THE TWINS.

The Two Floating Palaces City of New Orleans and City of Baton Rouge.

Courier-Journal.

Since the first day of January, 1881, the famous Howards, of Jeffersonville, have had in their constant employ a small army of men engaged in building steamboats and other floating craft, and to give the public an idea of the amount of work they have accomplished it is only necessary to state that since that time they have built at their yards the steamers W. B. Duncan, Ella, E. P. Ewald, City of Vicksburg and L. P. Drouillard; also a landing dock for the Ferry Company and two barges for the Henderson Packet company. They have now on the stocks and under way three crane boats ready for launching, a twelve car railroad transfer barge, a Cumberland river steamer and another large, fine Anchor-line boat, to be a duplicate of the already famous steamer City of Vicksburg, and to be called City of Cairo, and which will be finished before the first day of next January.

In addition to the above, they have just completed for the St. Louis and New Orleans Anchor Line two of the largest, lightest, best and handsomest steamers that ever graced the waters of the majestic Mississippi. They are as "near alike as two peas," and have already won the name of "Anchor-Line Twins," and it would indeed be a difficult matter to even tell "which was which" unless you looked at their names upon the wheel-houses. They have been named City of New Orleans and City of Baton Rouge.

In writing a notice of these two magnificent steamers it is only necessary for us to describe the City of New Orleans, as she is an exact copy in every particular of the City of Baton Rouge, and the reader has only to read of the one to know all about the other. So we will choose the City of New Orleans for our text, and try and do justice to both. The City of New Orleans, although she does not have the solidity of the very largest ocean steamships, occupies more space upon the water. She is 300 feet long, forty-nine feet beam, eighty-four feet width over all, nine and a half feet depth of hold, and in thirty-eight feet from the bottom of her hull to the top of the main saloon skylights. On top of the main saloon there is a long, large upper cabin or "Texas," on top of which stands the handsome pilot house, and it is sixty-seven and a half feet from the bottom of the hull to the top of the pilot house. The draft of this boat was to be forty-two inches when ready for business, but just think of it for a moment! She only draws forty inches. Think of that massive and majestic structure, 300 feet long, eighty-four feet wide, sixty-seven and a half feet high, with steam up only drawing forty inches water. All this, taken into consideration, shows the great difficulty that is to be overcome in the construction of which are required to be of the very greatest strength and durability.

The hull is of easy and graceful model and just such a job of workmanship as only experienced workmen can turn out. The cabin is certainly beautiful and rich in design, and will be furnished in the most elegant and costly manner. In fact it is far superior to anything ever yet seen in the St. Louis and New Orleans trade. The saloon of the main cabin is 210 feet long, seventeen feet wide, and thirteen feet high, and aft of the middle gangways there are twenty-two state-rooms twelve feet square and ten feet square. A new departure is the furnishing of these elegant rooms in the *grande salon* with two elegant bedsteads, instead of the old-fashioned berths. Only the large rooms forward of the gangways will be supplied with births, and every room on the boat—main cabin, nursery, and "Texas"—will be supplied with every convenience for the comfort and pleasure of passengers. There is a large and handsome nursery under the ladies' cabin for special accommodation of colored ladies, and extensive accommodations in the upper cabin or Texas for the colored passengers generally. The machinery is hard to beat. She has main engines, twenty-six inch cylinders, ten feet stroke, water wheels thirty-five feet in diameter, fifteen-foot buckets. There are five steel boilers, each thirty feet long, forty-four inches in diameter, with five flues in each. She is also supplied with modern machinery and engines for hoisting freight, handling stages, working the capstans and various pumps, the steam being supplied separately from the main boilers by a a "nigger" boiler, placed forward of the boilers and over the coal-boxes. Her freight capacity is 2,300 tons.

The painting and graining is a most excellent job of work throughout. The doors of the main cabin are beautiful in design and workmanship. The general appearance of the City of New Orleans and her twin sister is calculated to win the praise and admiration of all who have a taste for all that is graceful and beautiful in a fine, fast steamboat, for they are indeed models of marine architecture, of which not only their builders, but their owners, may justly feel proud.

The following is a list of the builders and furnishers of the two boats:

Hulls, cabins, painting, etc., both boats, Howards, of Jeffersonville.

Machinery on Baton Rouge, Ainslie & Cochran, this city.

Machinery on New Orleans, Hodgewald & Co., New Albany.

Boilers and sheet-iron work on New Orleans, M. Zeir & Co., New Albany.

Boilers on Baton Rouge, Thos. Mitchell, this city.

Sheet iron work, etc., on Baton Rouge, Wm. Weir, this city.

Carpets in Captains' rooms, both boats, W. H. McKnight, this city.

Furniture in Captains' rooms, both boats, James McCullough, this city.

Pictures in offices, both boats, Fitch & Lindsey, this city.

Decker grand pianos, both boats, D. H. Baldwin & Co., this city.

Bells on Baton Rouge, Wm. Kaye, this city.

Bells on New Orleans, Hedgewald & Co., New Albany.

Lettering, gilding, etc., by Hill this city.

Portion of ship chandlery, tackle, etc., both boats, Woolfolk & Co., this city.

Carpets in main cabins and rooms, both boats, Torlicht & Dunker, St. Louis.

Furniture, main cabins, nursery and "Texas," both boats, Martin Lamert, St. Louis.

Rigging, general outfit, silver and pantry-ware, &c., both boats, Anchor-line Store, W. H. Langdale, manager, St. Louis.

The bedding, spring-bottoms, linens and general outfit for rooms will be furnished by the Anchor-line at St. Louis, upon the arrival of the two boats there.

In conclusion, we will say that what we have said of the "City of New Orleans" may be equally said of the "City of Baton Rouge." Both boats are alike, and were built and furnished alike by the same parties, with the exception of the machinery and boilers, and we may well say that both are excellent jobs of work and both "hard to beat."

MUSICAL CLOTHES WRINGERS.

Biddeford Illuminator.

A marble faced, smooth-tonged chap called upon a lady the other day, bearing in his hand a square wooden box. The lady answered his call at the door and said:

"No, sir; we don't want to buy anything."

"Madame," he replied, "I am a benefactor to the human race. In me you behold the bearer of the olive branch of peace to womankind. As such you cannot refuse to listen to me. Any man who can add pleasure to duty, and bring happiness to hardship, deserves better than to have the door ruthlessly shut in his face. Madame, are you a friend of your sex?"

"I suppose I am. But we don't want to buy no soap nor take no magazine."

"Do you think for a moment that a benefactor would condescend to peddle soap? No, madame! But to come right down to business. I am the general traveling agent for the wonderful 'Duplex Musical Orguinette Clothes Wringer.' This great invention is making a complete revolution in laundry work. By a happy arrangement the principles of the orguinette have been so skillfully applied to the wringer that the same labor now wrings the clothes and fills the air with delicious music For instance, the wringing of a shirt causes it to play 'Whiter than Snow,' and the wringing of a napkin or simildr piece of linen calls out 'The Little Ones at Home.' And so on for every garment we turn out an appropriate tune, while the whole combine to make the wringer a solace to declining years, and a harbinger of joy to youth. How many of these wringers would you like, madame?"

"I don't believe I care for any. We hire our washing done, and there's a lady who plays the piano across the way."

"Don't want one! Only consider, madame, that labor as exemplified by wringing is the bulwark of our institutions; music, rendered by the orguinette, adds happiness to the labor-worn heart. Not want one in the face of all these facts; why, madame, you must be deranged!"

But ere he arrived at the close of this sentence, he heard something slam. It was the door. The woman was on the other side of it.