August 11th 1834.

Dear Sir,

Your letter of June 09th was duly received, and should have been answered before, but I have not been able to obtain the information which you desired until now. Since I last wrote, the old Macedonian has been taken into the dock and torn to pieces. The Delaware River has been in the grip of War. St. Louis is now there.

While pumping the water out for the Argus one of the chain pumps broke. The sprocket wheel was broken and the chain in four pieces. There was 25.9 ft. of water in the channel which was pumped out in 6½ hours, with 8 lift and 3 chain pumps. Then the St. Louis was locked. There was 47.5 ft. water which was pumped out by the left pumps alone in 7 hours.

When the River was taken in, the filling anchors were opened at 3 o'clock and at 5 o'clock the lock was ready for the filling. 9½ of an hour were consumed in filling the lock and in 1¾ hours the floating gate was pumped out, taken from its place and hauled out in the stream.
The dock appears to stand well except the side stairs, these have evidently settled from the rest of the work, particularly those on the North side of the dock. You recollect that the lower flight is very near where the old well was situated and the ground about it was very soft. These steps have gone from the rest of the work and the second step is broken in two as at a. and the joint at b is opened very much, this has taken place in both flights on the North side.

I will now endeavour to give you the information which you desired. The well that was broken up near the gates is 42 feet deep and 4 feet in diameter. The surface of the water at low tide was 20.2 feet below coping and at high tide it was 17 feet below coping. The rock on the North side is stoped up with land and dirt is full of water from the rains. That on the South side is clear and the water stands at 18 feet below coping. The spring water weighs 6 feet 6.2½ pints, the water near the office 62 10 and the River water 63½ pints. The well back of the engine house is 20 feet deep & 13.9 feet in diameter, and the water when not in use stands at 10 feet below coping. I have had this well cleared out and the water is now very fine. Any other information which you may desire, I shall be extremely happy to afford you.

The Navy Commissioner with the new secretary were here some time ago. The Secretary appears to be a very plain and agreeable man, asked a great many questions and appeared much pleased with the Dock. Commodore was too unwell to visit the yard.

The Commissioner have given me a charge of the building of the winter dock and the work is to be commenced soon. Any advice which you may be disposed to give me on the subject will be very gratefully received.

From Warrington desires me to say to you, that he wishes to know the cost of his plan, and that he will pay the money to me or any other person as you may desire. The Portsmouth Round the Reach Road is opened as far as Suffolk. Several loads of bacon, bread etc. have come down, but the travel does not yet pay expenses. I shall be very happy to hear from you again.

Remain your friend,
L. Baldwin Esq.

Worcs 1 Jan 05
Head

From

Rothschild Augt 11th 1839

Sole P. Balladur

Dear Sirs,

You will procure by the Rothschild Epurs of The Times that I propose raising a limited stock company to build a large ice house for the accommodation of the Borough and Portsmouth, I have near 20,000 subscribers. The talk of building it on the Shotter I have heard.

The object of this is to obtain from you some useful hints relative to the most eligible construction of such a building, principally with reference to the facility of maintaining the ice and the speedy closure of water caused by putting. We shall have to build it above ground, and contemplate doing it in a short time. Any proposals design to any of these subjects or points will be greatly modified by the way it is not entirely agreed to what you may propose on most important. It will be large enough to contain 2000 tons and face proof. I am going to twaddle you on such select liberal terms, but hope to have the pleasure of helping you to a cool drink from the better through your early attention to the this subject will oblige your friends here of whom I am sure you have many besides.

Yours at 27 Marshall Park.
P.S. The Balance of $10,000 will be forwarded whenever
you may consider it proper. N.S.
Washington, Aug. 18, 1854

Dear Sir,

I have just read your letter of the 12th, and hasten to answer it. If I had had the slightest suspicion that any active opposition would have been made in the House to your bill, I think I could have excited such an interest for it, as would have saved it. But the day on which it was decided, I called on Col. Watervliet, and he told me that he had no doubt it would pass, and as he was a member of the Naval Committee, I thought there could be no doubt of its being

...Of his estimate of the matter, we evidently was not aware of the intention of Mr. Smith to oppose it. Next session, however, it may be carried through. There will be no necessity for a new petition, the same one may be taken and referred to the Committee. As this moment, I am preparing to leave the city, to bring back my wife. She has gone on a visit to her father in New Jersey; on my return, I will look into the matter.
August 19, 1839

Mr. James Sullivan

My dear Sir,

I have the honor to acknowledge the receipt of your letter of the 15th ult., and to inform you that the Steam Packet will leave here on the 20th inst. in order to make a call at your port. I have the honor to forward you the enclosed papers, which will give you a correct account of the proceedings of the Steam Packet Company. You will find in the enclosed papers a copy of the address which was delivered by the President of the Board of Directors at the Annual Meeting of the Company. The Steam Packet will leave here on the 20th inst., and I desire to have the enclosed papers forwarded to you as soon as possible.

Very truly yours,

[Signature]

Maryland, April 7, 1839.
Monsieur,

Je reçois avec plaisir le rapport transcrit
sur Charles, François, par l'administration
de Terre-Neuve. Je suis soulagé de voir
que vous avez commencé le travail de
la renommée en main propre, et que vous
avez enfin, en tant que Marine, une nouvelle vue de
la renommée distinguée de Boston avec vous.

Je suis très heureux de vous connaître. Mais
j'espère que vous gagnez encore plus d'argent.

Mais, à mon avis, au lieu de revenir
à New-York, vous devriez rester
à New-York,

J'ai écrit j'ai écrit le
rappel à mon oncle qui est à New-York.

Si vous saviez combien j'ai fait pour la
renommée avant le temps, et que vous m'en aviez
envie, vous auriez aimé quelque à New-york.

Avec respect,

Ch. P.
Pouvez-vous m'écrire quand je l'aurai
à la poste. Je ne veux pas dépensier trop
d'argent. Je retourne chez M. de Lomme,
mais je ne veux pas la marquer à mon
service.

Croyez moi
très sincèrement

Michel Alphonse

Casino rue Steinerer & Co., N. Y. yyy.

P. S. J'ai vu récemment mon vieil ami

V. Jean.

Veuillez bien me répondre par avion.

En attendant, je vous prie de bien vouloir
me retarder.

Gardez-vous bien de recevoir.
Dr. Chabanais, Sept 17 1824.

Monseigneur,

Aussi nous vous avons écrit à vous. A vostre lettre du 18: Je m'excuse de ne pas avoir pu vous répondre. Cet événement nous a occupé. Voici, ce qui suit.

Le lendemain, je me suis remis à la partie suivante.

Le 20, monsieur, je suis bien enchanté de vous voir dans ce temps de désolation.

Tous nos amis nous accompagnent.

Nous sommes avec vous à la place d'une vie nouvelle.

Nous sommes avec vous dans la contemplation de l'éternité.

Nous sommes avec vous dans la prière et dans l'espérance.

Monsieur, mon ami, nous sommes avec vous dans la vie et dans la mort.

A la place de ce que nous avons perdu, nous cherchons a nouveau une vie nouvelle.

Le 20, monsieur, nous sommes avec vous dans la prière et dans l'espérance.

Nous sommes avec vous dans la vie et dans la mort.

A la place de ce que nous avons perdu, nous cherchons a nouveau une vie nouvelle.

Le 20, monsieur, nous sommes avec vous dans la prière et dans l'espérance.

Nous sommes avec vous dans la vie et dans la mort.

A la place de ce que nous avons perdu, nous cherchons a nouveau une vie nouvelle.
Cher ami de la famille, laissez-moi vous écrire ce peu de

Michel Charlot

108 Main St. N. Y.

Veuillez donner à mon frère à l’attention de Mr. St. Clair

Cher ami, recevez de ma part mes salutations. Je vous envoie

C. A.

108 Main St. N. Y.

Veuillez donner à mon frère à l’attention de Mr. St. Clair

Cher ami, recevez de ma part mes salutations. Je vous envoie

C. A.

108 Main St. N. Y.

Veuillez donner à mon frère à l’attention de Mr. St. Clair

Cher ami, recevez de ma part mes salutations. Je vous envoie

C. A.

108 Main St. N. Y.
I.Graham
Liverpool 4 Oct 1834

My dear sir,

By the ship's master of 4 for Boston from this port I shipped for you a box containing a copy of George Thomson's Scotch songs, a print of Chester bridge with the dimensions marked, a small box, and an autograph letter from your humble servant. I was on my way to take a little town with an invalid friend to put the box into the office of Barrow Brothers the ship's agents. I am now on my return to New York. I have been at Cookes town without ascending Snowdon; I have been in the house without entering the "hole in the wall", that celebrated tavern. The land is that "dead flowery land, the "first year of the face", it is a helpless country. But this "and a cursed people". The fields are green. The
only are rich the castle are fat. The leads are smooth; the palaces & castles of the nobles seem to be grand & majestic - the public works are magnificent - but the people are wretched.

The young are wretched, the middle aged are athletic and colourful; the old are dead. They work for 1 day now, in winter for 6 pence. They live on potatoes & milk, in the midst of provision of good things. And when one does meet a man who siehts fine looking fellow or a rosy Kate Kearney by accident, it moves one's heart for the best. They are discontented.

No wonder. No wonder.

The town itself is an ellipse, but segment of a circle. Closer to the town is nearer a than the drop at - tho if I remember the priest made it a regular segment. I took a close down from this coach to see it today.

I do wish you had been with me yesterday. I was at Menai bridge & examined the fastenings of the chains on the rock 150 yards from the front of the house at the end of the bridge in the common.

I was told to a horizontal bar now & driving in the sky which is still a walled city with a beautiful suspension bridge just under the Castle. The suspended portions of the bridge being in the same style of architecture as the Castle.

Nothing could equal the beauty of the fine city this glorious blue-stayed morning, jewelry among the Welsh mountains - with its white, self-coloured in the fine day of which it shines a 6 foot, taut, wire running below the bridge, making music more fresh if not more woe than Paganini.

I fear this beautiful country, as I cannot get a grammatical phrase in the hand and I am perfect for time. I must write to you that I sent the Speeches to you & I hope they will arrive when you are well.

Yours truly J. Graham.
New York
March 3rd, 1804

Sir,

I am in receipt of your letter of the 29th instant, and the subject is fully understood. I am, therefore, willing to undertake the matter, and to make it such as you require. The plan is to build a dock, flanking 74 x 30, that being the size of the lot of land in the Town of Port Washington, the dock to be the spacious. The dock to be parallel with the river, lying along the creek between the land and the water. There to be a door with the river. A fire-proof building of 25 x 30, then a 2-story gin of 10 x 20, the gin having a 3-story gin, with a 2-story bank, and a 2-story store. The dock to be a very strong dock. Your plan of building the dock to be made in the same manner as to the dock, with the exception of the gin, it may be adapted to other purposes, if desired. The dock to be made to last 10 years at least, and the gin, 15 years. The dock to be a very fine dock. Yours, truly,

[Signature]
- the same time, with microscopes before them. Only to be found. Your love & W 0 W M.

Matthew Pate
W. T. Gandy

[Signature]

I was

Walter Benton

[Signature]
Washington, Octr. 14, 1834.

Col. Squanne Walton.
Charlestown.

Majr.

[Handwritten text not legible]
...ely, or monthly payment that shall be due to Col. W. If you can get a package enclosing this order into the hands of Mr. Walker, he would transmit it to me free of post-age.

I am Very Respectfully,

Lt. Ross Pct.

D. H. Vale.

P.S. I shall place in their hands 2 each of the drafts, in order to give them notice that the money is not to be paid to Waymear & Mc Arthur.
New York le 3 Nov. 1834

Monsieur

Je viens d'écrire et je pense que mes arrangements avec Strabournes, le Veuve Dupont de Bourbon relié à la Nouvelle-Angleterre, qui venant vous donner meurt un jour, vous en réminez beaucoup. Je n'aurais dû jamais quelque chose dans le pays, le droit tout de suite à ma fortune. Il était sous cet état que, grâce à l'obliger de l'Angleterre, y avoir été ici, l'aider à vous en partager, je me réjouis de m'avoir eue. De même, je vous entends de mes propres mains, il faut m'écrire.

Je reviens avec bien des émotions qui vous raconterai bien le sommet de Votre amour pour le Westerly, à domicile j'ai senti beaucoup de joie de Votre attention, je suis tout renfermé dans l'amitié pour Re et M. d'Ambert et Votre. J'ai encore une lettre

Veuillez que vous me remettre. Je ne suis pas rentrée à l'heure que j'ai eu
sous Capital, etc. L'ambassade est sur la rue St. 
Alexandre, et l'une de ses agences à l'Hôtel des Arts.

Il ne fait aucune idée typique de l'hydraulique en France,
son commerce aérien a atteint voire comme Suisse à l'étage.
e l'application. Il n'est pas sûr. Il est d'ailleurs 
la ville de Bruxelles l'ambassade des viatiques et il lui
est d'ailleurs avec une voie du lieu. A moins qu'il en
Le raisonnement est sur le mème qui Mlle. de France.
Se voit une chambre. Il y a un lit, un coffre à bijoux,
Est dans cette chambre, allongé. Il se promène à une
distance considérable. Il est d'entre. En tout le temps
ces deux noms. Les ventes sont
de Colombe sont complètement dérivées dans la branche de
l'hydraulique dont je vous avait dit. Je ne suis que de ces
études, donc à la demande de l'usager-vendeur.
Colombe dans le Libraire aux jeunes.
Adrien Marnay dans la boutique de l'étage.
e un Jef dans une agence américaine, et d'autres avec
à son désir. Maître Noël et moi.

Michel Théodore.
Colonel
L. Baldwin
Barlow

[Handwritten text partially visible]

[Handwritten signature]

[Postmark: Nov 27]

[Handwritten note: "25"]

[Handwritten note: "Nov. 12. 1837, March 1838"]

[Handwritten note: "Enmarched for Washington 1834"]
Portsmouth, Dec 25th 1834

Dear Sir,

Your kind letter of Oct 25th was duly received and afforded me much pleasure, as it always does, to hear from you. You ask if I need not any promise on your part, to pay Major Taylor, Perkins & Co an extra allowance for the new cylinder which they furnished for the steam engine. I do not need having for the steam engine. I do not need having heard you make any such promise, and I think you always considered it the duty of the company to put the engine in as good condition as it is at present. I think they should consider themselves quite fortunate in getting the work off their hands. I hear of no accidents happening to the engine or pumps at Charlestown, and ours is constantly getting out of order in some way or other. The old cylinder is still here & is very much in our way and if it belongs to the Bridgewater company I should be glad
If they would take it away.

Mr. Bouff has received your letter and is very grateful for the compliment which it contained. Aon Harrington has never paid me the $10 for the glass, but if he should do so, I will dispose of it as you requested. It is said Mr. W. is to leave this station shortly. I do not know who is to succeed him. Some say Mr. Kennedy, but I cannot think he will be the man. If he should come, I expect to see windmills and snap dragons on every building in the yard. In fact, Lieut. Forrest told me that Mr. B. said he should put a windmill upon their house No. 1 as soon as he came to the yard.

Business is very dull in this yard at present a few days ago, all those who were employed under the appropriation for improvement of Navy Yards were discharged; the money being all expended. There were 865 men all discharged and it has caused a great deal of trouble and distress among them. The Frigate Constellation was taken into the Dock a few days ago. The leak in the turning gate being quite rotten and torn in many places, I took it off and put in place of it some thick cloth called Fireproof. Upon pumping the water out for the Constellation I found the joint made by the turning post and the lower sails with the stone work to be perfectly tight, the only leak was through the gate. I never saw those gates so tight before. As for the Flood Gate, nothing need be said about it. I have at length got all our pumps in working order again. We have received some new copper wheels from Washington; they are much heavier than the old ones and look very well.

I shall be extremely happy to hear from you again as soon as convenient.

 Remain Respectfully,

S. Baldwin Esq.
Charleston

Your Old servant

Jno. P. Harden.
The first comparisons of the two measures commenced at the termination of twenty measures from the south end of the line, which when reduced to a level line or rather small tangents to the earth's surface gave the following result viz: First measure 1195.255 inches, second measure 1195.402 making a difference in the two measures of .15 inches. These differences have marked with the sign + when the second measure is the largest, and with the sign - when the first measure in the largest, and in the first comparison in the following table, which contains all the preceding comparisons at their reduced distances from the south end of the line, amounting to the above comparisons. The reductions of reduction.

Comparison of measures
1st comparison 1195.255 inches, 2nd comparison 1195.402 inches. Difference 0.147 +
2nd comparison 1195.402 inches, 2nd comparison 1195.402 inches. Difference 1.147 -
3rd comparison 3957.597 inches, 3rd comparison 3957.530 inches. Difference 0.067 +
4th comparison 5971.200 inches, 5th comparison 5971.132 inches. Difference 0.068 +
5th comparison 7817.315 inches, 6th comparison 7817.248 inches. Difference 0.086 +
6th comparison 9878.917 inches, 7th comparison 9878.850 inches. Difference 0.057 +
7th comparison 11978.500 inches, 8th comparison 11978.432 inches. Difference 0.068 +
8th comparison 13988.045 inches, 9th comparison 13988.018 inches. Difference 0.027 +
9th comparison 15998.732 inches, 10th comparison 15998.705 inches. Difference 0.027 +
10th comparison 17999.529 inches, 11th comparison 17999.502 inches. Difference 0.027 +
11th comparison 20000.326 inches, 12th comparison 20000.299 inches. Difference 0.027 +
12th comparison 21991.123 inches, 13th comparison 21991.096 inches. Difference 0.027 +
13th comparison 23992.019 inches, 14th comparison 23991.992 inches. Difference 0.027 +
14th comparison 25993.015 inches, 15th comparison 25992.988 inches. Difference 0.027 +
15th comparison 27994.111 inches, 16th comparison 27994.084 inches. Difference 0.027 +
16th comparison 29995.107 inches, 17th comparison 29995.080 inches. Difference 0.027 +
17th comparison 31996.102 inches, 18th comparison 31996.075 inches. Difference 0.027 +
18th comparison 33997.198 inches, 19th comparison 33997.171 inches. Difference 0.027 +
19th comparison 35998.194 inches, 20th comparison 35998.167 inches. Difference 0.027 +
20th comparison 37999.190 inches, 21st comparison 37999.163 inches. Difference 0.027 +
21st comparison 39999.986 inches, 22nd comparison 39999.959 inches. Difference 0.027 +
22nd comparison 41999.982 inches, 23rd comparison 41999.955 inches. Difference 0.027 +
23rd comparison 43999.978 inches, 24th comparison 43999.951 inches. Difference 0.027 +
24th comparison 45999.974 inches, 25th comparison 45999.947 inches. Difference 0.027 +

The length of the line as follows: First measure 1195.255 inches, second measure 1195.402 inches. Difference 0.147 +

But whereas the measuring rod was found from a careful examination to be only 577.999 inches instead of 600 inches at 60° temperature. From which the length upon which the foregoing calculations were based, has made it necessary to rereduce the length of the line that it may correspond with the exact length of the measuring rod. The following is a reduction of the same:

As 600 inches = 577.999 inches; 469714.463 inches = 469714.893 inches to which same must be added 265.466 inches being the quantity that the whole length of the line exceeds the aforementioned 700 measures and which was measured with a newly graduated steel tape. The whole length of the line will therefore be 469714.893 + 265.466 inches = 469979.449 inches = 39041.962 feet = 13006.937 yards = 7,589.04 miles = 694.947 square miles.

Thus you can see as it were at one glance the correspondence of the two measures at 25 different points, and you perceive, in no one instance are the two measurements an inch apart, and the whole amount of error which will amount to a very small sum, and this is not improbable that in some instances appearing greater than they really were from the arrangement of the marks as before explained.

I should be happy to answer any inquiries that you may be pleased to make respecting the trigonometric survey or to give you any other information I may have it in my power to communicate.

Your respectful and obedient servant,
Col. Lewis Woodburn
Civil Engineer

P.S. Should you wish to write me please to direct to Tall River, 13.