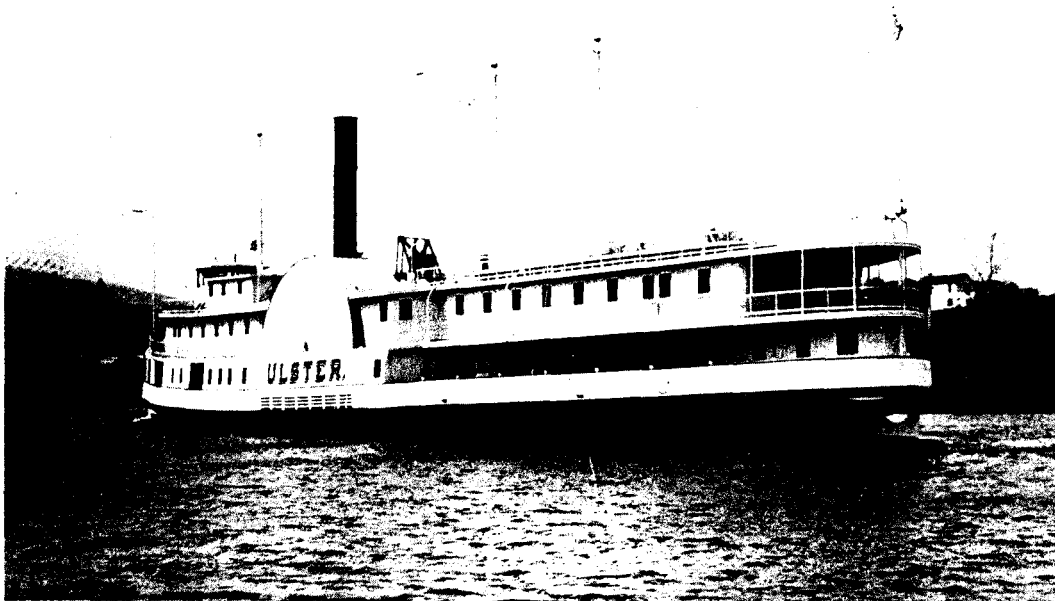


JOHN LOSEE

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2000-00-00

## SAUGERTIES EVENING LINE



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Reprinted From Steamboat Bill  
JOURNAL OF THE  
STEAMSHIP HISTORICAL SOCIETY OF AMERICA  
By J. S. Overbagh, 14 Royal Crest Drive (10)  
Nashua, N.H. 03060

## SAUGERTIES EVENING LINE

By John S. Overbagh & Donald C. Ringwald

INTRODUCTION: The following article is the result of interviews by Mr. Overbagh with his uncle, Robert A. Snyder, the grandson and namesake of the first president of the Saugerties & New York Steamboat Co., and of detailed historical research and additional interviews by Mr. Ringwald.

The village of Ulster in Ulster County, New York, was incorporated in 1831. Located on the west bank of the Hudson River, it had wharves for shipping and receiving goods on the tributary Esopus Creek, close to where that stream flowed into the river. From there the distance to the mouth of the Hudson was about 100 miles. Approximately 11 miles to the south was the mouth of Rondout Creek, on which was to grow the village of Rondout and near which was the village of Kingston. Approximately 10 miles to the north was the mouth of Catskill Creek and the village of Catskill.

Since the village of Ulster was commonly referred to as Saugerties, it officially adopted that name in 1855. An 1842 gazetteer gave the population as 2,300 and, increasing slowly, the total a century later was only about 4,000. Nevertheless, the village was sufficiently important so that a steamboat line consisting of one night boat for freight and passengers was established to New York City in the latter half of the 1830's. For decades afterwards, one steamer was adequate.

On March 23, 1865, a fresh organization, the New York & Saugerties Transportation Co., was incorporated and placed on the route the sidewheeler ANSONIA which, through reincarnation, was to remain an integral part of Saugerties steam navigation for over 65 years. She was not a new vessel when she sailed into Esopus Creek, for she had been built in 1848 for the Naugatuck Transportation Co. to ply between New York City and Derby, Connecticut, on the Housatonic River, some 13 miles up that stream from Long Island Sound and where the Naugatuck River flowed into the Housatonic. Nearby manufacturing towns on the Naugatuck, which was not navigable, shipped through Derby. Ansonia was one of these and for it the vessel had been named.

Later she ran elsewhere and during the Civil War was employed for a time by the Government.

Generally making three round trips a week between Saugerties and New York, ANSONIA served faithfully and well. Once, in 1882, it was rumored she had sunk and a local newspaper said there hadn't been so much excitement in Saugerties since the assassination of President Garfield.

A couple of years later, in 1884, Captain Henry L. Finger bought an interest in ANSONIA and the New York & Saugerties Transportation Co., com-

manded the vessel in person and in 1886 acquired full control. Born in 1826, the captain had been engaged in a variety of businesses ranging from groceries and candy-making to a foundry. He got into water transportation via a sloop and from that moved into steam navigation.

In the forepart of 1888, he sold his interest in ANSONIA and later in the same year, in association with Robert Alfred Snyder, bought the Saugerties dock property which was being used by ANSONIA and on or about November 1 purchased from the Old Dominion Steamship Co. the fine SHENANDOAH for \$40,000. She was a sidewheeler with a vertical beam engine, had been built in 1882 and was 200 feet in statutory length.

Like Finger, Robert A. Snyder was a captain, with a broad boating background. Born in 1836, he was a cabin boy at the age of 11 on a market barge running between Tivoli (across the Hudson from Saugerties) and New York City. Thereafter, he traversed the gamut from fireman on the Fall River Line to captain and owner of an Erie canalboat. Later he purchased the franchise of the Saugerties-Tivoli ferry and the ferryboat AIR LINE and for some years was captain of the vessel. Active politically, he held such elective offices as town collector, town supervisor, sheriff of Ulster County and member of the Assembly, the lower house of the New York State Legislature. Further, he was president of the First National Bank of Saugerties.

This purchase of dock property and SHENANDOAH by Captains Finger and Snyder was part of a broader plan, for on January 29, 1889, the Saugerties & New York Steamboat Co. was incorporated with a capital of \$68,000 by Finger, Snyder, James T. and William L. Maxwell, and John and George Seamon. Robert A. Snyder was elected president and shortly it was announced that he and Captain Finger had sold SHENANDOAH and their dock property to the new company, and that SHENANDOAH would be renamed SAUGERTIES before entering service between that place and New York City in the spring to compete with the old New York & Saugerties Transportation Co.

ANSONIA, which measured 190.1 feet in statutory length, arrived at Saugerties on Sunday morning, March 17, to begin her season. B. M. Freligh, who had become the captain in 1888, continued in command and for over a month ANSONIA had the field to herself, for it was not until April 24 that SAUGERTIES entered the Esopus Creek for the first time to become the cynosure of the village. Incidentally, the Esopus was navigable for less than a mile and this portion was some-

times referred to as Saugerties Creek, or as the Lower Creek. A dam beyond the navigable stretch separated the Lower Creek from the portion called the Upper Creek.

Since SAUGERTIES had the landing heretofore utilized by ANSONIA, the Transportation Co. was forced to arrange for another landing, a little farther towards the mouth of the creek.

The two vessels did not directly oppose each other for, when the 1889 schedules were firmed up, ANSONIA made her southbound and northbound trips on the same days as previously, sailing from Saugerties on Mondays, Wednesdays and Fridays at 7 p.m., and from New York at the foot of Franklin Street on the North (or Hudson) River on the following days at 6 p.m. In deference to the increasing observance of the Saturday half-holiday in business and industry, the New York sailing on that day in July and August was at 3 p.m.

SAUGERTIES departed from Saugerties on Sundays, Tuesdays and Thursdays at 7 p.m. and from Franklin Street on Mondays, Wednesdays and Fridays at 6 p.m.

As may be seen, there was no departure from Saugerties on Saturday evening or from New York on Sunday evening.

Both vessels had the same small communities as way landings: Tivoli, Barrytown, Ulster Landing and Rhinecliff, where there was a rail connection to Connecticut. Both charged the same passenger fare between Saugerties and New York: \$1 one way and \$1.50 for a round trip, limited to one month with ANSONIA and 30 days with SAUGERTIES.

The latter was commanded by Captain Henry L. Finger and advertised as "new and elegant" with "large and well ventilated state-rooms," of which she had 36. Additional sleeping facilities were provided by cabin berths. In her saloon and ladies' cabin, velvet carpet was used, and the chairs, settees and lounges were upholstered in red and blue velvet plush. Certainly she was superior in accommodations to ANSONIA, and all else being equal, it was inevitable that she would draw business away from her aging adversary.

In her initial year on the Hudson, SAUGERTIES did not complete her season from Saugerties. The Cornell Steamboat Co., which operated the Kingston-New York night line in league with the Romer & Tremper Steamboat Co., sold its propeller steamer CITY OF KINGSTON in the fall of 1889 and needed a capable vessel to fill in for the balance of the season. SAUGERTIES was considered the best available, and the Cornell Steamboat Co. arranged to charter her. That gave her the historical distinction of being the last steamboat to serve on the Cornell night line which Thomas Cornell had established decades before. Prior to the season of 1890, Cornell sold this operation to the Romer & Tremper Steamboat Co.

To replace SAUGERTIES for the rest of 1889, the Saugerties & New York Steamboat Co. chartered the sidewheeler W. W. COIT, built in 1864 and 172 feet in statutory length.

Through 1890, the struggle between the old line and the new continued, with both adding Hyde

Park as a landing.

The New York & Saugerties Transportation Co. advertised, "We shall use every effort to furnish our passengers with home comforts, combined with safety, while traveling with us." It went on to say, "We shall give our personal attention to the sale of such produce as we may be favored with, and feel confident that we can give our patrons as full returns as can be obtained. Assuring all that we fully appreciate their confidence in the past season [of 1889], we hope to retain their patronage in the future."

But the efforts and hopes weren't enough. In fact, from experience in 1889, the Saugerties & New York Steamboat Co. had found business sufficiently good to justify the addition of more staterooms on SAUGERTIES before the start of the season of 1890.

In 1891 ANSONIA left New York for Saugerties on her seasonal opener on March 17, but she was now actually operating for the Saugerties & New York Steamboat Co., which finalized the purchase of the vessel and the rights, franchises and privileges of the New York & Saugerties Transportation Co. on March 23 for a reported \$15,700. Since SAUGERTIES at the time was under off-season charter to John H. Starin for his New York-New Haven route, the purchase of ANSONIA led to an immediate rumor that the Saugerties night line would again become a one-boat operation, but Robert A. Snyder issued an appropriate denial. Then, in April, the Saugerties & New York Steamboat Co., which in the years ahead was to use "Saugerties Evening Line" as a trade name, commenced the operation of a two-boat fleet. Captain Finger, who was also general manager, remained in command of SAUGERTIES, with Captain Robert H. Whitaker on ANSONIA.

The steamers continued to hold to the same sailing days as heretofore, but the departure time from Saugerties was advanced to 6 p.m. except on Sundays, when it continued to be 7 p.m. Later this 7 p.m. departure was in effect only during the summer season and then, as a further convenience to weekenders and vacationists, it was put back to 8 p.m. On those occasions when experience dictated the need for two steamers to handle the traffic, such as on a holiday weekend, there were sailings at both 6 and 8 p.m. One vessel would then deadhead back to Saugerties the following morning.

The Saturday departure from New York during the summer season had been advanced and in 1893 it was moved up again, to 1 p.m. On the Saturday preceding the Fourth of July and Labor Day, there might be an additional later sailing from New York. This trip would be covered by the steamer which went up on Friday night and which would then deadhead back to New York.

As with all schedules, there were changes. But, throughout its long existence, the company maintained a stable pattern of operations. Aside from the holiday exceptions just mentioned, the Friday northbound or up-boat would remain in Saugerties until Sunday evening, and the Saturday up-boat until Monday evening.



The topmost photograph shows SAUGERTIES at the terminal of the Saugerties & New York Steamboat Co. on Esopus Creek. The storehouses were numbered one through three, with number one at the right.

Bluestone is piled on the wharf in the foreground.

-- Courtesy, Ruth Reynolds Glunt

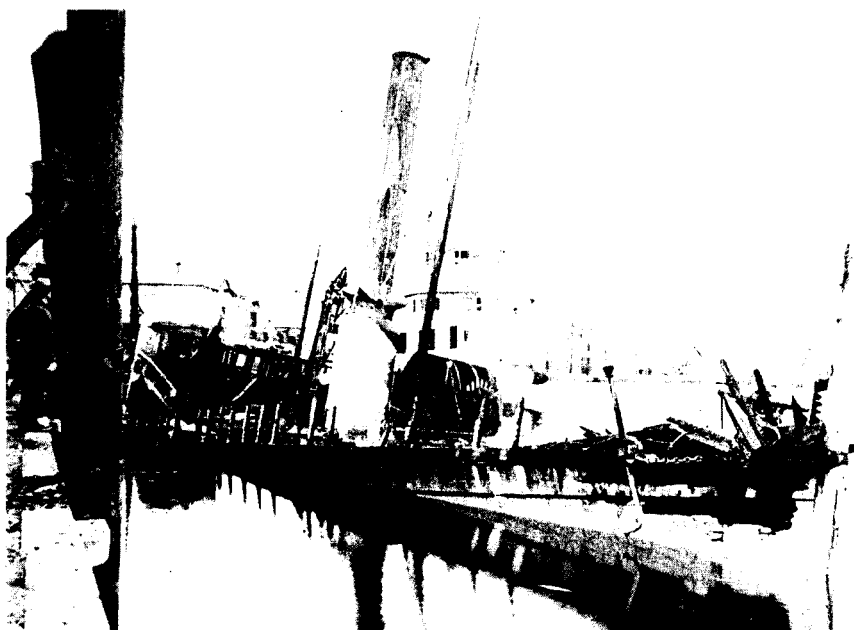
Immediately above is another picture of SAUGERTIES at Saugerties, with members of the crew posing at various places on the vessel.

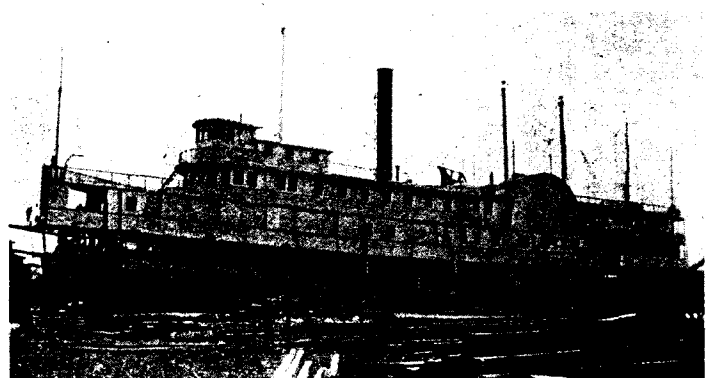
To the right is SAUGERTIES after the fire which ended her career. ULSTER may be seen in the background.

-- Captain W. O. Benson coll.

The view at the lower right is of the remains of SAUGERTIES lying in the Hudson River. C. B. Glunt, seated in the stern of the rowboat, maintained the marking pole on the hulk for many years.

-- Photo by Ruth Reynolds Glunt



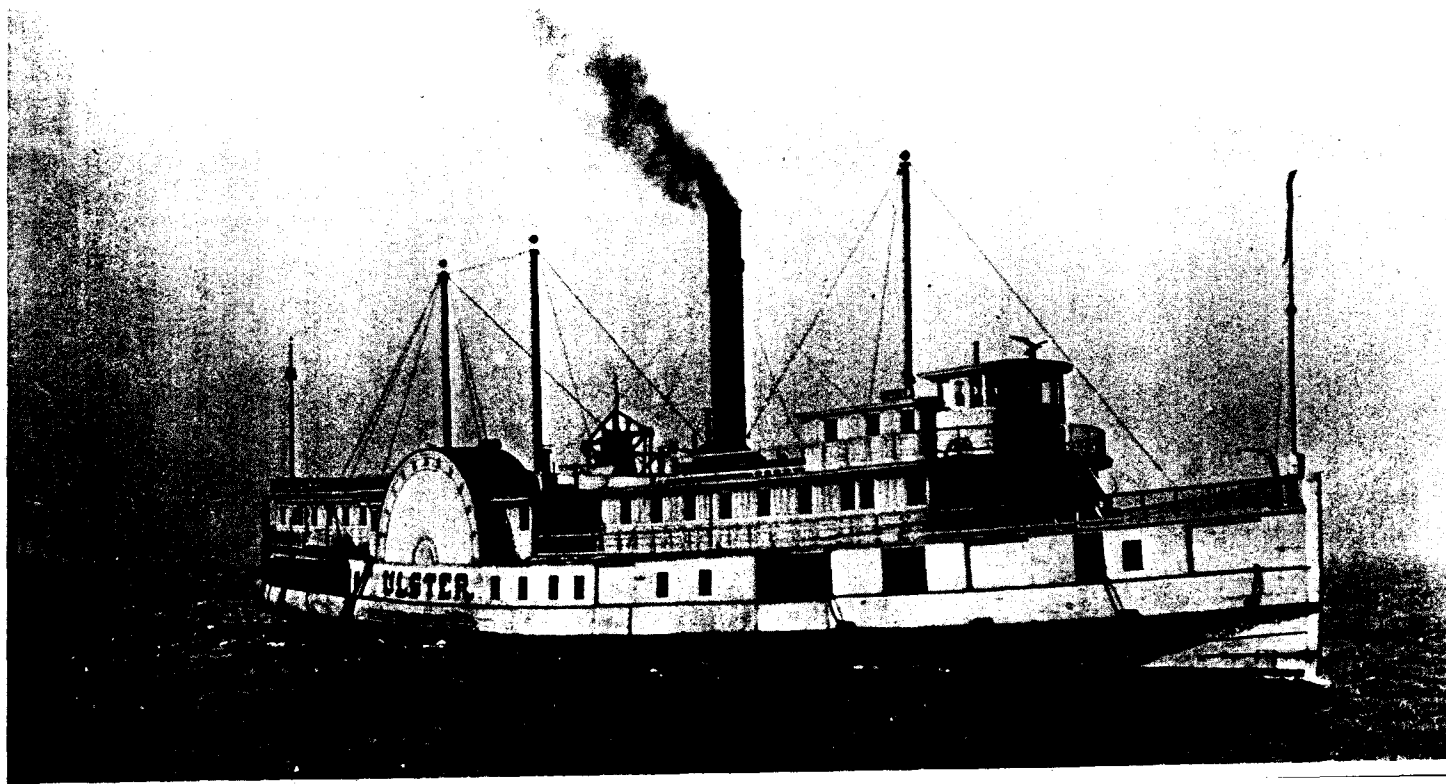


Top left: ANSONIA lying at her landing at Saugerties.  
-- Donald C. Ringwald coll.

Bottom right: After a lengthening and a complete rebuilding, ANSONIA became the new steamboat ULSTER.  
-- Elwin M. Eldredge collection, Mariners Museum

Top right: ULSTER after her disastrous encounter with the base of Storm King Mountain.  
-- Robert A. Snyder coll.

Directly above: ULSTER having her freeboard increased.  
-- From The Nautical Gazette for February 5, 1903, courtesy of Captain W. O. Benson



In May 1891, the New York terminal was moved from the foot of Franklin Street to Pier 48, North River, foot of West 11th Street. Later it was again changed to Pier 43 at the foot of Barrow Street, and there it remained to the end of the life of the organization. Pier 43 was generally referred to as the Christopher Street pier and was so advertised. Even though Christopher was actually the next street north of Barrow, at its foot was a ferry line to Hoboken to make it a well known thoroughfare.

At Saugerties, the dock property on the south shore of the Esopus Creek was extensive, with ample room for the two steamers to tie up at the same time. There were three large brick storehouses for freight, plus an icehouse. The company harvested its own ice in the winter and stored it for use on the steamers.

Under normal conditions, the northbound steamer out of New York when the scheduled departure hour was 6 p.m., would be expected in Saugerties about 2 a.m., although adverse weather and tidal conditions or other factors might make the arrival time as late as 4 a.m.

To recapitulate, the landings of the Saugerties & New York Steamboat Co. in 1890 were Tivoli, Barrytown, Ulster Landing, Rhinecliff and Hyde Park. Tivoli was less than a mile south of the mouth of Esopus Creek, but on the east bank; Barrytown, likewise on the east bank, was about four miles below Tivoli; Ulster Landing was almost opposite Barrytown, but a little farther down. For a number of the later years of operation, Ulster Landing was served only on signal and was eventually discontinued. From that place, it was a run of about five miles to Rhinecliff on the east bank. Hyde Park, finally discontinued too, was on the east bank approximately  $9\frac{1}{2}$  miles below Rhinecliff. In the closing days of the line, Milton, on the west bank and about nine miles down from Hyde Park, was a landing. Most of the traffic was from New York City to the way landings or Saugerties, and vice versa. There was little traffic from one way landing to another.

The length of the season was, of course, dictated by ice conditions in the river and other factors, but generally it would be expected to run from the latter part of March to mid December. Often, in the opening and closing weeks of the season, only one steamer would be employed.

Between the seasons of 1891 and 1892, ANSONIA was lengthened and so completely rebuilt at the Burtis shipyard in Brooklyn that she was eligible to be enrolled as a new steamboat and indeed was, with the name of ULSTER. Oddly, neither the Saugerties & New York Steamboat Co. nor the natives of Saugerties fully accepted this "new boat" concept, and right up to the end of her days liked to point with pride to the fact that she was really built in 1848.

ULSTER's statutory length was 205 feet, to make her 14.9 feet longer than ANSONIA had been and five feet longer than SAUGERTIES. She had 40 staterooms, 28 cabin berths for men and 20 cabin berths for ladies.

After a short trial trip from New York to

Yonkers and back on Saturday morning, May 28, ULSTER then steamed up to Saugerties, where she remained until Tuesday evening, when she went into regular service. She had been assigned the sailing days of SAUGERTIES, which, at the opening of the season, had taken over the sailing days formerly covered by ANSONIA. Thereafter, under normal circumstances, ULSTER would make her southbound trips on Sundays, Tuesdays and Thursdays, and northbound trips on Mondays, Wednesdays and Fridays.

In 1897, ULSTER had a strange accident. She left Saugerties as usual on Thursday evening, November 11, bound for the way landings and New York City. The night was a windy one and, with a flood tide running, First Pilot Ezra Whittaker, who was on watch, kept to the westward as the steamer neared the northern gate of the Highlands of the Hudson. He had formerly been first pilot on the sidewheel towing steamer OSWEGO of the Cornell Steamboat Co., and had entered the employ of the Saugerties & New York Steamboat Co. that spring. Captain A. W. Hale had turned in and Chief Engineer Ezra Hotaling was on watch in the engine room.

ULSTER had on board between 15 and 20 passengers, including two daughters of Captain Hale, and a good load of freight.

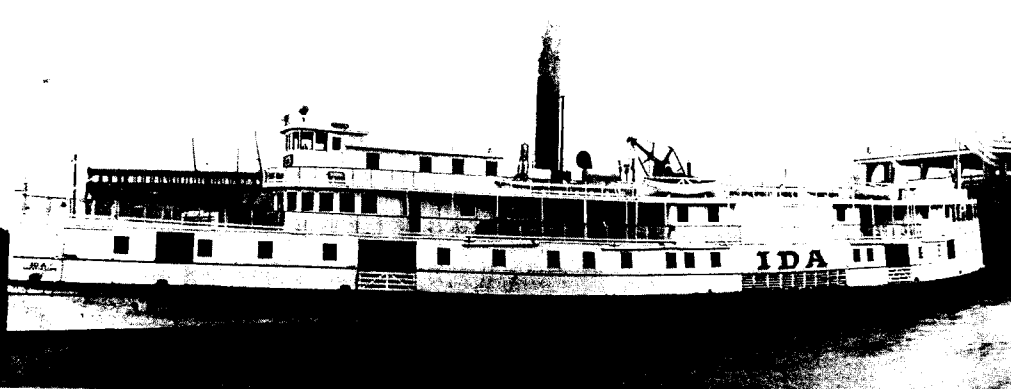
The 27-year-old wheelsman (or quartermaster), Charles R. Tiffany, brought a sandwich to the pilot house for Pilot Whittaker and took over the big hand-gear steering wheel while Whittaker ate. Then, at Tiffany's request, the pilot again manned the wheel and Tiffany left on what was to have been a brief absence. About two minutes later Whittaker, by his own statement, was seized with cramps so severe that he released his grip on the wheel and dropped back into his chair. It seems reasonable to believe that at the time, he had the rudder over sufficiently to port to counteract the effect of the tide or the wind or both. When he let go the wheel, the rudder swung back to the normal amidships position and so spun the steering wheel. Whittaker may have attempted to regain a grip on it, but, whether or not he did, he was struck as it whirled around. Two of his ribs were broken and one was cracked.

By now it was too late for further action, for ULSTER had yawed off to starboard and at full speed had gone up on the rocks at the foot of Storm King Mountain. The time was about midnight.

The tracks of the West Shore Railroad go around the base of Storm King and ULSTER, sliding up at an angle of about 15 degrees to the tracks, came to within several feet of them and her jackstaff knocked down a telegraph wire. The impact was violent and thoroughly shocked all on board.

The passengers were gotten ashore and hiked to the nearest railroad station, Cornwall, from where they continued to New York City.

Besides the passengers and crew of ULSTER, one more person was to be greatly shocked that night, and this was the engineer on the first northbound West Shore train, an express, to come along after ULSTER went up on the shore. Rounding a curve at 40 miles an hour, he nearly fainted when he saw that apparently he was about to col-



Above: IDA at Pier 43, North River.  
-- Courtesy of George R. Van Valkenburgh

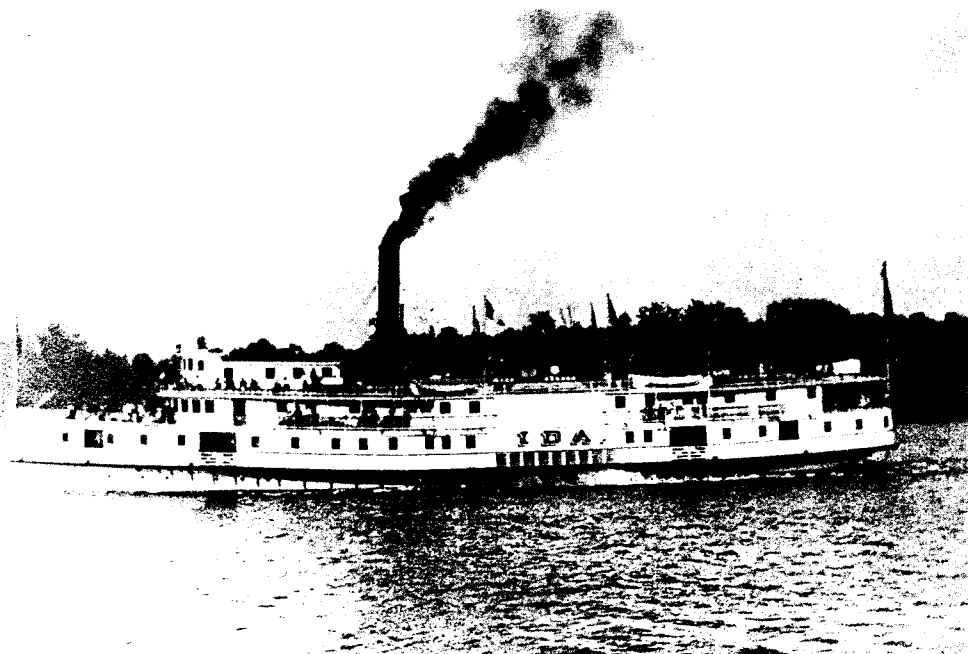
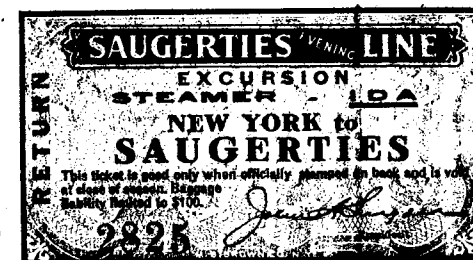
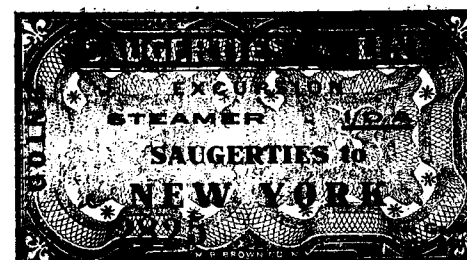


Left: Also at Pier 43. -- Photo by Elwin M. Eldredge, September 26, 1925

Upper right: IDA's saloon. -- Elwin M. Eldredge coll.

Lower left: IDA, presumably on a Saturday afternoon up trip.  
-- Herman F. Boyle coll.

Lower right: IDA's hull being cut up, from a photograph taken April 4, 1937.  
-- Elwin M. Eldredge coll., the Mariners Museum





lide with a steamboat! But before he could react and try to stop, the engine was on a straighter stretch and he realized to his relief that the train would clear the steamer in safety.

When the tide commenced to ebb, it swung ULSTER's stern so that she was lying at an angle of close to 90 degrees with the bank. As she swung, the bow cut a deep trench in the shore. The next flood tide resulted in the submersion of the vessel to the maximum extent possible, with little visible aft of the paddle boxes.

Such freight as could be gotten off was removed, and during the day -- Friday -- a Merritt & Chapman Derrick & Wrecking Co. crew arrived on the scene. Although the wind blew hard and the river was choppy, divers made a preliminary examination of the hull.

The foreman of the wrecking operation felt that it was inconceivable that ULSTER, with her bow perched so high, could possibly slide back into the river. Because of the railroad running across in front of the bow, it was not feasible to put out a secure mooring, but the foreman did have a hawser run out from the steamer to a telegraph pole. Then work was suspended for the day.

Naturally, a watch was set on the wrecking vessel. About midnight, the man on watch aroused the foreman with word that ULSTER had apparently sunk completely. Immediately, all hands were called on deck and a lantern swung forward, but no trace of the steamboat could be seen. The foreman was not about to accept the explanation that a wooden-hulled vessel with wooden upper works could sink entirely out of sight, and was quoted as saying to the man on watch, "You have let the wreck slip right from under your nose without giving warning, and now only the Lord knows what havoc she will create." We may sagely assume that what he actually said was worded somewhat differently and more forcefully, since his concern was that another vessel might run into the drifting wreck.

Because the river was too rough to make it practical to use a launch, steam was raised on the wrecking tug and she sailed slowly down to Gee's Point lighthouse at West Point and back again. The night was a dark one and none of the crew caught sight of anything resembling the drifting wreck of ULSTER.

Lying at the north dock at West Point was a three-masted schooner commanded by Captain John C. Vought, who had brought up a load of sand from Peekskill. Near midnight the sailor on watch sighted something bearing down on the schooner. Thoroughly alarmed, he called the captain to report that a steamer without lights was about to ram them.

This "steamer without lights" was, of course, ULSTER, and even as the captain got on deck, the steamboat caught the schooner and pinned her against the wharf. Captain Vought tried to push the wreck away with a hand spike and, oddly enough, was able to do that, because the waves aided him and the wreck drifted away. Next Vought ran up the hill to the military academy and found two sergeants who returned to the north dock with

him and who aided him in securing ULSTER with lines.

When the dawn came, the Merritt & Chapman outfit was able to locate the wreck, from which bedding and furniture had drifted up along shore. One part of ULSTER undamaged was the pilot house, surmounted by a decorative eagle with wings outspread. To an observer, it seemed as though the eagle was preparing to take off if things got any worse.

ULSTER was raised on Monday, November 15, and then taken to the Marvel shipyard at Newburgh. Although the upper works were badly damaged, the hull was considered sound enough to merit a rebuilding of the steamer.

Between the seasons of 1902 and 1903, ULSTER underwent what was described at the time as a "...curious and enterprising operation." She did not have sufficient freeboard and when loaded that decreased her speed, since the guard braces dragged in the water and the paddle wheels were submerged too deeply. To remedy this, first her shaft and her radial paddle wheels, which were to be replaced, were taken out. Then she was hauled out at the Burtis yard in Brooklyn and the upper part of the vessel was cut entirely away from the hull. Next, by means of 73 jackscrews, the main deck and everything above it were raised two feet, the frames and the bow and stern were spliced, and the new section of the hull was planked over. After she was put back in the water, she was taken to another yard for the installation of feathering paddle wheels. Since these had not the diameter of the radial wheels, it would have been possible to eliminate the big, rounded paddle boxes, but this was not done until long afterwards.

Unfortunately, another grave misfortune was to strike the Saugerties & New York Steamboat Co. later in 1903, shortly after the anniversary of the wreck of ULSTER six years before. This time the victim was SAUGERTIES. She made the up-trip from New York on Saturday and arrived in Esopus Creek on Sunday morning, November 22. About 5 p.m., fire broke out in her oil room and was soon raging beyond control to destroy the steamboat, the remains of which sank the following morning. ULSTER, lying nearby, almost took fire, too.

The fire spread so fast that those of the crew on board had no time to collect their personal possessions. Deckhand Charles Rosch, having fled to the landing with his shipmates, felt a fatal compulsion to go back on board in an attempt to retrieve a suit of clothes in which he had, for those days, the not insignificant sum of four dollars. He did not get the money; he lost his life.

Robert A. Snyder told Christy Huberts, proprietor of the handy South Side Hotel, to provide food and drink to the hard-working firefighters at the expense of the steamboat company. It was a credit to the local citizenry and to the honesty of Mr. Huberts that there was apparently little freeloading and no padding of the bill.

Incidentally, earlier that year, in May,



SAUGERTIES had had a minor fire on board while lying at her New York pier.

The wreck was later raised, but, upon examination, the hull was found not worth repairing. Held up by pontoons, it was floated out into the river and beached on the flats north of Esopus Creek, where the remains may still be seen at low tide.

As a permanent replacement for SAUGERTIES, the company decided to purchase IDA from the Baltimore, Chesapeake & Atlantic Railway Co. Built in 1881, she had a vertical beam engine, feathering paddle wheels and an iron hull, 190 feet in statutory length. In 1904, Robert A. Snyder; two of his daughters; his son, John Alfred, and Captain Charles R. Tiffany went to Baltimore to come north with the new acquisition. This was the same Charles Tiffany who had been quartermaster on ULSTER when she ran ashore in 1897.

Meantime, in 1901, Robert A. Snyder and James T. Maxwell had purchased the interest in the steamboat company held by the heirs of the late Captain Henry L. Finger and acquired complete control. Mr. Snyder continued as president until his death in 1915, when he was succeeded by his son, John A. Snyder.

IDA and ULSTER ran together through the season of 1920, after which ULSTER was extensively overhauled. Some alterations were made to her, and an obvious external change was, at long last, the removal of the rounded paddle boxes and the substitution of plain woodwork so that she was now like IDA in this respect. During the course of the overhaul, it was decided to rename the vessel ROBERT A. SNYDER in honor of the company's first president, and this was done.

When the Saugerties & New York Steamboat Co. was organized there were, of course, many night lines on the Hudson River. Besides the major ones between Albany and New York, and Troy and New York, there were others of more local character plying to New York and based at Hudson, at Catskill, at Kingston, at Poughkeepsie and at Newburgh. All of these provided at least six sailings a week, and it was only at Saugerties up to 1889 that there was a one-boat operation. As we have seen, the Saugerties & New York Steamboat Co. changed this, and then, by buying ANSONIA, provided six sailings a week under one management. Its main competitor was the Catskill Evening Line and, as it happened, both shared Pier 43, N.R., in New York City for decades.

Until the proliferation of motor vehicles, the Saugerties Evening Line filled a real need for reliable freight and passenger service between Saugerties, the way landings which it served, and New York City. Northbound cargo consisted of pulp for the several paper mills near the Saugerties landing; general merchandise for the way landings, Saugerties and vicinity; during the summer, perishables for the summer houses and the markets in the Catskill Mountains resort area. There was rivalry for this latter business with the Catskill Evening Line, but the Saugerties line was in a better position inasmuch as it was able to unload the supplies, put them onto

waiting vehicles, and get them to their destination faster than the Catskill line, with its principal landing farther up the river, was able to do. Unloading of such freight, of course, commenced the minute the steamer tied up, which, as mentioned, might be as early as 2 a.m.

Some farm produce was shipped out of Saugerties, but the principal southbound cargo from there was paper products. Amongst the manufacturers were the Martin Cantine Co., makers of coated papers; Saugerties Manufacturing Co., business ledgers; Diamond Mills Paper Co., various grades of tissue papers; the Tissue Co., paper converters specializing in crepe paper; Montgomery Washburn, makers of insulated covers for ice-cream and milk containers, and awnings.

The way landings contributed mainly farm products, of which hay for the vast number of horses in New York City was an important one. For the fruit season, the Saugerties Evening Line and the Catskill Evening Line had a mutual assistance pact in order to insure that this perishable cargo got to the New York market without delay. At one time in the 1920's, there was talk of combining the Saugerties Evening Line, the Catskill Evening Line and the Central-Hudson Line, but this merger did not come to pass.

In summer, the Saugerties Evening Line carried large numbers of vacationists going to or returning from the resorts in the Catskill Mountains. Saugerties, Kingston and Catskill all vied for the "Gateway to the Catskills" label, which helped garner many a dollar in ticket sales, and the Saugerties Evening Line used to advertise, "The Shortest Hudson River Route to the Catskills."

In 1929, when the great national economic collapse was waiting in the wings, the schedule called for the usual service, with sailings from Pier 43, N.R., in New York on Monday through Saturday nights at 6 p.m., except that from June 22 through August 31 the Saturday sailing was at 1 p.m. Saugerties departures were on Sunday through Friday nights at 6 p.m., with the exception of Sunday nights from July 14 through August 18 when the time was 8 p.m.

In 1930, the way landings were listed as Tivoli, Barrytown and Rhinecliff. That was the last year of two-boat operation, for the depression was at hand to help complete the work that the gasoline-powered vehicles had begun. In 1931, IDA ran alone, going down on Sunday, Tuesday and Thursday evenings, and returning on Monday, Wednesday and Friday evenings -- the sailing days heretofore of ROBERT A. SNYDER. The annual schedule, "...subject to change without notice," called for ROBERT A. SNYDER to be put in commission over the Fourth of July and Labor Day weekends to provide additional passenger service. So it was that amongst her last passengers were about 150 orphans. The steamer had to go to New York on Friday, September 4, in order to assist IDA northbound, with one vessel scheduled to leave Pier 43 at 6 p.m. and the other at 7 p.m. Thus ROBERT A. SNYDER was available on September 4 to carry the children from the summer home of the Leake &



Top left: ROBERT A. SNYDER at Saugerties. -- Donald C. Ringwald coll.

Top right: The pilot house, with Pilot Francis Don (left) and Captain Richard W. Heffernan. -- Captain W. O. Benson coll.

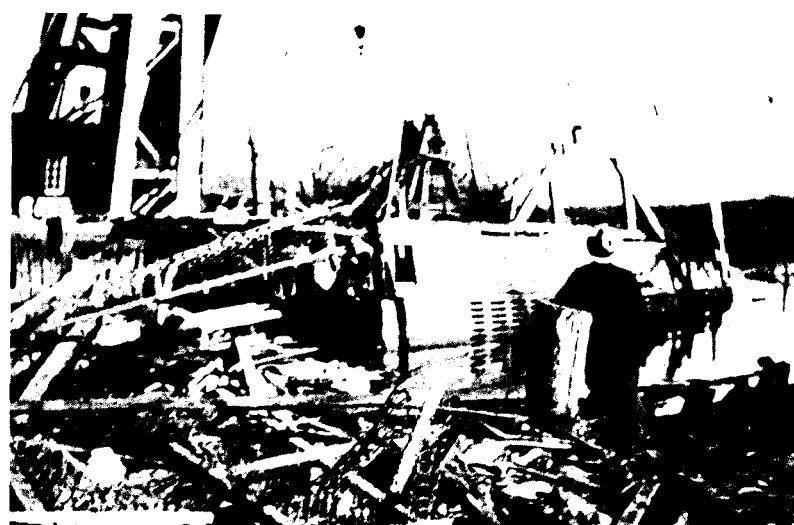
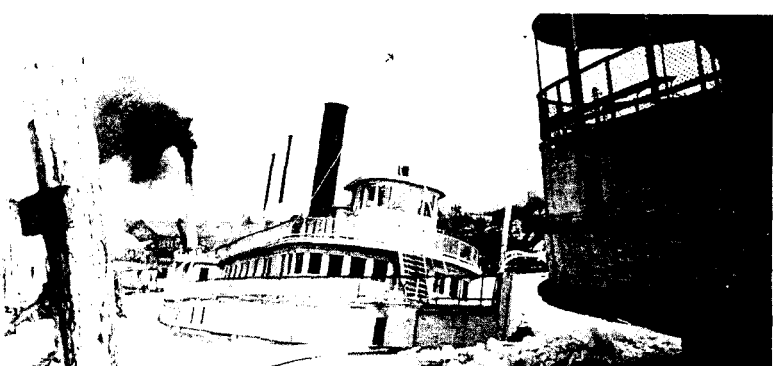
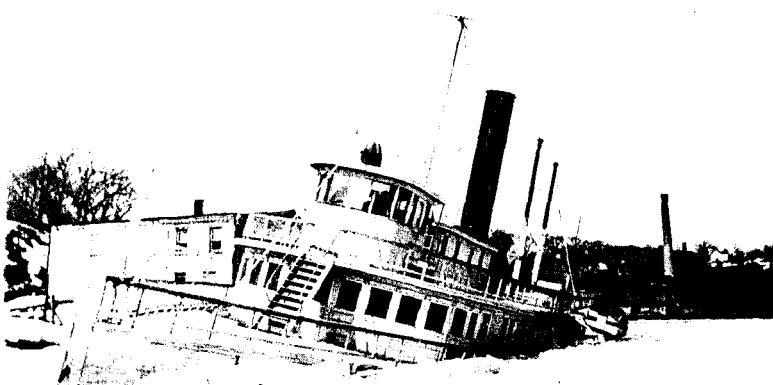
Above: ROBERT A. SNYDER on dry dock at the Hiltebrant shipyard in December 1924, showing the square stern on the hull as a reminder of ANSONIA of 1848. -- Captain W. O. Benson coll.

At right: ROBERT A. SNYDER approaching a landing. -- Donald C. Ringwald coll.

Below: These two photographs of the sunken ROBERT A. SNYDER were taken on March 2, 1936. In the lower view, the stern of IDA may be seen.

-- Both by Donald C. Ringwald

Bottom right: Raising the remains of ROBERT A. SNYDER. -- Courtesy of G. R. Van Valkenburgh



Watts Orphan Asylum at Tivoli down to Yonkers.

In 1931, a one-way adult ticket from New York to Saugerties or to any of the way landings was \$1.50; round trip, \$2.75. A berth was 75¢; inside staterooms, \$1.00 and \$1.50; outside rooms, \$1.50 to \$3.00. Rates for automobiles started at \$6.00. For comparison, the 1889 fare between New York and Saugerties was \$1.00; a 30-day round trip cost \$1.50.

The 1931 season ended in early December when a hard freeze brought on ice conditions that made it inadvisable for IDA to depart from Saugerties after she had taken on a load of Christmas trees for the New York market. These had to be unloaded and returned to the shippers for forwarding by other means.

Later, a decision was reached not to resume service in 1932 and the steamers never ran again.

Probably no one felt more keenly the demise of the line than Robert A. Snyder, the grandson of Robert A. Snyder, the first president, and the son of John A. Snyder, the second president. The younger Robert A., whose nickname was Bob, worked for the steamboat company during the summer vacations while he was in school, and upon graduating from Dartmouth in 1925, went with the line full time and became general manager. He loved it and still looks back on his steamboating days as the happiest ones of his life, even though he also worked harder than he ever has since.

In addition to material from Bob Snyder already used in this article, we set down now some of his recollections of his years with the line, and a few of his anecdotes.

The 6 p.m. sailings from Saugerties could be affected by a last-minute wait for a roll of paper from one of the local mills. In such cases, the official clock in the main office was carefully set back so that the sailings would be precisely at six. As the company put it in the timetables, "Sailings are usually made on scheduled time."

The excitement of a Sunday evening sailing in summer would sometimes be heightened by a desperate dash down the hill to the landing by a tardy bus or taxi or, in the earlier years, a horse-drawn vehicle, carrying frantic would-be passengers from the mountain resorts. If the steamer had not cleared her lines, she would wait for the latecomers. Sometimes, even with all lines in and the slow-ahead signal already given, she would back up to the landing if weather conditions permitted and members of the crew would lend a helping hand to assist the returning vacationists to clamber on board.

IDA, as the up-boat from New York at 1 p.m. on Saturdays during the summer season, would arrive in Esopus Creek between 8 and 10 p.m. On this trip, she carried an orchestra, which would journey with her from Saugerties to New York on Friday night. Donald S. Fellows, editor of the Saugerties Post-Star and a grandson of Captain Henry L. Finger, a founder of the line, spent three summers in his youth as a weekend employee on IDA, part of the time as a member of the orchestra and part of the time running a sandwich

counter which would be set up in the dining room on these Saturday up trips.

Passenger accommodations on IDA and ROBERT A. SNYDER were typical of the smaller night boats of their era, with the staterooms having two berths, a washstand with a water pitcher, and a chamber pot. Stateroom A on ROBERT A. SNYDER boasted a brass bedstead, running water with tub bath, and a stretch of private deck.

Both steamers had their dining rooms in the forward saloon, and here dinner in the evening and breakfast in the morning were available. ULSTER had had hers in the hold, but when the vessel was altered and renamed, it was moved to the forward saloon.

The galley on both steamers was on the main deck and the food was sent up to the dining room by dumbwaiter. The food, incidentally, was excellent and amongst passengers the line had a reputation for serving the best. Because the Snyders treated their employees with benevolent paternalism, the crew received the same food as the passengers, with roasts, chops, steaks, chicken and fish in abundance. They deserved good food to compensate for the fact that they worked hard at low pay.

Since the crew was always on duty, the galley was normally open 24 hours a day and the coal-fired ranges were always hot. But cooks were a law unto themselves. One day a cook decided to close a galley for a short rest, but soon Bob Snyder entered and asked to be fed. The cook picked up a meat cleaver and offered to feed that to Bob, who thereupon decided to go hungry.

For a while, there was a Mohammedan cook on one of the steamers, and each day he went to the bow to say his prayers.

Sometimes a cook fell into disfavor with the crew. For a long-forgotten reason, the crew members on one of the steamers became increasingly unhappy with their black cook. To vent their displeasure, they went on strike while the vessel was lying at the Saugerties landing and marched outside the galley hour after hour, singing "Bye, Bye, Blackbird," a great song of 1926. As Bob Snyder points out, it seems funny to look back on, but, with a 6 p.m. sailing scheduled, it was not funny then. Finally calmer heads prevailed and the sailing was made on time.

The Saugerties Evening Line steamers always burned coal -- originally anthracite or hard coal; later, in the interest of economy, bituminous or soft coal. The steamboat company purchased its soft coal from a West Virginia mine at \$2 per ton, but the cost of shipping it by rail to Saugerties and trucking it down to the coal pocket at the steamboat landing was three times the basic cost, or about \$6. Fred Winnie, a former chief engineer with the line, recalls that after the conversion to soft coal, passengers used to complain that their enjoyment of the hurricane deck on a calm day was marred by the soot which descended upon them.

When running light, IDA was considered the faster of the two vessels; loaded, ROBERT A. SNYDER was superior. On a Saturday daylight up trip

in August 1929, IDA made one of her best runs when she covered the route from Pier 43 to Saugerties in 6 hours 55 minutes, with three landings and a delay at West Point to answer a call from a man thought to have been drowning.

As a smaller river steamboat line serving a limited area, the Saugerties Evening Line was not much patronized by the famous. Consequently, it was a noteworthy event when Mayor John F. Hylan of New York City sailed up to Saugerties en route to Elka Park in the Catskills to open a New York Police Department camp there. Maude Adams, the great actress noted particularly for her role as Peter Pan, had a home in the Catskills and was a patron of the Saugerties Evening Line, as was Bob Chandler, an artist of the Woodstock art colony near Saugerties. Chandler always booked Stateroom A on ROBERT A. SNYDER.

Other Woodstock artists used the vessels, too. Once one of them decorated a stateroom pipe by painting a realistic-looking snake wrapped around it.

Two passengers are still recalled because of a misadventure. They were maiden ladies bound for Saugerties on ULSTER to visit relatives and completely unfamiliar with steamboat travel. As a result, they were nervous and slept only fitfully. It so happened that there was on board that night a passenger for Ulster Landing, where the dock was particularly isolated. About 1 a.m. the hallman knocked on this passenger's stateroom and called out, "Ulster Landing!" The two maiden ladies heard him clearly and jumped to a conclusion. To their mind, the hallman had announced that ULSTER was landing and so they assumed that they must be approaching their destination, Saugerties. Accordingly, they dressed, took their baggage and went ashore at Ulster Landing. At that hour of the morning back in those days, this was somewhat like being dropped in the middle of nowhere. But the story has a happy ending. Frantic telephone calls finally brought a horse and buggy to the rescue, and the maiden ladies eventually arrived safely in Saugerties.

It is manifestly impossible to list all of the officers who served on the vessels of the Saugerties & New York Steamboat Co. in the more than 40 years that it operated. The best that can be done is to give the names of those major officers who can be recalled through memory or who were mentioned in old, preserved newspaper items.

Captains included, on SAUGERTIES, Henry L. Finger; his son, William L. Finger; William Tiffany. On ANSONIA was Robert H. Whitaker, who continued in command after she was rebuilt into the new ULSTER. Amongst other captains on ULSTER were A. W. Hale, William J. Snyder and George Post. Richard W. Heffernan was master of ROBERT A. SNYDER and remained with her through the 1930 season.

Captain Charles R. Tiffany, son of Captain William Tiffany, was a longtime commander of IDA. Charles, as mentioned, went to Baltimore to come to the Hudson with the steamer when she was acquired in 1904, and laid her up at the end of her active career. By a quirk of fate, after so many

years spent on the river, he lost his life as the result of an automobile accident in 1955 when he was 84.

The vessels carried a chief engineer and an assistant, or, in oldtime river parlance, a first and second engineer. Chiefs included R. Coon on SAUGERTIES; Genio Goetchius on SAUGERTIES and IDA; Steve Salisbury on IDA; Ezra Hotaling, Allen C. Sheldon and William H. Rainey on ULSTER; Fred Winnie on ULSTER and ROBERT A. SNYDER. Chief Winnie was an early radio enthusiast and built a set which he carried on ROBERT A. SNYDER at a time when a radio of the entertainment variety on a steamboat was most unusual. He left the river in 1929 to open his own radio repair shop and was succeeded as chief by his assistant, Barton Johnston.

Originally the Saugerties night boats carried both a first and second pilot, but later only one pilot was employed, with a quartermaster to assist him. Besides those who became captains, some of the pilots over the years, listed alphabetically, included Frank D. and Henry B. Briggs (brothers, both of whom were later captains in the Hudson River Day Line), James Crum, Francis Don, Harry Gough, William Mayan, Henry Metcalf (father-in-law of Captain Heffernan), James S. Moon, I. C. Schermerhorn, Ellsworth Sniffin (later a pilot on ALEXANDER HAMILTON of the Hudson River Day Line), James Van Slyke and Ezra Whitaker.

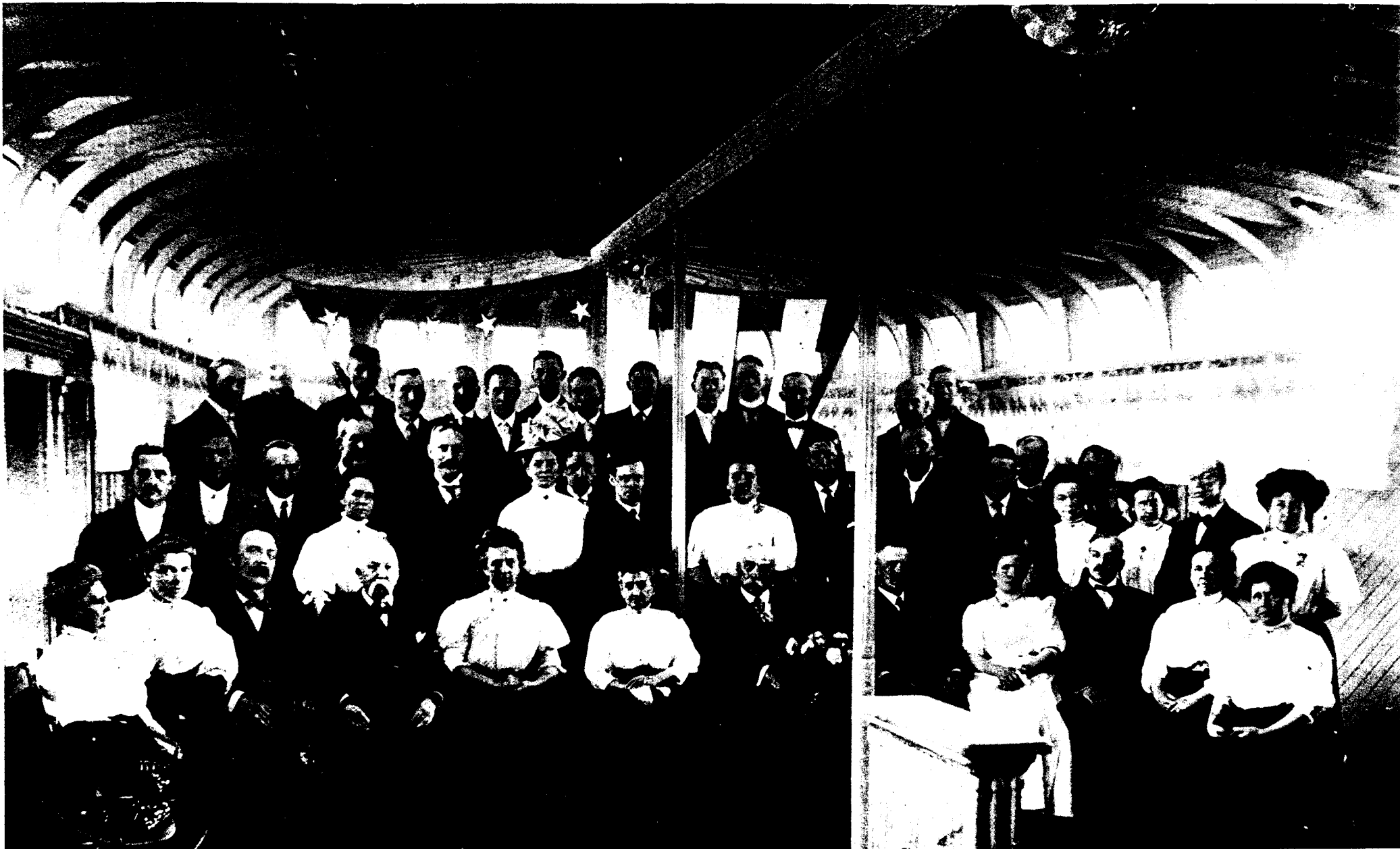
Also in the crew were a purser, a mate, a clerk, a watchman, eight to 14 deckhands (depending on seasonal freight), two firemen, a cook (or chef) and a cook's helper, a hallman and hallgirl. One or both of the latter also waited on table in the dining room.

Only the captains and the chief engineers were on the payroll year round, and in the later years of the line received from \$150 to \$175 per month. All others were hired on a seasonal basis. Deckhands, for example, made \$60 per month while working. Everyone in the crew, of course, received meals and quarters on board the steamers.

Sometimes, such as during the fruit season, a fireman might double as a deckhand when he was off watch to increase his income. Members of the crew were allowed to draw advances on their salaries, and some would rarely close the gap. Off-season work was scarce, so they would normally need an advance immediately upon returning to work at the opening of navigation. Usually, even if they managed to get a fairly good off-season job, they would respond to the irresistible call of the river when spring was in the air.

President John A. Snyder was always available to employees of the steamboat company. Like his father, Robert A. Snyder, he was a bank president, and in his office at the bank he frequently received visitations from his steamboatmen.

One day Rufus Rutherford, a black cook, came out of John A.'s office smiling broadly. Bob Snyder went in to see his father and found him smiling broadly, too. Rufus had come to ask for \$20. Since John A. had given him \$10, they both figured they had made \$10.



The after end of IDA's saloon has been decorated for a birthday party for Robert A. Snyder, president of the Saugerties & New York Steamboat Co., who sits in the center of the front row with a bouquet in his hand. To the left of him is his wife and to the right of him is his associate in the organization, James T. Maxwell. To the right of Mr. Maxwell is Mrs. John A. Snyder and next to her is her husband, John A. Snyder, the son of Robert A. Snyder. John A. later succeeded his father as president. Also in the front row, fourth from the left with a walrus mustache, is Colonel H. Dwight Laflin, who had been president of the New York & Saugerties Transportation Co. when it was acquired by the Saugerties & New York Steamboat Co. In the second row are: Captain Charles R. Tiffany of IDA at the extreme left; storehouseman and practical joker Herman Tetzloff, to the left of the stanchion rising up by the radiator; engineers Genio Goetchius and William H. Rainey to the right of Tetzloff; Daniel N. Finger, general agent of the line and son of Captain Henry L. Finger, second to the left from the right-hand end of the row. -- Robert A. Snyder coll.

Considering the fine reputation that the line had for food on the steamers, John A. was surprised one day to have longtime deckhand Sam Delanoy come in with a complaint about that very thing. John A. asked if it was because there wasn't enough, but Sam said there was ample. When John A. next asked if it was the kind of food, Sam said indeed it was -- nothing but steaks, chops and roasts. Sam had just had all of his teeth out and wondered why there couldn't be soups or stews. Said John A., "Sam, you've just given me a great idea. I'm going to hire nothing but toothless deckhands from now on!"

Sam Delanoy had a large family and was usually one of the first to apply for a job on the night boats in the spring. He would do fine through the early months and through what was referred to as the grape season. Later on would come the apple and pear season, representing really heavy work in loading and unloading. About this time, Sam would quit his job, using any number of reasons as an excuse. Next spring he would be back again, asking for work.

John A. Snyder would ask, "Sam, why should I hire you back? You left me last year just when I needed you most."

Sam would reply, "Johnny, once a boatman, always a boatman! I got to get back on the boats."

John A. would always take Sam back.

Another story in the same vein concerned "Chick" Smith, a native of Saugerties who went to New York in his youth and became an alcoholic. Late one afternoon as John A. was walking towards Pier 43 in New York, preparing to return to Saugerties from a business trip, he was approached by a derelict who asked for a drink or a meal. He recognized the man as Smith and offered him a job instead of a handout. Thereupon Smith became the watchman and freight-house man at Pier 43. On occasions, Smith still felt the need to go on a bender, the onset of which could be foretold by his tendency to quote Holy Scriptures at great length. The bender would usually last about a fortnight, after which Smith would return to work, as good as new.

On occasional trips to Saugerties, he would sometimes meditate on the delights of alcohol and then go to the Snyder bank to demand his accrued pay. One classic exchange went like this:

Smith: "I want my pay -- all of it and right now."

John A.: "Chick, you can't have it!"

Smith: "Johnny Snyder -- God bless you!"

Deckhand Frank Winnie was an artist with the two-wheeled hand truck, the chief tool of the deckhand. Frank could load a truck with a case of paper and, while wheeling it across the gangplank, spin it around with one finger. This was a particularly effective performance on a Sunday evening, with a crowd of passengers observing the show.

Frank was also a dancer. In slack periods between unloading and loading, waiting time would hang heavy and Frank would entertain with such original creations as "Bertha Split the Pigeon Wing."

Richard Comithier, a black hallman, once came to see John A. Snyder with the complaint that he had lost certain valuable papers from his cabin. Richard was greatly upset. After considerable discussion and probing, John A. learned that the "valuable papers" contained information on the elimination of bedbugs.

Like all organizations, the Saugerties Evening Line had its practical joker, Herman Tetzloff, who was a storehouseman at Saugerties. Sleepers were always his foil, and an itinerant who once fell sound asleep on a bench by a storehouse had much difficulty in arising when he eventually awoke. Hermie had taken advantage of the opportunity to nail his coat to the bench. On another occasion, deckhand Sam Delanoy, wearing a black sateen shirt, was dozing in a storehouse. Hermie went to the upper floor and dropped the contents of a bag of flour over Delanoy.

In addition to his other duties, Hermie served as voluntary secretary for an illiterate cook who had both a wife and a girl friend with whom he wanted to keep up a correspondence. One day Hermie gave in to his natural inclinations, put the letter to the wife in an envelope addressed to the girl friend, and vice versa.

For an avocation, Bob Snyder played the drums in a small dance orchestra and some nights would be very late in getting home. As an extra aid to his awakening in the morning, he would place his alarm clock on top of one of his cymbals and put the combination on the radiator in his bedroom. This was guaranteed to arouse everyone else in the household, but not always Bob.

Hermie Tetzloff, who drove to work in a horse and buggy, would stop by in the morning to pick Bob up, and on one of these occasions the alarm-cymbal-radiator device had not been fully effective, so Hermie had to wait. Then his horse became fractious, with the result that Hermie was thrown out of the buggy and into the street. He was able to keep a grip on the reins and from his dangerous position, commenced to call frantically, "Bob! Bob!" Bob, getting dressed, was completely unaware of what was happening and mildly replied, "Yes, Hermie! I'll be right down!" This exchange was repeated several times until other members of the household became aware of what was happening to Hermie and rushed out to his aid.

In 1930, the last year of two-boat service, Admiral Richard E. Byrd, fresh from explorations at the South Pole, made a ceremonial trip up the Hudson in June aboard the destroyer BAINBRIDGE and communities along the river arranged suitable greetings. At Saugerties, ROBERT A. SNYDER was to steam out into the river with a band from nearby Glasco on board to serenade Byrd. Unfortunately, the band didn't arrive and finally ROBERT A. SNYDER could wait no more. After she sailed, the band did get there and was hastily transported to the Saugerties Long Dock, which extended out into the Hudson and was the only real landing Saugerties ever had on the river itself. Upon seeing the musicians, Captain Hefferman of ROBERT A. SNYDER put into the Long Dock to pick them up. There was some fear that the lead-

er of the band, "Professor" Frank Ferraro, a corpulent man who accordingly was also nicknamed "Skinny," might not be able to leap aboard, but he proved more nimble than anyone and so Admiral Byrd got his serenade.

As mentioned, by 1932 IDA and ROBERT A. SNYDER were in quiet retirement on Esopus Creek. Here they were later visited by a couple of old friends. The venerable George W. Murdock, whose volumes of Hudson River steamboat biographies are in the New-York Historical Society, wanted to make a farewell visit to the steamboats, and so did Captain William O. Benson, our "Heard on the Fantail" editor. Accordingly, Captain Benson drove Mr. Murdock from his home in Kingston up to Saugerties landing, where, by prearrangement, they were met by Captain Charlie Tiffany. Captain Tiffany had asked them to pose as potential buyers so that the watchman, who had strict orders as to visitors, would be agreeable. During the course of the tour of inspection, Mr. Murdock told so

many tales of oldtime steamboat days on the Hudson that the watchman commenced to have grave doubts that these were really bona fide buyers!

Amazingly, at one point there actually was the possibility of a sale. In March 1935, announcement was made that the steamers would be employed by the Chesapeake & Delaware Navigation Co. in a daily freight and passenger service between Baltimore, Maryland, and Philadelphia, Pennsylvania, via the Chesapeake & Delaware Canal. This did not come to pass.

The winter of 1935-1936 was a hard one and efforts to keep the Hudson open between New York and Albany were given up. During the third week in February, ROBERT A. SNYDER was holed by the thick ice and slowly sank to the bottom. John Overbagh, who worked in a nearby paper mill on a 6 p.m. to 2 a.m. shift, recalls, "The last shift (11 p.m. to 7 a.m.) reported trouble at ROBERT A. SNYDER as they came in. We went out to look and could see her listing badly. By morning she had

#### PASSENGER STEAMERS (ALL SIDEWHEELERS) OWNED BY THE SAUGERTIES & NEW YORK STEAMBOAT COMPANY

##### SAUGERTIES a SHENANDOAH Off. No. 115843

Built, 1882, by Lawrence & Foulkes, Brooklyn (Greenpoint), N.Y. Hull, wood. Statutory dimensions when acquired in 1889: 200 x 33 x 10.6 feet; tonnages, 848.09 gross, 424.05 net. Depth of hold given as 10.8 feet in List of Merchant Vessels of the United States -- 1899 and following.

Engine: vertical beam, 36" diameter of cylinder x 10' stroke by McKay & Aldus from NATHANIEL P. BANKS of 1863, refitted by John A. Carnie; 500 indicated horsepower.

##### ANSONIA 862

At one point in her career, was unofficially renamed WILLIAM KENT and briefly carried that name until the enactment of the Civil War prudential regulations, whereby she had to revert to her enrolled name of ANSONIA.

Built, 1848, Burtis & Morgan, Brooklyn, N.Y. Hull, wood. Statutory dimensions when acquired in 1891: 190.1 x 28 x 8.7 feet; tonnages, 552.50 gross, 440.48 net. Overall length and breadth, ap. 202 x 55 feet.

Engine: vertical beam, originally 36" x 11', by Pease & Murphy. Larger cylinder, 44" in diameter, said to have been installed later.

##### ULSTER 25290

Built, 1892, Divine Burtis, Jr., Brooklyn, N.Y., for the company. Hull, wood. Statutory dimensions, 205 x 30.3 x 8 feet; tonnages, 665.97 gross, 565.57 net. Overall length and breadth, ap. 217 x 55 feet. Tonnages changed to 690 gross and 590 net in MVUS, 1898 through 1902. As a result of hull work done at the Burtis shipyard between the seasons of 1902 and 1903, statutory breadth was increased to 30.5; depth of hold, 10.2; gross tonnage became 780; net, 580.

Engine: vertical beam, 42½" x 8', from JOSEPH JOHNSON of 1852, refitted by McCurdy & Warden; 550 ihp per MVUS, 400 per company's figure. One return tube boiler by McCurdy & Warden, 19'8" in length and 10'6" in diameter; 4 flues; 108 four-inch tubes, 12' long.

##### IDA 100281

Built, 1881, Harlan & Hollingsworth Co., Wilmington, Del. Hull, iron. Statutory dimensions when acquired in 1904, 190 x 30.5 (54.6 overall) x 9.8 feet; tonnages, 765 gross, 593 net. Overall length and breadth ap. 200 x 54.6 feet.

Engine: vertical beam, 40" x 10', by Harlan & Hollingsworth Co.; 400 ihp. One return tube boiler, 18'3" in length and 11' in diameter.

##### ROBERT A. SNYDER a ULSTER 25290

ULSTER was rebuilt by the C. Hiltebrant Dry Dock Co., Connelly (South Rondout), N.Y., between the seasons of 1920 and 1921, and renamed.

Statutory dimensions unchanged: 205 x 30.5 x 10.2 feet; tonnages, 780 gross, 580 net.

Engine unchanged: vertical beam, 42½" x 8'; 450 ihp per MVUS, 400 per company's figure. New return tube boiler by Vulcan Iron Works installed between the seasons of 1921 and 1922. Measurements, per company's figures, same as for boiler of IDA.



settled to the bottom."

Bob Snyder remembers, "It took me some time to raise nerve enough to take a look."

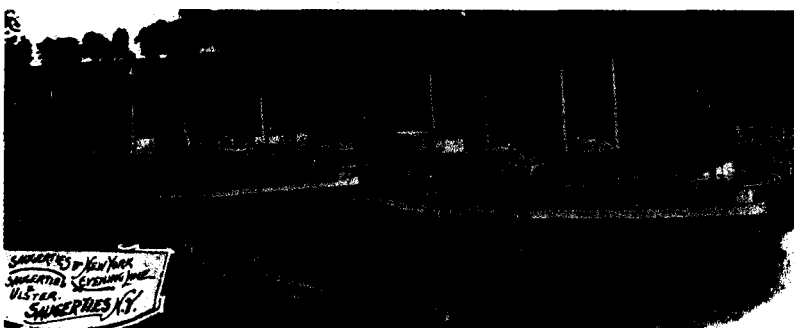
Later in 1936, both IDA and the partly submerged ROBERT A. SNYDER were auctioned off to Louis Epstein of New York City for \$1,350. On January 11, 1937, IDA was towed away to New Jersey and broken up for scrap along the Hudson in northern Hudson County. As for ROBERT A. SNYDER, all metal that could be removed was taken off, but she was not raised. In August 1938, more of her deteriorated upper works were torn off and in November she was at last raised by the Merritt-Chapman & Scott Corp. under contract with the Federal government, which had been requested by the trustees of the village of Saugerties to remove the hulk as a menace to navigation. On November 21, she left the Esopus Creek under tow for New York and at Staten Island the engine, boiler and anything else salvageable were removed before the hull was taken out to sea and dynamited.

Finally, on December 15, 1938, the Saugerties & New York Steamboat Co. was dissolved.

But the memories linger on in Saugerties. Cornelius Lynch now owns the dock property and operates a marina there. Two of the storehouses, number two and number three, still stand, as if waiting for the steamers to return. Mr. Lynch himself has a deep feeling for local history and for the era of steam navigation.

Bob Snyder, in his insurance office at 259 Main Street, has preserved many mementoes of the Saugerties Evening Line, including models, state-room keys, pictures and advertisements. When one enters the office, the first thing to catch the eye is Bob's pride and joy, the name from the front of ROBERT A. SNYDER's pilot house. With it is an even more ancient relic, a nameboard from the Saugerties-Tivoli ferryboat AIR LINE, which had been commanded at one time by Bob's grandfather.

Bob would be glad to have any SSHSA member who passes through Saugerties to stop by for a visit. Afterwards, it is but a short drive to the old docks and the storehouses, where one may dream beside the placid Esopus of the long-ago activity at the steamboat landing.



Above, from old post cards, are views of the Saugerties & New York Steamboat Co.'s terminal in Saugerties. The one at the left shows SAUGERTIES and ULSTER; at the right, IDA and ULSTER.

**ACKNOWLEDGMENTS** For valued assistance in the preparation of this article, the authors extend their thanks to the following: Captain William O. Benson, William H. Ewen, Donald Snyder Fellows (editor, *Saugerties Post-Star*), Douglas L. Haverly (New York State Library), Ardie L. Kelly (librarian, the Mariners Museum), Roger W. Mabie and H. Graham Wood.

**SAUGERTIES EVENING LINE**  
**Str. ROBERT A. SNYDER**  
**GENTS CABIN**  
**BIRTH TICKET**

Good only for date  
 stamped on back

**Nº 210**

Pictured at the lower left are Bob Snyder (left) and Don Ringwald. In the photograph to the right is John Snyder Overbagh, holding a nameboard from the ferryboat AIR LINE.

As a grandson of John A. Snyder, John Overbagh naturally made many trips on the Saugerties Evening Line steamers. At the same time, since he was young and loved steamboats, he was curious about the big vessels of the Hudson River Day Line and wanted to make a trip on one of them to find out what they were like. But Grandpa Snyder could see no sense in spending money to travel on the Day Line when IDA and ROBERT A. SNYDER were readily available.

John, incidentally, is proud of the fact that, as a schoolboy, he worked briefly for the Saugerties Evening Line, stuffing envelopes with timetables and other advertising material for mailing to newspapers, boarding houses, shippers and possible passengers.

