

William Jenks and the Revenue Marine Service Contracts

By Paul Doyle

William Jenks was an inventor and entrepreneur who obtained two contracts to supply small arms to the US Treasury Department's Revenue Marine Service in 1843 and 1846. The Revenue Marine Service was designed to aid the customs officers in collecting and controlling the tax collection at various ports of entry to the United States. The taxes received were the major source of revenue for the US Government (alas, there was no income tax at that time!) prior to the Civil War.

The necessity for something more than just a taxing authority was obvious and dictated that the custom's offices be supported with an agency that could enforce the laws and enforce compliance with the customs. The Revenue Marine Service was just such an agency.

"By 1789 smuggling was not only a well established custom; it had also gained recognition as a meritorious national enterprise . . . Goods shipped from around the world were offloaded onto coastal islands or into small boats to be taken past collector's eyes under cover of darkness. Manifests carried false statements about the type, quantity, and quality of cargo."¹

The prime task of the Service was to intercept and board ships entering US coastal waters to check for contra-



band, and also to verify the cargo information in support of the Customs officers.² As part of that activity it was necessary to have the means to overtake and be able to match the potential smugglers armaments, as well as their speed. Since the original organization of the Treasury Department (1789), the Service was treated much as a stepchild, with little funding, and less attention, and had to make do with poorly designed arms and obsolete equipment.³ As an added disability, the advent of steam powered vessels had bypassed them, resulting in great difficulty in overtaking steam powered ships with their slower and less maneuverable sailing vessels. They also needed the proper arms and equipment to enforce that mandate. The standard practice had been that the Revenue Service requested and received surplus arms from government inventories at little or no cost.⁴ "The Ames (Jenks) contract was the first large order for small arms from a private manufacturer" by the Revenue Service.⁵

"During the 1840s the service faced a major problem when it attempted to switch from sail to steam. Captain Alexander Fraser was influential in the change. When steam fever reached the Revenue Marine Service, Fraser advocated the building of paddle-wheelers. Instead, six experimental steamers were ordered. For one reason or another, all were failures . . ." (Kern, Chapter 1, page 3) A total of eight vessels were built.

In a letter from Walter Forward, Secretary of the Treasury, to the President John Tyler, dated January 25, 1843, the Secretary suggested that the high cost of maintenance of the sailing fleet might be reduced by building some newer styled iron bottomed steam vessels.⁶ The department decided in the early 1840's to order one or two new iron bottomed steam powered vessels, and ads were placed in newspapers.⁷ The process involved taking separate bids

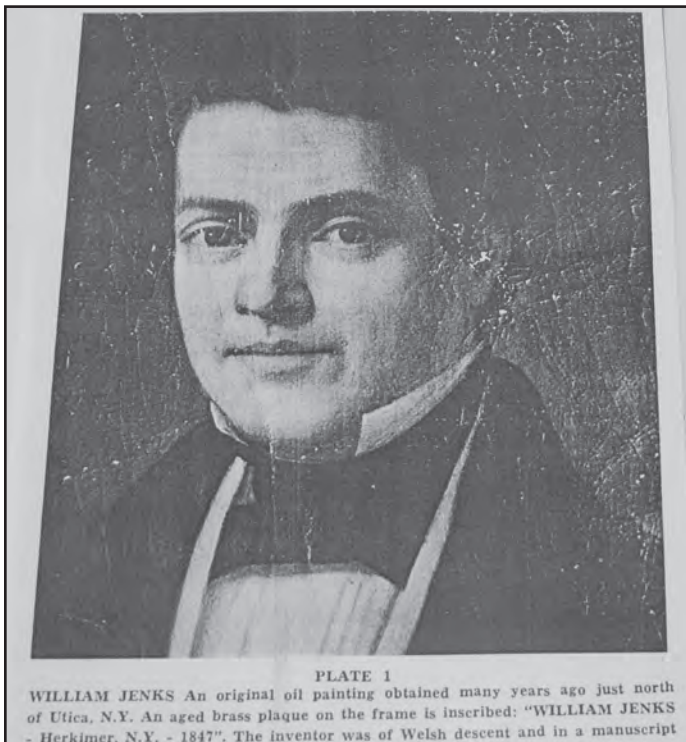
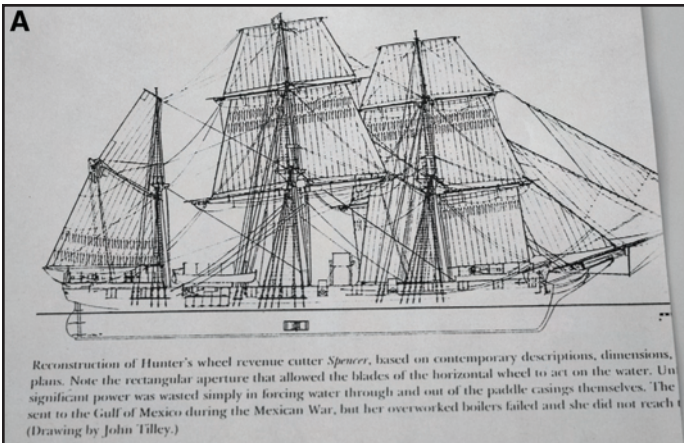


Figure 1. William Jenks (Photo courtesy of the Connecticut Valley Historical Society).



Figures 2A and 2B. Sketch of Revenue Cutter *Spencer* (Canney, page 21) and Painting of Cutter Forward (Photo courtesy of the US Coast Guard website).

for the hull design and the engines, with the machinery being installed later into the hull. This was expanded later to eight cutters and became known as the “Legare class” cutters.⁸ Eight vessels were ordered to be built at seven separate facilities located from Richmond, Virginia to New York state, using three different experimental propulsion systems. Four vessels were designed with Hunter’s wheels (Appendix 3), two with Ericsson’s propellers, and two with side wheels.

The original purpose of the first Jenks contract was to provide side arms for the eight new steam vessels. The vessels were designed with auxiliary sail rigging to supplement the steam power, as seen in figure 2A. They were generally classed as three masted barquentines, displaced between 343 and 409 tons, and were approximately 160 feet long.⁹

THE FIRST USR CONTRACT (SEE APPENDIX 1)
(NARG 217, ENTRY 232, BOX 17)

Notwithstanding the problems related to the vessels, the first contract called for the following armaments, intending to arm all eight cutters, and replace other obsolete arms.

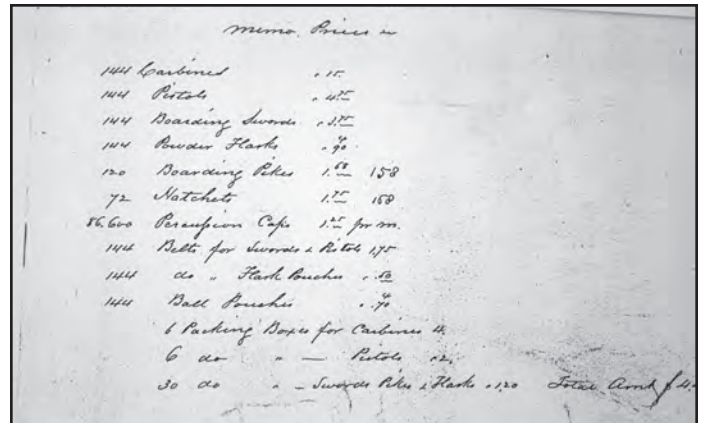


Figure 3. CVHS Memo (Photo courtesy of CVHS) Ames Collection (Group 4, Series 2, Box 7, Folder 2).

- 144 Pistols
- 144 Carbines
- 144 Swords
- 120 Boarding pikes
- 72 Boarding Hatchets
- 144 Flasks
- Percussion caps

In addition, there was a request for belts and pouches which did not appear in the written contract, and which were not inspected with the rest of the arms in April 1844.¹⁰ A memo (Figure 3) found in the CVHS Ames materials listed the items noted in contract 1, gave the prices of all items and further priced the leather goods as listed below.¹¹ The inspection documents (Form 38’s) noted that all leather work was of good black leather skins.

- 144 Belts for Swords + pistols 1.75
- 144 do “Flask pouches .50
- 144 Ball pouches .70
- 86,800 Percussion caps 1.25 per m (1000)

No further description has been found and no items have been identified to date.

The contract did not specify the type of arms to be provided beyond stating that they should “. . . conform in all their parts to those now being Manufactured for the Naval Service of the United States; . . .” In regard to the pistols and carbines, the N P Ames Company was delivering the 1842 Model Boxlock percussion, single shot pistol, and the William Jenks “short” breach loading carbine, under their Navy contracts.¹² The Navy was also buying the model 1841 cutlass and the powder flask, and these are assumed to be what was provided to the Revenue Service, although no examples have turned up which can be identified as part of the contract. Since both the pistols and carbines are clearly marked USR, it would suggest that all of the items provided would be identified in a similar fashion. Further, since all of the items listed in the first contract were proved and passed inspection in the same process, they are known to have



Figure 4. Nathan Peabody Ames (circa 1845). (Photo courtesy of the Connecticut Valley Historical Society).

existed at the time of delivery. In short, even if we cannot identify them, they were “out there” and we may be able to find them. (Inspection records, Appendix 9 and Figure 15).

A more difficult problem exists for the hatchets, pikes and leather items delivered. The inspection records show that the items were made and delivered for the first contract, but the exact configuration or style is not known. The correspondence shows that Ames was not

making these items under contract to the Navy at the time. It was necessary to produce samples just for the Revenue Service so that they could evaluate them prior to delivery.

No correspondence has surfaced accounting for the samples nor describes the items. The standard of inspection in use with the Navy at the time of the first delivery was a comparison to a sample on deposit with the department. It is assumed that Ames made those samples, although it was not stated in the contract, nor was payment noted for those additional pieces. Since the Treasury Department had no inspectors of contract arms, they relied upon the Navy, who in turn relied upon the Army (Springfield Armory) making the Army regulations pertinent. (Ref JCB Article, 1823 and 1831 Ordnance Regulations, Man at Arms, *infra*).

Style and Configuration of Contract Items (Contract 1)

The only Navy pistol being produced by Ames at the time of the first contract date (December 5, 1843) was the boxlock configuration noted in Figure 5. Some 15 examples are known and all are marked USR with some minor differences. The general scheme of marking is as follows:

- Barrel: USR (over) 1843 (over) J C B (over) P (on the top of the barrel near the nipple in four lines. No dots between letters).
- Lock: N. P. AMES (OVER) SPRINGFIELD (OVER) MASS. in the center of the plate and U. S. R (OVER) 1 8 4 3 at the tail of the lock. Dots are square.
- Stock: Left side: Two cartouches on the flat with J C B in script in an oval near the lock plate screw head in the center and W A T in a lozenge shaped configuration near the rear of the stock flat. The location and style differ from the Navy pistols, and all Navy pistols were accepted by Joseph Lanman and bear his cartouche (J L) in script in an oval.

Limbs: The letter B is stamped on the butt plate, the trigger plate forward of the trigger guard, on the back side of the barrel band, and the side of the bolster. Not all butt plates show a letter, but it should be a “B” if it is present (B for Joseph C. Bragg).

The USR pistols carry a serial number on the bolster attached to the barrel, and also on the underside of the barrel tang. Numbers encountered range from 1 to 50, without any known duplication. Since 144 guns were delivered, we can extrapolate that there may be at least $14/50 \times 144 = 40$ examples somewhere. The lack of numbers higher than 50 is curious and unexplained. Bragg did inspect Navy pistols in 1843, but the Navy inspector was Joseph Lanman, and the barrels and lockplates are clearly marked USN, with the cartouches placed at the front and rear of the left stock flat, distinguishing the Navy pistols stocks from the USR stocks.

At the time of the contract, Ames was providing the short barreled, Jenks breech loading carbine as shown in Figure 12. At least 5 USR marked carbines made by Ames to the Jenks patent are known. The carbines were marked on the breech and the lockplate. A total of 144 were tested and delivered.

- Breech USR (Over) J C B (over) P (over) 1844 with W Jenks forward.
- Lock W Jenks and N. P. Ames (over) Springfield Mass.
- Stock There was no cartouche on the stock.
- Limbs Subinspector initials include P on the trigger guard and B on the plate.

Description of the carbine

The arm was a side hammer aka “mule ear,” single shot, breach loading, sliding breach, percussion carbine. It fired a .54 caliber (32 to the pound) round ball. The gun was smooth bore and had a 24-1/4” round barrel. There was a round loading aperture which was accessed by pulling back on the loading lever attached to the breech. A round ball was dropped into the round hole and the plunger was pushed forward to seat the ball. A proper charge was dispensed from the powder flask into the chamber and packed into place by the plunger, which was then seated back into place and closed. The side hammer was raised and a percussion cap was placed on the nipple, and the arm was then ready to fire. Some Navy carbines had sling rings attached to the trigger guard assembly, but this feature appears to have been a later modification along with the opening of the breach to accept a paper cartridge. The USR carbines have no ring and took a round ball for both contracts. There exists a Jenks carbine brochure printed contemporaneously which is quite rare, but no copy is available at this time.



Figures 5 A, B, C, D, E & F. USR Boxlock Pistol (author's collection). Flayderman 6A-047.

The only sword being produced at this time for the Navy was the "1841 Naval Cutlass" under a contract entered into on March 23, 1843, for 1,200 pieces. Hickox shows delivery of 400 in September 1843 and 800 in December 1843.¹⁵ It appears likely that the USR boarding swords would be of the same design. The first Navy contract was signed in late 1841 or early 1842 for 3,000 pieces; the second contract was dated March 23, 1843, for 1,200 with scabbards, which coincides with the date of the first USR contract and strongly suggests that the boarding cutlass would conform to that 1843 design. How they were marked is not known, and no examples have been identified to date. The price to the Navy was \$3.75, which is the same price quoted in the first USR contract. Assuming that the 1841 Naval Cutlass was supplied on contract No. 1, it was marked on the ricasso with a date and manufacturer information and on the quillon finials with the inspector's initials for those produced for the Navy, and we would expect the same scheme would be used for

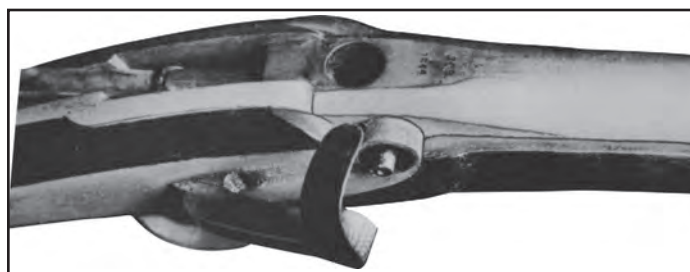


Figure 6. USR Jenks-Ames Carbine (Flayderman 9B-062).

the Revenue Service. The USR inspectors were William Anderson Thornton, Captain of Ordnance, US Army, and Joseph C. Bragg, a civilian employed by the Springfield Armory and under contract to the US Navy as an inspector. A typical 1841 Navy cutlass is shown in Figure 7. The USR swords which were accepted by WAT and JCB were inspected in April 1844 at Cabotville. (RG 26 Entry 155C. box 5, Form No. 38, page 55-1/2).



Figures 7A and 7B. 1841 Ames Navy Cutlass (author's collection).

A reference in Peterson, "The American Sword," Page 172 notes: ". . . the regulations of 1843 prescribed a 'small sword, of the pattern furnished by Ames, Springfield, with black glazed leather belt and gilt mounting.'" The typical sword was similar to the 1832 model foot artillery sword, with a 21" blade and no fuller. The hilt was sheet brass. Inspection marks on the Navy pattern are on the blade at the ricasso with subinspector initials on the quillons showing W A T and J C B. Rack numbers may be placed on the hilt. The regular scabbard was black leather with the body fastened with copper rivets down the center. Regulations of the Revenue Cutter Service (1843)¹⁴ repeat the Peterson statement above. The inspection documents noted that the leather was black.

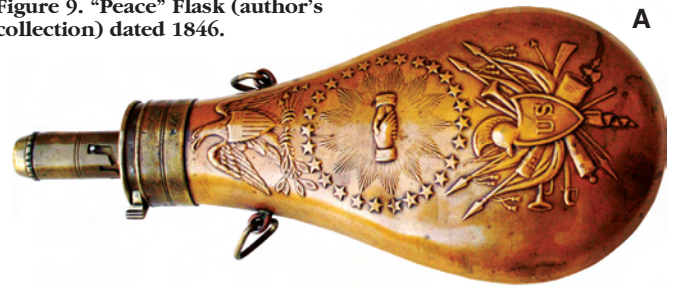
Boarding Pikes: The contract specified shafts 7 feet long. A letter in the archives requested leaf heads.¹⁵ No examples are currently known. No description has surfaced as to what examples were supplied by the contractor per the contract. In **John Hamilton's** book (page 218) there is an example of a Militia Lance head which might represent what was delivered to the Revenue Service. The picture shows a diamond shaped iron head which screws into a bronze ball and attaches to a wooden shaft (7 feet); 9" head by 2" wide.

Boarding Hatchets: Examples were to be provided by the contractor per the contract, but no known example or description has been found to date. Hatchets were useful to chop away rigging or other deck obstructions and were standard on sailing vessels of the day. No Ames marked examples have been seen. Examples of contemporary axes show a blade with two or more teeth on the back of the blade and a spike head, with handles of about two feet. A letter in the archives suggested an iron handle was to be used¹⁶



Figure 8. Pike head (Photo courtesy of Norm Flayderman by way of John Hamilton).

Figure 9. "Peace" Flask (author's collection) dated 1846.



and Hamilton notes¹⁷ that Ames provided some to the Revenue Service in 1837 with iron handles.

Powder Flasks: Ames provided two types for the Navy, the "Peace" flask with an eagle and thirty six stars (Figure 9) and the "Fouled Anchor" USN. It is more likely that the "peace" flask



would have been made for the Revenue Service. The "Fouled Anchor" flask has been identified with the Jenks carbines, but bears an embossed USN on the body, and would be an unlikely candidate. Each flask dispensed 65 grains of rifle powder for the carbine. It is not known whether they were used for the pistols, but the "Peace flask" spout had three settings available.

Leather Goods: While not mentioned in the original contract, a letter¹⁸ from the Secretary of the Treasury (November 18, 1843) requested a quote on belts and pouches as follows: Belts were ordered to carry the sword and cap boxes (pouches). Ames produced their own leather at the plant and the belts, pouches and scabbards were likely produced there for contract No. 1. There are no examples found to date or information on marking. 144 pieces of each were provided.¹¹ At the time of the first contract, Ames employed a man named Emerson Gaylord, who produced leather accessories for the firm and its customers. He is believed to have made belts and scabbards as well and cast the brass buckles. The display included a carbine swivel of later manufacture bearing his name. Since no scabbards are mentioned, and none were billed or inspected, it is doubtful that the Revenue Service used them for the cutlass.

A report from Captain Robert Day of the steam cutter "Legare" dated April 13, 1845, noted that he had twenty four Jenks patent carbines and twenty four Ames pistols on board,¹⁹ indicating that the arms were delivered and in use. These would have been from the first contract. A further reference dated 1848 notes that the C. W. Lawrence built in Washington, DC added 20 swords, 20 Jenks carbines, 40 Model 1843 Ames pistols, and 20 boarding pikes, to the ship's inventory.²⁰

Shipping Instructions in the contract provided that the arms would be shipped in six wooden boxes, with each box to contain the following:

24 carbines; 4 wiping rods (carbine); 2 bullet moulds; the same appendages as the Navy contracts required; 24 pistols; 24 powder flasks; 12 boarding pikes; 12 boarding hatchets; 2 nipples for each carbine and pistol (one for sporting caps and the other size as adopted by the Ordnance Department; and 300 percussion caps for each carbine and pistol.

Notwithstanding the contract terms, the shipping crates listed on the form 38's by the inspectors provided for the the arms to be separately shipped. It is doubtful that the crates were to contain more than one item in each crate and that conforms with the inspection tickets noted, where crates are added to the bottom of each ticket (Figure 15).

Accoutrements:

Pistols: Ames provided a bullet mould for the Navy pistols which also would work for the carbines. The mould cast two round .54 caliber bullets, and was provided on a one mould per ten guns basis. In addition, there was a Y shaped combination tool (Figure 11) with a spanner wrench provided on the same basis. Some moulds are marked USN and some are unmarked. It is assumed that Ames provided the same tools to the Revenue Service, but no examples are known, and no reference to marking has turned up. These items are mentioned in the contract but not noted in the inspection documents. It may just be that they were not inspected and likely, not marked distinctly.

Carbines: Ames produced a cleaning rod for use with the Jenks carbines for the Navy which is quite rare. It is pictured in the tool book (Shaffer volume 1, page 302) with a note that five wipers were included with each rod. Again it is assumed that they were provided to the USR service.

Combination tools for Jenks Ames carbines are shown on page 100 (Shaffer volume 2) and page 175 (Shaffer volume D). No identified tools have been found which are USR marked. The rod was an appendage in that it does not attach to the carbine, since there is no slot under the barrel. The combination tool, either a Y tool or the barrel tool with a handle does not fit into the carbine and would have to be in



Figure 10. Standard Ames (unmarked) two cavity bullet mould (author's collection).



Figure 11. Combination tools for Carbines and Pistols (author's collection).

a pouch with the bullet mould and spare nipples etc. It is not known which tools or moulds were provided to the Revenue Service, since none have been identified.

THE SECOND CONTRACT (APPENDIX 2)
(NARG 217, E 232, BOX 18)

The second Jenks contract was signed March 2, 1846 (Appendix 2) and provided for the following arms and accoutrements:

- Carbines 225
- Pistols 268
- Swords 228
- Pikes 248
- Hatchets 200
- Powder Flasks 236
- Pouches 248

To date only 5 carbines from this contract have been identified with USR designation. The second contract carbines differ from the first (1844) Ames model in the following particulars: On the top of the receiver the markings are as shown in Figure 12. The receiver shows an inspection (proof) for the barrel indicating that Rufus Chandler (R C) handled that. There is no military inspection shown on the stock and no inspection record has been found. Although produced by E. Remington there is no tape primer on the USR carbines, the access hole is round, there is no sling ring and the barrels are of cast steel.

The contract provided for delivery of the items within one year, but problems arose with the manufacture of the



Figures 12 A, B, C & D. Jenks Remington Carbine (USR marked) (author's collection).



Figure 12E. Ely Remington (Photo courtesy of Remington Arms by way of Roy Marcot).

arms. Ames had lost the follow on Navy pistol contract to Henry Deringer of Philadelphia in 1845 when he was underbid,²¹ sold his machinery to Deringer, and ceased making the boxlock pistols. (He had completed his deliveries under his three Navy contracts and the first USR contract.) In addition, there was a contract dispute between Ames and Jenks regarding the carbines²² due to Ames objecting to the use of cast steel in the barrels (December

1845) as requested by the Navy, and the proposed addition of the Maynard tape priming.²³ Ames agreed to make the models (examples)²⁴ but sold the contract and the machinery to Ely Remington of Herkimore, New York (December 1845).²⁵ Jenks made a deal with Remington to produce the carbines in the same configuration as Ames made for contract No. 1 (no sling ring and no tape primer) but with cast steel barrels. Difficulties arose from the modifications to the machinery needed which resulted in additional delays in delivery. It is not known that Ames did provide the model carbines, although it was agreed to. No records have been found to date.

In response to an inquiry from the Secretary of the Treasury, Jenks, who had moved to New York state to be close to the Remington factory²⁶ wrote that he had contacted Henry Deringer who agreed to produce the pistols for the contract, but there was a problem. Deringer was already delinquent in his Navy contract and could not produce any pistols for the Revenue Service until he delivered to the Navy. Since he did not deliver any of the 1,200 pistols to the Navy (313 barrels were proved in 1847 by Richard Paine at Philadelphia, with 282 being passed, but none were ever delivered),²⁷ it is uncertain if any USR pistols were ever fabricated or delivered by Deringer. Several markings exist on Deringer boxlocks, including US and USN on the locks, but no records have been found to date which show deliveries to either service.²⁸ Further, none of the Deringer marked pistols observed to date are properly marked for the Revenue Service, and do not show any final inspection.²⁹ (See Appendix 8 for a possible connection).

To complicate matters further, the Mexican War was declared on May 13, 1846 and President Polk ordered the Revenue cutters to the Gulf of Mexico in support of the Navy.³⁰ Problems arose with some vessels, and only those cutters noted in Appendix 5 were involved. The second Jenks contract was signed on March 5, 1846, just prior to the declaration of war.³¹

PROBLEMS WITH SECOND CONTRACT DELIVERIES

In addition to the problems of design and execution of the vessels themselves, there was the pistol problem with Ames having sold his equipment to Henry Deringer, and the sale of the Jenks carbine contract to Eli Remington. Jenks arranged to have Remington fabricate the carbines, although no delivery records have been uncovered yet. He also entered into a verbal contract with Deringer for the pistols. Due to Deringer's prior Navy contract commitment, he did not deliver pistols to the Revenue Service as scheduled. It remains to be seen if he was responsible for the "Deringer" pistols found in various arsenals in 1867, or whether these smooth bore pistols were ever sent to the Revenue Service.³²

The operation of the Iron bottomed vessels, with their numerous mechanical problems, resulted in various refits and maintenance delays, during which time the small arms would have been stored, or possibly reissued to other vessels.³³ The problems were exacerbated by the onset of the Mexican War (May 1846 to February 2, 1848) with most of the iron fleet being directed to assist the Navy in the Gulf of Mexico.³⁴

ACCOUTREMENTS

The contracts called for bullet moulds, cleaning rods for the carbines, and nipple wrenches to be packed in the individual boxes for each vessel. Since the arms were smoothbore, a single round ball of "rifle" (.54) caliber was fired by both the pistol and the carbines. The spanner style ,Y shaped combination tool used for Navy arms (Figure 11) was NOT intended for the USR arms in the second contract, since the contract specified "sporting" percussion caps, but most pistols observed are seen with the spanner style nipple. Most likely, the tool which the Army used (Figure 11) was used for the pistols.

AMMUNITION

Both the Ames pistol (Boxlock) and the Jenks "short" carbine fired a .54 Caliber round ball. The powder charge was 35 grains of powder in the pistol and 65 grains for the carbine which was to be dispensed by the powder flask.³⁵ It is not certain whether paper cartridges were originally used with either arm.

LEATHER GOODS

It was initially thought that Ames subcontracted for the leather work, but it appears that Ames had an in house leather operation and made all the leather products in his own factory. Ames had obtained the services of a man named Emerson Gaylord in the 1830's and their relationship lasted for many years. It is likely that he provided all of the items noted in the Ames memo¹¹ for the second contract also since Jenks claimed to have it on November 18, 1847.³⁷

The memo from the CVHS records Ames collection, noting the leather items and the prices charged by Ames for each item. A letter dated March 14, 1846 notes the price changes for the second contract items, but did not state any change of price for the leather items.

INSPECTION PROCEDURES

Initially inspections were compared to samples provided by the contractor in 1844, but the mention of "gauges" appears

about that period in the Navy contracts. It was noted that Eames, an Ames foreman, may have made gauges for the Jenks carbines, and possibly also the boxlock pistols.³⁶ No examples have been found of any identified gauges to date, nor any letters describing them.

THE LAST STRAW

During the process of designing and creating the iron bottomed steamers originally begun in 1842, myriad problems arose. The original proposals were for hulls and engines to be separately bid by various companies. Many people produced sealed bids and several were accepted. The integration of the 3 propulsion systems with the boats created continuing and expensive problems which ran the costs up outrageously.

Robert J. Walker had been appointed Secretary of the Treasury in 1845 by President Tyler. He was a capable and energetic man who finally concluded that the steam ships were not making it. He decided that the program was a disaster for whatever reason and determined to shut it down. Being a fiscal conservative, he believed that the revenue collected should be no more than what was actually needed to operate the government, so that a large Revenue Marine was not needed. In October of 1847 he issued a circular (Appendix 10) which limited Department expenses to no more than \$175,000 per annum, and said that all expenses needed to be reviewed and all work on the steamers was to cease immediately. Boats that were being repaired were to be put in order and sold. All engines and machinery on board were to be sold and removed. In addition, no collector offices were to incur any additional debt relative to the steamers without authorization. He revised the entire purpose and operation of the Revenue Marine Service and cut off all unauthorized expenses as of November 1, 1847.

Since Jenks had not delivered any arms as of November 1, 1847, on the second contract, he wrote to Walker on the November 13 to try and deliver what he had³⁷ but ran into a problem. He requested an inspector be sent for the items he claimed he had, but no reply has been found and no inspection records have come to light. A later letter in the Archives notes that he "disposed" of most of the items he claimed to have³⁸ and in 1852, the final act of delivery to the Treasury Department of 248 boarding pikes ended the saga.³⁹

CONCLUSION

It can be concluded that the first contract was fulfilled and all the arms and accoutrements were actually inspected, proved, and delivered to the Revenue Marine Service. Also, the inspection records (Form 38's) (Appendix 9) show some rejections. We do not know what disposition was made of

the rejected parts. It does not appear that the inspection process used “gauges” at that time. The marking of the pistols and carbines is known, but none of the other items have been identified as of this date. Only some 15 USR marked pistols have been identified at this time and only five Ames made Jenks carbines are noted.

The second contract carbines were noted to be awaiting inspection³⁷ but no record of any such inspection has been found. Ames did not deliver any second contract pistols, nor does it appear that Deringer or anyone else did either. Deringer had agreed to make the pistols for Jenks since he possessed the machinery, but there is no record which establishes that he did. No one else was making any boxlock pistol, and none have been identified. Notwithstanding the difficulties noted, some 95 “Derringer” pistols are identified in a record inventory dated 1867 but those records seem now to have disappeared.³³ Those few carbines found which conform to the second contract are dated 1846, made by Remington, and have cast steel barrels, and no tape primer.

Letters establish that 248 pikes were accepted by the Treasury Department in 1852,³⁹ which closed out the second Jenks contract, while other letters from Jenks indicate that he had fabricated much of the contract items, but no inspection tickets have been found or recorded. A letter from Jenks notes that he had sold off the other items set forth on the contract.³⁸ It does not appear that any of the items were delivered on the contract except the pikes. It is known that some of the items were delivered to Jenks⁴⁰ so that when he sold them they went somewhere—but where? See Figure 14.

Only the three Jenks carbines which the author has seen, plus two others, have come to light from Contract No. 2, but there is evidence that some of the other items that were prepared could be “out there” and if we hunt for them, who knows?

REFERENCES

1. **King**, page 3.
2. **Wells**, page 3.
3. **Wells**, page 9.
4. **Wells**, page 7.
5. **Wells**, page 9. While the statement states 24 balls to the pound, the actual arms were “rifle” caliber, or 32 balls to the pound.
6. Letter dated January 25, 1843, from Walter Forward (Secretary Treasurer) to President Tyler regarding the need for new vessels in the Lake Erie area (RG 26, E 155C, Misc Ltrs page 11).
7. Letters containing copies of 3 published ads dated March 16 & 17, 1843, calling for proposals for hull and engine designs for new cutters (RG 26, E 155C, box 4 page 147).

8. **Canney**, page 20 and Appendix 3.

9. **Canney**, page 21 chart, and Appendix 3.

10. Letter dated November 18, 1843, from Secretary Spencer to NP Ames (RG 26, E 143A, box 4/39, page 356) and letter dated January 22, 1844, from Spencer to Ames (RG 26, E 143A, Box 4, page 460). Reply NPA to Secretary Spencer dated November 25, 1843, regarding samples to be furnished. (RG 26, E 155C, Box 4, page 260).

11. CVHS (undated) memo and Figure 3. (CVHS Ames Collection Group 4, Series 2, Box 7, Folder Number 2).

12. Ames had entered into three Navy contracts for 2,000 pistols, 632 pistols etc., and finally 1,200 pistols etc. (9-01-42; 3-23-43 and 9-21-44 respectively) (RG 74, E 162, Vol. 1, page 17; RG 74, E 162, Vol. 1, page 41; and RG 74, E 162, Vol. 1, pg 73-75). See also author’s Boxlock article (*ASAC Bulletin* 94).

13. **Hickox**, page 40 showing delivery dates and quantities.

14. Regulations of 1843 (dated November 1, 1841). Instructions to Officers etc. Section 8, “Captain’s Dress: . . . small sword, with glazed black leather belt and gilt mounting . . .” USCG website.

15. **Brown** notes that markings on boarding pikes were first noted in the early nineteenth century and shows one pike from the Constitution with a “leaf” style head (page 146). A November 18, 1843 letter from Secretary Spencer to N. P. Ames mentions “lance” blades for the boarding pikes. (RG 26, E 143A, Box 4, page 356).

16. The inspection record fails to mention iron handles. (RG 26, E 155C, 1844 book, page 55-1/2).

17. Hamilton, page 83, regarding iron handled boarding hatchets (MF Bremer materials). Letter from NPA to W. A. Howard dated December 27, 1837.

18. Letter from Secretary Walker to Ames dated November 18, 1843, regarding one contract and add pouches (RG 26, E 143A, Box 4/39, page 356).

19. **Wells**, page 11, April 13, 1845 Report of Captain Robert Day. (RG 26, E 151) noting inventory for the “Legare.”

20. **Wells**, page 14, regarding Brig Lawrence arms October 24, 1848 (RG 26, E 143A, volume 10, page 362). Notes that Captain Fraser was taking Lawrence to California to enforce revenue laws.

21. Letter from W. Crane of Bureau of Ordnance & Hydrography dated June 5, 1845, to N. P. Ames stating that he was outbid on the following contract for pistols (NARA 74, entry 5, page 180) and Ames sold his pistol making equipment to Deringer in December 1845. (RG 74, E 18, Book 5, page 30).

22. Letter quoted in Lustyik’s Jenks Carbine saga dated September 13, 1845, notes: “. . . I would now say that I proposed to make the carbines with the Maynard lock as improved by Mr. Eames . . .” *Gun Report*, January 1965, page 15.

23. The Navy insisted upon cast steel barrels for the Jenks contract, and Ames sold the Jenks contract to Eli Remington in December 1845. It appears that he disagreed with the two changes in manufacture, while Remington was championing cast steel barrels. The sale mentioned in the Lanman letter dated 12-03-45 (RG 74, E 18, page 72).

24. N.P. Ames produced two sample carbines with the Maynard tape primer requested by Joseph Lanman, the Naval Inspector in 1845 (Lustyik Articles, October 1964, page 5).

25. N.P. Ames sold his carbine contract and his manufacturing equipment to Remington in December 1845, and it appears that Eames went to work for him in New York. Letter from Joseph Lanman, Navy inspector, to W. Crane dated December 3, 1945 mentions sales to Deringer and Remington (RG 74, E 18, page 72).

26. Letter from W. Jenks to Secretary Walker dated December 1, 1846, regarding the status of arms manufacturing and agreement with H. Deringer to make pistols (RG 26, E 155C, page 136).

27. Refer to Boxlock article noted below by author. (*ASAC Bulletin*, 94, page 59) regarding inspection of barrels at HD plant. A subsequent letter to Paine, dated December 26, 1948, stated there was probably no need for further services at Philadelphia (RG 74, E 5, page 458).

28. Refer to Boxlock article (*ASAC Bulletin*, 94, pages 59-61) for a detailed discussion of the Deringer contract. Although he failed to deliver any pistols, it appears the Government took no action against him on his performance bond.

29. After Paine proofed the barrels at Philadelphia in 1847, no further inspections were conducted. (Reference footnote 27).

30. Letter dated December 31, 1846, from Secretary Walker to Secretary Mason (US Navy) regarding the President sanctioning temporary use of the Steamer "Polk" to cooperate with the Navy in the Gulf of Mexico. (RG 26, E 155C, Box 6, page 266, loose papers).

31. The Navy's role in the Mexican War was somewhat limited to blockading ports and rivers along the gulf coastline. Due to the shallowness and seasonal character of the waterways, the Revenue vessels were used extensively for running messages and supplies. (**King**, pages 132-133).

32. "Return of Ordnance by Arsenals," RG 156, E 99 (later changed to 101) with attachments (not recently located). When seen by Bob Jeska in the early 1990s there was a "100" page return of ordnance dated 1867 which would be most intriguing if rediscovered.

33. Letter from Jenks to Secretary Walker, dated December 1, 1846, (RG 26, E 143A, page 136) regarding carbines in progress with some manufacturing problems and Mr. Deringer agreed to make pistols.

34. The US declared war on Mexico May 13, 1846. Congress declared that a state of war existed between the countries, and President Polk issued a proclamation the same day. The war ended with the ratification of the Treaty of Guadalupe Hidalgo by Congress on March 10, 1848. Mexico signed the treaty on February 2nd. (*The Mexican War*, Time Life Books).

35. **Suydam**, *US Cartridges and Their Handguns* (1977), Beinfeld Publishing, No. Hollywood, California, page 4.

36. **Hamilton**, page 70: ". . . Albert Eames, a master machinist working for Ames shop, developed these (gauges) in 1842 to produce accurate forgings to complete interchangeability of Jenks parts . . ." Referring to jigs and gauges.

37. Letter dated November 13, 1947 from W. Jenks to Secretary Walker regarding sending an inspector for items he claims to have had for some time (RG 26, E 155C, box 7, book 2, page 66). In addition, a letter dated January 16, 1849, from W. Jenks to Secretary Walker states that Jenks had ". . . completed the boarding pikes, hatchets, leather work, and carbines. etc. . . ." (RG 26, E 155C, box 8, page 7).

38. Letter from W. Jenks to Treasury Secretary Hodge Jan 3, 1852, (RG 26, E 155C, Box 9, page 3) regarding taking the 248 pikes off his hands.

39. Letter from Secretary Hodge dated January 7, 1852 (RG 26, E 143A, volume 12/67, page 457) to W. Jenks regarding 248 pikes to Treasury accepted as final settlement for contract.

40. Letter from W. Jenks to Secretary Walker dated January 16, 1849 (RG 26, E 155C, Box 8, page 7) Regarding the claim that he had completed the carbines, boarding pikes, hatchets, and leather work. No mention of flasks or cutlasses.

APPENDICES

1. The 1843 Contract of December 5, 1843:

NARG 217, E 232, Box 17 Armaments designed to equip the new Legare class steamers (8 vessels, detailed in Appendix 3).

The Contract provides the following:

CONTRACT BETWEEN THE UNITED STATES AND WILLIAM JENKS OF SPRINGFIELD MAFS (sic)

ARTICLES OF AGREEMENT made and concluded this Fifth day of December, One thousand eight hundred and forty three between the United States, by J.C. Spencer, Secretary of the Treasury, on the first hand, and William Jenks of Springfield Mafs on the second part, relative to the Manufacture and delivery of Carbines, Pistols, Swords,

Powder flasks, boarding pikes, boarding hatchets and percussion Caps.

That the party of the second part has agreed as follows: That for the consideration hereinafter mentioned, the said William Jenks on his part, has agreed, and does hereby covenant and engage, to Manufacture, and deliver for the Revenue Service of the United States, one hundred and forty four Carbines, one hundred and forty four Pistols, one hundred and forty four Swords, one hundred and forty four powder flasks, one hundred and twenty boarding Pikes and seventy two boarding hatchets, the Carbines, Pistols, Swords and Powder Flasks, to conform in all their parts to those now being Manufactured for the Naval Service of the United States; the boarding Pikes and hatchets, to conform in all respects, to samples to be furnished by the party of the second part,-----

It is further agreed that the said Carbines, pistols, Swords. powder flasks, boarding pikes, and boarding hatchets shall be proved and inspected at the Manufactory of the said Jenks, by an officer or person designated by the party of the first part, and that the said Carbines, pistols, Swords, powder flasks, boarding pikes and boarding hatchets shall be subjected to, and sustain the rigor of proof required by the Navy Department-----

It is further agreed that the said Jenks shall cause the said Carbines, pistols, swords, powder flasks, boarding pikes and boarding hatchets to be safely and properly packed for transportation, in good and sufficient boxes, in the manner to wit, in each box , twenty four Carbines, four wiping rods and two bullet moulds and all other appendages the same as for the Navy Department, in each box twenty four Pistols, in each box twenty four powder flasks, in each box twenty four swords, in each box twenty four boarding pikes, in each box twelve boarding hatchets, and two nipples for each Carbine and Pistol, one for sporting caps and the other of the size adopted by the Ordnance Department, and three hundred percussion caps with each Carbine & Pistol the packing boxes to be furnished agreeable to the Ordnance Regulations

(End of Page 1)

The boarding pikes shall be furnished with staves seven feet long/

/

It is further agreed that the said articles are to be delivered by the party of the second part free of all cash for transportation, to the collector of the customs at New York, on or before the 20th day of March (1844) one thousand eight hundred and forty four.

In case of the neglect or failure on the part of the said Wm Jenks to fulfill his engagements in the contract/

/

the Secretary of the Treasury shall be authorized to direct purchases to be made of such articles as shall not be furnished and furnished in the manner afore described, and delivered within the time specified, unavoidable accidents to machinery excepted., and the said William Jenks-----

doth further engage and contract, that no Member of Congress, or any person holding any office or appointment under the Government of the United States, shall have any interest or be in any wise concerned, either directly or indirectly, in any of the issues, profits, or receipts of this contract. And the said United States by John C Spencer Secretary of the Treasury, do hereby contract and engage with the said William Jenks---as follows: That for the aforesaid Carbines, Pistols, Swords, Powder flasks, boarding Hatchets, Boarding pikes, percussion caps/

/

there shall be paid to the same William Jenks by the United States, on account of Bills for the said Arms, Powder flasks & percussion caps delivered, made out in approved form, authenticated by certificates of inspection, by receipts of the receiving officer at the place of delivery, For the said one hundred and forty four (144) Carbines at the rate of Fifteen Dollars each. For the one hundred and forty four (144) Pistols at the rate of four dollars and seventy five cents each, For the one hundred and forty four Swords, at the rate of three dollars & seventy five cents each. For the one hundred and forty four (144) Powder flasks at the rate of ninety cents each. For the one hundred and twenty (120) Boarding pikes at the rate of one dollar & sixty eight each. For the seventy two (72) Boarding Hatchets at he rate of one dollar and seventy five cents each, and for the Percussion Caps at the rate of One dollar and twenty five cents per Thousand. The percussion caps to be the sporting size,

(End of Page 2)

no other charge to be admitted, nor allowance to be made by the United States, for or on behalf of this contract,

In testimony of all which agreements and stipulations, the parties herein named have hereunto signed their names this Fifth day of December One thousand eight hundred and Forty four

/s/ Wm Jenks

J. C, Spencer

Secretary of the Treasury

Signed in the presence of

J.S. Stutt

2nd Lieutenant Revenue Marines

Alex V. Fraser

Captain Revenue Marines

APPENDIX 2:

The second contract (March 26, 1846)

NARA 271 E 232 Box 18 Armaments designated to equip fourteen vessels. (Ref)

Contract between the United States and William Jenks of Springfield, Mass/

Articles of Agreement made and concluded this twenty sixth day of March one thousand eight hundred and forty six between the United States, by Robert J. Walker Secretary of the Treasury on the first part, and William Jenks of Springfield Mass on the second part, relative to the manufacture and delivery of Carbines, Swords, Pistols, Pikes, Hatchets, Powder Flasks, Pouches, Belts and percussion Caps/

That the party of the second part has agreed as follows: That for the consideration hereinafter mentioned, the said William Jenks, on his part, has agreed and does hereby covenant and engage, to manufacture and deliver for the Revenue Marine of the United States, two hundred and twenty five (225) Carbines, two hundred and sixty eight Pistols, two hundred and forty eight Pikes, two hundred (200) hatchets—two hundred and thirty six Powder Flasks, two hundred and forty eight Pouches—two hundred and forty eight (248) Belts and one hundred and thirty four thousand (134,000) Percussion Caps, to conform in all their parts to those now being manufactured for the Naval Service of the United States; the boarding pikes, and hatchets, to conform in all respects, to the samples to be furnished by the party of the second part.

It is further agreed that the said Carbines, swords, pistols, pikes, hatchets, powder flasks, pouches, belts and percussion caps shall be proved and inspected at the manufactory of the said Jenks, by an officer or person designated by the party of the first part and that the said Carbines, swords, pistols, pikes, hatchets, powder flasks, pouches, belts, & percussions caps shall be subjected to, and sustain the rigor of proof required by the Navy Department—

It is further agreed that the Said Jenks, shall cause the said carbines, swords, pistols, pikes, hatchets, powder flasks, pouches, belts and percussion caps, to be safely and properly packed for transportation in good and sufficient boxes, in the manner to wit, in boxes containing such numbers of each article, as appear by the annexed schedule to be required for each vessel, with bullet moulds, wiping rods, cone keys, nipples and all other appendages, as required by the Navy Department. There shall be two nipples for each

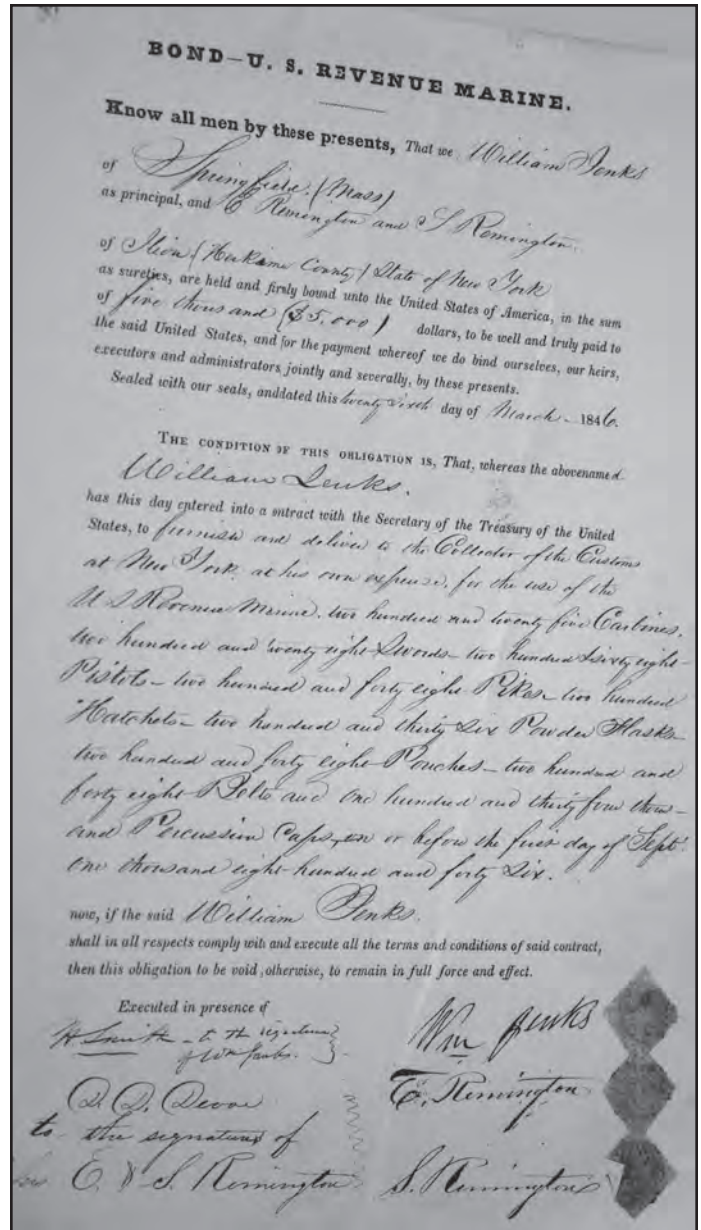


Figure 13. Bond for 2nd Contract (1846) (Photo courtesy of the National Archives).

carbine and pistol; one for sporting caps, and the other of the size adopted by the Ordnance Department. The packing boxes to be furnished agreeable to the Ordnance Regulations. The barrels of carbines to be of cast steel, and the breech plug of bronze metal hardened—

(End of Page 1)

The Bond for Contract 2: Signed March 26, 1846, at Alton, NY, was signed by Jenks and E. and S. Remington, and guaranteed delivery on or before September 5, 1846.

3. Construction of the Iron bottomed fleet and associated problems. (Figure 2).

The original eight vessels to be armed under Contract 1 were as follows:

7

Washington Dec. Jan 16th /49

To the Hon Mr. J Walker
 Sir

On the 18th of March 1846, I entered into a contract with the Secy of the Treas. for Running and Equipping the vessel in the Revenue Service, I have completed the Boarding Pikes, Hatchets, Leather work, and Carlines, all but the Carlines, were completed before the contract expired, The Pikes and Hatchets I paid cash for, more than two years since, without any profit to myself when

Will you have the goodness to take the above work and release me from the contract

I am very respectfully
 Your Old Servant
 Wm Jenks

Figure 14. William Jenks letter to Secretary Walker (January 16, 1949) regarding articles that were manufactured for the second contract but not delivered.

BIBB: Contract for construction entered into with Charles Knapp, at Pittsburg, Pa, using Hunter's wheels, Feb. 28, 1843. Later transformed to a side wheeler at Cincinnati, Ohio, April 14, 1845. Transferred to the Coastal Survey July 9, 1847.

DALLAS Contract for construction with Stillman, Stratton & Co., of New York, entered April 2, 1845, using Hunter's wheel. Ordered to New York for transfer to the Coastal Survey May 6, 1849.

JEFFERSON Contract for construction entered into with Charles Knapp, at Oswego, Jan 2, 1845, using Ericsson's plan. Reported ready for sea, Sep 20, 1845. Laid up for repairs Oct. 7, 1845. Transferred to the Coastal Survey June 27, 1849.

LEGARE Contract for construction with Schuyler of New York, Feb. 28, 1843, with Ericsson's propeller. This was the first steamer to be launched. Transferred to the Coast Survey November 12, 1847.

McLANE Contract to build entered April 1, 1843, with Cyrus Alger, at Boston, Mass, with Hunter's submerged horizontal wheels. Changed to sidewheeler before put in commission.

POLK Contract for construction entered into with Anderson at Richmond, VA., Dec. 4, 1844, for side wheeler. Ready for sea Jan. 11, 1847. Placed at the disposal of the Navy

Department Jan. 13, 1847. The Navy returned the ship to Treasury after some seaworthiness problems May 3, 1847. Transformed into a barque about June 13, 1849. Ordered to San Francisco on Feb 27, 1850, arrived on or about Sep. 17, 1850. Sold at San Francisco, December 29, 1854. (Appendix 10)

SPENCER Contract to build entered with West Point Foundry Co., April 18, 1843, with Hunter's wheel system. Transformed into a Light ship June 10, 1848.

WALKER Contract to build as an iron side wheel steamer on Dec 4th, 1844, with Joseph Tomlinson, at Pittsburg, Pa, commissioned Jan. 2, 1845. Transferred to the Coast Survey at New Orleans, La, Jan. 2, 1848.

It was standard practice to off load armaments into storage (government or private warehouse) during repairs or refitting. Nor sure where to find any of these records.

Reference: Records of Movements (Infra)

Since almost all of the vessels were built at different locations, they varied some in size and displacement. The term "cutter" comes from the British Navy designation for revenue boats and seems to have been a carry over.

4. Problems with vessels and machinery

Hunter's wheels were an invention of Navy Lieutenant William Hunter, and were horizontal wheels that projected outside the vessel's hull below the water line. Due to excessive turbulence caused by the water entering the wheel cavity, they were impractical and replaced early in the trial testing. They suffered from additional problems of excess coal usage. Additional problems developed with the Ericsson propellers which needed overly complicated machinery, and the side wheelers ". . . suffered from delays, lack of iron, faulty plans and bad weather."

(**Canney**, page 20) Horrendous cost overruns were also a great problem. All eight vessels had short service lives, although the "Polk" lasted until 1854, after being converted to a barque and sent to support the Customs Collector on the West Coast.

5. Iron Steam Cutters which participated in the Mexican War.

Name of Vessel	Dates of Service	Movements of Vessel*
Bibb	1843-1861	111
Legare	1843-1847	109-110
McLane	1843-1847	105-107
Polk	1844-1854	128
Spencer	1843-1848	108

* "Records of Movements of Vessels etc." (infra)

6. Secretaries of the Treasury

Secretary	Dates Served	President
Thomas Ewing	3/5/41–4/4/41	W.H. Harrison
	4/5/41–9/11/41	John Tyler
Walter Forward	9/13/41–3/1/43	John Tyler
John C Spencer	3/8/43–5/2/44	John Tyler
George M Bibb	7/4/44–3/3/45	John Tyler
	3/4/45–3/7/45	James Polk
Robert J Walker	3/8/45–3/3/49	James Polk
	3/4/49–3/5/49	Z. Taylor
William Meredith	3/8/49–7/9/50	Z. Taylor
	7/10/50–7/22/50	M. Fillmore
Thomas Corwin	7/23/50–3/5/53	M. Fillmore

7. Revenue Marine Service History and Organization

“Hamilton’s original ‘system of cutters’ was a loosely organized fleet of ten vessels, built and placed in service several years before the United States Navy, to patrol and police the United States coastline . . . In the beginning they were armed only with muskets, pistols, bayonets and a few old guns, relics of the American Revolution. Officers and men had no prescribed uniforms and were called ‘masters’ and ‘mates’ . . . The service grew slowly during the first half of the 19th century . . . Politics entered the picture early. Officers were chosen not on a merit system, but by political appointment. There was no uniform management until 1843 when Alexander Fraser was made Bureau Chief. He established a merit system of promotion . . . and undermined the power of local politicians . . . He left the Bureau in 1848 . . . and . . . many of the old practices were back in full swing . . .” Fraser was instrumental in the advent of steam vessels, although he advocated the use of paddle wheelers. As noted above, the steamers were less than successful. (Kern, pages 1-3).

8. Possible link to Deringer pistols

An inventory compiled in 1867 (NARG 156, Entry 99, January 29, 1867) was seen in the Archives several years ago by collector, researcher and author Bob Jeska noting some 95 “Derringer” (sic) pistols in stores at various locations. Since Henry Deringer’s connection with boxlock pistols (6” barrels) was initially through the Navy contract in 1845, and no deliveries were made through 1848 (See *ASAC Bulletin*, article by the author, noted below for a more complete discussion) and we have no record at this time of any pistols being provided by Jenks for the Revenue Service contract, the status of these 95 “orphans” is uncertain. Further, the original records noted by Jeska have disappeared and cannot be found at this time.

Another possible link comes through the Revenue Cutter “Polk,” which was converted to a barque and sent to the west coast to operate with the Customs officers there starting in 1850.

A search of the logs and customs records of that office might prove fruitful, but that is another investigation which is not part of this work. (Canney, page 21).

9. Inspection certificates (Form 38’s) for Contract No. 1 (RG 26, Entry 155, C 1844 Book, page 57-1/2). Letter from Secretary Young dated May 20th 1844 to Captain W.A. Thornton notes receipt of inspection reports (RG 26, E 143A, page 115). (See Figure 15.)

10. Walker Circular of 1847 (RG 26, Entry 143 A, letters sent, Volume 9, pages 231-233).

The cover letter dated October 8, 1847, states:

Sir:

“Enclosed you will find a circular of this date to officers of the US Rev Marine and to the Collectors and other officers . . . reducing the expenditures . . . after the first day of November next.”

Revenue Marine

Circular to Officers commanding the Revenue vessels and to Collectors charged with Distributions on account of said vessels

Treasury Department

October 8, 1847

It appears that the expenditures on account of the Revenue Steamers for the last fiscal year greatly exceeded the sum which, in my opinion ought to be disbursed for the service. No censure however, can be attached to any one on this account. These large expenditures have grown chiefly out of the construction, and employment of steam vessels. No contract for building any steam vessels has been made by me. These contracts were all entered into by my predecessors in office.

From the information placed before my predecessors, at the time these contracts were made by them, the construction of these vessels for the Revenue Marine was no doubt deemed by them highly useful and beneficial. Entertaining, however, a contrary opinion almost immediately after entering upon the duties of this Department, I suspended the further execution of all contracts for the construction of these steam vessels not already completed . . .” The circular continues but the thrust of Walker’s actions is to cease paying for any matters which deal with the second Jenks contract items, after November 1, 1847. As of that date, Jenks had made no deliveries nor had any arms been inspected.

11. Errata noted in prior Boxlock Article (*ASAC Bulletin*, No. 94) (2006).

In reviewing the prior publication on the boxlock pistols, the author noted some inaccurate information in that article: The corrections are as follows:

Page 56, column A, last paragraph: All observed USR pistols are serial numbered on the barrel bolster flat and in the tang area, not on the barrel band. The band should carry a B for the civilian inspector who passed the limb (Joseph C. Bragg).

Only the earliest pistols in the Navy contract had a serial number on the band. (first model boxlocks with "pointy locks").

Page 56, column B, top paragraph: All observed USR pieces have the serial number on the barrel bolster, not on the band.

Page 66, 3rd paragraph, column A: There is a "B" on the side of the bolster, the trigger guard forward of the guard, the edge of the barrel band and on the butt cap. Some butt caps may not show the "B."

Page 66, 4th paragraph, column A: The serial number does not appear on the barrel band on the USR pistols, only the "B" should be there.

Page 67, 3rd paragraph, column A: All Jenks USR carbines made by Ames were inspected by J.C. Bragg and William Anderson Thornton, and should bear those initials. Richard Paine and Joseph Lanman inspected the Navy Ames pistols only, as noted on page 57.

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The Gun Report

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