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Special care is taken to exclude all objectionable advertisements from our columns.

Advertisements in **LOCAL COLUMN** **Twenty-FIVE CENTS A LINE.**

**SPECIAL NOTICES, TEN CENTS A LINE.**

Other Rates furnished on application.

## Anchor Factory at Cam.

**Anchor Factory at Camden, Maine.**

The Anchor works of the Messrs. Alden were established in 1866, only some three years ago, but they have become a large, important and flourishing branch of the industry of Camden, Maine. They are admirably situated for the business, being located near the water's edge, in close proximity to the falls of the Megallowick, which here finds its outlet into the salt water. Their furnishes ample power for the most

extensive operations, with a wharf near by for the landing of coal and the materials used, and for the shipping of the manufactured goods, and yet are in the business centre of Camden village.

for the smallest sailboat to the six thousand pounder for the largest ship. The heaviest that has yet been made weighed 5500 lbs., but a trifle over 500 lbs. could be added to this without much trouble. The manufacture of anchors had only been carried on to a very limited extent in

aine until the business came into existence here, and now there is no other place in the state where so large ones, or indeed many, can be made as in Camden. The Messrs. Alden have the operation of their building a blasting furnace of capacity sufficient to heat, at the same time,

to of the largest shafts or shanks made  
r anchors. — There are also lesser furnaces  
r smaller work, and fires are kept in va-  
ous parts of the shop, and even outdoors,  
r use in the different departments of the  
anufacture. Three ponderous trip-ham-  
ers are made to do duty in welding to-

Other the masses of iron necessary to make the shafts. A number of cranes, iron chains, pulleys, and other contrivances are used to move the hot and bulky matter to and from the furnaces and trip-hammers, and thence to any part of the building. The favorite materials for making the

anks of large anchors are shaping, ax-  
e, &c., because they are of the most con-  
venient shape and length. The pieces in  
sufficient number are strapped together  
with iron bands and filled in with scrap-  
ed after going through the fiery furnace  
the whole is welded into one solid mass by

the trip-hammer. The process of beating and hammering is repeated several times in order to give the shaft a proper shape and make certain its solidity. A nice perception is said to be necessary to know when the iron is heated to the exact con-

ness wanted. The driving force is not at an intense heat, and but a few minutes are required to render the iron malleable, while a few moments more would make it run like water. The arms flukes of the anchor are made in the same manner as the shanks, and the two

parts are afterwards welded together by another process. These arms are bent as shown in the finished work by a screw arrangement while the iron is in malleable state. The palgs, which help to form the head points, are then welded to the ends of the flukes, and the anchor is nearly finished.

od. A hole is drilled through the upper or stock end, through which a ring is inserted to hold the chain; near this a hole is placed on each side of the shank to enter the wooden stock, and the anchor is completed.

Besides anchors, the firm make windlass

Constant employment is given to from  
one to twenty-five men the year-round,  
average of 4000 lbs. of iron are used

ly, and twelve tons of coal consumed each week to keep things moving. A force pump, with plenty of hose attached, is always kept in readiness for use in case of fire, and an inch stream of water can be thrown at a minute's notice entirely over the premises.

The firm propose to extend their works, having more orders on hand than they can possibly fill with their present facilities. Next year they expect, to have another ship in full operation of equal capacity to the one.

The anchors of the steamer Cambridge.

which did such good service in the recent  
e, and which were indeed anchors of  
to the passengers on board at that  
e, were made by Messrs. H. M. & G.  
Aldon. The owners of the steamers  
re since expressed eminent satisfaction  
h the workmanship of the makers—

One of the orators at a Copperhead meet-  
ing in Pennsylvania, eulogized Ann Packer  
in the course of a biographical sketch, and,  
among other heroic deeds of his life, men-  
tioned his loss from a cannonball, his

and his tool, from a carpenter's plane to the deck of a canal boat, in the following words: "He became a farmer, and then a carpenter; but the carpenter's plane was always an instrument for the push that was in him. He became a navigator on the canal."

A girl, keeper of a toll-gate in England, was asked by a well-velocipedist how much he had to pay. "That sir," replied she, depends upon whether you ride through the gate, or whether you get off your windy-horse and drag it through; because that will save some time which will be paid.

Joah Billings says: "Mackerel inhabits all seas, generally; but those which inhabit the grocery always taste to me as though they had been fattened with salt. They must be

of freshening before they're eaten, and afterwards. If I kin have plenty of pork for breakfast, I can generally make the other two meals out of water."

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