



# KING'S BOOKLETS

A Thousand & One

World Wide Subjects



HUDSON RIVER DAY LINE

# The Hendrick Hudson

THE GRANDEST AND SWIFTEST RIVER STEAMER IN THE WORLD

THE \$1,000,000 CRAFT THAT MARKS AN EPOCH IN NAVIGATION

In the launching at Newburgh, N. Y., of the steamship "Hendrick Hudson" on March 31, 1906, the Hudson River Day Line began an era in river navigation that bids fair to be as notable as the century of achievement that began with the launching of Robert Fulton's "Clermont" in 1807. That first steamship in 1808 began regular passenger service between New York City and Albany, travelling at about the speed at which a man walks, five miles an hour. The "Hendrick Hudson," with a speed of from twenty-three to twenty-five miles an hour, will rival the railroad trains, while carrying twenty times as many people as the "Clermont" and giving all the comforts of a great hotel to as many passengers as could be seated in seventy railroad coaches.



SEE BACK COVER

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Loaned by  
Henry Har-  
mon Neill

HENDRICK HUDSON, one of four fine heroic bronze statues, by J. Massey Rhind, on the Broadway façade of Astor's Exchange Court Bldg.



From  
Woolfall's  
"Young  
People's  
Standard  
History  
of the  
United  
States"

DISCOVERY OF THE SITE OF NEW AMSTERDAM, Sept. 2, 1609, by Hudson, an English navigator in the employ of Dutch merchants, sailing in the "Half Moon." In 1613 Adrian Block came in the "Tiger," wintering on site of Aldrich Court.



Cro' Nest    Storm King    Hudson River, looking North    Pollopel's Is.    Constitution Is.    Breakneck Mt.    Mt. Taurus  
HIGHLANDS OF THE HUDSON, showing the Northern Gateway, with its four great mountain sentinels. The picturesque Highlands extend southward twenty miles. The view is from Trophy Point, the northern end of West Point. The Catskill Mountains lie to the north.

# THE "HENDRICK HUDSON"

THE WORLD'S LARGEST, STANDEST AND MOST MAGNIFICENT STEAMBOAT

THE HUDSON RIVER DAY LINE.

—By *Wm. Wirt Mills*

**I**N the autumn of 1906 the new "Hendrick Hudson" takes its place at the head of all kindred steamboats on the rivers of the globe. It embodies all of the most modern ideas in ship building. It is historically almost the lineal descendant of the original "Clermont." It is built on the river to whose service it is to be devoted.

In the application of the principle of the steel skyscraper to steamboat construction, the W. & A. Fletcher Co., of Hoboken, N. J., have produced in the "Hendrick Hudson" a craft that is a radical departure

from every other sidewheeler afloat. Its rigid framework of steel has been so knit together by girders and trusses that it has been possible to dispense with the ungainly centre hogframe, and the paddle-wheel shaft has been placed below the main deck, thus removing a disfigurement of the interior that has been regarded as inevitable in the construction of sidewheelers.

Seven watertight bulkheads make the vessel practically unsinkable, and heavy steel sheathing, inclosing the boiler and machinery, eliminate



HENDRICK HUDSON MEMORIAL BRIDGE, to be erected over Harlem Ship Canal (Spuyten Duyvil), by the City of New York, to commemorate in 1909 the Ter-Centenary of the discovery of the Hudson. Designed by Alfred P. Boller; length, 2,500 ft.; central span 820 ft.; clear height, 175 ft.; estimated cost \$5,000,000. Connects Riverside Drive Extension with Spuyten Duyvil in the Bronx.

danger from fire. Eight mammoth boilers, with a steam pressure of 170 pounds to the square inch, furnish the power to give the 24-foot paddle wheels forty revolutions a minute. Each wheel has nine curved paddles, each 16 feet, 6 inches long, by 4 feet wide, and their feathering motion practically eliminates all jarring or vibration.

With a capacity equal to that of the five largest hotels in New York City, the "Hendrick Hudson" will daily prove a luxurious summer resort for about five thousand people. With the great expanse of six decks, this throng can dispose itself comfortably to see the beauteous panorama and enjoy the breezes that ever sweep the broad tidal river and waft aboard the aroma of the forests.

No freight being carried, the entire interior, conveniently arranged and magnificently appointed, will be given to the comfort of passengers, so that all will find an abundance of luxurious accommodations.

On the hurricane deck are large observation rooms, Convention Hall, all enclosed in plate glass, giving an uninterrupted view of both sides of the river. The after observation room can be reserved and rented as a convention room.

The grand promenade around these rooms is probably the most commodious afloat, one seventh of a mile in circuit, while the enormous main saloons and dining room, finished in mahogany, will be tempting in their elegant luxury. A string band will occupy a stand suspended in an opening in the saloon deck forward, so placed that the music will be heard also in the forward part of the main deck, which will be finished in French gray oak. Three thousand people can sit comfortably within earshot of the orchestra. Besides these great saloons there will be fourteen large parlors

and ten smaller rooms, all artistically decorated. On the shade deck there will be two Louis XVI drawing rooms in ivory enamel and gold. On the saloon deck there will be two Japanese rooms, four in quartered oak after the style of the Art Nouveau, two Dutch rooms in oak, two French Empire parlors in mahogany and gold, and two in the colonial style in poplar and mahogany.

There will be a large teakwood writing room and a woman's boudoir in white mahogany. The central feature of the interior will be the grand stairway, surmounted by a stained glass dome.

Frank E. Kirby, the eminent naval architect, has had constant charge of every structural detail.

Besides carrying a physician, the "Hendrick Hudson" will have a corps of stenographers and typewriters, and a well-equipped dark room will afford photographers opportunity to develop their pictures of the Hudson on the spot.

In the main saloons there will be a series of panel paintings by Vernon Howe Bailey, depicting various scenes along the river, and in the parlors will be found canvases by celebrated American and foreign artists.

The galley will be aft, under the main deck, ventilated by a tall shaft, so that the odor of cooking will not reach the decks. The height of the two stacks, seventy feet, will secure to the passengers immunity from smoke and cinders, while the double casing

of the stacks, which are well aft, will prevent their heating the vessel. That the life of one man should almost span the period of development from the pioneer voyage of the "Clermont" in 1807 to the launching of the "Hendrick Hudson" in 1906 is one of the



KATHARINE OLCOTT, THE SPONSOR\*

\*KATHARINE L. OLCOTT, granddaughter of Commodore Alfred Van Santvoord, founder of the Hudson River Day Line, and daughter of Eben E. Olcott, president of the company. As the "Hendrick Hudson" glided down the ways Miss Olcott named the vessel, breaking over the bow a bottle of water from a spring in the Catskills, and six doves were set free, after the Japanese custom, as the hull took to the water.

remarkable features of a century of progress in river navigation.

From the day when Hudson explored the river in 1609 to the time of Fulton there was a steadily increasing procession of sailing boats up and down the Hudson, and the great river continued to be the chief artery of trade until the completion of the Hudson River Railroad in 1851. But before that time the Van Santvoords, father and son, had been potent factors in the utilization of the Hudson River for the development of its huge and growing commerce.



COMMODORE ALFRED VAN SANTVOORD, whose father was a pioneer boatman on the Erie Canal. The son inherited and extended the business and established the Day Line to Albany in 1863.

Abram Van Santvoord, during the war of 1812, was president of the Village of Utica, controlled the towing business on the Hudson, ran some of the first boats on the Erie Canal, which was opened in 1825, and was one of the founders and the treasurer of the People's Line, started in 1835.

His son, Alfred, born in 1819, grew up in the business and inherited with it the problem of competing successfully with steam railroads. This he dealt with by increasing the size and carrying capacity of his

boats, building the Daniel Drew, 251 feet long, in 1860, the great freight-carriers, the Oswego and the Cayuga, and the famous River Queen, which figured in the history of the Civil War.

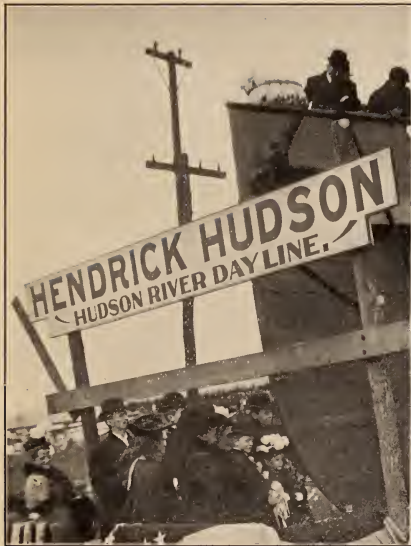
Having held profitable freight business in competition with the railroads, the Commodore made a radical departure in 1863 by bidding more especially for passenger traffic in establishing the Albany Day Line.

The still further development of this business, until it has called for the construction of the greatest river steamer in the world, has been the work of the son-in-law of Commodore Van Santvoord, Eben E. Olcott, by profession a mining engineer, now president of the Hudson River Day Line.

The Hudson River Day Line has ever been actively identified with all river interests; and the public are always most bountifully provided for.



PRESIDENT E. E. OLCOTT, who succeeded his father-in-law, Commodore Van Santvoord, as head of the Hudson River Day Line, and built the "Hendrick Hudson" to meet the great increasing traffic.



"HENDRICK HUDSON" just before the launching. Miss Olcott, standing under the bow with a bottle of Catskill spring water, ready to name the vessel. Her father, President E. E. Olcott, near the centre.



"HENDRICK HUDSON" starting down the ways to the cheering of 500 steamship and railroad officials, and of Charles H. Haswell, who recalled the launching of the "Chancellor Livingston" in 1816.



HUDSON RIVER DAY LINE STEAMER "HENDRICK HUDSON," the world's largest, most magnificent and swiftest river steamboat; built at a cost of \$1,000,000; the main wheel-shaft is below deck, and there is no walking-beam, the 24-ft. paddle wheels being driven by a three-cylinder inclined compound engine, all the machinery being in the hull; the ship is a hotel, with numerous parlors exquisitely decorated. Designed by Frank E. Kirby, of Detroit, Mich., assisted by leading marine architects. The hull is built of steel.





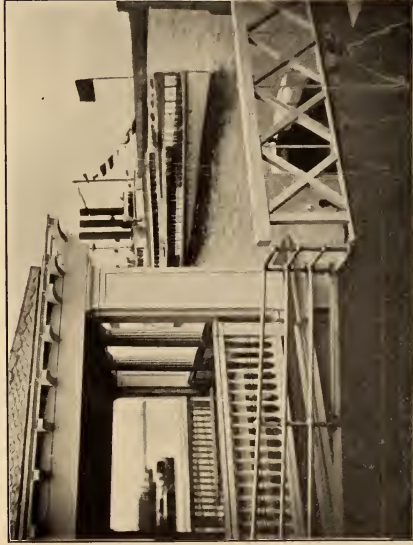
nearly \$1,000,000; to ply between New York City and Albany. The "Hendrick Hudson" is a side-wheeler, but unlike other vessels of its class  
ing below the main deck. The boat is 400 ft. long, 82 ft. wide, has six decks and accommodates 5,000 passengers. It has all the conveniences of a great  
by T. S. Marvel Shipbuilding Co. at Newburgh. General contractors, and builders of the machinery, the W. & A. Fletcher Co., Hoboken, N. J.



HUDSON DAY LINER "HENDRICK HUDSON" on the ways at the yards of the T. S. Marvel Shipbuilding Co., at Newburgh, N. Y.  
"HENDRICK HUDSON" taking to the waters of the Hudson in Newburgh Bay on March 31, 1906, proving the correctness of her lines by the grace with which she floated, without suspicion of list, and giving promise of great speed by the way in which she cut the water.



HUDSON DAY LINER "HENDRICK HUDSON" floating on even keel in Newburgh Bay after the launching, March 31, 1906. "HENDRICK HUDSON" seen from Marvel Shipyards after launching, a tug making fast to tow the hull down to W. & A. Fletcher Co.'s yards at Hoboken to receive magnificent superstructure and machinery, which are to be triumphs of the arts of joiner, decorator and engineer.



HUDSON RIVER DAY LINER "NEW YORK" coming to its pier at West 42d Street to take on guests for the launching. This craft has been enlarged and refitted throughout. "NEW YORK" leaving Newburgh Shipyards after the launching of the "Hendrick Hudson."



ROBERT FULTON and his STEAMER "CLERMONT," first successful steamboat; 133 ft. long, 16 ft. wide. Launched in spring of 1807 in East River, this primitive side-wheeler made its trial trip to Albany, August 7, and the following summer began regular trips between the metropolis and the state capital, thus inaugurating steam navigation. Fulton, after building other and faster boats, died suddenly in 1815.

SCALE  
100 FT. 200 FT. 300 FT. 400



# A CENTURY'S

CLERMONT, 1807, 133 FEET

## PROGRESS

IN



CHANCELLOR LIVINGSTON, 1816, 154 FEET

## HUDSON



ERIE, 1832, 180 FEET

## STEAMBOAT



CON-

ROCHESTER, 1836, 209 FEET

## STRUCTION



DANIEL DEW, 1860, 251 FEET



C. VIBBARD, 1864, 281 FEET



ALBANY, 1881, 325 FEET



NEW YORK, 1887, 350 FEET



HENDRICK HUDSON, 1906, 400 FEET

SCALE  
100 FT. 200 FT. 300 FT. 400

To this first practical steamboat, the "Clermont," built in 1807 by Robert Fulton, aided by Robert R. Livingston, was due the development of river navigation, as exemplified in these nine vessels.

.. Within six months Col.

John Stevens had built the "Phoenix" and with it navigated the Delaware.

.. Within three years Nicholas

Roosevelt introduced steam navigation upon the great Mississippi.

.. In 1811 Stevens completed his first steam ferry boat.

.. In 1815 steamers were plying on Long Island Sound and in 1818 on the Great Lakes.

.. Steam navigation of the

Atlantic Ocean began the

next year. The "Savannah," built at New York by

Francis Fickett, was supplied with an engine and boiler, and crossed the ocean in 27 days, partly under steam power.

.. In 1823 coastwise navigation

with steam power began with vessels plying

between Boston, Mass., and Portland, Maine.



DAY LINER "NEW YORK," companion to the "Hendrick Hudson," remodeled 1906.  
"MARY POWELL," afternoon boat of the line, plying between New York and Kingston, N. Y.  
DAY LINER "ALBANY," the reserve boat when the "Hendrick Hudson" is in commission.

## "The Great Streame"—The Hudson River

BY WM. WIRT MILLS

In the log of the "Half Moon" it is recorded that when Hendrick Hudson sailed through the Narrows and past Staten Island in 1609 he discovered three rivers and headed his vessel up "the great streame." This was the Shatemuc, in the Indian nomenclature, the North River to the earlier colonists, to distinguish it from the South River, or the Delaware, and afterward properly named the Hudson in honor of the man who sailed in the Half Moon to a point 117 miles from the mouth of the stream, to where the town of Hudson now stands, and sent a small boat as far as the site of Albany, 143 miles from the sea. The other rivers that Hudson noted were the Kill von Kull and the East River.

"THE GREAT STREAME" it is to-day, sometimes feebly described as the "Rhine of America," rising in the famous North Woods or Adirondacks, flowing for over 300 miles into New York Bay, the tide reaching to Troy, 166 miles from its mouth, and the broad, deep stream affording secure passage to the largest ships as far as Hudson. In 1825 the Hudson was linked to the Great Lakes by the Erie Canal, and prior to that an almost uninterrupted waterway to the St. Lawrence was afforded by the portage between the Hudson and Lake George.

Flanked at its mouth by New York City, Jersey City and Hoboken, the Hudson is an important artery of trade laying tributary a population of nearly 10,000,000.

During the last ten years the shipyards of the Hudson have produced all classes of wood and steel vessels, the largest of which is the Hendrick Hudson. The contract for this craft is being filled by the W. & A. Fletcher Co. of Hoboken, who sublet the building of the hull to the T. S. Marvel Shipbuilding Co. of Newburgh,

and the cabinet work to John Englis & Sons of Brooklyn. Among the vessels built by the Fletcher Co. are the celebrated Hudson River steamers, Mary Powell, Albany, New York, Adirondack, C. W. Morse, Onteora, Kaaterskill, etc.

But though man has possessed himself of the rich territory that Hudson discovered, the natural grandeur of the river scenery has survived his sometimes ruthless touch.

Passing the busy wharves of the cities the tourist has on one hand the stately heights of the Palisades and on the other the beautiful Riverside Park and Inwood sections of the metropolis, the suburban city of Yonkers, and the magnificent country homes of the wealthy.

The river spreads out into the Tappan Zee,  $3\frac{1}{2}$  miles wide and 12 miles long, with Tarrytown on the right bank and Stony Point on the left.

Dunderberg (Thunder Mountain) marks the beginning of the Highlands of the Hudson. Peekskill rises on terraces from the bay of that name, while on the left bank is West Point, the noted United States Military Academy.

Just beyond is Newburgh, where Washington refused to be made king, and across the river is Mt. Beacon, whose signal fires can be seen in New Hampshire. At Poughkeepsie is the only bridge that crosses the Hudson below Albany. At Kingston one enters the region of the Catskill Mountains, and for twenty-five miles there is unfolded a panorama of surpassing beauty. The crowning peak of the Onteora is Slide Mountain, 4,205 feet high.

As the steamer nears Albany the valley widens into a fertile farm region and above Troy one comes to the Mohawk, the chief contributor to the great volume of water that makes the Hudson "the great streame."