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C I N C I N N A T I

On Chautauqua Lake, N. Y.

Built - 1882

Length - 132 Ft.

Burned - February 13, 1939

Beam - 26 Ft.

December 20, 1881

Twelve men are at present employed on Burroughs Bros. new steamer which is building at the Boatlanding.

January 27, 1882

The boiler for the Cincinnati, Burroughs Bros. new steamboat, is completed.

February 11, 1882

The steamboat Cincinnati being built for Burroughs Bros. at the Boatlanding is nearing completion. It will be launched the first of next month. Its owners claim it will be the staunchest and speediest on the lake.

April 8, 1882

The launch of the Cincinnati is announced for this afternoon. She is owned by Burroughs Bros. of Jamestown. She will have as officers this summer: E. A. Burroughs, Captain, C. W. Burroughs, Engineer, Everett Burroughs, Clerk, and Porter Payne, Pilot. She is 132 Foot long, 26 foot beam, and has a propeller wheel 5 foot 6 inches in diameter. There will be two decks, the ladies cabin on the second deck. She will be driven by a 400 horsepower engine and boiler. The machinery is promised by the 15th of April and she will be ready for business the first of May. The keel was laid on the 20th of October. The entire work was under the charge

of Capt. J. W. Pierce of Evansville, Indiana, who promises the steamboat will be in every way to be equal to any steamboat on the lake.

April 8, 1882

The Cincinnati commenced to move down the ways at 3:45 P.M. but when half into the water she stuck fast. She will probably be got off about 5:00 P.M. A large crowd was present to see the baptism of the new steamboat.

April 12, 1882

Yesterday afternoon a big steam whistle, which has just been completed for the steamer Cincinnati, was tested at the Bedstead Works. It gave a heavy low toned sound much like the whistles used on Lake Erie and ocean steamers. It could be heard with ease at Dexterville and beyond. It was tested at 40 pounds pressure, but will be used with a pressure of 70 pounds, which will make some difference in tone. Mr. C. S. Hale at Clark's Foundry designed and made this big steam trumpet, which measures 8-1/2 inches in diameter and 24 inches in length. It is made entirely of iron and seems to answer as well as if made of brass, the usual material employed for the purpose, while the cost is much less.

May 11, 1882

Burroughs Bros. new steamboat the Cincinnati made her first trip yesterday. The course was from the Boatlanding to Bemus Point and return. The performance of the new boat was in every respect satisfactory to her owners.

May 13, 1882

The Chautauqua Lake Transit Company and the Burroughs Bros., owners of the Cincinnati, are disputing the use of the dock at the Boatlanding.

May 15, 1882

The Cincinnati, Burroughs Bros. new steamboat will make a Sunday trip over the lake tomorrow.

July 1, 1882

We are informed by the Burroughs Bros., owners of the Cincinnati, that the steamer, "Mayville" under the command of Capt. Payne ran into the Cincinnati at Mayville today, doing considerable damage to the Cincinnati. The owners of the Cincinnati declare their intention of having Capt. Payne arrested this evening for willfully destroying their property and endangering the lives of their passengers.

July 2, 1882

Capt. Payne of the steamer Mayville and Mr. Brockway, Agent for the Cincinnati, had a little difficulty in the vicinity of the Sherman House this morning, which did not, however, result in the spilling of gore or lead to the arrest of either belligerent mariner.

July 3, 1882

The new steamer Cincinnati is said to be the fastest ever on the lake, though that is no recommendation to us, for when we ride over that body of water we like to go leisurely and get the worth of our money.

July 6, 1882

Last night the Cincinnati in turning about at the Boatlanding threw her stern athwart the bow of the Mayville, which was tied up at her wharf, splintering the latter's stem post. Capt. Burroughs of the Cincinnati called the Chautauqua Lake Transit Company's office and promised to make good the damage.

July 17, 1882

The ladies on board the Cincinnati Saturday insisted that a

broom should be sent to the head of the flagstaff in lieu of a flag because she sweeps the lake.

July 18, 1882

When the steamers Mayville and Cincinnati came into the Boatlanding today at noon, the Italian Orchestra discoursed music from the deck of the Mayville. While Mr. Alex Johnson's brass band played familiar airs from a prominent station on the Cincinnati.

August 5, 1882

On and after August 7th the steamer Cincinnati will make three round trips daily leaving Jamestown 7:30 A.M. - 1:00 P.M. and 6:30 P.M. Round trip 25¢, season tickets \$1.50. As we have the fastest and most elegant steamer on Chautauqua Lake, we feel justified in kindly soliciting the patronage of both local and transient.

Burroughs Bros.

August 7, 1882

The Cincinnati's new propeller wheel works very satisfactory. She carried a full load Sunday.

August 10, 1882

When the Mayville and the Cincinnati started from the Boatlanding this morning one of the Mayville's hawsers became entangled in the Cincinnati's wheel stopping it and obliging the return of the Cincinnati to the dock, where the impediment was removed by a knife. An annoying delay was caused by the mishap.

April 3, 1883

Burroughs Bros., owners of the steamer Cincinnati, have purchased the steamer Alaska of Capt. L. L. True for \$5,350.00. The Alaska will be renamed the City of Buffalo and will run in line with the Cincinnati.

The new line will be called the People's Line. The new owners claim their new boat in point of speed will be next to the Cincinnati, the fastest boat on the lake.

April 4, 1883

The Cincinnati is being thoroughly overhauled and strengthened. The stairs will open on the second deck instead of in the cabin, as formerly. A new boiler put in and the whole steamboat repaired.

May 7, 1883

The Cincinnati is at Clifton receiving the false stern, which it is believed will result in increasing the speed of that heretofore swift steamboat.

May 14, 1883

The Cincinnati made her first trip today, but she is not ready for the season, not having received her false stern and the carpenters and painters not having brought their labors to an end.

June 23, 1883

The Burroughs Bros. have decided to replace the wooden stern of the Cincinnati with one of boiler iron. The Buffalo will take her run until the changes are made.

July 2, 1883

The Cincinnati broke her shaft a short distance below Bemus Point and was towed to the Bemus Point dock by the Hiawatha. The passengers were carried up the lake on the Hiawatha. The Cincinnati was taken in tow by the Vincent and brought to Jamestown. Much sympathy is expressed to Burroughs Bros. on account of their loss.

July 3, 1883

The Cincinnati, who broke her shaft yesterday, will not be

running for some time, as a new shaft will have to be made in Philadelphia. It will cost about \$500.00.

July 31, 1883

While near Point Chautauqua today, the propeller wheel of the Cincinnati became loose and dropped into the bottom of the lake. It was recovered and the disabled steamboat towed to Clifton, where the wheel will be replaced.

August 11, 1883

Friday, the Cincinnati and the Hiawatha had a collision in the Outlet. No serious damage was done, but several passengers were badly frightened. Opinions differ as to which steamboat was the most to blame for the collision, but all agree that it was wholly needless. The Navigation Commissioners should take some action in regard to the collisions.

September 23, 1883

The Cincinnati has been having a picnic for the past two weeks with the steamer Mayville of the rival steamboat line, which, until a few days ago, had the opposition morning run. The Mayville was clearly overmatched and the Cincinnati would calmly let it go out first and overhaul it about where it pleased, stopping longer at each landing than was necessary, in true boatman's style and letting the poor Mayville wait in the cold for an opportunity to pick up the leavings. When the Hiawatha took the morning run, however, the fun suddenly abated and the Cincinnati found it necessary to go out first. The matter culminated yesterday morning, the Cincinnati reached Lakewood first and the Hiawatha waited. The Cincinnati cleaned the dock and went off with a rush. The Hiawatha sprang after only a half boats length behind. The race begun and on a four mile straight-away stretch. The Hiawatha crept up on her antagonist inch by inch and

finally gained a 20 foot lead, which it held all the way to Bemus Point dock, leaving the discomfitted Cincinnati to experience some of the hardships to which she had been treating the Mayville.

1883 - 1884

In the summers of 1883-1884 the Burroughs Bros. undertook to compete with the Chautauqua Steamboat Company's fine steamers the Jamestown, Mayville, Winona, Minnehaha and Hiawatha. They had the Cincinnati and the City of Buffalo (Alaska). To match the Red Stack runs the steamer Buffalo made her final run up the lake late in the evening and left Mayville at midnight for a run back to Jamestown to take the early morning run up the lake. It was long hours for the steamboat men, but they carried the competition through the summer quite successfully. The lake, at that time, was thickly dotted with landing places, some regular stops and others flag-stops, which every day imparted an uncertainty to the daily racing of the rival boats. The leading steamer, for example, might have to land at Maple Springs, while the other boat had a straight run to Bemus Point. However, this setback would not discourage the crew of the other boat. There was an even chance that the situation might be reversed at some other of the flag landings. So the boilers were kept at racing pressure all the way from Mayville to Jamestown. But it was an advantage to get the first dock out of Mayville, which was Point Chautauqua and the long stretch of deep water between these points was the scene of the most exciting racing. The Hiawatha was the only boat to match the speed of the Cincinnati, were it possible to be put on the same run. Each had its pier side by side at Mayville. Each waited for the passenger trains on the Buffalo, New York and Pittsburgh Railroad. Each boat kept its engines turning over as the train steamed into the station, and the passengers leaving the train for the steamers were met

by the entire force of deck hands of both boats and racing down the long docks to the steamers at double quick time no one had cause to complain at delay, for the moment the last passenger was rushed over the gang plank, the straining hawsers were pulled from the spiles and the steamers started bow to bow in their race for the Point Chautauqua dock. The Cincinnati had a shade the best of the Hiawatha, but the race was always close enough to be exciting. The limit of the passengers now and then showed apprehension as the two boats side by side with safety valves of the boilers whistling and throttles of the engines pulled to the top notch, roared their way toward the distant buoy that marked the whistling point for Point Chautauqua dock. The boat that reached the buoy first was entitled to the dock for a scant five minutes, after which time the rival boat was privileged to tie alongside and discharge its passengers and freight over the others deck. The time limit was rarely exceeded for the pilot of the waiting boat kept close tab and fifteen seconds over would sound his signal that he was coming in. While the first boat at the Point Chautauqua dock had an advantage, it was not by any means a sure thing, as there was room at the Chautauqua dock for both boats. On the opposite side of the lake were the Whitesides and Maple Springs flag landings. Both lines were supposed to stop on flag at either landing, but as a matter of fact the Burroughs line preferred Whitesides and the Red Stack line Maple Springs. So, if a race was on, the prospective passenger would, if wise, select the landing that his line favored. Long Point was another nuisance for the racing steamers. On more than one occasion when both had passengers for Long Point, the rear boat would land at Frank Gifford's private dock and on such occasion the passengers would be hustled ashore without waste of time. The boat that made Bemus Point first usually was the first at the Jamestown dock, although there have been some lively races between Bemus Point and

Lakewood. On this stretch of the lake pilots sought to maneuver each other into the shallows above Lakewood and sometimes succeeded. One of the steamers spent the entire night on the Lakewood bar and was hauled off with great difficulty.

The only real danger in this racing was the possibility of collisions at the various docks. The Cincinnati was given a bad bump one day by the rival boat and a day or two later returned the compliment with enough force to throw a woman passenger from her chair to the deck and break an arm. For this, the Navigation Commission suspended Pilot Mart Colby's license. This situation was met by Mr. Colby, who at once applied for and received a captain's license and Clarence Burroughs, who was in command of the Cincinnati, took a pilot's license and changed jobs with Colby.

One of the most exciting races in which the Cincinnati participated was with the side-wheeler Mayville. It was during one of those heavy storms which sometimes sweep over the lake, a storm which created a sea heavy enough to wash over the lower decks of the boats. The Cincinnati was gaining when the Mayville was turned directly down on the Cincinnati, and a man on the Mayville deck shouted a warning that unless the Cincinnati's course was changed, she would be cut in two. The course was not changed and the Mayville missed the stern of the Cincinnati by inches. For this, the Cincinnati's officers were severely disciplined by the Navigation Commission.

In the final consolidation of the competing lines in 1892, this racing business was, of course, abandoned.

AN EARLY INCIDENT ON CHAUTAUQUA LAKE

By Joseph L. Dunham

My uncle, George Phillips of Bemus Point, told me this story a long time ago.

During 1882-83-84-85, the Peoples Line (Black Stack) and the Chautauqua Steamboat Company (Red Stack) were rival fleets of steamboats on Chautauqua Lake. The Black Stack Line was owned and operated by Ernest and Clarence Burroughs, cousins of ours. Our uncle, Fred Phillips, was engineer on the Cincinnati of the Black Stack Line. The Cincinnati of the Black Stack Line and the Hiawatha of the rival line were due to leave the Jamestown docks at the same time each morning. The Hiawatha would follow the Cincinnati through the Outlet and into the lake, then she would slide around the Cincinnati and leave her far behind, to the great displeasure of the Cincinnati's crew. One day Fred Phillip's father, Joseph Phillips (a seasoned engineer and pilot on the Great Lakes), was aboard the Cincinnati and Fred was doing considerable growling about the engines in his boat, and how the Hiawatha ran away from his boat every morning. Upon hearing this, the senior Phillips took a good look at the engines, after which he informed his son that the engines needed to be counter-balanced, which they would do that night secretly.

In those days engineers had to be able to overhaul and repair their engines without the aid of a machine shop and mechanics, and so, soon after the Cincinnati docked at Jamestown that night, the Phillips, father and son and a fireman, went to work. It took them all night to counter-balance, align, and adjust the boat's engines for the morning run.

That morning the boats left the Jamestown dock as usual, and when they reached the lake the Hiawatha began her usual procedure of running around the Cincinnati, with the usual shouting and laughter. Fred allowed the

Hiawatha to come alongside the Cincinnati. When he then gave the steam, when lo her engines began to purr, her stern settled down, and she commenced to really travel, soon leaving the Hiawatha and her astonished crew behind. Leaving her engines in charge of his father, Fred ran to the stern, and leaning over the rail called the name of his boat, and shouted: Read that, you got darn cusses! (Uncle Fred never swore) The pilot blew the whistle in mighty blasts, the crew were so pleased they nearly blew up, and there was excitement on the lake.

For a time there was considerable speculation as to what caused the Cincinnati to get up and go. When the facts became known, there were many red faces among the crew of the Hiawatha, and they took an unmerciful ribbing all around the lake.

July 5, 1884

The Cincinnati ran upon a pile in the dock at Long Point last night and had to be pulled off by the City of Buffalo.

July 8, 1884

It is nearly a week since the collision between the Cincinnati and the Hiawatha and nothing looking toward an investigation of the affair has been commenced.

July 26, 1884

There is an urgent need of Commissioners of Navigation who shall serve under the new law. The steamers Cincinnati and Jamestown had a race yesterday. The Jamestown rolled badly in the swells, while the Cincinnati went with such force against the Lakewood dock as to throw most of the passengers to the deck. One lady received a sprained wrist by the fall.

April 28, 1885

The steamer Cincinnati of the Peoples Line is bright with new paint and its machinery was overhauled the past winter. The Peoples Line steamers Buffalo and Cincinnati have their smoke stacks painted white this season.

June 4, 1885

The steamer Cincinnati was tied up at her wharf today by order of the Navigation Commission. The Commissioners stated that the steamer had been running since May 11th without a license, which had been refused then by the Commissioners. When they inspected the boat on that date they found her steam pop valve not satisfactory and ordered the owners to replace it. They also found that the Cincinnati did not have as many life preservers and life floats as necessary. They had 154 life preservers, when they should have had 250 and as many floats. Also, the crane for swinging the life boat was broken.

Burroughs Bros. were warned several times to replace the pop valve, but nothing was done about it. As there is great danger of a boiler explosion with the defective pop valve, the steamer has been ordered tied up.

Later - June 4, 1885

The Cincinnati left her dock today at noon. A new pop valve in place and equipped with life preservers according to law.

Sept. 7, 1885

The steamer City of Buffalo, sister steamer of the Cincinnati, both owned by the Peoples line, burned to the waters edge at her dock at Mayville last night. The cause of the fire is a mystery, but it is the opinion that the fire started from the boiler. She was valued at \$10,000.00. The insurance amounts to \$7,000.00.

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February 20, 1886

Charley Coney, who has charge of the steamboat derrick at Clifton, will on Monday morning commence to raise the sunken steamer Cincinnati. It will probably take three days to raise the steamboat and pump her out. Last Thursday afternoon Johnson Bros. were running ice down the Outlet from the lake for the purpose of filling their icehouses at the Boatlanding. These ice cakes were as large as could be conveniently floated down, probably being about 25 x 20 feet. It is thought one of these cakes hit the hull of the Cincinnati and as the wind was blowing quite hard at the time, the ice had a great deal of force. The extent of the damage cannot be known until the vessel is raised.

March 10, 1886

Work has been commenced on raising the sunken steamer Cincinnati. The men who are trying to raise her have sunk a number of empty oil barrels beneath her lower deck and have put more around her to help them in their effort to raise her. If this method proves successful, it is hoped she will be floated this week.

March 15, 1886

The Burroughs Bros. have finally succeeded in getting the sunken steamer Cincinnati afloat. They find, on examining the hull, that the damage was not caused by ice cakes, but that the sea-cock had frozen and burst letting in a 3 inch stream of water.

May 13, 1886

The Cincinnati looks very inviting this spring. The painters are now varnishing the cabins. About \$500.00 has been spent on repairs this spring.

May 22, 1886

Negotiations have been closed between the Red Stack Line and

Burroughs Bros., owners of the Cincinnati. The Cincinnati has been leased to the Red Stack Line for a year at least. Her stack will be painted red and the Burroughs Bros. will command her.

April 22, 1887

The Cincinnati will be leased again this season by the Red Stack Line. Capt. E. A. Burroughs will be in command.

May 17, 1887

Yesterday the Cincinnati broke loose from her moorings and came near drifting down and striking on the boatlanding bridge.

November 20, 1887

The steamer Cincinnati is anchored nearly opposite Bemus Point, where Capt. Burroughs expects to pull her ashore this winter for a thorough overhauling.

April 1, 1888

The steamer Cincinnati will be leased to the Red Stack Line again this season.

September 2, 1888

The steamer Cincinnati is laid up on account of a bent shaft, caused by striking a log not long ago.

May 1, 1889

The Cincinnati has been leased and will run with the Red Stack boats again this season. She is licensed to carry 500 persons.

August 23, 1889

Thursday night, No. 4 on the N.Y.P. & O. Railroad (Erie) was over an hour late in reaching Lakewood, and at one o'clock Sunday morning, Capt. W. H. Wilcox would not leave the dock at that place with the steamer Cincinnati, and the passengers who came by train on the way to Chautauqua

because of the almost unpenetrable fog. Finally at 5:00 A.M. the Cincinnati left the Lakewood dock for Mayville. The fog was as thick as ever, but daylight somewhat ameliorated the condition that prevailed at one o'clock. The compass was brought into use, Capt, Wilcox taking the wheel, but he relied nearly as much on the echo of the steamer's whistle as on the compass. The whistle was sounded nearly every minute. By the lack of echo in the wide part of the lake, he knew he was far from shore. When the echo was heard on one side or the other he knew the headland that caused it. When it was heard on both sides simultaneously, he was sure that the Narrows (Bemus Point) had been reached and straight through the narrow channel past the ferry the prow of the Cincinnati plowed. It was a remarkable exhibition of skillful piloting. The fog did not lift until after the steamer reached Mayville, yet not once did her keel touch the bottom by reason of deviation from the course.

December 23, 1889

Capt. E. A. Burroughs has succeeded in organizing a new steamboat company, which proposes to build a new steel steamer (Buffalo) to run on Chautauqua Lake next season in line with the steamer Cincinnati. The new organization will be known as the Peoples Steamboat Company (Black Stack Line).

April 12, 1890

The steamer Cincinnati will commence regular trips next week. She will run in line with the new steamer Buffalo and the little Vincent.

June 9, 1890

The Commissioners of Navigation inspected the steamer Cincinnati recently and found a faulty sheet in the boiler which must be replaced. Her hull also needs attention.

July 28, 1890

A rate war between the Red Stack Line and the Peoples Line created considerable interest in Jamestown Saturday. A few days ago the Peoples Line advertised season tickets for \$1.00, Saturday the Red Stack Line put them on sale for 75¢, the Peoples Line then sold them for 50¢. The Peoples Line sold 500 tickets at 50¢, and the Red Stack Line have sold over 500 tickets at 75¢. On Monday morning, the Peoples Line had resumed the \$1.00 price and the Red Stack Line will sell 2,500 more at 75¢ each.

August 13, 1890

The steamer Cincinnati and the Shattuc had collisions at the Boatlanding and later at Chautauqua yesterday.

The charges against Capt. Abbey of the Cincinnati and Capt. Wilcox of the Shattuc were heard before the Commissioners of Navigation today. Fred Van Cise, pilot of the Shattuc, testified, "When we started from the Jamestown boatlanding I blew three short whistles. Just as we got along side, the Cincinnati started out, we collided, our bow ahead of them by 30 feet, we then reversed and they went ahead." No damage was done, but the passengers on both steamers were badly frightened.

Capt. Abbey of the Cincinnati stated the Shattuc landed at Chautauqua at 11:00 A.M., at 11:04 we whistled, two minutes later we landed alongside the Shattuc at 11:07, the Shattuc then pulled out with some of our passengers on board and our gangplank was broken. Capt. Wilcox of the Shattuc said, "The Cincinnati came in and landed alongside of them, told Capt. Abbey my time was up and ordered me to let off our lines. I didn't know any people from the Cincinnati were aboard." As a result of the hearing the license of Capt. Abbey of the Cincinnati was revoked and that of Capt. Wilcox of the Shattuc was suspended for 15 days.

August 18, 1890

The steamer Cincinnati broke her propeller Saturday.

August 26, 1890

The steamer Cincinnati of the Peoples Line will be rebuilt the coming winter. As soon as the season closes she will be drawn out on the ways and her planking removed, her frames renewed, and new planks laid. Her stern remodeled, which is expected to give her additional speed. The work will be done in Jamestown in the yard where the new steel steamboat of the Peoples Line is to be built.

April 4, 1891

The Cincinnati of the Peoples Line is drawn out of the water at Clifton and will be entirely replanked before the opening of the season.

June 22, 1891

The Cincinnati was beaten in a race Thursday afternoon by the Mohawk (New York) of the Red Stack Line. Hitherto, the Cincinnati has been considered the fastest boat on the lake.

July 31, 1891

A few days ago the Cincinnati had a collision at the Lakewood dock with the Mohawk.

August 14, 1891

The steamer Cincinnati was quite severely smashed and damaged by the steamer Burch, Thursday night at Chautauqua. The Burch lay at the Chautauqua dock and the Cincinnati landed alongside. When the Burch was ready to start she backed water as though as to pull away from the dock, the Cincinnati's stern swung toward the dock. The Burch suddenly went forward pushing her bow as a wedge between the Cincinnati and the dock, breaking the Cincinnati's rail and knocking down a couple of stanchions. Great excitement prevailed on

board both boats for a short time.

September 4, 1891

The steamer Cincinnati is laid up with a broken wheel.

December , 1891

The Peoples Line, owners of the Cincinnati and other boats, has been sold to the Chautauqua Steamboat Company (Red Stack).

March 24, 1892

The name of the steamer Cincinnati has been changed to City of Cincinnati.

May 18, 1892

The City of Cincinnati is being repaired with new guard rails, also has received a new upper deck.

July 19, 1892

Friday evening's storm was the most severe ever known on Chautauqua Lake. On the steamer Cincinnati, which was in the worst of the storm, the cabins were full of men and women, who, in their fright, swooned, had hysterics, prayed, sang, and put on life preservers; the men acted worse than the women.

April 11, 1893

The City of Cincinnati is being repainted for the season. New flagstaffs have been placed on all the boats of the fleet.

May 30, 1893

The City of Cincinnati has been placed in the coffer dam in order that her shoe and the hanger to the apron may be repaired.

September 28, 1894

The Cincinnati's stern will be rebuilt and a new rudder and wheel will be given her.

July 16, 1895

The steamer City of Cincinnati ploughed with her sharp stern into the dock at Chautauqua, causing great alarm on both steamer and dock, but injuring no one. The boat had been lying still waiting for the steamer City of Buffalo to clear from the dock. As soon as that had been accomplished, the Cincinnati started to land, but would not mind her rudder and in spite of a desperate reversing of the engine, came against the dock with a crash that was terrifying to all who witnessed, splintering timber and planks into toothpicks. No one was hurt and a force of carpenters soon made good the damage to the dock.

August 16, 1895

Fire, the boat's afire! This startling cry was taken up by scores on the steamer Cincinnati, Monday afternoon while the boat was between Lakewood and Greenhurst. There was a large number of passengers, many were panic stricken and a scene of fright and confusion at once ensued. "Get life preservers", was a shout that was sufficient to cause a scramble for the cock and canvas jackets. There was rushing hither and thither, chairs were thrown over and had not a few nervy passengers stilled the tumult, many would have been hurt.

The fire was on the upper deck in the woodwork surrounding the smokestack. Two pails of water effectively conquered the cause of the alarm.

There were many ludicrous incidents, after quiet was restored a man held up on his cane so all could see a wig and asked to whom it belonged. There was no claimant. One man tied on a life preserver so tightly that he had to be helped out of it. When the commotion had subsided, the deck was strewn with life preservers.

June 12, 1896

The steamer City of Cincinnati has been inspected and licensed

for the season. The Red Stack fleet has been repaired and painted. A facsimile of an anchor has been painted under each bow and a star under the stern. The roof of the pilot house is painted a light blue.

May 4, 1897

The steamer City of Cincinnati is on the drydock at Clifton, where a large force of men are giving her a new hull.

July 17, 1897

The City of Cincinnati was launched today, with her all new hull she is as good as new.

March 18, 1898

Supt. G. E. Maltby of the Red Stack line says he will place the City of Cincinnati in commission next week. Men are now at work filling out the City of Cincinnati, and a small boat which will be used for towing logs.

May 19, 1899

While work men were repairing the steamer City of Cincinnati at the Boatlanding, she sprung a leak and sunk in the Outlet. It required some time and considerable work to raise it again, but this task has been accomplished and the repairs will be continued until the craft is put in good condition again.

August 21, 1900

Trouble has been brewing for some time between the crews of the various boats of the Red Stack Line, and some of the young men stopping at Point Chautauqua. The summer visitors, in their bathing suits, have been making themselves familiar by running among the passengers at the dock, crowding on the boats and jumping off into the lake when the steamers left the dock. When the steamer City of Cincinnati came down the lake Monday afternoon, some of the young men attempted to get on board and were forced off the boat by

the crew. On the return trip at 6:00 P.M. the bathers were still in evidence. They carried with them some rotten eggs, which they began to assault the steamer's crew with. Probably more than 50 persons were on the dock and more on the boat. Naturally, the missiles did not all carry straight and some of the ladies on the boat and dock were the victims of the egg throwers. When, Henry Johnson, one of the deck-hands, jumped on the dock to throw the rope over the spile, he was attacked by half a dozen of the bathers and in a most vigorous manner, one of them rubbing an egg into his hair and over his face. He defended himself as best he could, and was joined at once by his brother, Capt. Albert Johnson, and others of the crew. Arthur C. Wade, Secretary and Treasurer of the Steamboat Company, was on the dock at the time and did what he could to restore order, finally succeeding in his efforts. As Henry Johnson was about to remove the rope from the spile to release the boat, one of the bathers hit him a fearful blow in the mouth. Another man attacked Johnson as the boat was leaving the dock and struck him such a blow as to knock him into the lake, whence he was with difficulty rescued.

This disturbance created great excitement among the passengers on the boat and dock. Some of the bathers attacked with shovels and chairs. What the outcome will be cannot be told, but the steamboat men are justified in refusing to permit the boat to be run over by young men in bathing suits, a habit that has become a nuisance at this point.

August 22, 1900

Four young men said to be the ringleaders of the riot at the Point Chautauqua dock yesterday were arrested and are out on bail. A hearing will be held in a few days.

LATER - The charges have been dropped against the young men at Point Chautauqua, who were arrested for causing the fight at the Point Chautauqua dock last Monday.

January 4, 1901

The Chautauqua Steamboat Company has been sold to the Jamestown and Chautauqua Railway.

May 23, 1901

Workmen are rearranging the electric wiring on the City of Cincinnati.

August 10, 1901

After the illuminated fleet off the Chautauqua Assembly last night, the steamers Cincinnati, Buffalo, and Cleveland left for Jamestown at the same time. Soon the spirit of rivalry boiled up in the three crews. Engineers advanced the throttles, deckhands passed coal to firemen with the demand for more steam. Passengers noted the intensified vibration of more speed, the roar up the funnels as firemen turned on the forced draft. Across the expanse of the lake the clear night revealed the flashing bow waves thrown off as the three boats raced on faster and faster, as the boiler pressure reached the popping point. As the three racing steamboats neared the sharp end of Long Point, nearly bisecting the lake, their courses converted for the short turn and then across the bay to Bemus Point. The Cincinnati and the Buffalo rounded the point practically abreast with the Buffalo on the shore side. Farther out, and slightly astern, the City of Cleveland roared on with a bone in her teeth. Suddenly blue flames were seen licking out of the Buffalo's funnel, an eerie sight in the night. The Buffalo apparently was determined to run if steam power would do it. Later it was learned that two extra scampered down into the hold to help the Buffalo's fireman. The Buffalo sped on neck and neck with the Cincinnati. Some said the Buffalo was just a wee bit ahead. But the Cincinnati's engineer still had more notches left. Cheers swept the boat as it appeared to pass the Buffalo. Capt. Peter Johnson

impassively stode the deck, glancing into the engine room, the glaring firehold, then at the Buffalo with the flames rolling out of its stack, but said nothing.

In the pilot house, the veteran, Stub Wilcox, wheeled an unerring course toward Bemus Point. Just then came an unexpected swerve of the Buffalo that added the thrill of danger to the excitement of the race. Pilot Bob Coffield of the Buffalo was a daredevil. In his long career he was suspended several times for taking chances. But the Cincinnati's men would not believe he would wheel the Buffalo right into their course until the crash appeared imminent. Screams came from the women on the Cincinnati and solemn were the faces of the men. It was a battle of pilots' nerves and neither yielded. Both were steamboat veterans of old days, of races and battles for docks. With such inflexible men at the helms, collision appeared inevitable. But just as the black guard rails of the two racing steamboats were about to meet, and passengers cringed before the expected blow, the Buffalo's slight lead in its converging course averted the crash.

The Buffalo's stern swung across a scant three feet in front of the Cincinnati's prow. Engines on both boats were slackened, the Buffalo continued on to starboard, the Cincinnati plowed straight ahead. The race for the two was over, but far to the right the Cleveland plunged on to close the slight gap between it and the apparent leaders. Pilot Coffield of the Buffalo later explained that he was forced to swerve, on finding he was running far intoward the Bay View shore, but the Cincinnati's men asserted his maneuver was deliberately to block their running trend. And the Cleveland's crew claimed their boat was climbing up to take the lead when the near collision of the Buffalo and Cincinnati ended the race.

August 29, 1902

After the fireworks at Celoron, Wednesday night the steamer City of Cincinnati, left Celoron with over 200 passengers on board for Chautauqua and other points up the lake.

The night was dark and foggy, the fog was so thick the crew asserts that one could not see the length of the boat. Landings were made at Lakewood, Cheney's Point, and Bemus Point, but in trying to pass Long Point, suddenly the steamer went aground within a few feet of the point. The water is deep a few feet from the beach and when the boat stopped the bow was within a foot of the trees on the bank. The steamer was so close to the bank the passengers were landed and a train was backed down from Point Chautauqua, where it was waiting for the steamer. It took the passengers to their destinations. The steamer was floated again this morning and suffered no damage.

July 5, 1904

The officers of the City of Cincinnati for the coming season will be as follows: Captain, J. P. Johnson, Pilot, A. H. Wilcox, Engineer, Adam Bush.

August 30, 1904

Chautauqua Lake was swept by the worst storm ever experienced on the lake Thursday afternoon. The City of Cincinnati was just landing at the Jamestown dock when the first gust of wind struck her with so fierce a blast it drove the steamer against the muddy shore of the Outlet.

June 15, 1905

The City of Cincinnati has been in drydock at Clifton this spring and has had her hull thoroughly overhauled. The City of Cincinnati will be put on a regular run as usual this summer.

March 22, 1907

The boiler and engine of the steamer City of Cincinnati have been repaired and the steamer will be painted before the summer season starts.

July 2, 1908

The officers of the City of Cincinnati for the coming season will be as follows: Captain, W. A. Bedell, Pilot, W. H. Wilcox, Engineer, Charles McKay.

August 8, 1908

The steamer City of Cincinnati, one of the largest boats of the Chautauqua Steamboat Company, struck a submerged pile near the Chautauqua pier at 1:15 this afternoon and now lies with her nose buried in the mud, a helpless hulk a few feet from the pier. There was a good sized crowd of passengers on the boat and, of course, there was considerable excitement. The boat crew, however, prevented a panic and in a few moments had every passenger safely ashore. The baggage on the boat was also removed and consequently the steamboat company will sustain the only loss from the accident.

One of the big spiles midway on the front of the Chautauqua pier has been loose for some time and it finally sunk into the water with the end pointing directly out into the lake. It is stated that all the pilots of the steamers had been warned to look out for the pile.

The Cincinnati on her trip this afternoon steamed slowly toward the pier. She was not shifted quite far enough from the danger point and she struck the pile about 20 feet from the point of her bow. The heavy timber pierced the hull as though it had been a piece of paper, stabbing a ragged hole in the side, into which the water a moment later poured in a heavy volume. The passengers on the boat heard the crash of the breaking timbers and felt the impact of the collision, but fortunately kept their heads. A moment later the steamer began to list over, as the collision occurred but a few feet from the pier, a gang plank was thrown from the bow of the boat to the landing and the passengers hastened ashore. The water is not very deep in front of the Chautauqua

pier and as the hull filled the big boat listed partially over and found a resting place on the bottom. The passengers were transferred to other boats and the steamer City of New York was ordered to take the Cincinnati's run. The accident attracted considerable attention at Chautauqua and large crowds journeyed during the afternoon down to the beach for a view of the crippled steamer.

August 20, 1908

The steamer City of Cincinnati after twelve days absence again rests in the waters of the Chadakoin River at the Boatlanding, where she will remain in the sling until permanent repairs can be made to the injured hull. Lashed to the steamer Buffalo, the Cincinnati came down the Outlet this morning. The crew of the Buffalo had hoisted a broom to her forward flagstaff head symbolizing victory. The crews of the various steamers are a tired lot of men owing to their hard period of work but everybody is glad the steamer is again on top of the water instead of in the mud at the Chautauqua pier.

It was the addition of the six inch syphon connected with the City of Buffalo to the other streams that finally accomplished the feat, the combined streams overcoming the leaks about the rail above the waterline and lowering the water in the hold rapidly when this was overcome. When the water was once out, the steamer was easily hauled off the mud which held her and was righted. The steamer City of Pittsburgh was connected with a four inch syphon, the City of New York with a five inch, the City of Buffalo with a six inch, and the City of Rochester's air pump was connected to a five inch line. Also a 10 H.P. electric motor was connected to a five inch pump. When they were all working together it was a comparatively short job. The repairs will be made as soon as possible but it is doubtful if they will be completed in time for the steamer to be used very much this season. The hull is in excellent condition despite rumors to the contrary.

May 13, 1909

The City of Cincinnati will be taken out of the water at Clifton at once. The upper works of the Cincinnati were badly wrenched at the time of her accident last year and will receive extensive repairs.

June 29, 1911

The officers of the City of Cincinnati for the coming season will be as follows: Captain, Andrew Carlson, Pilot, Earl Wilcox, Engineer, Charles McKay.

July 31, 1913

The steamer City of Cincinnati has been in drydock at Clifton for several weeks. It was launched Tuesday after having its hull practically rebuilt. The steamer will be placed in regular service immediately.

November 8, 1913

The City of Cincinnati, along with the other boats of the Chautauqua Steamboat Company have been sold to A.N. & S.B. Broadhead.

May 28, 1914

The navigation season on Chautauqua Lake for 1914 will open on Memorial Day, by the steamers City of Cincinnati and the City of Cleveland. On June 1st, the regular schedule will be put in operation, each boat making two round trips daily.

May 29, 1922

The City of Cincinnati, the first lake steamer to leave the Boatlanding this summer, made her maiden trip of the season yesterday for a cruise along the lake. Two trips will be made tomorrow, Memorial Day.

February 14, 1939

Fire last evening destroyed the former lake steamer, City of Cincinnati, while she rested in a channel adjoining the Outlet, halfway

between Clifton and the Boatlanding. The cause of the fire will probably never be determined. Police, who went to the scene about 9:30 o'clock, said they did not believe persons were living in the discarded steamer at the present time, but that there was possibility that tramps might have been using the old boat for temporary sleeping quarters and possibly know something concerning the origin of the blaze.

However, no spectators were at the blaze when the authorities arrived. There were some tracks in the snow around the hull and on the path leading from the J.W. & N.W. railroad tracks to the boat.

The fire leaves but one lake steamer, the City of Jamestown, formerly the City of Cleveland. She was used last summer for trips on Chautauqua Lake and is now at the Boatlanding.

Glen H. Solomonson of 112 Cook Avenue, who served as Captain and Pilot of the steamers New York, Buffalo, Cleveland, Cincinnati, Pittsburgh, and the smaller boats on the lake for eighteen years, told the Post last night that the Cincinnati last operated in 1925. He stated she had a wooden hull, which was practically new when she was removed from service, in fact, the entire steamer had been rebuilt only the year before.

About two years after the City of Cincinnati was removed from use, she was purchased by Fred Rowland and placed in a channel which was dug from the Outlet toward the railroad tracks for a distance long enough and deep enough to fit the boat. The steamer's interior was remodeled partially and utilized for living quarters. Later there were other persons who resided on the boat and for the past two years it had stood vacant in its slip, where she could watch for former companion ship, the City of Cleveland, travel up and down the Outlet.

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