

**Guide to the Elwin Eldredge Collection on John H. Morrison,  
1881-1921, 1958  
MS0006**

**The Mariners' Museum Library  
at  
Christopher Newport University**

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## DESCRIPTIVE SUMMARY

**Repository:** The Mariners' Museum Library

**Title:** Elwin Eldredge Collection on John H. Morrison

**Inclusive Dates:** 1881-1921, 1958

**Catalog number:** MS0006

**Physical Characteristics:** 3 document cases of letters (correspondence), envelopes, articles, notes, drawings, 2 leaflets, photocopies, photograph, 1 copy print, and illustrations.

**Language:** English

**Creators:** Morrison, John H. (John Harrison), 1841-1917; Eldredge, Elwin Martin, 1893-1965

## BIOGRAPHICAL SKETCH

John Harrison Morrison (January 7, 1841-August 26, 1917) was born in New York City to parents John and Margaret Morrison. His father had been a successful merchant in New York City, working at a well-known firm that was later named A. T. Stewart & Company. The younger Morrison proved his intelligence by graduating high school at the early age of fourteen and then enrolling at the College of the City of New York a year later. Before completing his studies, Morrison became associated with a large shipbuilding firm and was quickly given the position of paymaster of the shipyard. Later he became the private secretary to Mr. Charles Copeland, who was at that time inspector of lighthouses and marine engines for the United States government. After twenty years at this occupation, Morrison began his own enterprise of manufacturing varnishes for carriage tops, rubber and rubber cloth in Norwood, New Jersey in the year 1869.

Morrison married Susan Hutchinson in Greenpoint, New York on September 26, 1865. The couple had four children: Thomas F., Edith, Florence Ethel, and Clifford Jerome. Morrison sold his factory and his business and retired in 1908 at the age of 67. He published three important works before his death in 1917 entitled, *The History of American Steam Navigation*, *The History of New York Ship Yards*, and *Are There Equinoctial Storms?* He was also a member of a few notable organizations such as the Navy League and the National Geographic Society.

Elwin M. Eldredge, the collector of this material, was born in 1893 in Brooklyn, NY. As a young man he worked for the Metropolitan Steamship Company, later joining the Army during World War I. After the war, he joined his father and brother in the printing business. He became acquainted with some of the older steamship historians of the 1920s, among them John Morrison, and eventually absorbed their collections into his. The Mariners' Museum bought his entire collection in 1939 and accessioned the ocean steamship material immediately. Mr. Eldredge retained and added to his American steamboat materials until his death in 1965, at which point the steamboat collections, of which the Morrison papers were a part, came to the Museum.

## SCOPE AND CONTENT

The bulk of this collection represents the research of John H. Morrison, an avid maritime historian and collector in New York and New Jersey. The research materials contributed

to six of his publications. Six of these publications have been identified: *History of New York Ship Yards* (1909), *Are There Equinoctial Storms? Development of the Marine Barometer* (1911), “Fire Protection for Steam Vessels and Government Regulation” (1904), “The Development of Armored War Vessels: Armor Plating in the United States” (1907), “Early Electric Lighting on American Steamers” (1916), and *The History of American Steam Navigation* (1903). A seventh publication, perhaps a series of Letters to the Editor of *The Engineer* magazine on working-beam engines, remains unidentified. There are handwritten drafts for *New York Ship Yards* and *Are There Equinoctial Storms?* Of note is information on American Civil War ironclads, in particular the CSS *Virginia* (ex-U.S.S. *Merrimack*), on whose ram Morrison wrote extensively. His research draws on eyewitness testimony from *Virginia*’s designers Brooke and Porter, through Porter’s surviving son John W. H. Porter. He also corresponded with personnel who worked at Tredegar Iron Works, fabricators of *Virginia*’s iron.

The collection is organized into 3 series: Research Materials; Elwin Eldredge Correspondence; and Photographs. They are arranged by bulk.

## **ADMINISTRATIVE INFORMATION**

### **Accession Number**

CK 206

### **Accession Date**

1964

### **Restrictions**

The collection is open to all researchers.

### **Publication Rights**

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### **Preferred Citation**

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### **Other Finding Aids**

Full records and electronic reproductions of the original photographs in this collection can be found in the Museum’s photograph database.

### **Note to Users**

Due to the fragile and rare nature of the collection, researchers are requested to handle the materials with caution and in accordance with prescribed archival practices. When using these materials, please preserve the original order of the collection.

## **SERIES DESCRIPTION**

### **Series 1: Research Materials, 1881-1958.**

The Research Materials are organized into 7 subseries: Armored War Vessels; Early Electric Lighting; Fire Protection for Steam Vessels; History of American Steam Navigation; Marine Barometers; New York Ship Yards; and Working Beam Engines. The subseries are arranged alphabetically by the title of the publication to which they contribute. These materials constitute the bulk of the collection and are comprised of Morrison's notes, his correspondence with government and corporate officials and private individuals, a few drawings and illustrations, and either manuscript or published copies of his work.

### **Series 2: Elwin Eldredge Correspondence, 1915-1921.**

Organized into a single folder and arranged by date. The Eldredge correspondence begins with notes between Eldredge and Morrison, and then continues between Eldredge and Morrison's daughter, Florence E. Morrison after her father's death. From the daughter's letters, it seems evident that Eldredge is arranging to acquire her late father's research materials.

### **Series 3: Photographs, 1910s.**

The two photographs in this series are organized into a single folder. There is an original gelatin-silver portrait of Morrison taken probably after 1911 and a copy print of the same photograph.

## **FILE GUIDE**

**BOX 1**            Research Materials

**Folder 1**        Finding aid

**Folder 2**        Background

### **SERIES 1.1 Armored War Vessels**

**Folder 3**        Articles 1906

Newspaper and journal clippings pertaining to contracts for steel hulls and to Civil War ironclad rams at Memphis

**Folder 4**        Correspondence: American Car and Foundry Co.

Per Eads gunboats of the Civil War

**Folder 5**        Correspondence: American Iron and Steel Association

Concerning Pittsburgh iron rolling during the Civil War

**Folder 6**        Correspondence: Atkins, V. B.

Mayor of Selma, AL responding to Morrison's query about iron rolling mills in the city during the Civil War

**Folder 7**        Correspondence: Braeburn Steel Co.

Concerning Pittsburgh iron rolling mills during the Civil War

**Folder 8**        Correspondence: Brock, Thomas

- Response to an inquiry about Stephen R. Mallory, Secretary of the Navy, CSA
- Folder 9** Correspondence: Brooke, John C.  
Response to an inquiry about the ram on CSS *Virginia*
- Folder 10** Correspondence: Budd, G.W.  
Per 3 steamers converted to rams at Cincinnati, OH during the Civil War, thereafter referred to as the Mosquito Fleet
- Folder 11** Correspondence: Bullock, C. Seymour  
Writer responding to an inquiry from Morrison, directing attention to, among other writings, his True Story of the *Monitor*
- Folder 12** Correspondence: Carnegie Library of Atlanta  
Response to an inquiry about rolling mills in Atlanta during the Civil War
- Folder 13** Correspondence: Carnegie Steel Co.  
Letter to and response from Carnegie Steel about the manufacture of rolled iron for the Eads western gunboats
- Folder 14** Correspondence: Continental Iron Works  
Letter to Morrison signed by Warren E. Hill clarifying that the 1" iron for *Monitor* was rolled by the Abbot Iron Company of Canton, MD
- Folder 15** Correspondence: Dept. of State, State of New Jersey  
Reply to an inquiry from Morrison about the status of the Harvey Steel Company.
- Folder 16** Correspondence: Dod, S. Bayard  
Per the existence of a ram on the Stevens Floating Battery
- Folder 17** Correspondence: Eastern Forge Co.  
Reply to an inquiry about the Nashua Iron Co.
- Folder 18** Correspondence: Edwin and Co.  
Letter to and response from Edwin and Co. per the Moorhead and McClean – Soho Works during the Civil War. Pertains to rolled iron for Eads western gunboats
- Folder 19** Correspondence: Ferguson, John W.  
Response to an inquiry about the Paterson Iron Co.
- Folder 20** Correspondence: Fusz, Paul A.  
Concerning plates rolled for Eads western gunboats by the Laclede Rolling Mills in 1861
- Folder 21** Correspondence: Grant, A. W.  
Per a model of Commodore James Barron's steam ram of 1827
- Folder 22** Correspondence: Haralson, Jonathan  
Response to a request about rolling mills in Selma, AL and whether they made plates for Confederate ironclads
- Folder 23** Correspondence: Harrison, John W.  
Reply to a query concerning the location of rolling mills used to make the plates for the Eads western gunboats
- Folder 24** Correspondence: Hodges, W. R.  
Concerning iron plates on Eads western gunboats
- Folder 25** Correspondence: Howe, E. A.

- Reply to inquiry about towns whose rolling mills produced iron plate for the Eads western gunboats of the Civil War
- Folder 26** Correspondence: James Rees and Sons Company  
Reply to inquiry about steamboats converted to rams for the Civil War
- Folder 27** Correspondence: Johnston, J. V.  
Regarding iron plating on Eads western gunboats and the disbanding of the western ironclad fleet at Cairo, IL
- Folder 28** Correspondence: Jones & Laughlin Steel Co.  
Per the iron plates rolled on government contract by the Soho Mills of Pittsburgh, PA
- Folder 29** Correspondence: King, J. W.  
Reply to an inquiry about the iron plates used in Eads western gunboats.
- Folder 30** Correspondence: Lorain Steel Co.  
Reply to correspondence from Morrison asking about the rolling mills at Portsmouth, OH and Pittsburgh, PA regarding iron plates for ironclads. US Steam Battery *Monitor* is mentioned.
- Folder 31** Correspondence: Louisiana Historical Association  
Regarding the Confederate ram *Manassas*
- Folder 32** Correspondence: Meacom, George  
Response to a request for information on the tug boat *Enoch Train*
- Folder 33** Correspondence: Moorhead, W. J.  
Provides information on rolled and forged plate provided to the Army and Navy during and after the Civil War
- Folder 34** Correspondence: Murphy, Anthony  
Regarding iron and armor produced in Alabama during the Civil War
- Folder 35** Correspondence: Murray, C.B.  
Response from the Cincinnati Chamber of Commerce regarding Ohio side-wheel steamers strengthened to serve as rams during the Civil War
- Folder 36** Correspondence: National Enameling and Stamping Co.  
Refers Morrison to Paul Fusz (see folder 20) on the subject of rolled iron for Eads western gunboats by Laclede Rolling Mills
- Folder 37** Correspondence: New York Navy Yard  
Response to Morrison's inquiry regarding the existence of rams on double-enders built at the New York yard in 1863
- Folder 38** Correspondence: Nixon, Charles P.  
Response to an inquiry to the US Senate regarding the publishers of various Congressional publications
- Folder 39** Correspondence: Phoenix Iron Co.  
Regarding iron plates made for the Eads western gunboats and for the Steven Floating Battery
- Folder 40** Correspondence: Porter, John W. H.  
Long letters in reply to Morrison's inquiry about CSS *Virginia's* ram and Brooke's involvement in designing the ship
- Folder 41** Correspondence: Portsmouth Steel Co.  
Regarding iron rolled at the Gaylord Mill in Portsmouth, OH for Civil War gunboats

- Folder 42** Correspondence: Ramsay, H. Ashton  
Ramsay, who was chief engineer on CSS *Virginia*, responds to Morrison's request for information on her ram.
- Folder 43** Correspondence: Reading Iron Co.  
Reply to a request for information on iron produced at the Scott Foundry and Steam Forge
- Folder 44** Correspondence: Rees, George H.  
Response to an inquiry about strengthening the stem of USS *Sacassus*
- Folder 45** Correspondence: Schwab, J. C.  
Reply to Morrison's request for a complete history of the iron and steel industry in the South during the Civil War
- Folder 46** Correspondence: Smithsonian Institution  
Regarding a publication by Charles Ellet on steam rams that the Institution did not publish
- Folder 47** Correspondence: Stevens Family  
Information on the Stevens Battery
- Folder 48** Correspondence: Tredegar Iron Works  
Refers to various rams, including those for CSS *Virginia*, made by Tredegar
- Folder 49** Correspondence: United Fruit Co.  
Information from a crew member James Brown on the conversion of the tug *Enoch Train* to the ironclad *Manassas*, with a narrative of the attack on the Union blockading squadron at Head of Passes on Oct. 12, 1861
- Folder 50** Correspondence: U.S. Consulate-General to France  
Regarding the construction of the French ironclad *Gloire*
- Folder 51** Correspondence: U.S. Department of Commerce and Labor  
Responses to requests for information about steamers that were eventually converted by Charles Ellet into rams
- Folder 52** Correspondence: U.S. Department of the Interior  
Reply to a request for a bibliography of the Confederate States of America's Navy
- Folder 53** Correspondence: U.S. Government Printing Office  
Provides information on government publications of reports from committees on Warships and Ordnance
- Folder 54** Correspondence: U.S. Navy Department  
Replies to requests for information on early steam rams by Lt. Samuel Barron and on rams allegedly put on double-enders
- Folder 55** Correspondence: U.S. Patent Office  
Request for a copy of the patent to Thomas Gregg of Connellsville, PA for a ball-proof steamer and typescript of said patent
- Folder 56** Correspondence: U.S. War Department  
Responses to requests for information on iron plates for Eads western gunboats in the Civil War, on shot trials against iron targets and on the Stevens Floating Battery
- Folder 57** Correspondence: Virginia Historical Society

- Identifies the current and president of the Tredegar Iron Works and his father, company president during the Civil War
- Folder 58** Correspondence: W., E. P.  
Letter from Morrison and response pertaining to the plates for *Dunderberg* and *Roanoke* during the Civil War
- Folder 59** Correspondence: Walker, J. E.  
Regarding Ellet rams
- Folder 60** Correspondence: Wayne Iron and Steel Works  
Pertaining to forged and rolled iron plate made during the Civil War and those vessels to which they may have been affixed
- Folder 61** Correspondence: Whitney, Charles W.  
Replies to inquiries about iron plates for *Keokuk* and *Monitor*
- Folder 62** Correspondence: Youngblood, Wilson  
Response to inquiries about the *Enoch Train* and Southern rolling mills
- Folder 63** Correspondence: Unidentified correspondents  
Regarding Brierfield, AL mines and rolling mills in the South during the Civil War
- Folder 64** Drawings  
Sketches of various rams for *Virginia*, *New Ironsides*, *Dunderberg*, *Re d'Italia*, *Roanoke*, *Magenta*, etc.

**BOX 2** Research Materials

- Folder 1** Notes: Confederate ironclads
- Folder 2** Notes: Development
- Folder 3** Notes: Harvey Process
- Folder 4** Notes: Ironclad batteries
- Folder 5** Notes: Iron targets
- Folder 6** Notes: *New Ironsides* (Ironclad steamer: 1862)
- Folder 7** Notes: Ordnance
- Folder 8** Notes: Rams
- Folder 9** Notes: Rolling mills
- Folder 10** Notes: Steel plating
- Folder 11** Notes: Stevens Iron Clad Battery
- Folder 12** Notes: U.S. armored vessels
- Folder 13** Notes: U.S. Government
- Folder 14** Notes: CSS *Virginia* (USS *Merrimack*)
- Folder 15** Notes: CSS *Virginia* (USS *Merrimack*) ram

**SERIES 1.2 Early Electric Lighting**

- Folder 16** Publication  
*Maritime Exchange Bulletin* Vol. 4, No. 1 (May 1916), in which is published Morrison's "Early electric Lighting on American Steamers."

**SERIES 1.3 Fire Protection for Steam Vessels**

- Folder 17** Publication

Morrison's publication entitled "Fire Protection for Steam Vessels and Government Regulations," *Scientific American Supplement* No. 1489, July 16, 1904.

**SERIES 1.4 History of American Steam Navigation**

**Folder 18** Advertisement  
Announcement of the 1958 edition of Morrison's *History of American Steam Navigation*

**Folder 19** Correspondence: Ball, T. R. (et al.)  
On the subject of steam fog signals

**Folder 20** Correspondence: Daboll, Eva E.  
Regarding her father's invention, Daboll's Fog Trumpet

**Folder 21** Correspondence: Damon Safe and Iron Works Co.  
Response to an inquiry about the fog whistle at Cape Elizabeth

**Folder 22** Correspondence: Humphrey, John H.  
Regarding the fog whistle at Cape Elizabeth

**Folder 23** Correspondence: Portland Co.  
On the subject of 18" whistles made by the company in years past

**Folder 24** Correspondence: U.S. Treasury Dept.  
Generally pertaining to steam whistles and specifically to the fog signal installed at the Beavertail Light Station

**Folder 25** Correspondence: Unidentified correspondent  
Regarding his painting of the iron-hulled *Bangor* (1844)

**Folder 26** Notes: Whistles

**Folder 27** Publications  
"Extract from Notice to Mariners No. 45," published by the Hydrographer's Office (Washington, DC: Nov. 8, 1902) on fog signals and lights

**SERIES 1.5 Marine Barometers**

**Folder 28** Correspondence: Baltimore Chamber of Commerce  
Regarding the voyage of the bark *W. H. D. C. Wright* from Baltimore to Rio de Janeiro

**Folder 29** Correspondence: Bradstreet, M. F.  
Response to Morrison's query for his father, George A. Dearborn, about his memories of the kinds of barometers used in the 1840s and 1850s

**Folder 30** Correspondence: Camdage, R. G. F.  
In reply to Morrison's inquiry about the use of marine barometers on American ships in the 1840s

**Folder 31** Correspondence: Large, Charles E.  
Regarding the manufacture of marine barometers by his father, Joseph J. Large

**Folder 32** Correspondence: Phillips, S. F.  
Pertaining to the outfitting of sailing ships and steamers with mercurial or aneroid barometers

**Folder 33** Correspondence: U.S. Navy

From the librarian, saying that the report Morrison is looking for pertaining to a proposed uniform system of meteorological observations is missing from the library

- Folder 34** Manuscript  
Draft of Morrison's publication on marine barometers
- Folder 35** Manuscript  
Another draft of Morrison's publication titled "Development of the Marine Barometer in American Waters"
- Folder 36** Notes
  
- SERIES 1.6 New York Ship Yards**
- Folder 37** Clippings  
Article on the death of Edward Moynihan and on an error in fact made by Morrison
- Folder 38** Correspondence: Bolles, Charles  
Regarding the purchase of a picture of a sailing ship
- Folder 39** Correspondence: C&T Perry  
Response to Morrison's inquiry about a Mr. Horton, lawyer in Brooklyn
- Folder 40** Correspondence: The Collins Company  
Statement from the company that they do not know when they began making adzes, axes, etc for shipbuilding industry
- Folder 41** Correspondence: Collyer, William L.  
Regarding the ships built by his father and his uncle Thomas Collyer
- Folder 42** Correspondence: The Essex Institute  
Statement that the ship models Morrison is looking for is not at the Institute
- Folder 43** Correspondence: Jenks, Charlotte Collyer  
Regarding family members who owned or worked at shipyards in New York State
- Folder 44** Correspondence: Jenks, Elisha F.  
Letter giving details of paintings of ships that he owns or owned in the past
- Folder 45** Correspondence: Library of Congress  
Notes that no register of ships built in New York City appears in the collection of papers from the New York Custom House, and suggests that Morrison check the newspaper archives listed
- Folder 46** Correspondence: Maryland Historical Society  
Statement that the *Empress of China* was the first American vessel to visit China and took the first Consul Shaw
- Folder 47** Correspondence: Meneely & Co.  
Regarding Morrison's inquiry on customers who may have purchased ship's bells from them, as well as details of bell construction
- Folder 48** Correspondence: Moynihan, A. W. (Abraham W.)  
Invitation to Morrison to view his scrap book regarding the Wrenn shipyard and the Mechanics Bell that used to hang there
- Folder 49** Correspondence: Newbury Park Marine Society

Letter from and response to Morrison on a ship model question

- BOX 3** Research Materials; Elwin Eldredge Correspondence; Photographs
- Folder 1** Correspondence: New York Academy of Medicine  
States that the Academy has letters Morrison would be interested in looking at
- Folder 2** Correspondence: Ogden, David B.  
Morrison has the wrong David Ogden
- Folder 3** Correspondence: Poillon, J. O.  
Concerning square-rigged vessels built by C&R Poillon
- Folder 4** Correspondence: Quigg, William  
Concerning the Mechanics Bell
- Folder 5** Correspondence: State of New York, Office of the Secretary of State  
Indicating that no certificate of incorporation can be found for the N.Y. Society of Journeymen Shipwrights
- Folder 6** Correspondence: U.S. Consulate-General to Germany  
Response to Morrison's inquiry about the sale of the *Sovereign of the Seas*
- Folder 7** Correspondence: U. S. Customs Service, Port of Boston  
Per the ship *Sovereign of the Seas*
- Folder 8** Correspondence: U.S. Department of Commerce and Labor  
Regarding ships registered at the Port of New York
- Folder 9** Correspondence: U.S. Navy Department  
Refers to letters by Lieut. Matthew Fontaine Maury regarding the fast times made by American clipper ships
- Folder 10** Correspondence: U.S. War Department  
Response to Morrison's request for a public report on the accident of the transport *Ingalls* while in the Robins Dry Dock in Brooklyn
- Folder 11** Correspondence: Webb's Academy and Home for Shipbuilders  
States that no mention is made in his books of balance dry docks made by Webb
- Folder 12** Correspondence: Wilcox, T. D.  
Letters from and about T. D. Wilcox who was a steamboat captain on Lake Ithaca
- Folder 13** Manuscripts  
Manuscript page number 5, 6, 8, and 19 of a draft section of *History of New York Ship Yards*
- Folder 14** Maps  
Street maps showing the locations of shipyards in New York and Brooklyn
- Folder 15** Notes (File 1 of 20)
- Folder 16** Notes (File 2 of 20)
- Folder 17** Notes (File 3 of 20)
- Folder 18** Notes (File 4 of 20)
- Folder 19** Notes (File 5 of 20)
- Folder 20** Notes (File 6 of 20)

- Folder 21** Notes (File 7 of 20)
- Folder 22** Notes (File 8 of 20)
- Folder 23** Notes (File 9 of 20)
- Folder 24** Notes (File 10 of 20)
- Folder 25** Notes (File 11 of 20)
- Folder 26** Notes (File 12 of 20)
- Folder 27** Notes (File 13 of 20)
- Folder 28** Notes (File 14 of 20)
- Folder 29** Notes (File 15 of 20)
- Folder 30** Notes (File 16 of 20)
- Folder 31** Notes (File 17 of 20)
- Folder 32** Notes (File 18 of 20)
- Folder 33** Notes (File 19 of 20)
- Folder 34** Notes (File 20 of 20)
- Folder 35** Notes: Charles Browne
- Folder 36** Notes: Sailings (File 1 of 3)
- Folder 37** Notes: Sailings (File 2 of 3)
- Folder 38** Notes: Sailings (File 3 of 3)
- Folder 39** Notes: Thomas Powell Steamboat Accident

**SERIES 1.7 Working Beam Engines**

- Folder 40** Clippings  
Articles on working beam engines and forced draft engines
- Folder 41** Correspondence: I. P. Morris Company, Port Richmond Iron Works  
Pertaining to the first marine engines made by them and the dimensions of the vessel into which they went
- Folder 42** Correspondence: Neafie and Levy Ship and Engine Building Co.  
Regarding several steamers with beam engines made by Neafie
- Folder 43** Correspondence: Phelps, W. A.  
Per the two engines put into the steamer *Ontario*
- Folder 44** Correspondence: Philadelphia Department of Public Works  
Regarding three working beam engines made for the Water Works in 1800 and 1815
- Folder 45** Correspondence: Reeder, Charles  
Concerning marine working beam engines made in Baltimore in the first half of the 19<sup>th</sup> century
- Folder 46** Correspondence: Sewell, George  
Information on the working beam engine on the *Dewitt Clinton* and the *Philadelphia*
- Folder 47** Correspondence: State of New Jersey, Dept. of State  
Response to Morrison's inquiry, stating that they can find no record of the incorporation of the New York and New Brunswick Steamboat Company
- Folder 48** Correspondence: W&A Fletcher Company  
On Robert L. Stevens designs of working beam engines, and a request to Morrison from Svenson Taylor to use Morrison's research for a talk.  
Letter includes a drawing

- Folder 49** Correspondence: Ward, L. B.  
Regarding working beam engines constructed by Daniel Dod, and information regarding his son who may have his papers
- Folder 50** Drawings  
Drawings of several types of working beams, lifting rods and poppet valves for working beam engines
- Folder 51** Notes
- SERIES 2 Elwin Eldredge Correspondence**
- Folder 52** Correspondence: Elwin Eldredge  
Letters between Eldredge and Morrison, and then between Eldredge and Morrison's daughter, Florence Ethel
- SERIES 3 Photographs**
- Folder 53** Photographs  
One original gelatin silver studio portrait and one copy print of John Morrison

#### **SOURCES CONSULTED**

- Morrison, John H. *Are There Equinoctial Storms? : Development of the Marine Barometer in American Waters*. New York: W.F. Sametz & Co., 1911.
- "The Development of Armored War Vessels: Armor Plating in the United States." *Scientific American Supplement* 64 (July-Dec. 1907): 131-32, 151-52, 170-71, 178-79, 205-206, 218-20, 238-39, 245-46, 266-67, 276-78, 291-93, 308-310, 332-34, 342-43.
- "Early Electric Lighting on American Steamers." *Maritime Exchange Bulletin* 4, no. 1: 1-3.
- "Fire Protection for Steam Vessels and Government Regulation." *Scientific American Supplement* vol. 63:
- *The History of American Steam Navigation*. New York: W.F. Sametz & Co., 1903.
- *History of New York Ship Yards*. New York: W.F. Sametz & Co., 1909.
- *Iron and Steel Hull Steam Vessels of the United States, 1825-1905*. 1905. Reprint with index and forward by Alexander Crosby Brown. Salem, MA: Steamship Historical Society of America, Peabody Museum, 1945.

#### **SUBJECTS**

Armored vessels-Design and construction  
 Steamboats- United States-History  
 Steamboats-Fires and fire prevention  
 United States. Navy-History  
 Shipbuilding-Materials  
 Barometers  
 Shipbuilding industry-Law and legislation  
 Shipyards-New York  
 Battering rams  
 Shipbuilding industry-Accidents

Steam-engines-Design and construction  
Fog-signals-United States  
Virginia (Ironclad : 1862)