



GENERAL OFFICERS
Hudson River Day Line,
 NEW YORK & ALBANY DAY BOATS.

A. VAN SANTVOORD, President.
 E. E. OLCOTT, Gen'l Manager and Treas.
 F. B. HIBBARD, General Passenger Agent.
 W. B. ELMENDORF, Agent, Albany.

General Offices, Desbrosses St. Pier, New York.

THE ALEXANDER HAMILTON

Built: 1924, Sparrows Point, Md., Bethlehem Shipbuilding Corp, LTD

Hull: Steel; 338.6' x 77' (molded 42') x 13.6' (overall, 3495" x 77', 8'4" draft, loaded, aft).

Engine: Inclined triple expansion, Bethlehem Shipbuilding Corp., LTD, Cylinders 36½", 56", 85" x 6'. 4 boilers 3900 hp.



Nancy Smith
 Monica Frakes
 Ralph Frakes
 Mercedes Gaudier
 Jack Velez
 John D'Arcangelo

PROGRAMME

CONCERTS

WEEK ENDING OCT. 14, 1899.

NEW YORK TO POUGHKEEPSIE

DAVID
 A.
 NUNEMAKER
 presents his

PAINTING FOR THE
 ALEXANDER HAMILTON

Saturday,
 October 28, 1972

The Alexander Hamilton
 sidewheel

History: Built for Day Line cost about \$852,000 operated from 1924 on. Acquired 1949, Hudson River Day Line, Inc.; 1962, Circle Line - Sightseeing Yachts, Inc. Still in Hudson River service 1964.

Purser from 1924 - 1930's
 E. J. Bailey

Captain: John C. Jones

THE HAUNTS OF Rip Van Winkle For Health and Pleasure
GO TO THE CATSKILL MOUNTAINS.



...AND...

How to Reach Them.

THE ONLY THROUGH CAR LINE AND ONLY
 All Rail Route to this POPULAR RESORT is via the

Ulster & Delaware R. R.

THE NEW STANDARD GAUGE LINE over the Stony Clove and Kaaterskill Railroads will give through car service, including Buffet Drawing Room cars from Philadelphia and New York to Hunter, Tannersville, Haines Corners, Lauri House, Hotel Kaaterskill and the Catskill Mountain House.

CONNECTIONS:

At Kingston Point—With Hudson River Day Line Steamers.
 At Rondout—With Night Line Steamers, Steamer "Mary Powell," and New York Central & Hudson River Railroad.
 At Kingston—With West Shore and Wallkill Valley Railroads.
 Send 6 cents postage for Summer Book with Map of the Catskills and list of over 1,000 Hotels and Boarding Houses.

N. A. SIMS, General Passenger Agent,
 RONDOUT, N. Y.

However excited or unpleasant a passenger may be or seem to be, an agent should always be pleasant and even-tempered. . . .

An agent should know the times of arrival and departure of the principal connecting trains at all ~~of our own~~ landings, and agents in New York City Offices should learn the names of other steamboats and steamboat lines running to Newburgh, Poughkeepsie, Kingston, Catskill, Albany and Troy, their piers and schedule leaving times; also the trains on the New York Central, and the West Shore roads leaving soon after our boats. Such information will be needed many times a day during the busy season.

An agent must not, under any circumstances, become NERVOUS, FLUSTERED, or EXCITED. Several hundred, often a thousand tickets must be sold by one man in an hour, and no man who 'loses his Head' during such a rush can regain himself during that sale. . . .

While an agent must strive to gain speed, he must be accurate, ABSOLUTELY ACCURATE, first. An error before a line of people produces a humiliation that cannot be quickly overcome. Unintentionally and unwittingly his thoughts, for the next few minutes, are divided between the error and his work, and he does not feel sure of himself. . . .

. . . I would urge an agent to strive more and more to calculate mentally, but NEVER at the expense of accuracy. It requires self-possession and especially as it has to be done while thinking about the limit of a ticket, cancellly it with a half-punch, answering questions as to where baggage may be found, what to do with a dog, when the (Ulster & Delaware connecting) train leaves Kingston and whether meals are served table d'hote or a la carte.

Do not quote rates from the Joint Tariff to points North or East via Troy; use the Trunk Line Rate Committees Proceeding book instead.

For rates west of Buffalo, not quoted in the Day Line Tariff, deduct \$1.00 from the rates in the Joint Tariff for tickets reading over the New York Central R.R. from Albany to Buffalo; but use the rates quoted, without any differential deduction, for tickets over the West Shore R.R.

The beginner must not be discouraged by this picture. If he will diligently follow the instructions, he will be amazed at his rapid progress and fascinated by the work.

David A. Nunemaker and members of Cloud will re-create 1924-30 in the Purser/Baggage Office of the Dayliner Ship-ALEXANDER HAMILTON on October 28th, 1972. This is part of Charlotte Moorman's Avant Garde Festival, and is not merely a re-creation of history but an extension of time.

Mr. Nunemaker's productions deal with contradictions. He will be juxtaposing a restored area of the ship next to the decaying areas of the ship with the practical hopes that the ship will eventually be restored to its 'White Flyer' splendor.

The surreal environment created, the vision that observers will see through the ticket window and around the immediate area of the office, will force the observer to long for the sight of the ship's past glory while making it blatantly clear the decay of the same ship all around them. In effect, Nunemaker will establish a simultaneous contradiction of life and death. This, however, is only a part of the whole statement Mr. Nunemaker is dealing with.

SPECIFICS:

1. Members of Cloud are researching the ALEXANDER HAMILTON through the New York Historical Society. We have already established Mr. Bailey as Purser, Faulkner as the artist of the on-board paintings depicting scenes from Mr. Hamilton's career. This historical information is an aide to our re-establishing as accurate an illusion as possible.
2. This Ship has been christened the ALEXANDER HAMILTON because Mr. Hamilton was fatally wounded in the duel with Aaron Burr almost directly across the River from the West 42nd Street Pier.
3. The Ship was christened by Mrs. A.V.S. Oloffe on October 20th, 1923 at Sparrow Point, Maryland and entered service in May of 1924.
4. The ALEXANDER HAMILTON is 338.6 feet long and is 1.6 feet longer than the ROBERT FULTON. She has an inclined engine, three-cylinder triple expansion. The interior decoration followed the same pattern as the other ships on the line.
5. This vessel was the first Day Liner to be built with an oil burner rather than a coal burner. The specific advantage of this to passengers was the cleanliness of the upper decks as a result of the elimination of coal cinders.

STATEMENT:

The elegance of a ship, one that existed in elegance
And lost its elegance and tries and cries and wants
Always to have its elegance back and does not want to
Grow old and feeble and does not want to be forgotten
Ever. And cries to all who will listen and it calls
Me to it. Tickets and famous people and common people
Who have left something of themselves there the boat
Has taken that thing from them and uses it and uses it
And uses it to call me to find it and make it tangible.
The ship does not want to die.

Redcarpets circling the office separating it from the
Rest and yet making it all the more a part of the rest.
Cleaning the wood and polishing the brass and doing
All of this because the ship calls us to do it. We
Fell in love that Saturday morning. We all fell in
Love and she in love with us. A long time ago/a long
Time today we saw something special a contradiction a
Way of saying look at it and wonder and believe and
See it.