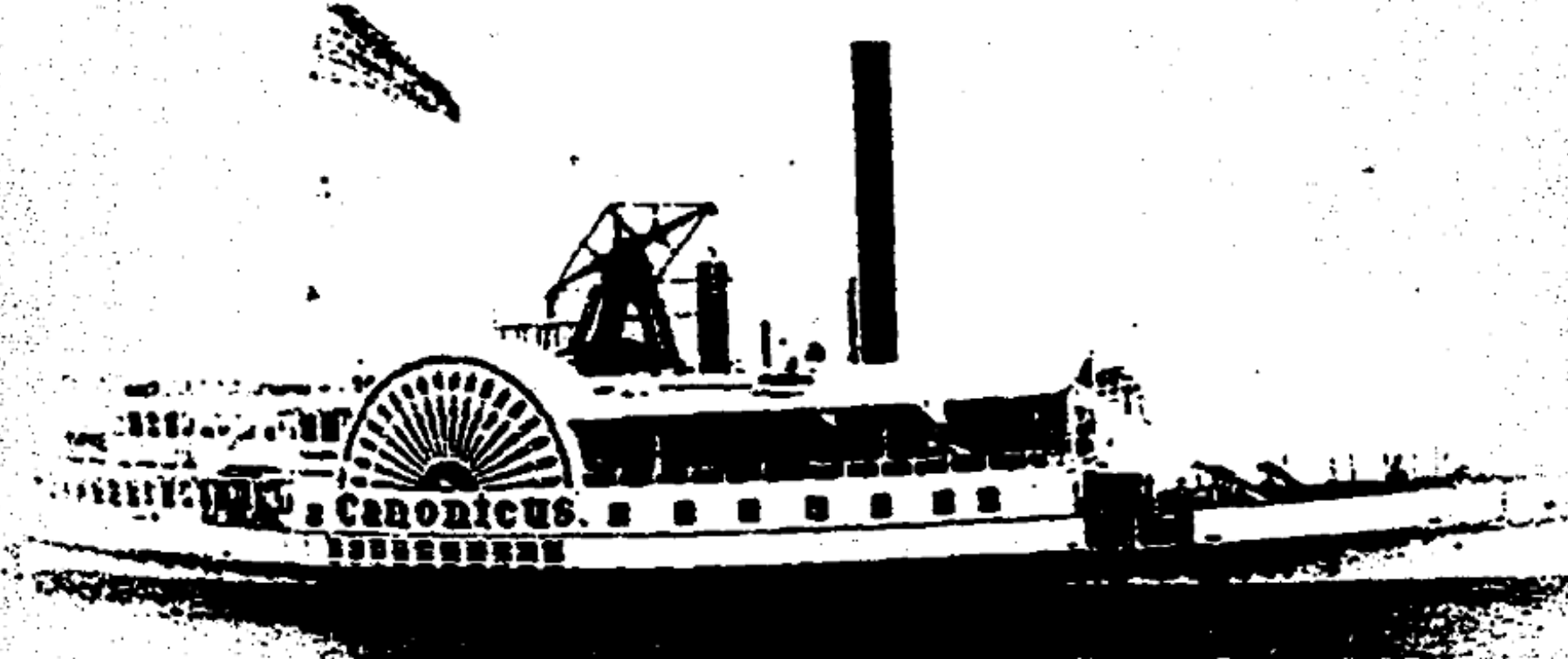
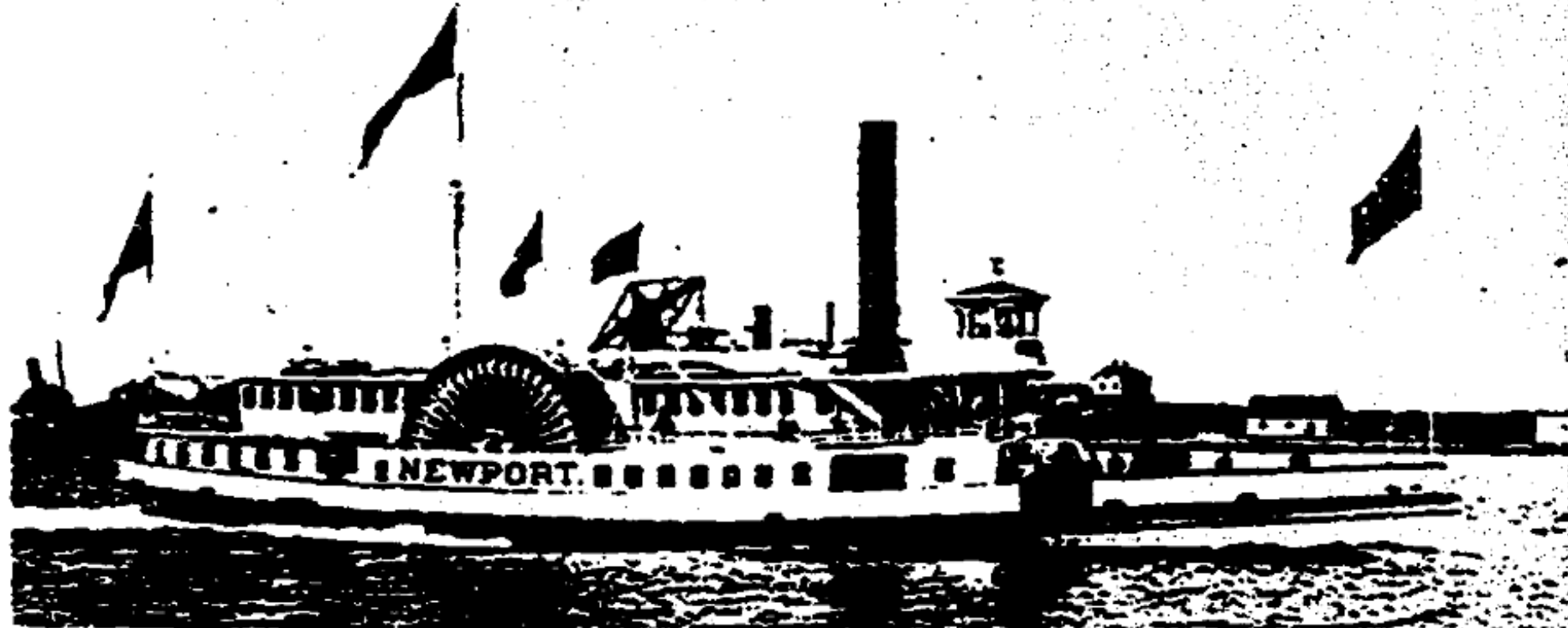


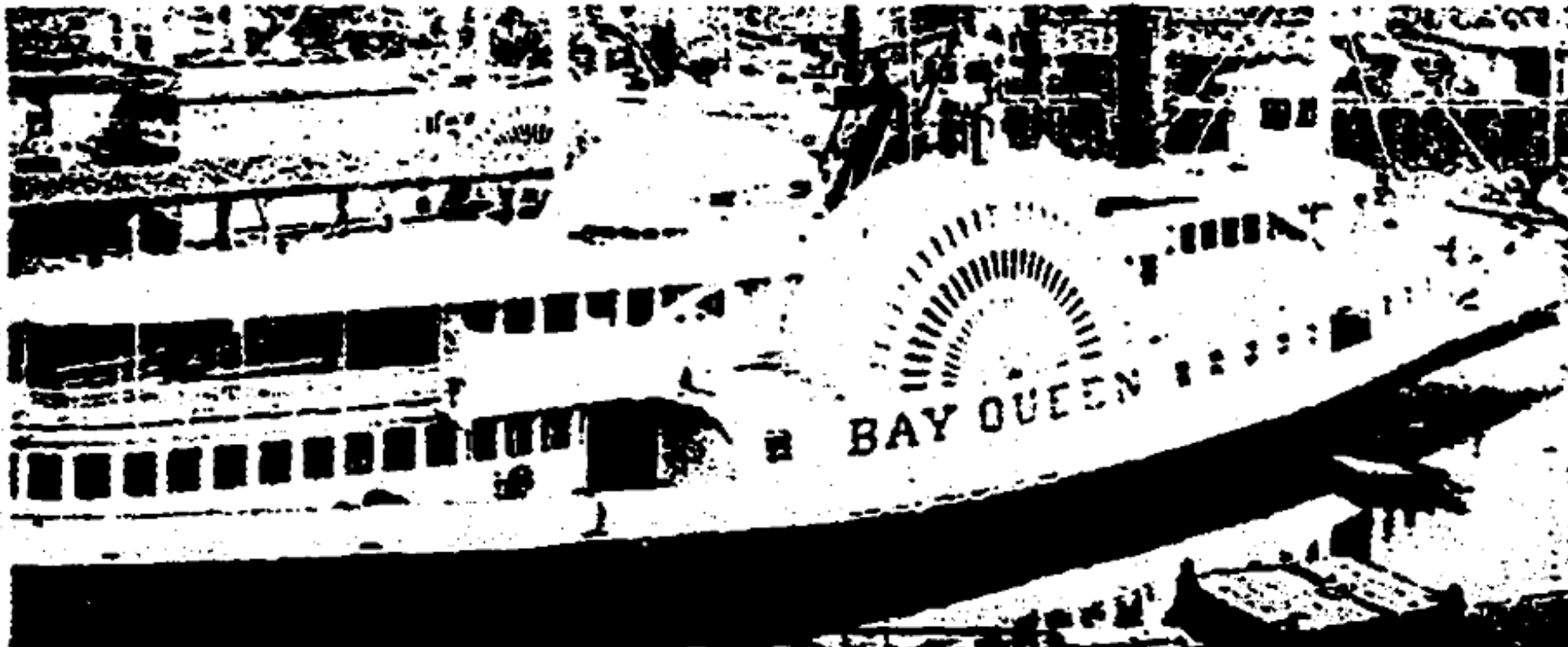
**PERRY** built in 1846 at Brooklyn for Rufus B. Kingsley of Newport was in Narragansett Bay service until the Civil War when the government took her over. In 1868 she went to the Delaware River and was rebuilt at Wilmington four years later, being renamed the Delaware. The steamer burned at Wilmington, May 20, 1896.



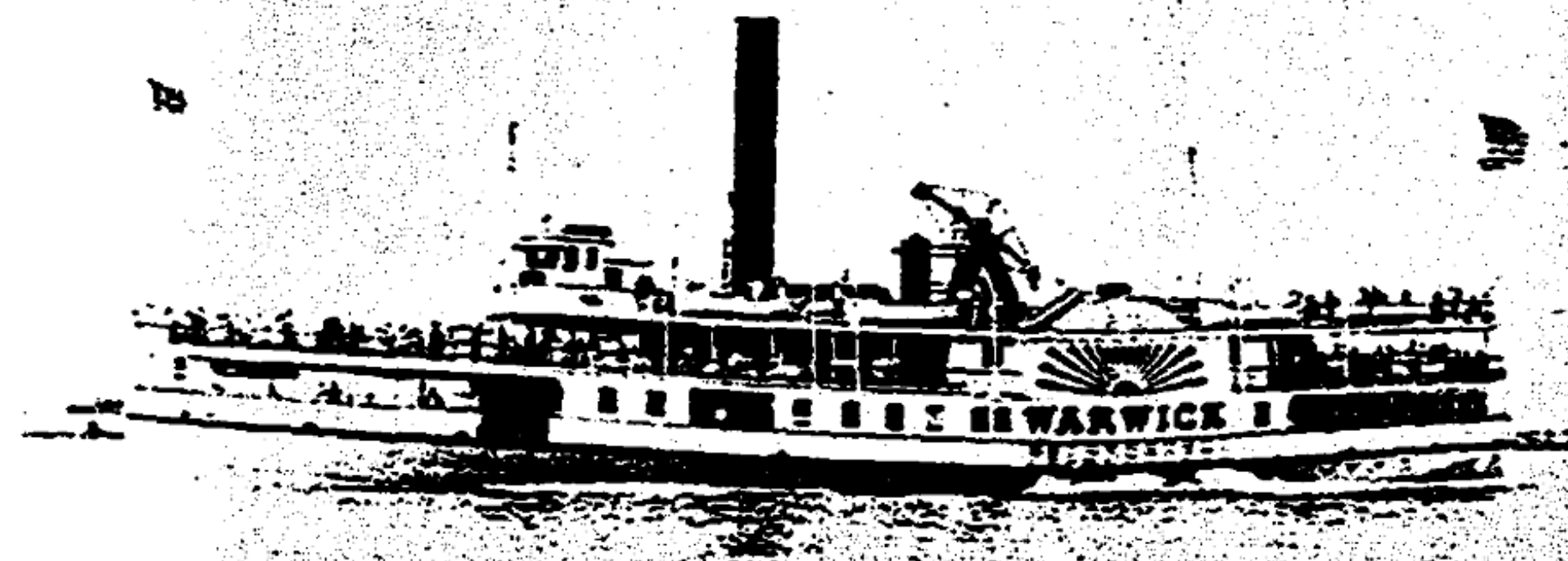
**CANONICUS** was on the regular Block Island run until the Mount Hope was built in 1888. The Canonicus, which was built in 1849, was then sold and used at New York until 1894 when she burned at Port Richmond, Staten Island. She is pictured here at Rocky Point Wharf in August, 1876. Photo, courtesy of Mrs. Elizabeth Church Chase, Bristol.



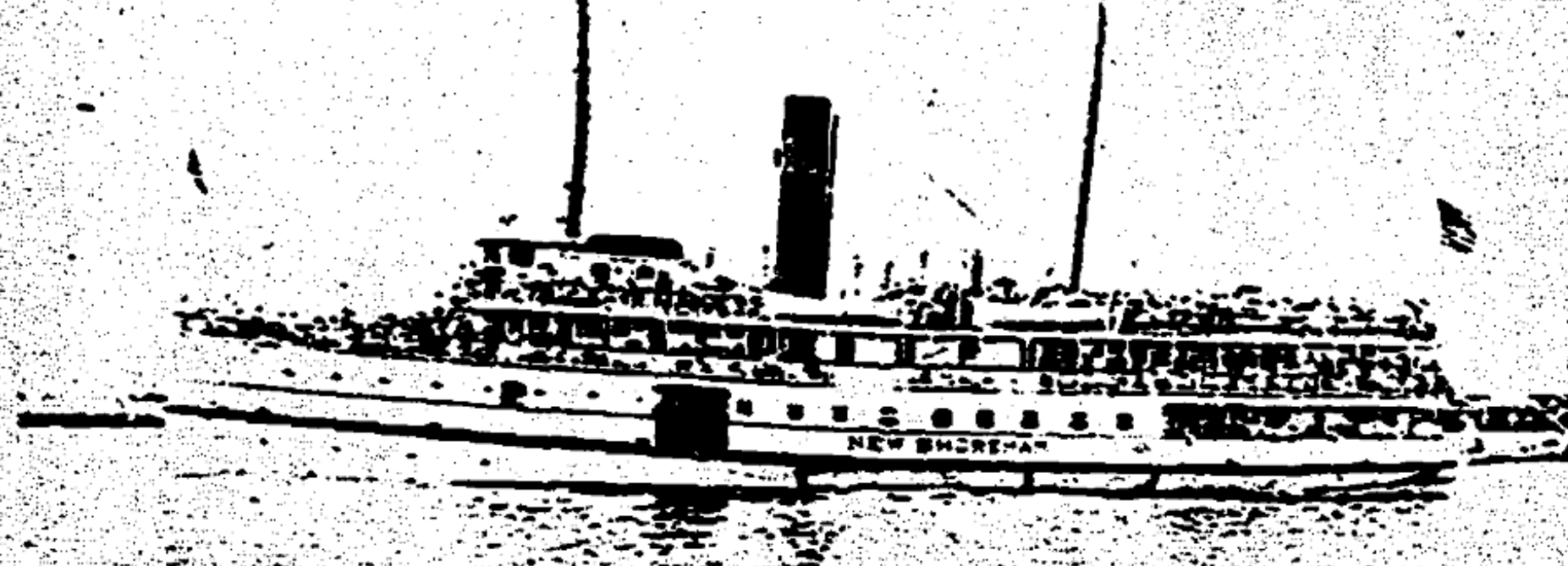
**CITY OF NEWPORT**, the regular boat between Providence and Newport for over a half century, was built in 1863 at New York. In 1877 she was rebuilt and enlarged. About 1916 the sidewheeler was stranded on Prudence Island. She was later retired and broken up. Picture, courtesy Newport Daily News.



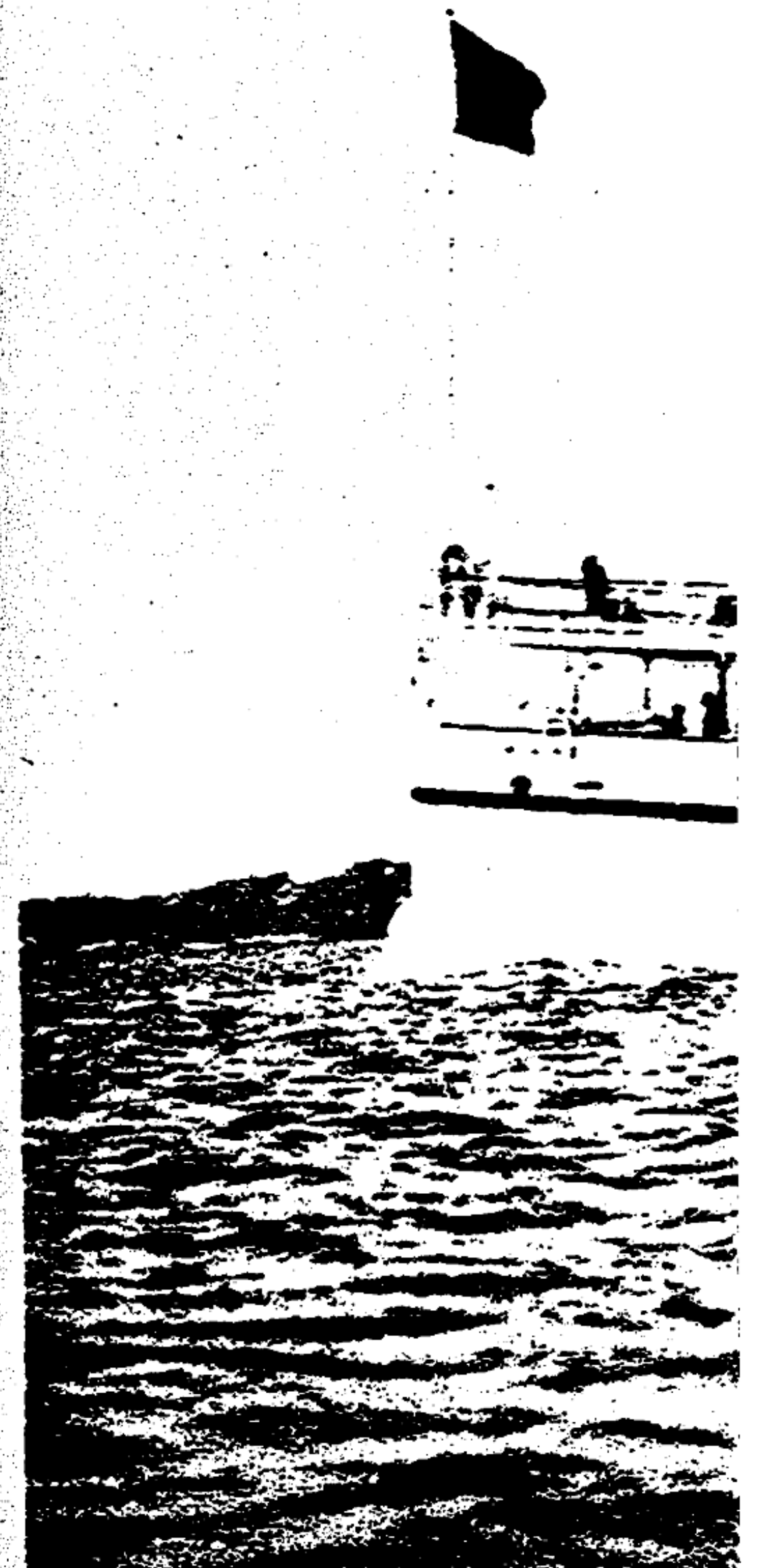
**BAY QUEEN**, shown at slip at head of Providence River, now filled in for parking space, was built in 1865 at Brooklyn for Narragansett Bay service. Part of her hull may be seen to this day at low tide at East Providence, across from Fox Point. Picture, courtesy of Simon Scott, Newport.



**WARWICK**, formerly the Day Star (pictured on bottom of page) which did bay and island service and was sold in 1922. She ran the Hudson and in New York Harbor for 10 years and was broken up at Staten Island in 1934.



**NEW SHOREHAM**, for years an active competitor of the Mount Hope on the Block Island run. She was built in 1901 at East Boston. She was sold in 1929 and put on the New London-Long Island run. In 1935 she was an excursion steamer, sailing out of Boston and later ran from Bridgeport to Port Jefferson.



**MOUNT HOPE** was built in Mass., and was the last sidewheeler on Narragansett Bay service. The

# All Aboard on the Good Ship 'R'

Pictures of oldtime steamships recall those bygone days when Narragansett Bay was plied by excursion boats

TEXT BY WM  
PICTURES FROM THE CO  
AND STEAMSHIP HISTOR

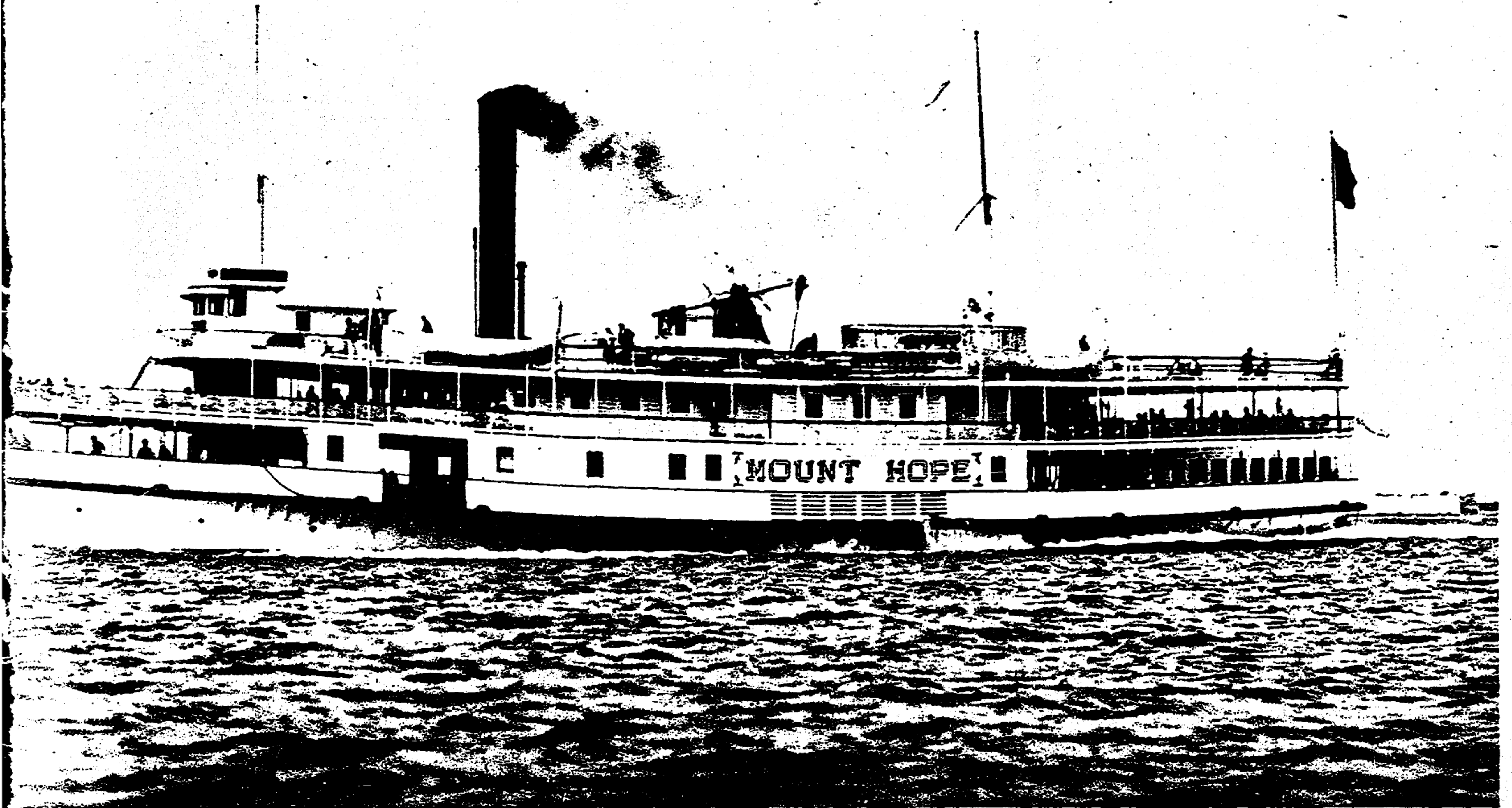


**DAY STAR** was in local and Block Island service and was built in 1873. She was partially ruined by fire in this city in 1899 and was later rebuilt as the Warwick when she was sent to New York.

A HUNDRED years and more ago steamboats did for transportation what cars, buses, and trucks do so largely today. In addition to the larger boats running to New York from Providence, Fall River, and, for a time, from Bristol and Newport, there were smaller steamers that provided for local travel. Steamboats ran regularly from Providence to Fall River via Bristol and Bristol Ferry (Portsmouth), from Providence to Newport via Prudence and Conanicut Park (Jamestown), from Providence to Sakonnet with several local landings en route, and from Newport to Wickford. In addition, especially in the summer, there was almost commuter service on the Providence River from the city to the various landings on both shores down as far as Rocky Point.

Boats ran out to Block Island regularly during the summer months, and at times trips were made eastward as far as Martha's Vineyard and westward to Watch Hill and New London. Of all this activity afloat, all that is left today is an occasional steamer, (or diesel boat) in summer





1888 at Chelsea, Me. The steamer built for the Providence-Newport-Block Island route for 47 years and was finally dismantled in Providence in 1936. Part of hull is still at East Providence.

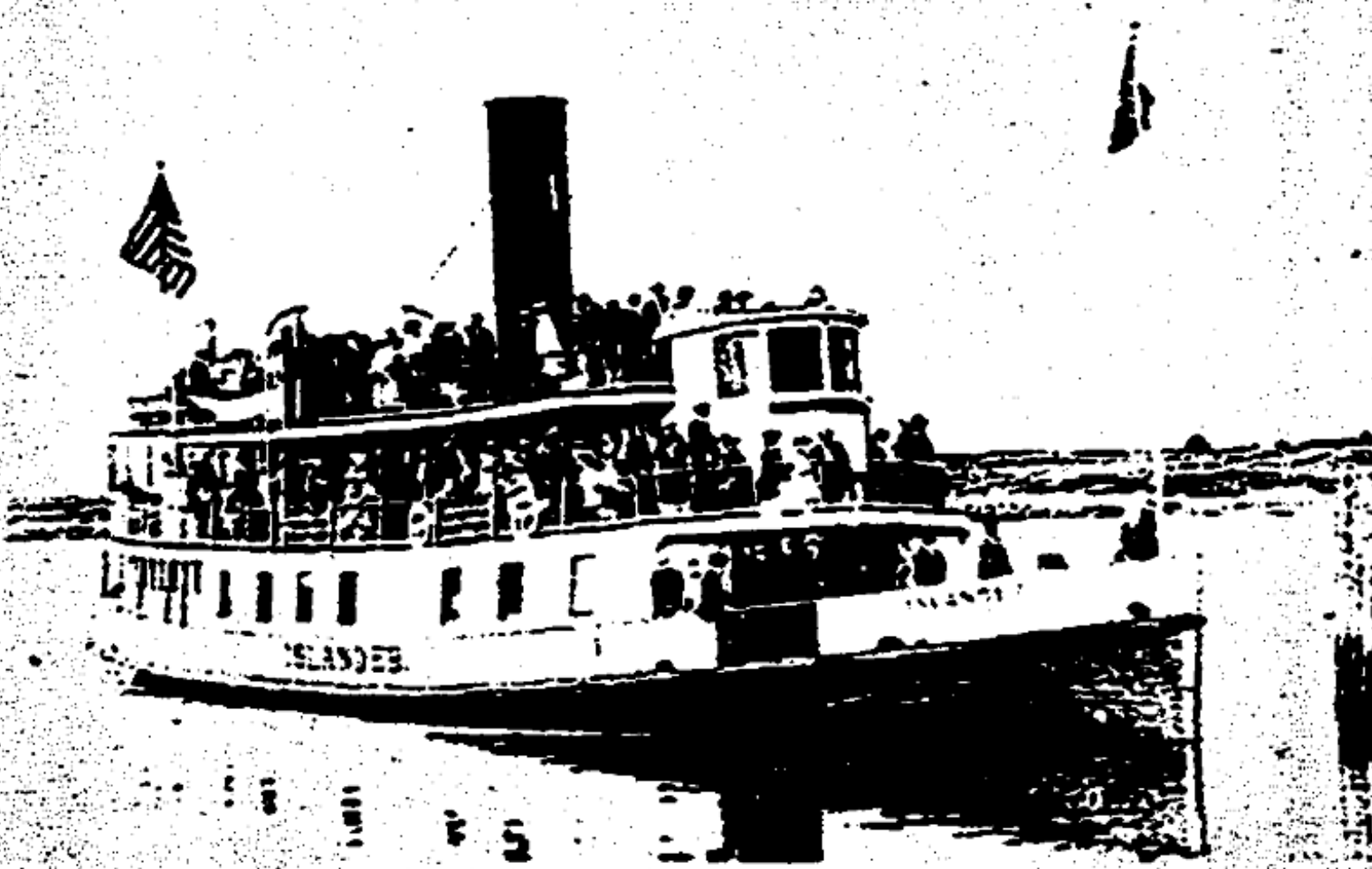
# Reminiscence'

KING COVELL  
COLLECTIONS OF THE AUTHOR  
LOCAL SOCIETY OF AMERICA

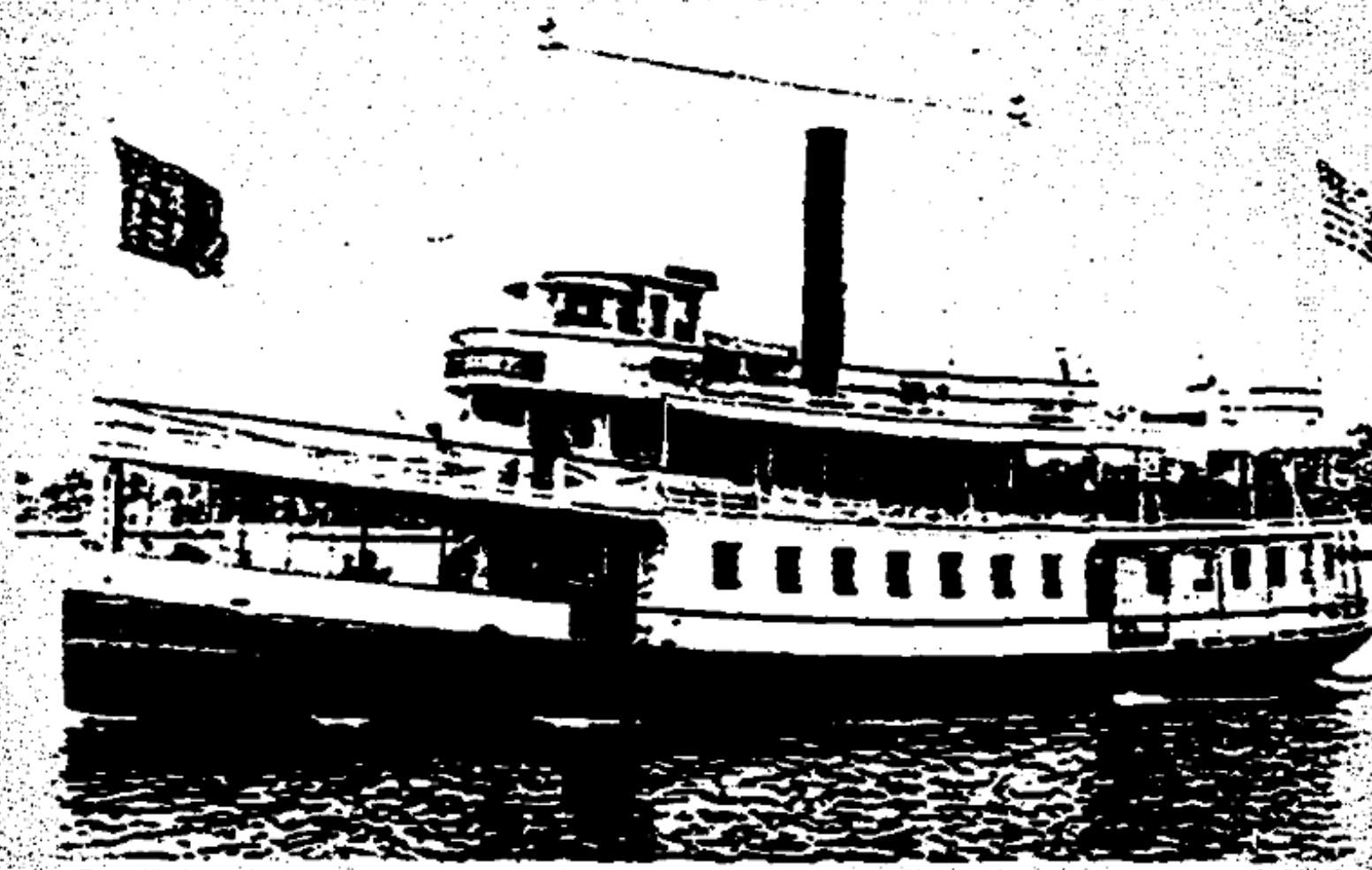
from Providence to Newport and Block Island—and the Jamestown ferries. These last, if ever replaced by a bridge, will end a great era of local transportation. Meanwhile they are our only surviving reminders of the age of steam afloat.

The pictures reproduced herewith may serve as reminders, especially for people of middle age, of a bygone time when travel was perhaps slower but was certainly more pleasant and far safer than it is on the highways of today. Two hours it took then, or nearly that, to get from Providence to Newport. But there was no driver responsibility, no traffic light delays, and there was fresh, cool air from the water and interesting views all along the route as more than adequate compensation for the somewhat greater time involved.

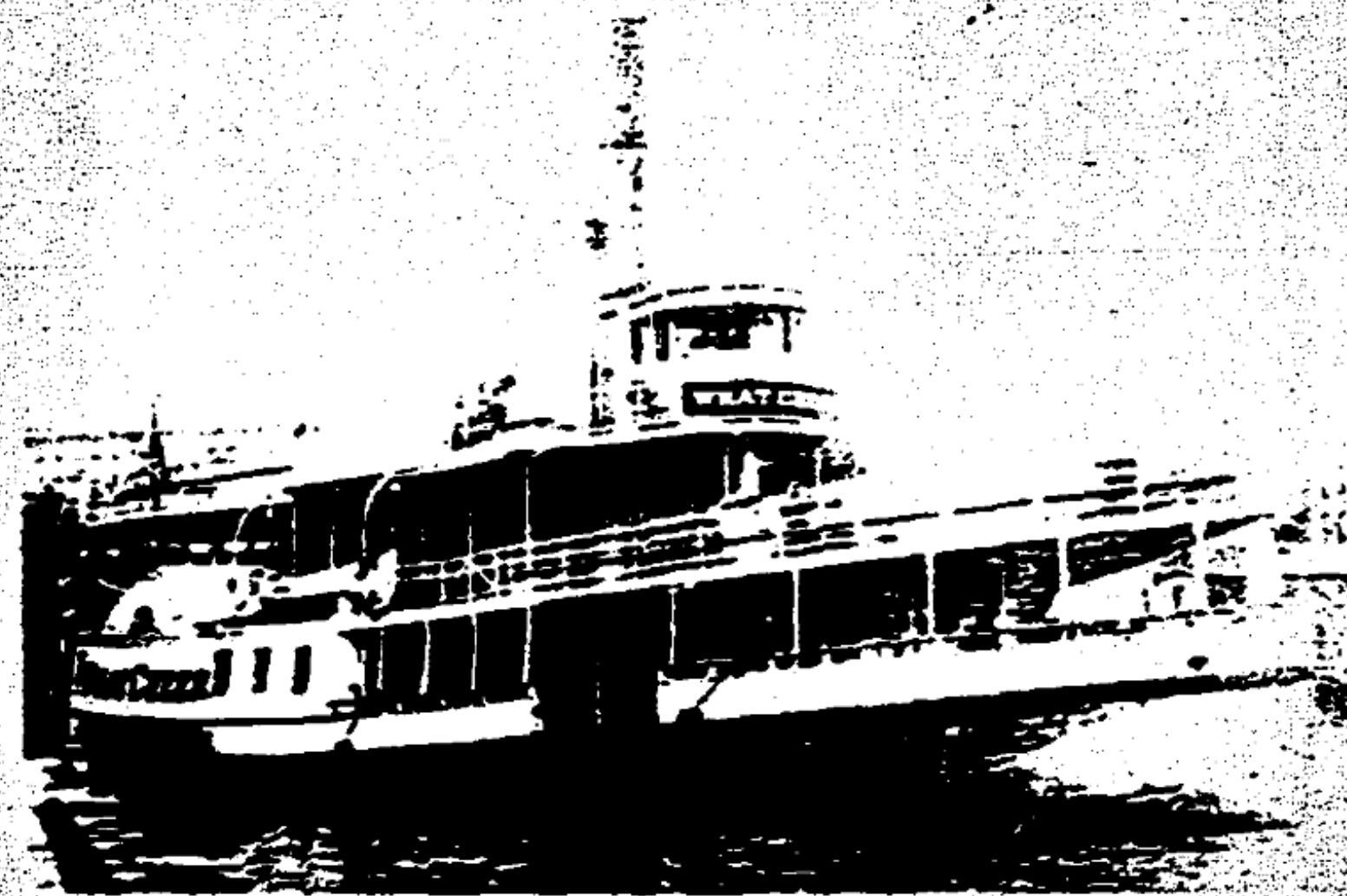
Today, Narragansett Bay—perhaps our greatest natural asset—remains little used and largely unknown, especially to the younger people, save perhaps for an occasional run in an open shell, at high speed, with more than enough



ISLANDER ran from Providence to Little Compton (Sakonnet) and later saw service in New York. She was built in 1883 at Bath, Maine.



BALTIMORE, a single-screw, wood steamer used chiefly for the excursion trade on Narragansett Bay, was built in 1881 at Athens, N.Y. She was later renamed Pomham 2nd, and was abandoned in the late 1920s.



WHAT CHEER, built in 1867 at Keyport, N.J., was originally a tow boat but was lengthened and rebuilt as a passenger steamer. The ship ran chiefly on the Providence River, was sold about 1916 and sent back to New York. She was broken up about 1920.



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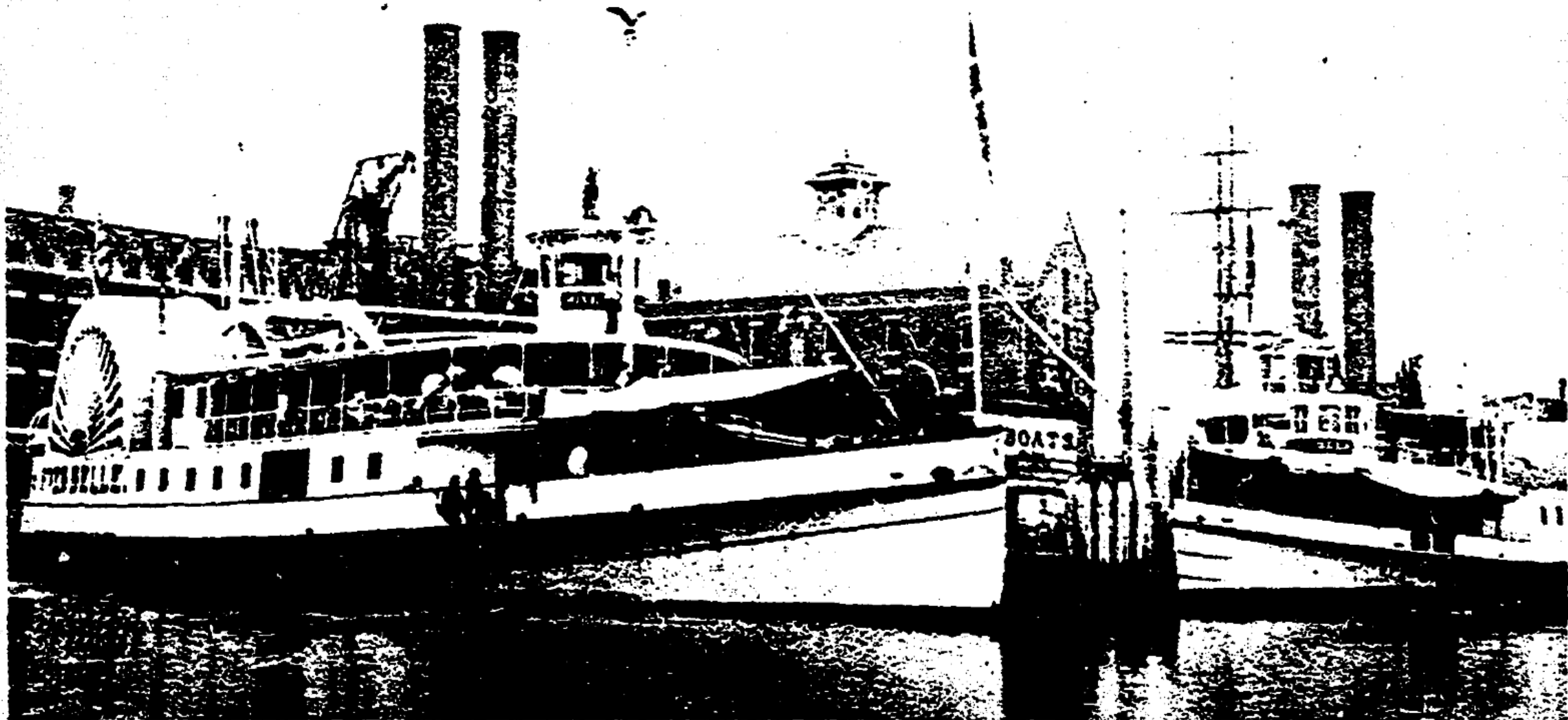
REGUTOL is *not* a laxative—*not* irritating, *not* habit-forming. Laxatives "whip" your intestine, but new REGUTOL works only on constipating waste—keeps it soft, moist, movable with the natural moisture in your colon. Corrects constipation and establishes continued regularity—usually in just 3 days! REGUTOL is hospital-proved—safe even for children and expectant mothers. 30 tablets, \$1.00; 100 tablets, \$2.75.

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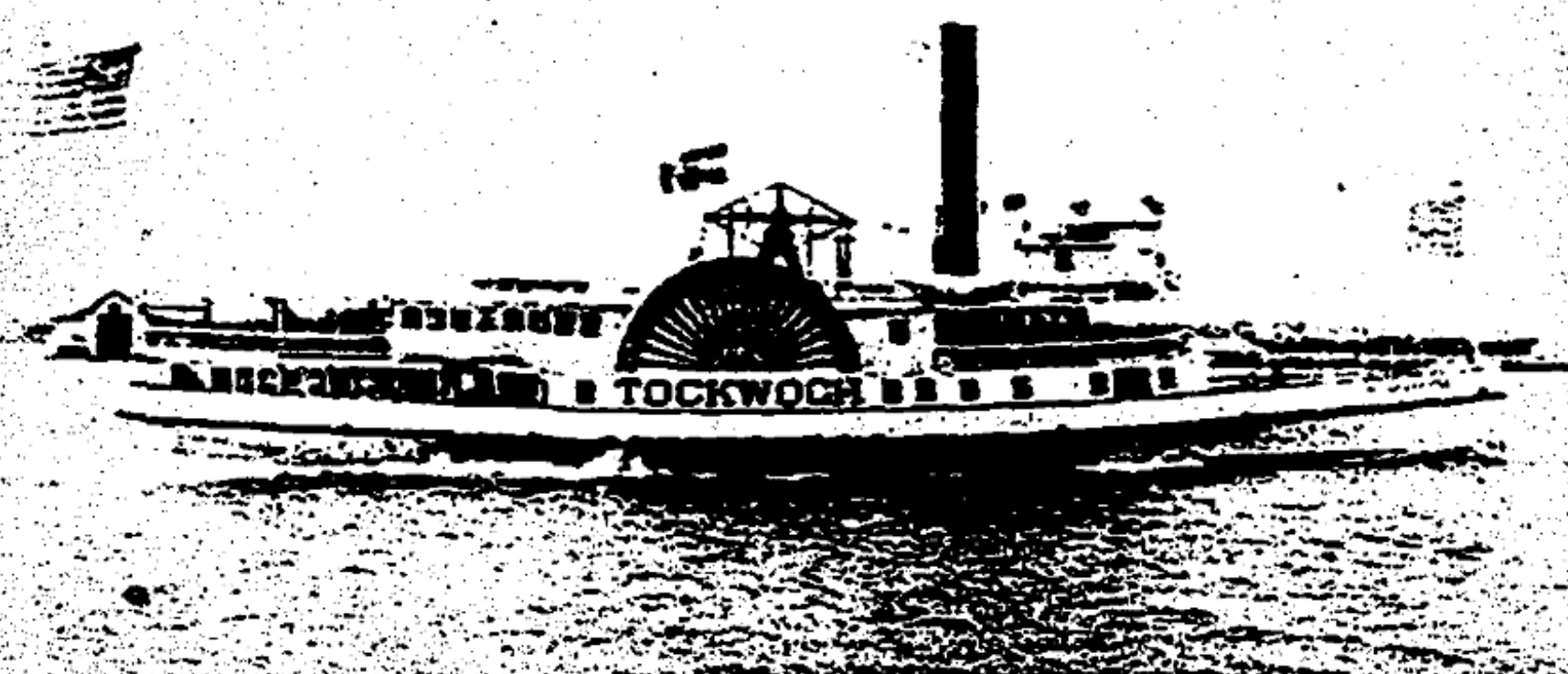


Better than  
laxatives all  
these ways:

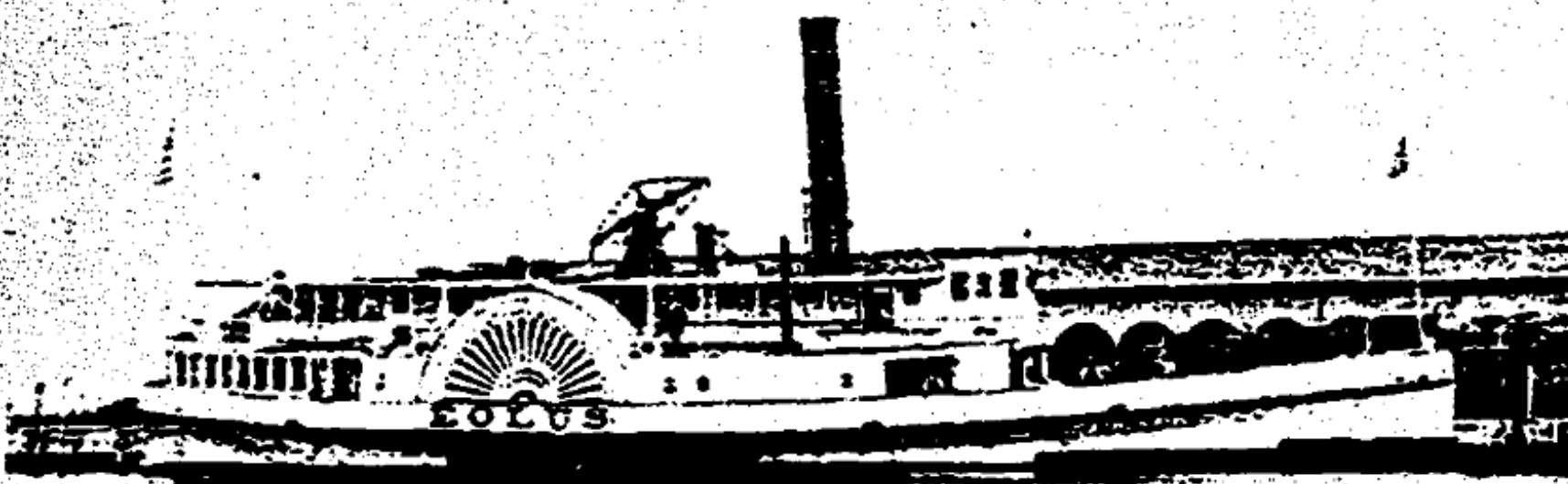
1. Relief comes naturally... no embarrassing urgency.
2. Does not irritate the intestine or distend it with bulk.
3. Does not cause leakage.
4. Contains no laxative drug... needs no warning on the label... not habit-forming.
5. Establishes continued regularity more safely and naturally than any laxative can!



*RIVER BELLE, 1872, at left, What Cheer, 1867, and, just visible behind the latter, City of Newport. All shown at Providence Wharf about 1880. Picture, courtesy of Mrs. Elizabeth Church Chase, Bristol.*



*TOCKWOGH, built in 1889 at Baltimore, was purchased to replace the Eolus, but she burned at Wickford Landing April 11, 1893.*



*EOLUS ran between Wickford and Newport until 1893 and was dismantled the following year. Early picture shows her at Wickford Wharf. She was built in 1864 at Newburgh, N.Y., ran first at Baltimore and was brought to Narragansett Bay in 1869.*

### OLDTIME STEAMSHIPS continued

## Sedate and Satisfying

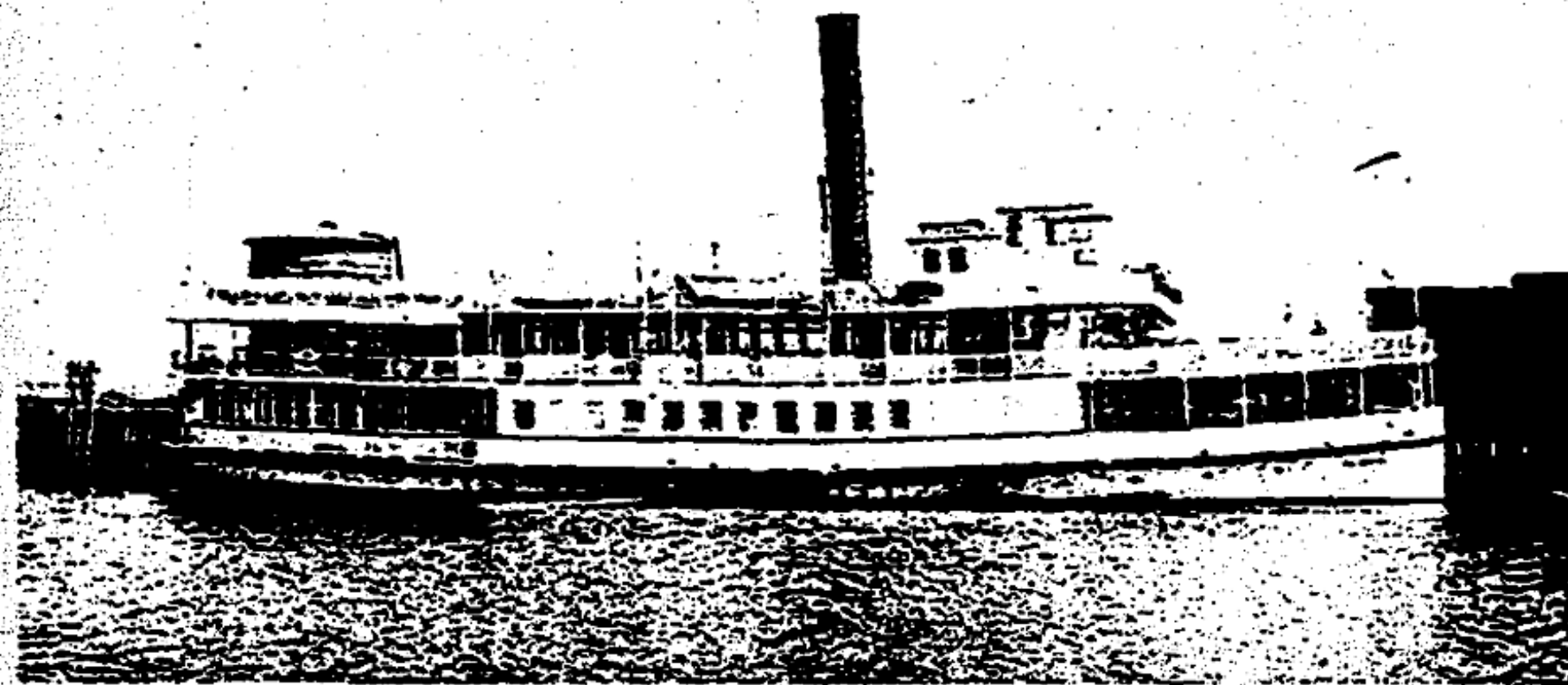
noise and vibration (not to include showers of spray), behind an outboard motor. Exciting, perhaps, for a few minutes, on a warm Sunday afternoon, but hardly comparable to the more sedate yet far more satisfying mode of travel of an earlier time, when the Bay was a main artery of travel and of the life of the state rather than an obstacle to be bridged or flown across, when possible, and ignored the greater part of the time.

What a lost world, to be rediscovered by some generation yet to come! Perhaps, when even the superhighways become super-saturated with vehicular traffic, the people will turn once more to the water for regular travel as well as for recreation. Stranger reversals in human experience have taken place. If ever it should come, Narragansett Bay will come once more into its own! And Rhode Islanders again may come to appreciate the great value and usefulness, as well as the beauty, of this inland sea of ours.

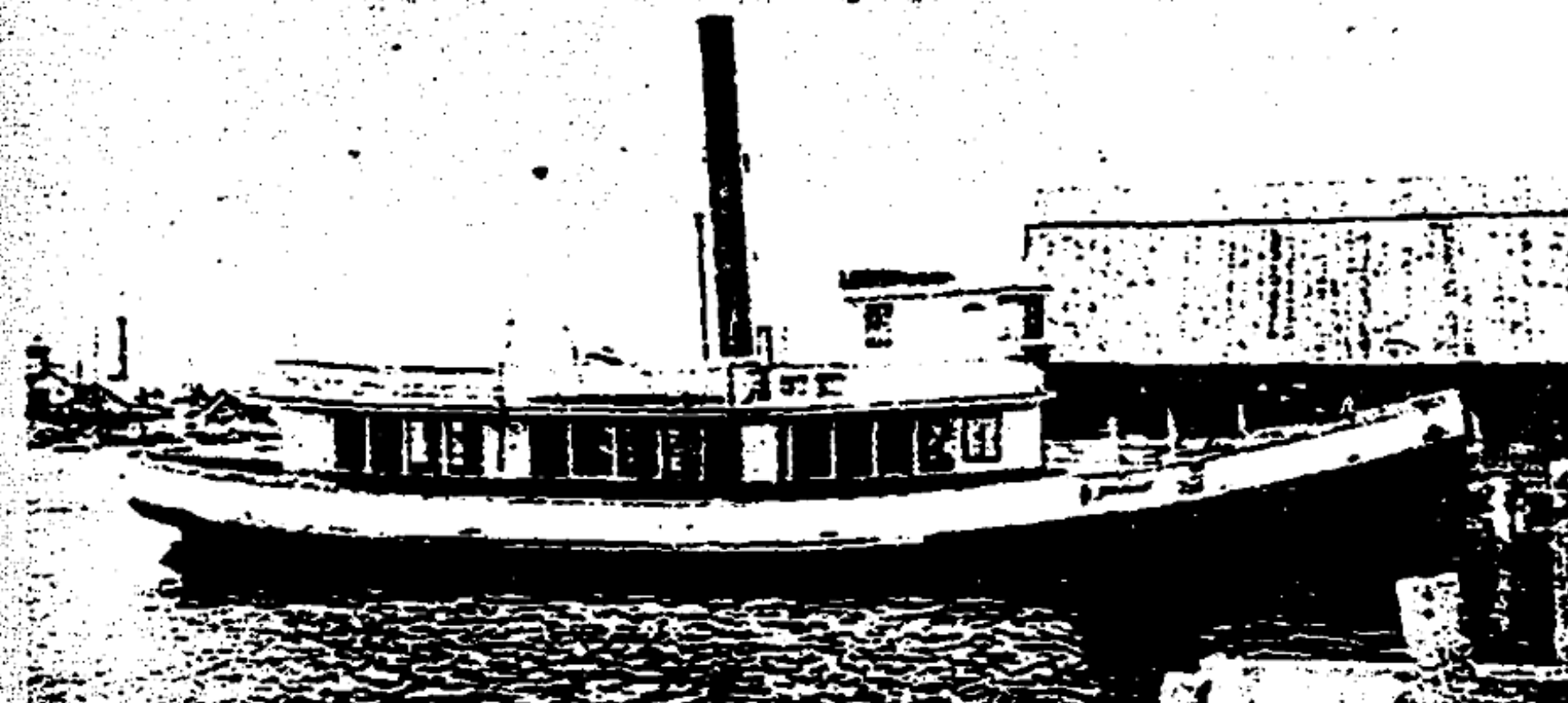
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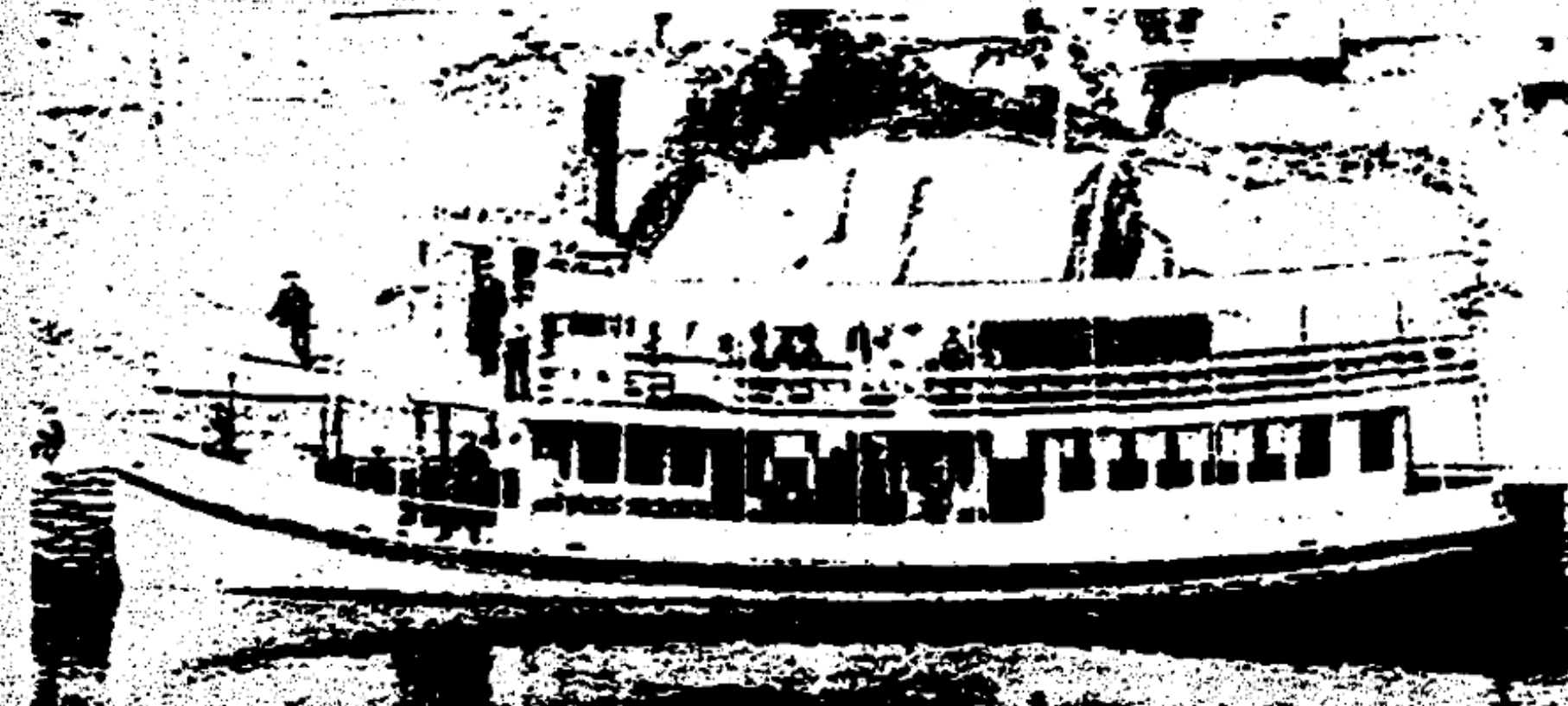
*AWASHONKS was on the Providence-Sakonnet Line and in excursion service on the bay. She was built at Brewer, Maine, 1893.*



*GENERAL, pictured at Wickford Landing, ran between Wickford and Newport from 1893, when she replaced the Tockwogh, until October, 1925. Then ran in New York Harbor, Battery to Statue of Liberty, for a few years and was sold at Newburgh, N.Y., November, 1934 and broken up. She was built at Brooklyn, 1889.*



*HERMAN S. CASWELL, shown at Bowen's Wharf, Newport, ran between that city and Narragansett Pier. She was built in 1878 at Noank, Conn.*



*CITY OF PAWTUCKET was built in 1885 at Athens, N.Y., for services as another local river boat.*