490 00
\[ \text{Total: } 1322.37 \]

[Page 046:]

Schr Wm Tysons Port Charge from August

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug 4</td>
<td>to Ballasting Vessel in Boston</td>
<td>5 28</td>
</tr>
<tr>
<td></td>
<td>to Discharging Ballast in Phila</td>
<td>3 00</td>
</tr>
<tr>
<td>Phil</td>
<td>to Steamboat Towage</td>
<td>3 00</td>
</tr>
<tr>
<td></td>
<td>to Port W Harber M Fee</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>to Trimming (202) tons Coal</td>
<td>10.10</td>
</tr>
<tr>
<td></td>
<td>to Towage</td>
<td>3.00</td>
</tr>
<tr>
<td></td>
<td>to Health Fee</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>to One Gallon Fluid</td>
<td>.90</td>
</tr>
<tr>
<td></td>
<td>to Hell Gate Pilotage</td>
<td>9.00</td>
</tr>
<tr>
<td>Boston</td>
<td>to Discharging 202 tons Coal</td>
<td>32.32</td>
</tr>
<tr>
<td></td>
<td>to Steamboat towage to Bridge</td>
<td>4.00</td>
</tr>
<tr>
<td></td>
<td>Boston Sept to Ballast &amp; Wharfage</td>
<td>7 94</td>
</tr>
<tr>
<td>Phila</td>
<td>to Discharging Ballast</td>
<td>3 00</td>
</tr>
<tr>
<td></td>
<td>to Port W H fee</td>
<td>1 00</td>
</tr>
<tr>
<td></td>
<td>to Health fee</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>to Pilotage to Bristol &amp; back</td>
<td>6.00</td>
</tr>
<tr>
<td></td>
<td>to Trmng Coal 200.</td>
<td>10.00</td>
</tr>
<tr>
<td></td>
<td>to Pilotage H Gate</td>
<td>8.00</td>
</tr>
<tr>
<td></td>
<td>to one ½ Gallon Fluid</td>
<td>1.43</td>
</tr>
<tr>
<td>Sept 21</td>
<td>Boston to Discharging 200 tn Coal</td>
<td>32.00</td>
</tr>
<tr>
<td></td>
<td>to Steamboat Towage</td>
<td>5.00</td>
</tr>
<tr>
<td></td>
<td>two Corn Broom</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td></td>
<td>148 47</td>
</tr>
</tbody>
</table>

[Page 047:]

Schr Wm Tysons Port Charge fr August

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston</td>
<td>Oct 7 to taking in 62½ tons Plaster 7 cts pr ton</td>
<td>4 34</td>
</tr>
<tr>
<td></td>
<td>to Hired Help taking in Freight</td>
<td>1 85</td>
</tr>
<tr>
<td></td>
<td>to Clearing from Custom House</td>
<td>50</td>
</tr>
<tr>
<td>Fredericksburg</td>
<td>Oct 15 to 26 to Entering Custom House</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>to Wharfage</td>
<td>4.00</td>
</tr>
<tr>
<td></td>
<td>to Harbor M Fee</td>
<td>1.00</td>
</tr>
<tr>
<td></td>
<td>to Storing Flour 1 ct pr BBl</td>
<td>14.00</td>
</tr>
<tr>
<td></td>
<td>to Pilotage up &amp; Down River</td>
<td>25.00</td>
</tr>
<tr>
<td></td>
<td>to Coperage in Boston on Flour</td>
<td>2.50</td>
</tr>
<tr>
<td></td>
<td>to Towage</td>
<td>5.00</td>
</tr>
</tbody>
</table>
to Discharging Flour  
12  50

to 2 Gallons Fluid  
1  60

to Discharging Plaster in Frederick  
5  00

\[ 77 79 \]
\[ 148 47 \]
\[ 226.26 \]

[Pages 048 and 049 are blank.]

[Page 050:]

Schr Wm Tyson Bills from August

to Cleaning Bottom  
4. 50

to Going in the Box\[11]\ & Work on vessel  
32  87

to Painting Vessell Bottom & top  
37. 00

to Blacksmith work  
3 24

to Bill of Carpenter work on vessel  
12. 48

to Reparng old Sails & New Sails  
87. 00

to one Hamer  
50

to Reparg Rail & other work  
40. 00

to Splycng Shroud\[12]\ in Boston  
10  29

to One Coil Rattles\[13]\ Stuff  
4  58

to Shin Pole & Chain hook\[14]\  
1  50

to one Block  4 Pound Nails  
75

to One S Bucket  
53

to Table Cloth  
75

to One Corn Broom  
31

to Z[?] Baker Bill For Cordage  
25  16

to Cartage on Sails  
1  00

6 Nails  
.30

to 4 Pad[?] Hooks  
.61

\[ 263.36 \]

[Page 51:]

Stock from August to Dec

Gross Stock  
1322. 37

Port Charge  
226 26

\[ 1096.11 \]

Commiss  
54. 80

\[ 2) 1041.31 \]

\[11\] The "Box" is drydock.

\[12\] In this case, they are the main lines from the sides or channels of the vessel to the mast heads, and hold the masts upright from the port and starboard sides. They are heavy and good quality ropes, often four-stranded. It is the shrouds to which the ratlines (see next) are attached using a clove hitch.

\[13\] This are the "ratlines", the ropes which are tied between the shrouds and are the steps of the "ladder" which enable the seamen to climb the rigging to the mast head.

\[14\] An iron bar with a round eye handle at one end and a hook at the other, used for hauling the chains about.
Vessels Half 520. 65
Vessel Bills 263 36
Due the Owners $257. 29

[Page 52 – list of payment to owners, their signatures appear in the third column:]

List of Schr Wm Tysons Owners

<table>
<thead>
<tr>
<th>Name</th>
<th>Fraction</th>
<th>Owner</th>
<th>Amount</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reuben R Whelden</td>
<td>18/64</td>
<td>R R Whelden</td>
<td>72 36</td>
<td>Paid</td>
</tr>
<tr>
<td>Obed B Whelden</td>
<td>2/32</td>
<td>O. B. Whelden</td>
<td>16 08</td>
<td>Paid</td>
</tr>
<tr>
<td>Warren H Whelden</td>
<td>1/32</td>
<td>Paid</td>
<td>8 04</td>
<td>Paid</td>
</tr>
<tr>
<td>Miller Whelden Jr</td>
<td>1/32</td>
<td>Paid Paid O B W</td>
<td>8 04</td>
<td>Paid</td>
</tr>
<tr>
<td>Miller Whelden</td>
<td>1/32</td>
<td>Paid</td>
<td>8 04</td>
<td>Paid</td>
</tr>
<tr>
<td>George E Thacher</td>
<td>1/32</td>
<td>Geo E Thacher</td>
<td>8 04</td>
<td>Paid</td>
</tr>
<tr>
<td>Bengaman M Nickerson</td>
<td>1/64</td>
<td>B M Nickerson</td>
<td>4 02</td>
<td>Paid</td>
</tr>
<tr>
<td>Hitty G Nickerson</td>
<td>1/32</td>
<td>E Kelley</td>
<td>8 04</td>
<td>Paid</td>
</tr>
<tr>
<td>Almon G Hinkley</td>
<td>1/32</td>
<td>Almon B Hinckley</td>
<td>8 04</td>
<td>Paid</td>
</tr>
<tr>
<td>Joel Nickerson</td>
<td>1/32</td>
<td>Joel Nickerson</td>
<td>8 04</td>
<td></td>
</tr>
<tr>
<td>Josiah H. Nickerson</td>
<td>1/32</td>
<td>J H Nickerson</td>
<td>8 04</td>
<td>Paid</td>
</tr>
<tr>
<td>Ellen P Smith</td>
<td>1/64</td>
<td>Ellen P Smith</td>
<td>4 02</td>
<td>Paid</td>
</tr>
<tr>
<td>Ruth Hedge</td>
<td>1/64</td>
<td>Paid</td>
<td>4 02</td>
<td>Paid</td>
</tr>
<tr>
<td>Charles Norris</td>
<td>1/64</td>
<td>Paid Ellis</td>
<td>4 02</td>
<td>Paid</td>
</tr>
<tr>
<td>Mathias Rich</td>
<td>2/32</td>
<td>Paid [----]</td>
<td>16 08</td>
<td></td>
</tr>
<tr>
<td>Samuel Rhoades</td>
<td>1/32</td>
<td>Paid George Mathews</td>
<td>8 04</td>
<td></td>
</tr>
<tr>
<td>Wm Robinson</td>
<td>3/64</td>
<td>William Robinson</td>
<td>12.06</td>
<td></td>
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<tr>
<td>Agustu Peterson</td>
<td>1/32</td>
<td>Paid</td>
<td>8 04</td>
<td></td>
</tr>
<tr>
<td>Joshua Baker</td>
<td>1/64</td>
<td>Paid J B</td>
<td>4 02</td>
<td></td>
</tr>
<tr>
<td>John A Howland</td>
<td>8/64</td>
<td>Paid</td>
<td>32 16</td>
<td></td>
</tr>
<tr>
<td>Myers &amp; Com Norfolk</td>
<td>1/32</td>
<td>Paid</td>
<td>8.04</td>
<td></td>
</tr>
</tbody>
</table>

$257 28

[Page 53 is blank.]

[Page 54:]

Schr Wm Tysons Stock 1858

<table>
<thead>
<tr>
<th>Route</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>from Boston to Baltimore</td>
<td>40 45</td>
</tr>
<tr>
<td>from Baltimore to Charleston</td>
<td>427 34</td>
</tr>
<tr>
<td>from Charleston to Baltim</td>
<td>249.67</td>
</tr>
<tr>
<td>from Baltim to Providen</td>
<td>400 00</td>
</tr>
<tr>
<td>from Baltimore to Wareham 202 ton Coal</td>
<td>292.90</td>
</tr>
<tr>
<td>from Philadelphia to Roxbury</td>
<td>289 05</td>
</tr>
<tr>
<td>from Boston to Baltimore</td>
<td>150.67</td>
</tr>
<tr>
<td>from Baltimore to Boston</td>
<td>350.27</td>
</tr>
<tr>
<td>from Boston to Norfolk</td>
<td>226 43</td>
</tr>
<tr>
<td>from Georgetown to Newyork</td>
<td>351.28</td>
</tr>
<tr>
<td>from Newyork to Boston</td>
<td>306.60</td>
</tr>
</tbody>
</table>

3084.56
Expenses paid L L Lerned on freight from Boston to Baltimore Aug 28, 1858 38 00 which I have Receipt for R R Whelden

<table>
<thead>
<tr>
<th>Schr Wm Tyson Port Charg March 1 185[8]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Boston</strong></td>
</tr>
<tr>
<td>to Hoisting in Mackerell</td>
</tr>
<tr>
<td>to Bending Sails</td>
</tr>
<tr>
<td>to Steamboat Towage</td>
</tr>
<tr>
<td>to Steamboat Towage</td>
</tr>
<tr>
<td>to Clearing Custom House</td>
</tr>
<tr>
<td><strong>Baltimore April</strong></td>
</tr>
<tr>
<td>to Entering Custom House</td>
</tr>
<tr>
<td>to Pilotage H Gate</td>
</tr>
<tr>
<td>to Steam Towage from Fort</td>
</tr>
<tr>
<td>to Port Towage</td>
</tr>
<tr>
<td>to Caulking on Deck</td>
</tr>
<tr>
<td>to Commision procuring Fretigh trmg &amp; aolred[?]</td>
</tr>
<tr>
<td>to Stevedore Bill</td>
</tr>
<tr>
<td>to Clearing from Baltimore</td>
</tr>
<tr>
<td><strong>Charleston May 1 58 one Gall Fluid</strong></td>
</tr>
<tr>
<td>to Entering Custom House</td>
</tr>
<tr>
<td>to Port Towage</td>
</tr>
<tr>
<td>to Hired Help</td>
</tr>
<tr>
<td>to Horse Hire</td>
</tr>
<tr>
<td>to Pilotage at Charleston</td>
</tr>
<tr>
<td>to Port Warden &amp; [--]t Protest</td>
</tr>
<tr>
<td>to Notifying Consignees Do fm Baltimore</td>
</tr>
<tr>
<td>Clerk hire</td>
</tr>
<tr>
<td>to Commiss 2½ pr ct $516.92</td>
</tr>
<tr>
<td>to Commiss honored freight $238</td>
</tr>
<tr>
<td>to Insurance on draft</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Schr Wm Tysons Port Charges 1858</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Wharfage in Baltimore taking Corn</td>
</tr>
<tr>
<td>to Steamboat Towage</td>
</tr>
<tr>
<td>Port Towage</td>
</tr>
<tr>
<td>to Towage</td>
</tr>
<tr>
<td>Boarding permit</td>
</tr>
<tr>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>One &amp; ½ Gallon Fluid</td>
</tr>
<tr>
<td>Heslen &amp; Rogers Commiss</td>
</tr>
<tr>
<td>Steamboat towage</td>
</tr>
<tr>
<td>Boarding permit</td>
</tr>
<tr>
<td>Providence to Towage</td>
</tr>
<tr>
<td>Discharging Corn 8000</td>
</tr>
<tr>
<td>Harbor in fees [?]</td>
</tr>
<tr>
<td>Not Public</td>
</tr>
<tr>
<td>Wharfage</td>
</tr>
<tr>
<td>Ballast</td>
</tr>
<tr>
<td>Discharging 204 tons Coal Wareham</td>
</tr>
<tr>
<td>to Trimmg 204 tons Coal</td>
</tr>
<tr>
<td>to Wharfage in Baltimore</td>
</tr>
<tr>
<td>Balasting Vessell in Wareham</td>
</tr>
<tr>
<td>Pilotage in &amp; out</td>
</tr>
<tr>
<td>one Gallon Fluid ½ Oil 62 50</td>
</tr>
<tr>
<td>Philad a to Discharging Ballast</td>
</tr>
<tr>
<td>to Port Warden Harbor fee &amp; Trmg Coal 205</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

[Page 58:]

Schr Wm Tysons Port Charg 1858

Boston August 15 / 58
- Payd for Discharging 205 ton coal                                       30 75
- to Commission on freight                                                 1 88
- two Gallons fluid                                                        1 20
- One Gallon Oil & wicking                                                 1 08

Baltimore Sept 2 to Stevedore Bill                                         7 00
- to Hired Help                                                             2 00
- to Clearing Custom house                                                 50
- to Hired Help Do                                                          3. 00
- to Port Towage                                                           3 00
- Curentine [?]                                                            2 00
- Commission Heslen & Rogers                                               7 32
- one Gallon Fluid 1 Ball [--]king                                         60
- ½ Gallon Oil Lamp oil                                                    38
- to Commission procuring freight & Advertising                            18. 10

Boston Oct 4 to Entering Custom House                                     50
- to Steam towage to wharf                                                 3 00
- towage to Roxbury last trip                                              10. 00
- Stevedore Bill                                                           8. 00
- to Hired Help taking freight                                             3 70
- to Steamboat towages                                                     4. 00
- to Hired Help taking fee                                                 1. 50
- Clearing from Boston                                                     50
to Larkin & Lind Commission 5 90
125 91

[Page 59:

Schr Wm Tyson Port Charge 1858
2 Gallons Fluid 1 32
one Gallon Oil 75
to Cooperage on flour 2 15
Norfolk Nov 2 Entering Custom House 50
to Note Protest 1 00
to Towage to Portsmouth 3 00
to Harbor Master Fee 98
2 Gallons Fluid 1 40
to Truckage on G[y][---] 2 50
to Comm collecting freight at Norfolk 5 00
Georgetown
to harbor Fee & Towage up and over 12. 00
    Stevedores Bill Stowing flure 1 ct pr B 14 25
to Commission procuring freight 9. 00
to dis[---]al of [----]y . 50
    Pilotage Down River 8 00
    New york Nov 27 to Towage 5 00
to Hired help 3 50
    Paid for a birth to discharge 10. 00
to horse hire 3 87
to hired help 75
to Steamboat Towage 4. 00
to Steamboat  Do 5 00
93 92

[Page 60:

Schr Wm Tysons Port Charge 1858
to Stevedors Bill loading Staves 14 00
to Commission procuring freight 15 00
to Wharfage 1 75
  2 Gallons Fluid 1. 50
to Notifying & Collecting freight 9 00
to Towage in Boston 7 00
to Discharging large staves 15 75
to Towage to Chelsea 5 00
to Cash pay S R Allen Comission 15 00
to truckage on Sails to & from 2 00
two Gallons Fluid 1 25
87 25
[Page 64:]

**Schr Wm Tysons Bills March 1 1858**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston to Three Pound Nails</td>
<td>21</td>
</tr>
<tr>
<td>to Putty &amp; Glass</td>
<td>0.15</td>
</tr>
<tr>
<td>to One Gallon ½ Tar</td>
<td>0.25</td>
</tr>
<tr>
<td>to Caulking Decks</td>
<td>3.13</td>
</tr>
<tr>
<td>to Hauling out Vessell Ballsman</td>
<td>19.61</td>
</tr>
<tr>
<td>to 15 Pounds verigriss(^{15})</td>
<td>6.20</td>
</tr>
<tr>
<td>Baltimore to Peter Hardings &amp; Co Bills</td>
<td></td>
</tr>
<tr>
<td>April 23 for Vessell Sundries</td>
<td>30.86</td>
</tr>
<tr>
<td>to Peter Harding Do Do</td>
<td>27.58</td>
</tr>
<tr>
<td>to 1 paint Pot 3 Bowls &amp; 1 wash Basin</td>
<td>9.6</td>
</tr>
<tr>
<td>to Watter Cask</td>
<td>3.00</td>
</tr>
<tr>
<td>Phila August to Pump Brick[?]</td>
<td>7.0</td>
</tr>
<tr>
<td>to one Broom</td>
<td>2.25</td>
</tr>
<tr>
<td>to Hand lead</td>
<td>7.0</td>
</tr>
<tr>
<td>to Repairing Chain Boalt</td>
<td>1.50</td>
</tr>
<tr>
<td>to two new Tarpolens</td>
<td>3.50</td>
</tr>
<tr>
<td>Paid in Providence for paint to J Griffen</td>
<td>11.67</td>
</tr>
<tr>
<td>to clearing vesell Baltr</td>
<td>2.00</td>
</tr>
<tr>
<td>Scraping Bends Do</td>
<td>2.75</td>
</tr>
<tr>
<td>to S[---] Gr[---] &amp; pipe for vessel</td>
<td>3.00</td>
</tr>
<tr>
<td>Lov[---] Pe[---] ½ Gallon Paint oil</td>
<td>0.56</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>118.58</strong></td>
</tr>
</tbody>
</table>

[Page 65:]

**Schr Wm Tysons Bills 1858**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boston August to Stove Grate &amp; pole</td>
<td>2.25</td>
</tr>
<tr>
<td>to Fore topmast</td>
<td>10.00</td>
</tr>
<tr>
<td>to J Baker’s Bill for Riging</td>
<td>6.12</td>
</tr>
<tr>
<td>2 Corn Brooms</td>
<td>0.50</td>
</tr>
<tr>
<td>to Corn Pail &amp; Bags</td>
<td>1.47</td>
</tr>
<tr>
<td>Hawling up Vessell</td>
<td>15.00</td>
</tr>
<tr>
<td>to deck pipe &amp;</td>
<td>2.20</td>
</tr>
<tr>
<td>Baltimore to Bill for Verdigriss &amp; hired help</td>
<td></td>
</tr>
<tr>
<td>for Passatory Bollen[?]</td>
<td>7.20</td>
</tr>
<tr>
<td>Philadelphia to [---]ng Creak</td>
<td>7.00</td>
</tr>
<tr>
<td>to hand lead</td>
<td>7.50</td>
</tr>
<tr>
<td>Boston Oct 5 to Reparg Clock(^{16})</td>
<td>1.50</td>
</tr>
<tr>
<td>to one fly</td>
<td>1.25</td>
</tr>
</tbody>
</table>

\(^{15}\) Verdigris is a green pigment, copper acetate, caused by the action of acetic acid on copper.

\(^{16}\) This is probably the Chronometer, not just an ordinary clock.
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount (USD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Stove pipe for Galley</td>
<td>1 00</td>
</tr>
<tr>
<td>to Reparng Wheel</td>
<td>5 00</td>
</tr>
<tr>
<td>to Blocks East Boston</td>
<td>2 00</td>
</tr>
<tr>
<td>Cash paid for main Boom</td>
<td>26.00</td>
</tr>
<tr>
<td>to R[--]ting on Hoops</td>
<td>1 25</td>
</tr>
<tr>
<td>Henry Jenkins Bill for Paints</td>
<td>13.52</td>
</tr>
<tr>
<td>to hooks &amp; Band for Main Boom</td>
<td>2.87</td>
</tr>
<tr>
<td>4 tumblers three Teaspoons</td>
<td>67</td>
</tr>
<tr>
<td>two Corn Brooms</td>
<td>50</td>
</tr>
<tr>
<td>3 Pound nails</td>
<td>31</td>
</tr>
<tr>
<td>one Lantern</td>
<td>3 00</td>
</tr>
<tr>
<td>to Cleaning Bottom</td>
<td>1 75</td>
</tr>
<tr>
<td></td>
<td>106 79</td>
</tr>
</tbody>
</table>

[Page 66:]

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount (USD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>to Stove pipe for Cabin</td>
<td>2 44</td>
</tr>
<tr>
<td>Band to fore Boom</td>
<td>1 75</td>
</tr>
<tr>
<td>to Peter Hardings &amp; Co Bill</td>
<td>6.50</td>
</tr>
<tr>
<td>to Lamblack</td>
<td>25</td>
</tr>
<tr>
<td>to one Cheril &amp; Nails for Boat</td>
<td>75</td>
</tr>
<tr>
<td>Cash paid for a Baot</td>
<td>30.00</td>
</tr>
<tr>
<td>to one Shackuell</td>
<td>85</td>
</tr>
<tr>
<td>to Topinlift Chain[17] Repared</td>
<td>12</td>
</tr>
<tr>
<td>to Cleaning Clock</td>
<td>1 00</td>
</tr>
<tr>
<td>Stapels &amp; nails</td>
<td>19</td>
</tr>
<tr>
<td>George town Nov 20</td>
<td></td>
</tr>
<tr>
<td>to stove pipe</td>
<td>2 00</td>
</tr>
<tr>
<td>Newyork 5 pounds Spunyarn</td>
<td>26 26[18]</td>
</tr>
<tr>
<td>to Repairs on Mainsail</td>
<td></td>
</tr>
<tr>
<td>to Caulking Carpenters &amp; Blacksmith</td>
<td>32 22</td>
</tr>
<tr>
<td>to one teapot one pan Market Basket &amp; pan</td>
<td>2 95</td>
</tr>
<tr>
<td>to Caulking in Baltimore in August</td>
<td></td>
</tr>
<tr>
<td>paid in December</td>
<td>30 85</td>
</tr>
<tr>
<td>Boston Dec 23 to New Foresail &amp; Flying Jib</td>
<td>243 00</td>
</tr>
<tr>
<td>to S Bakers Bill</td>
<td>49.91</td>
</tr>
<tr>
<td>to one Bung dipper &amp; one pan</td>
<td>1 00</td>
</tr>
<tr>
<td>to two table clothes</td>
<td>1.87</td>
</tr>
<tr>
<td></td>
<td>436 03</td>
</tr>
</tbody>
</table>

[Page 67:]

Schr Wm Tysons Stock from March 10 to December 25 1858  
Gross Stock 3084 36

---

17 Topping Lift Chain - This is a chain that supports a spar, in the middle. Topping Lifts themselves are the ropes that go from the mast head to the ends of the spars to support them in equilibrium, so that they remain horizontal.

18 This is an exhorbitant amount for spunyarn and must refer to the next entry.
Port Charge  

<table>
<thead>
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<th>Description</th>
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<tbody>
<tr>
<td>613.79</td>
<td>Port Charge</td>
</tr>
<tr>
<td>2470.77</td>
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Commission  

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>123.53</td>
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<td>2,234.74</td>
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Vessels Half  

<table>
<thead>
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<th>Amount</th>
<th>Description</th>
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<tr>
<td>1,173.62</td>
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Vessels Bills  

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<th>Description</th>
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<tbody>
<tr>
<td>661.40</td>
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</tr>
</tbody>
</table>

Due the Owners  

<table>
<thead>
<tr>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>512.22</td>
<td></td>
</tr>
</tbody>
</table>

Cash Recd for Old Foresail  

<table>
<thead>
<tr>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.00</td>
<td></td>
</tr>
<tr>
<td>527.22</td>
<td></td>
</tr>
</tbody>
</table>

List of Schr Wm Tysons Owners  

<table>
<thead>
<tr>
<th>Name</th>
<th>Shares</th>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reuben R Whelden</td>
<td>18/64</td>
<td>158.32</td>
<td>Paid</td>
</tr>
<tr>
<td>Obed B Whelden</td>
<td>4-64</td>
<td>32.95</td>
<td>Obed B. Whelden</td>
</tr>
<tr>
<td>Warren H Whelden</td>
<td>2-64</td>
<td>16.47</td>
<td>Paid</td>
</tr>
<tr>
<td>Miller W Whelden</td>
<td>2-64</td>
<td>16.47</td>
<td>Paid</td>
</tr>
<tr>
<td>Miller W Whelden jr</td>
<td>2-64</td>
<td>16.47</td>
<td>Paid Obed B Whelden Feb 1859</td>
</tr>
<tr>
<td>George E Thacher</td>
<td>2-64</td>
<td>16.47</td>
<td>Paulina Thacher</td>
</tr>
<tr>
<td>Bengam M Nickerson</td>
<td>1-64</td>
<td>8.24</td>
<td>Benj M Nickerson</td>
</tr>
<tr>
<td>Hitty G Nickerson</td>
<td>2-64</td>
<td>16.47</td>
<td>Hitty G Nickerson</td>
</tr>
<tr>
<td>Almon G Hinkley</td>
<td>2-64</td>
<td>16.47</td>
<td>Almon G Hinckley</td>
</tr>
<tr>
<td>Joel Nickerson</td>
<td>2-64</td>
<td>16.47</td>
<td>Joel Nickerson</td>
</tr>
<tr>
<td>Josiah H Nickerson</td>
<td>2-64</td>
<td>16.47</td>
<td></td>
</tr>
<tr>
<td>Ellen P. Smith</td>
<td>1-64</td>
<td>8.24</td>
<td>A G Hinckley per E P Smith</td>
</tr>
<tr>
<td>Ruth Hedge</td>
<td>1-64</td>
<td>8.24</td>
<td>Ruth Hedge</td>
</tr>
<tr>
<td>Charles Norris</td>
<td>1-64</td>
<td>8.24</td>
<td>L F Barse for Charles Norris</td>
</tr>
<tr>
<td>Mathias Rich</td>
<td>4-64</td>
<td>32.95</td>
<td>Mathias Rich &amp; Co.</td>
</tr>
<tr>
<td>Samuel Rhoades</td>
<td>2-64</td>
<td>16.47</td>
<td>Paid George Mathews in Boston</td>
</tr>
<tr>
<td>Wm Robertson</td>
<td>3-64</td>
<td>24.72</td>
<td>Wm Robinson</td>
</tr>
<tr>
<td>Augustus Peterson</td>
<td>2-64</td>
<td>16.47</td>
<td>A Peterson by C. D. Wild</td>
</tr>
<tr>
<td>Joshua Baker</td>
<td>1-64</td>
<td>8.24</td>
<td>Joshua Baker</td>
</tr>
<tr>
<td>John A Howland</td>
<td>8-64</td>
<td>65.92</td>
<td>Paid here a Receipt</td>
</tr>
<tr>
<td>Myers &amp; co Norfolk</td>
<td>2-64</td>
<td>16.47</td>
<td>Paid here a Receipt</td>
</tr>
</tbody>
</table>

Settlement of Schr Wm Tyson up to this date Dec 28, 1858  

Page 70 is blank.

Page 71:  

Schr Wm Tyson Port Charge March 1, 1859  

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steamboat Towage Boston</td>
<td>5.00</td>
</tr>
<tr>
<td>Cash paid hired help</td>
<td>62.00</td>
</tr>
<tr>
<td>Do Do help</td>
<td>1.40</td>
</tr>
<tr>
<td>Description</td>
<td>Amount</td>
</tr>
<tr>
<td>-------------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>To loading Vesselll Stevedore</td>
<td>15 00</td>
</tr>
<tr>
<td>To Clearing Custom House</td>
<td>50</td>
</tr>
<tr>
<td>To hired help</td>
<td>1 80</td>
</tr>
<tr>
<td>to Coasting lisence &amp; Blank</td>
<td>1. 12</td>
</tr>
<tr>
<td>to Wharfage</td>
<td>2 00</td>
</tr>
<tr>
<td>to Hired help</td>
<td>4 45</td>
</tr>
<tr>
<td>Norfolk March 16 1859</td>
<td></td>
</tr>
<tr>
<td>To Entering Custom hosue</td>
<td>50</td>
</tr>
<tr>
<td>Note protest</td>
<td>1 00</td>
</tr>
<tr>
<td>to hired help</td>
<td>4 00</td>
</tr>
<tr>
<td>2 Gallons Fluid &amp; one do Oil</td>
<td>2 25</td>
</tr>
<tr>
<td>to Setting up head stay</td>
<td>2 50</td>
</tr>
<tr>
<td>to Commission</td>
<td>5 00</td>
</tr>
<tr>
<td>to Harbour fee</td>
<td>98</td>
</tr>
<tr>
<td>to Cartage on sails from Boston Loft to Vessell</td>
<td>1 00</td>
</tr>
<tr>
<td>to Commission procuring freight Corn</td>
<td>13 75</td>
</tr>
<tr>
<td>to Making new Davit</td>
<td>3 00</td>
</tr>
<tr>
<td>Boston to Commission on outward freight</td>
<td>10. 00</td>
</tr>
<tr>
<td>to one Broom &amp; ¼ Gallon Fluid</td>
<td>35</td>
</tr>
<tr>
<td>to Hired help</td>
<td>1. 50</td>
</tr>
<tr>
<td>to Boating freight to Portsmouth</td>
<td>2 00</td>
</tr>
<tr>
<td>to Trmmg Corn</td>
<td>5 00</td>
</tr>
<tr>
<td></td>
<td>84 72</td>
</tr>
</tbody>
</table>

[Page 72:]

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schr Wm Tyson Port Charge 1859</td>
<td></td>
</tr>
<tr>
<td>to half pilotage</td>
<td>7 50</td>
</tr>
<tr>
<td>to Search fee[19]</td>
<td>5 00</td>
</tr>
<tr>
<td>Boston April 16 to discharging Corn</td>
<td>6 00</td>
</tr>
<tr>
<td>to towage in Boston 2 tows</td>
<td>8 00</td>
</tr>
<tr>
<td>to Survey on Hatches</td>
<td>3. 00</td>
</tr>
<tr>
<td>to two gal Fluid</td>
<td>1. 38</td>
</tr>
<tr>
<td>2 Corn Brooms</td>
<td>50</td>
</tr>
<tr>
<td>3 quarts Oil</td>
<td>68</td>
</tr>
<tr>
<td>to hired help discharging Corn</td>
<td>2 75</td>
</tr>
<tr>
<td>to taking in Plaster</td>
<td>3 65</td>
</tr>
<tr>
<td>to Clearing &amp; Enclosing papers</td>
<td>. 90</td>
</tr>
<tr>
<td>Alexandria May 2</td>
<td></td>
</tr>
<tr>
<td>2 Corn Brooms</td>
<td>50</td>
</tr>
<tr>
<td>to Pilotage up and down River</td>
<td>15. 00</td>
</tr>
<tr>
<td>toTrimming Coal</td>
<td>10 25</td>
</tr>
<tr>
<td>to discharging plaster</td>
<td>6 00</td>
</tr>
<tr>
<td>to harbour Fee</td>
<td>1 25</td>
</tr>
</tbody>
</table>

\[19\] The "Search fee" was imposed by the Southern ports after the passage of the "Fugitive Slave Law", where they would search a ship for "contraband," as they called escaped or missing slaves.
to towage 6.00
to Hartly & Brothers Commission on Coal 10.25
to Search fee 2.00
to Entering & Clearing 1.50

92.11
84.72
176.83

[Pages 73 through 76 are blank.]

[Page 77:]

Schr Wm Tysons Stock from March 1 1859
Stock from Boston to Norfolk 161.35
Stock from Norfolk to Boston 546.14
Stock from Boston to Alexandria 133.00
whole amount of stock $ 846.49

[Page 78 is blank.]

[Page 79:]

Schr Wm Tyson Bills 1859 March 1st

to Pump Spere & Box 1.00
to Carpenter Bill 12.90
to Goose Neck[20] 1.75
to Reparing Jib 7.71
to Cartage on same there & Back 1.00
Cash paid for dragging Sheet Anchor at
H Hole[21] 10.00
Use for Anchor 1.00
to Seizing Stuf Norfolk 95
to line and laths 90
to Setting up head stays 2.50
to varnish and Brush Work 2.00
to Blacksmith Bill 7.50
to Bill of Seizing for head stays 1.93
to J Bakers Bill 6.48
to J Bakers Bill 23.35
to Hawling up Vessell Chelsea 12.00

to one dust pan[28] 4 table spoons 16 44
to Reparing Crank handles 38
one lantern signal 1.20

93.99

[20] A goose neck is usually a davit, a curved iron used to lift a boat, hold a spare spar, etc.
[21] H Hole is Holmes' Hole, the old name for what is now Vineyard Haven, on Martha's Vineyard.
Gross Stock of Schr Wm Tyson

Year 1859 860.49
Port Charge 176.83
663.66
Capt Com°s 34.00
2) 629.66
Vessells Half 314.83
Bills on the Vessell 98.99
Due the Owners 215.84
the whole amount of sails Riging Chains & Anchors Vessell & Spars brought at anchor after Deducting Vessell & Spars brought at anchor Expenses is 332.83
Due the Owners $547.67

[Page 81 is blank.]

Settlement of SchR Wm Tyson August 20. 1859
Cash Recd of Reuben R Whelden the Dividend of the SchR Wm Tyson her Earnings & also the proceeds saved from said Schooner
Recd the Amount Set Against the Rect Names

Reuben R Whelden 18-64 Paid 154 08
Obed B Whelden 4-64 Paid 34 24
Warren H Whelden 2-64 17.12
Miller Whelden 2-64 17 12
Est of Miller Whelden Jr 2-64 Paid 17 12 Paid by Obed B. Whelden
George G Thacher 2-64 17 12
Benjamin M Nickerson 1-64 Paid 8.56
Hetty G Nickerson 2-64 Paid 17 12 Paid By my ord R R Whel
Almon G Hinkley 2-64 Paid 17 12 Do Do
Joel Nickerson 2-64 Paid 17 12 Do Do
Josiah H Nickerson 2-64 Paid 17 12 Do Do
Ellen P Smith 1-64 Paid 8 56 Do Do
Ruth Hedge 1-64 8 56
Charles Norris 1-64 8 56
Mathias Rich 4-64 Paid 34 24 Mathias Rich Jr for Mathias Rich & Co
Samuel Rhoades 2-64 Paid 17.12
Wm Robertson 3-64 Paid 25 68 1.80 Interest William Robinson October 25-1860
Augustus Peterson 2-64 17 12
Joshua Baker 1-64 Paid 8 56 J Baker Oct 25 1860
John A Howland 8-64 68 48
Myers & Comp\textsuperscript{v} 2-64 Paid 17 12
343 84 Recd in full

[Pages 84 and 85 are blank.]

[Page 86:]
Mobile Jany 16 1861
Recd of Reuben R Welden ten dollars for servises rendered on board the Sch\textsuperscript{r} J P Hill for one month
Shipped as ordain array Seaman
Recd in full of all demands 10. 00
Reuben A. Dodge

Mobile Jany 16\textsuperscript{th} 1860
Recd of Reuben R Welden for services rendered on board the Schr J P Hill for one month at fifteen dollars per month
Recd in full of all demands 13. 00
Arthur [?] wentworth

[Page 87:]
of Reuben R Whelden for Service Rendered on board the Sch T P Hill as Cook for the Sum of one month 19/30 at 25 Dol per month
Recd in ful of all demands 40 70
Recd Payt X
William Jenny

[Page 88:]
Boston Oct 31/ 86
Recd of R R Whelden Ellen Dollar for Services Rendered on board th Sch T J Hill as seaman for the tem of fourtee days
Recd in full of all demands $ 11 00
Samuel Kelly

Boston Oct 31
Capt Whelden
To John G Dunbar D:\nTo Writ and Service $ 5 34
Recd Paymt
John. G. Dunbar

[Page 89:]
Jack entered on duty the 39 day of my and was Discharged
on the Sixth of August
Time on board two months & Eight Dys
2 = 8
M Da

[Page 90:]
New york August 8 1861
Recd of Reuben R Whelden for Services rendered on board the Schooner T J. Hill for the term of two months Seven days as seaman at Sixteen Dol pr month 35. 96
Recd in full of all demands
Recd Payt John X Dryden

New york August 8, 1861
Recd of Reuben R Wheele for service Render on board the Schr T J Hill as seaman at sixteen Dol pr month for the term of two month and sevend dys and of [---] Recd in full of all demands 35. 96
Henery Hicks

[Page 91:]
Newyork August 8 1861
Recd of R R Whelden for services rendered on board the Schon T J Hill for the term of two month & Seven Dys at Sixteen Dol pr mont Amt of Wages 35. 96
Recd in full of all demands
Recd Payt Cornelius Van der Jenne.

Newyork August 8 1861
Recd of R R Wheden for Services rendered on board the Schr T J Hill for the term of two month & seven days at sixteen Dol per month Amt of Wages 35 96
Recd in full of all demands up to this Date [signature illegible]
August 8 1861

[Page 92:]
New york April 25 1862
Received of Reuben R Whelden for Services rendered on board the schoner T J Hill as seaman for the term of four month & twenty five days at Eighteen dollars per mont A number of Wages 87 00
Had out at different times 6.00
Hospital money 95
Cash recd in full of all demands against the Sch T J. Hill & owners $80 05

J C. [Baker?, Becker?]

New York April 25 1862

Received of Reuben R Whelden for services rendered on board the schooner T J Hill as seaman for the term of four month and twenty nine days at eighteen dollars per month

<table>
<thead>
<tr>
<th>Amount</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash recd at different times</td>
<td>9.00</td>
</tr>
<tr>
<td>Hospital money</td>
<td>1.00</td>
</tr>
</tbody>
</table>

Recd in full of all demands against the Schooner T J Hill & owners

Hennery Denekas

[Page 93 has sums and calculations only.]

[Page 94 has sums and:]
Settled up with Joshua Studley to the 25 of April

[Page 95 – receipts:]

New York April 25 1862

Recd of Reuben R Whelden for services rendered on board the Schr T J Hill for the term of five months and twelve days at twenty five dollars per month

<table>
<thead>
<tr>
<th>Amount</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whole amount of wages</td>
<td>129 60</td>
</tr>
</tbody>
</table>

Recd in full of all demands against the Sch T J Hill up to this twenty fifth day of April 1862

Joshua F Studley

New York April 26 1862

Received of R R Whelden for Services rendered on board the Sch T J Hill as seaman at Eighteen dollars per month for the term of five months and fifteen days

<table>
<thead>
<tr>
<th>Amount</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amt of Wages</td>
<td>$88 10</td>
</tr>
</tbody>
</table>

Recd in full of all demands against the Schooner T J Hill & owners

Mathew McDonald

[Page 96:]

New York April 26: 1862
Received of Reubin R Whelden for services rendered
on board the Schr T J Hill for the term of five months
and Six days at Eighteen dollars pr month

whole amount of Wages 91 60

Recd at different times 23 50

Recd in full of all demands against 68 10

the Schooner T J Hill & owners

this 26 Dy of April 1862

James X S[--]cine

[Page 97:]
Providence Oct 6 1862

Recd of R R Whelden for services Rendered on board
the Sch T. P. Hill for the term of twenty Six dys as
seaman at Sixty cts pr day

Recd in full of all demands against Schr
T J Hill & owners 15. 60

his mark

Edwin X McQuilten

his mark

Henry X Trddie

[Page 98 – page has sums and:]

Nathan Foster  12 Day of October

Knife  38
Ladle  25
Skimmer  20
Lamp  85
Lamp  85
Globe  10
Ash Sh[---]  12
2 P Plates  25

[Page 99 – sums and:]

Boston Nov 25 1862

Received of R R Whelden twenty one dollars as
wages for one month And one dys

Recd in full of all Demand  

Isaac X Mather

mark

[Page 100:]

Provid Oct 12 1862

Schooner T J Hill Trip from Providence to
Philadelphia & Back  

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>324 Tons Coal at 200</td>
<td>648.00</td>
</tr>
<tr>
<td>From Phil to Providence</td>
<td></td>
</tr>
<tr>
<td>Port Charge</td>
<td>79.30</td>
</tr>
<tr>
<td>2) 568.70</td>
<td></td>
</tr>
<tr>
<td>one Half</td>
<td>284.35</td>
</tr>
<tr>
<td>Five pr Cent</td>
<td>14.21</td>
</tr>
<tr>
<td>Due Th Owners</td>
<td>270.14</td>
</tr>
</tbody>
</table>

[Page 101:]

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Charge Schr T P Hill</td>
<td></td>
</tr>
<tr>
<td>Providence Oct 12 1862</td>
<td></td>
</tr>
<tr>
<td>to Ballasting Vessel</td>
<td>4.80</td>
</tr>
<tr>
<td>Custom House Fee</td>
<td>2.30</td>
</tr>
<tr>
<td>Wharfage taking in Ballast 25 tons 6 cts per ton</td>
<td>1.50</td>
</tr>
<tr>
<td>to Crowell Bill two Table Clothes</td>
<td>1.40</td>
</tr>
<tr>
<td>Phil to one Towage</td>
<td>4.00</td>
</tr>
<tr>
<td>to Port W &amp; H Fee</td>
<td>1.00</td>
</tr>
<tr>
<td>to Tmg Coal 324</td>
<td>16.20</td>
</tr>
<tr>
<td>to Dischgng Coal 324 12½</td>
<td>40.50</td>
</tr>
<tr>
<td></td>
<td>70.30</td>
</tr>
</tbody>
</table>

| Vessels Bills                      |         |
| to Sheubert & Cottingham Bill      | 1.70    |
| To Two Towages                     | 8.00    |
|                                   | 9.00    |
|                                   | 70.30   |
|                                   | 79.30   |

[Pages 103 through 108 are blank.]

[Page 109 has only:]  
"Cambridge Augst"

[Pages 110 through 113 are blank.]

[Page 114 – last page in ledger before the endleaf; page has sums and:]  

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 00</td>
<td>Banke</td>
</tr>
<tr>
<td>3, 00</td>
<td>Inshurance</td>
</tr>
<tr>
<td>1, 50</td>
<td>Inshurance</td>
</tr>
<tr>
<td>75</td>
<td>Rus</td>
</tr>
<tr>
<td>60</td>
<td>Interest</td>
</tr>
<tr>
<td>62</td>
<td>House</td>
</tr>
<tr>
<td>2, 21</td>
<td>House</td>
</tr>
<tr>
<td>1 40</td>
<td>House</td>
</tr>
<tr>
<td>12 08</td>
<td></td>
</tr>
</tbody>
</table>
2 50
14, 58
5
12
30
15 05
1 00
16 05

[Endleaf is blank. Outside of rear endleaf has sums only.]

[End of ledger.]