

# TWO LIVES LOST IN A COLLISION OF RIVER STEAMERS

## Saratoga, Run Down by Big Adirondack Off Tivoli, Nearly Cut in Two and Beached on Mud Flats.

Two lives are known to have been lost when the big People's Line steamer Adirondack ran into the Citizens' Line steamer Saratoga, a wooden boat, on the Hudson River early to-day, off Kruger's Island, near Tivoli, N. Y., while all the passengers and most of the crews of both vessels were asleep in their berths.

One man, an oiler, was instantly killed on the Saratoga. Three others, members of the crew of the big iron Adirondack, were reported missing. Later two of them turned up. Several persons were injured, but none fatally. A number of passengers jumped in the river from both steamers. All of them are believed to have been picked up.

The Saratoga, with her hull ripped and her boiler sprung, drifted for half an hour with her cabin in darkness and her passengers in a panic. She was finally beached with the aid of her sister ship, the City of Troy. Her master, Capt. George H. Brown, insists that a sudden fog was responsible for the wreck of his boat. It is claimed, however, that the iron steamer sounded her whistle on entering the narrow gorge in the river, where the collision occurred. An investigation to determine the blame is already being pushed by the officials of both lines.

While the City of Troy was taking the passengers of the sinking Saratoga and towing her to the mudflats, the Adirondack, which had been only slightly damaged, was sending out life-boats to look for persons who had jumped overboard.

Both Steamers Crowded. The accident occurred at 1:15 A. M. The Adirondack, commanded by Capt. E. B. Wilson, and crowded with passengers, left pier No. 32, at the foot of Canal street, at 9 o'clock last night. Every space in her big hold was filled with freight. At 6:30 o'clock she stopped at the pier at the foot of West One Hundred and Twenty-ninth street, taking on more passengers, and then proceeding on her way toward Albany.

The Saratoga was coming down the river from Albany with about 200 persons aboard.

One of the victims is Clarence Sherman, of Melrose, N. Y., an oiler on the Saratoga. He was crushed to death as he slept in his bunk.

The missing man is George Horton, of Troy, freight clerk on the Adirondack, who is supposed to have been

knocked overboard and drowned. At 1:20 it was reported that John Dermody, mate of the Adirondack, and Frank Flannagan, assistant freight clerk, had been lost also, but later they turned up, leaving only Horton unaccounted for.

The Adirondack reached her dock in Albany at 9:45 this morning. She had been considerably damaged. The sharp nose of her bow was dented and her guards forward had been sheared away. There was a hole in her hull forward.

Instant Panics. The excitement on board the Adirondack was increased by the performance of half-crazed negro boys, who rushed for the life-preservers and danced all around in a frenzy of fear. A minute after the shock of the collision, the upper decks of both vessels were filled with thinly clad women and half-dressed men. Some of the women on the Adirondack became frantic and begged to be saved. Men ran about carrying as many as three life-preservers apiece.

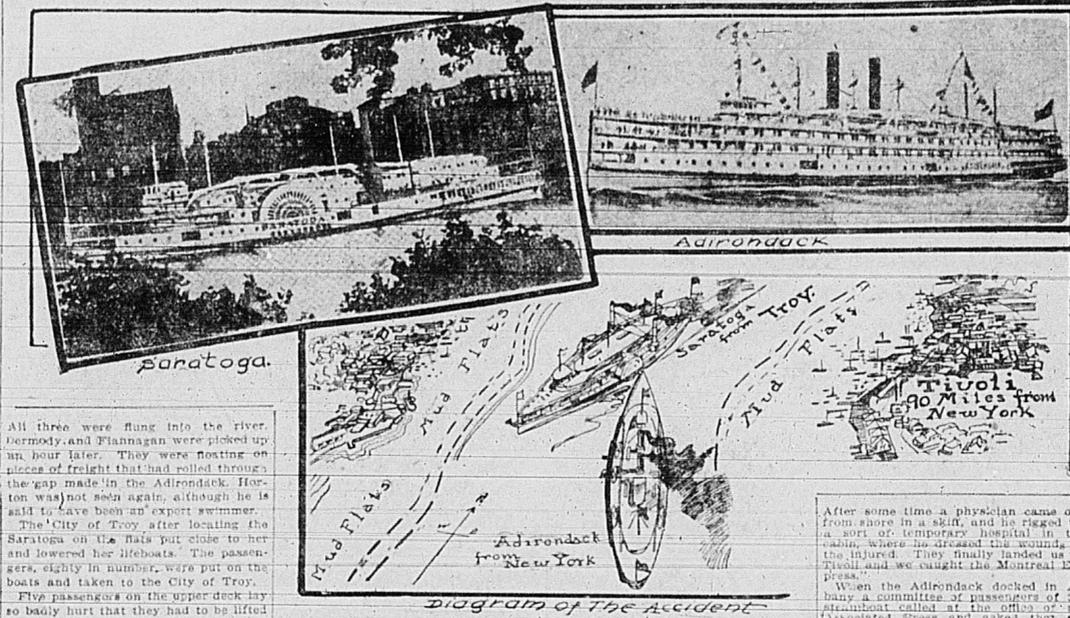
Capt. Wilson directed Pilot Sweet, who was at the wheel, to make ready to go ashore, and all the lifeboats were manned. Presently it developed that the iron steamer was not damaged below the water-line. She had a big hole in her bow, but there was no danger of sinking.

Three Thrown in River. The boilers on the Saratoga, which were jammed against the port side of the Adirondack, opened, sending up a cloud of steam. At the point of the collision on the lower deck were the berth-rooms of Mate John Dermody, of New York, and freight clerk George Horton, and his assistant, Frank Flannagan.

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# Two River Steamers in Collision and Diagram of Midstream Crash



All three were flung into the river. Dermody and Flannagan were picked up an hour later. They were floating on pieces of freight that had rolled through the gap made in the Adirondack.

The City of Troy after locating the Saratoga on the flats put close to her and lowered her lifeboats. The passengers, eighty in number, were put on the boats and taken to the City of Troy.

Five passengers on the upper deck lay so badly hurt that they had to be lifted to the small boats from the Troy.

The names of the injured so far as learned are as follows: Mrs. J. KIRKAN, Brooklyn; scalp wound. Miss MARTHA HASKINS, Manchester, Vt.; lacerated hand. JOSEPH HARKINS, New York; slightly hurt.

F. W. STERN, Brooklyn; slightly hurt. J. K. COLEMAN, Moira, N. Y.; injuries slight.

Armed Whistles on Shore. The distress whistles called the people from both Tivoli and Saugerties from their beds. They came in great numbers, those from Saugerties crossing the river in rowboats.

When dawn broke the Saratoga lay deep in the mud and listing 45 degrees to the starboard side. Her hold was filled with water and thousands of dollars' worth of perishable freight had been destroyed.

The Merrill-Chapman Wrecking Company started tugs and crews up the river this forenoon to raise the boilers of the Saratoga and to unload the wrecked steamboat.

Much indignation was shown among the passengers of the Saratoga. It was declared by them that the collision was due to the negligence of some one. Those who were up and on deck at the time said that the night was so clear and that either the boats were trying to race through the narrow channel or else one of their pilots had failed to look ahead.

mediately after the Saratoga settled on the banks she was sent to New York to report the accident to the officers of the company.

"When the City of Troy drew up in the channel," he said, "it was foggy. I don't know what the weather had been before that time. There were a number of lifeboats from the Adirondack in the water looking for persons who were supposed to have been drowned or who had jumped overboard from the Saratoga when the boats met. These boats were kept busy for twenty minutes or more and then went back to the Adirondack and reported that no one could be found in the water."

"I was asleep when the City of Troy got to answering the Adirondack's distress whistles and was awakened. Then I went on deck."

A Graphic Description. Coleman J. Paine, a middle-aged hay shipper, of Moira, N. Y., who reached here by rail to-day with his shoulder dislocated and his face freckled with big bruises, gave a graphic description of the wreck as those on the Saratoga saw it. With Paine was Arthur J. McManus, of Watervliet, N. Y. The two men were coming down the river together.

"It is not true that there was any fog when the collision occurred," said Paine to an Evening World reporter. "I had gone on deck not very long before the smash came and the moon was out and all the stars shining from a clear sky. I don't think we had been asleep very long when there came a terrible jar that flung us out of bed upon the floor, which had suddenly tilted down at an angle of 45 degrees. We ran out

into the cabin. I never saw such scenes in my life.

Boilers Dropped in River. "The other boat had crashed into us, striking us on the port side, smashing the paddle box away, driving the engines to the starboard in a mass of smashed machinery and ripping open the hull so that the boilers and the furnaces dropped right out of us and went to the bottom as we floated away. This kept the wreck from catching fire, but I cannot understand why the Saratoga ever floated at all with that smash in her side and a huge gap in her bottom."

"In an instant after the collision occurred the berth deck was covered with water. Into this water the passengers in the bunks downstairs were flung as they fell out of their berths. There were a lot of Italians among them, and they went crazy with fear."

"The lights had all gone out at the instant that we hit and these people were in total darkness as they struggled in that cold water. I never heard such cries in my life. The people who had been on the berth deck came screaming and struggling up the companionways to our deck with wild fear. Everybody thought for awhile we would speedily sink or catch fire and most of those aboard became hysterical. The officers did their best to check the panic, but for a time they could do little or nothing. I am satisfied that at least fifteen persons jumped overboard and I believe some of these were lost."

I saw three men go into the water. The City of Troy, which came behind us, picked up two men swimming. We saw nothing of the Adirondack after the collision. The first help to reach us came from the City of Troy.

After some time a physician came out from shore in a skiff, and he rigged up a sort of temporary hospital in the cabin, where he dressed the wounds of the injured. They finally landed us at Tivoli, and we sought the Montreal Express.

When the Adirondack docked in Albany a committee of passengers of the steamer called at the office of the Associated Press and asked that the following testimonial to Capt. Wilson be published: "An appreciation of the promptness, coolness and courage displayed by Capt. Wilson and crew on the occasion of the accident. The splendid way in which the boat was handled immediately after the crash undoubtedly presented a brave and far-seeing use of life, and we tender a vote of thanks to Capt. Wilson and his men for the same."

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COTTON TRADERS BUY AND HALT DECLINE.

There was some heavy buying in the early cotton market to-day, first prices showing an advance of 2 to 18 points. This return was counter to the expectation on the cables. The gains invited profit-taking and there was a quick reaction after the call, followed by a second bulge, due to purchasing by investors on wet weather in the belt.

The opening prices were: October, 1906; November, 1906; December, 1906; January, 1907; February, 1907; March, 1907; April, 1907; May, 1907; June, 1907; July, 1907; August, 1907; September, 1907; October, 1907; November, 1907; December, 1907; January, 1908; February, 1908; March, 1908; April, 1908; May, 1908; June, 1908; July, 1908; August, 1908; September, 1908; October, 1908; November, 1908; December, 1908; January, 1909; February, 1909; March, 1909; April, 1909; May, 1909; June, 1909; July, 1909; August, 1909; September, 1909; October, 1909; November, 1909; December, 1909; January, 1910; February, 1910; March, 1910; April, 1910; May, 1910; June, 1910; July, 1910; August, 1910; September, 1910; October, 1910; November, 1910; December, 1910; January, 1911; February, 1911; March, 1911; April, 1911; May, 1911; June, 1911; July, 1911; August, 1911; September, 1911; October, 1911; November, 1911; December, 1911; January, 1912; February, 1912; March, 1912; April, 1912; May, 1912; June, 1912; 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