

# STEAMER CRYSTAL STREAM BURNED AT COLE'S ISLAND WITH LOSS OF FOUR LIVES

## Terrible Fatality on the River in Which Men Well Known in St. John Were Caught Like Rats in a Trap--Miraculous Escape of Others--Half a Dozen Persons Were Badly Injured

(Saturday's Sun.)

### THE DEAD ARE:

**WILLIAM LAGAN**, of Clarke's Landing, Kings County, Fireman, Unmarried, Age, 28.

**ALLAN LOGAN**, brother of William, of Land's End, Kings County, Married, and leaves one child, Deckhand, Age, 27.

**FRED SMITH**, of Shannon Settlement, back of Wickham, Queens County, Deckhand, Unmarried, Age, 22.

**EDWARD BAXTER**, formerly employed in St. John, Deckhand, Belonged to Westfield Beach, Unmarried, Age, 20.

### THE INJURED ARE:

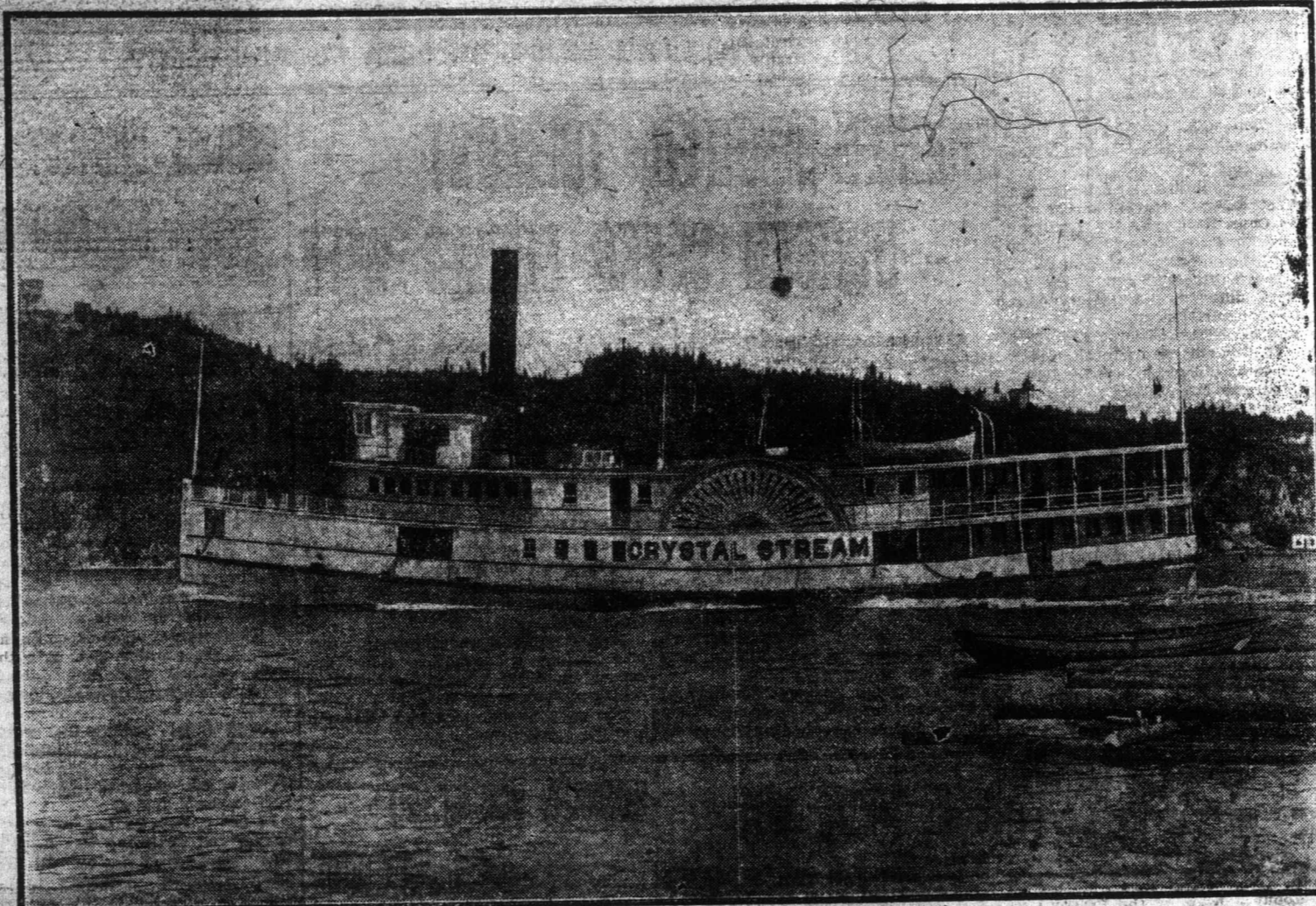
**HERBERT MCALARY**, Mate, of Gorham's Bluff, Kings County, Badly burned about body. Now in St. John Hospital.

**WENTWORTH ROBERTS**, engineer, of St. John, Burned about hands.

**MRS. CHASE**, of St. John (North), stewardess, Burned and bruised.

**A. PURDY BELVEA**, Purser, Burned about face and hands.

What was probably the most sickening and horrible accident that has ever occurred in the history of steamboating on New Brunswick rivers happened at Cole's Island, St. John, when the Crystal Stream was burned to the water's edge and four of the crew burned to death, the remainder of the crew receiving more or less injuries, the



THE STEAMER CRYSTAL STREAM

### CREW OF CRYSTAL STREAM:

- The crew of the steamer was:
- CAPTAIN**--Fred Mabee.
- MATE**--Herbert McAlary.
- ENGINEER**--Wentworth Roberts.
- FIREMAN**--William Logan.
- DECK HANDS**--Allan Logan, Ed. Baxter, Fred Smith.
- COOK**--Mrs. Mary Coleman.
- STEWARDESS**--Mrs. Chase.
- WATRESS**--Mrs. McCutcheon.

### WRIGHT.

Mrs. Chase also had an exceedingly narrow escape, as she was compelled to go out over the stern of the boat and slide down the flagstaff in a small boat waiting below.

A rather remarkable coincidence in regard to the fire was that in the evening Mrs. Chase remarked to Mrs. Coleman, "I am afraid the boat is going to burn up tonight, let's sit up and watch." Mrs. Coleman, however, was too tired to do so. She and Mrs. Chase had at different times before had premonitions of fire and sat up part of other nights and had also at different times gotten up in the night and gone around through the steamer to see if everything was all right. Mrs. Chase was quite badly burned around the face and arms, one ear receiving a very bad burn. Purser Belvea also had a narrow escape and was quite badly burned around the face and hands.

What was indeed a miraculous escape was that of Mate McAlary, who was sleeping with Edward Baxter, William Logan, Allan Logan, his brother, and Fred Smith, and was the only one to get out alive, in their quarters, in what is known as the hold, situated at the stern of the boat below the ladies' cabin. Mr. McAlary was awakened by Mr. Roberts breaking the glass from his stateroom window. He started up in a terrified manner and by sheer force forced up a trap door in a carpet fastened in a strong manner to the floor. On getting up to the cabin he used his flat, and broke out a window of the cabin and crawled over a hawser to the rear end of the boat was the first to waken and she gave the alarm. Mrs. Chase, the stewardess, whose room was near Mrs. Coleman's immediately wakened and took up the cry and continued shrieking at the top of her voice until she was taken from the burning steamer.

Capt. Fred Mabee, who was asleep in his stateroom, on hearing the cry of fire threw a few of his clothes on the wharf and clambered off the burning vessel. He failed to save any of his clothing, and even lost his watch, which was an exceedingly valuable one. Capt. Mabee was, however, successful in escaping without any injury with the exception of a slight scorch on his right arm, which he received while assisting Mrs. Coleman from the steamer.

Engineer Roberts had an exceedingly narrow escape, but managed to get out through the window of his stateroom. He was quite badly burned on the left

### THE SAD FATILITY OCCURRED.

Only some charred embers of what a few hours before had been an excellent steamer, remained to mark the spot where the accident had occurred, while on the wharf lay all that remained of what had been only a very brief time before four stalwart young men with the prospects of "a long life before them." The woe-stricken atmosphere seemed to be pregnant with sorrow, men standing around the dead bodies with bowed

### ABERDEEN.

Long before the Aberdeen arrived the Indian town wharves were lined with friends of the injured persons and others desirous of hearing the story of the disaster at first hand. As she steamed slowly in with her flag at half-mast, it could readily be seen that the horrible disaster had made a very strong impression on the community. Sergt. Kilpatrick and Officer Perry kept the crowd well in check. The presence of the ambulance, added to the effect of the sorrowing crowd, many of the women present weeping profusely for the dead and injured men had many relatives and friends in the northern section of the city.

A. P. Belvea, the purser of the ill-fated steamer was the first of the injured crew to leave the vessel. He walked ashore, aided by Sergt. Kilpatrick. His bandaged head and burned face gave mute testimony of the ordeal through which he had passed. He was taken to his home in a coach.

It was not till Herbert McAlary was carried ashore that the awful nature of the disaster was fully comprehended by the sad crowd. Mr. McAlary had been placed on a stretcher and passed over the hurricane deck of the steamer to willing hands below. He was then taken to the hospital.

He was resting satisfactorily at the hospital last night, but it will be many months before he will again be in good health. During the evening hours of the event still vividly impressed upon his mind. The injured man did not, she said last night before leaving for her summer home at South Bay, want to tell her his experiences, as they were so terrible, and she only knew of his experience from others. She is very indignant at the way the men were hemmed up at night in a place, she said, not fit for dogs.

Mrs. Chase afterwards walked ashore and she appeared on the verge of a nervous breakdown, the horrors of the event still vividly impressed upon her mind. Several of her relatives were with her and she was driven to her home.

D. J. Purdy, M. P., chief owner of the vessel, was also present when the Aberdeen arrived in port. He felt very keenly over the loss of the men who had been burned and comforted the injured ones before they left for the hospital.

Mr. Purdy said he intended purchasing another vessel at once if one could be found suitable. The vessel was on the route five years and was valued at about \$22,500.

Mr. Purdy could not give the amount of the insurance but thought it would be about fifty per cent. of the loss.

A. P. Belvea, purser of the Crystal Stream, in speaking with a Sun reporter, said that it was his opinion that the fire started down near the boilers. Hay in large quantities had been stored on the cargo deck and very soon caught fire. Mr. Belvea said he was awakened by the shout of "fire," and running out found the boat a mass of flames. A black cloud of stifi-

### SMOKE CAME FROM THE BURNING HAY ON THE FLOOR BENEATH THE SALON AND MADE IT MOST DIFFICULT FOR THOSE ON BOARD TO GET AWAY.

Overcome by smoke, and badly burned, the purser at last managed to make his escape onto the deck through the saloon windows. The deck was all afire and in getting from there to the wharf he was still further burned. The lines of the boat were burned and the boat swung around from the landing and sank shortly afterwards. Mr. Belvea, who was suffering severely from his injuries, was unable to further describe the disaster.

Mrs. Chase, stewardess of the ill-fated boat, was next interviewed and told a most pathetic story. Five years ago she said she had been through an experience on the steamer Star, of a similar nature, in which she had lost all her belongings. The repetition of such a calamity, with its greater horrors, together with the injuries she sustained, found Mrs. Chase completely broken down. Her story as she told it was that she had retired between eleven and twelve p. m., when everything was all right. Shortly afterwards she was awakened by an alarm given by Mrs. Mary Coleman, the cook, to find the ship a mass of flames.

"I hurried into the saloon," she said, "but the smoke was so thick I could not see where I was going. I made my way out onto the aft deck and dropped over into a boat that two men had brought off from the shore, some of the inhabitants of the neighborhood having heard the alarm that was sounded."

Mrs. Chase further said that Mrs. Coleman was the first to sound the alarm. Mrs. Coleman escaped through a window onto the deck and from the deck to the wharf without serious injury.

Mrs. Chase was the last one to escape from the boat and she heard the others calling to her after they had made their way to the shore.

Capt. Perry of the Aberdeen, when interviewed by The Sun, informed The Sun that the alarm was first given him by his wife, who had been aroused by Mrs. Chase. He thought at first it was the str. Aberdeen which was on fire, but when he found the Crystal Stream was ablaze he ran over the wharf looking for a boat. Two men who lived nearby had, however, got into the boat and were bringing Mrs. Chase to the shore. Some wood and horses' feed were then placed in the furnace, and as soon as steam could be got up the vessel was placed out of danger. He said that ten minutes after the fire started the steamer was practically destroyed and sank after an hour and a half of burning.

Capt. Perry said that hereafter he would always keep a night watchman on his vessel, although few of the steamers had employed them in the past.

Mate Worden and Purser S. Perry, of the Aberdeen, were also interviewed regarding the fire. They could give no opinion on how the blaze started outside of the reports they heard from the officers of the Crystal Stream.

At 7 o'clock this morning when David H. Nasse, agent for the Crystal Stream Steamship Co., received word of the catastrophe from Capt. Fred Mabee he hurried to the depot to meet D. J. Purdy, M. P., chief owner of the steamer, who arrives daily from his summer home at Riverview. Naturally enough Mr. Purdy was greatly shocked by the news.

"It's not so much the boat I care about," said Mr. Purdy to the Star this morning, "but the awful loss of life entailed. It's simply terrible." Mr. Nasse said the word he received from Capt. Mabee stated that the fire broke out about one o'clock in the morning and spread with great force and speed. As to the predicament he gave no details, but it is supposed that the deadhands were asleep in their bunks below decks, which is the usual state of affairs that appears to the casual listener. In such a cased-in position the men would have little chance for escape. Capt. Mabee reported slight injuries to Engineer Wentworth Roberts, Purser H. Purdy Belvea and Stewardess Mrs. Chase. The cook, Mrs. Coleman, and Capt. Mabee alone escaped unscathed.

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Capt. Mabee, when seen by The Sun, stated that he was sleeping in his stateroom, which is about the pilot house on the upper deck, when he heard Mrs. Chase calling fire and help, and at first he thought he was dreaming, but soon realized that it was no dream, but a very true and stern reality. He jumped out of his berth and ran out on the deck, to see the flames and smoke pouring out from all quarters of the boat. He rushed back to his stateroom and grabbed some clothes and threw them on the wharf. He then clambered over the side of the boat down on the wharf, and was in time to assist Mrs. Coleman. Purser Belvea of the boat, "To show you how much I was trou-



MATE H. MCALARY.

bled over the affair I had no idea that I helped Mrs. Coleman and Mr. Belvea get to safety until I was told about it afterwards.

"The shock of the sad affair was simply terrible. To think of those poor boys down in the hold, caught in a trap, is really too horrible to contemplate. The boys were all fine fellows, the best crew I think that I ever have had with me in my fourteen years of steamboating. I have only been on the Washington route about six weeks, and was becoming delighted with the route and the people.

"If Mrs. Coleman had not wakened up when she did I do not know what the result would have been. I was in a better position to escape than any of the others, as my room is on the upper deck, and what little wind there was was blowing the other way."

When asked if he had any idea how the fire started, the captain replied that it would never be known. Asked if he thought the fire was the result of incendiarism, he replied that he could not conceive of a person committing such a horrible deed.

Captain Mabee said that the fire started in the hay which was however, not very near the boilers which were below the deck and it would be quite impossible for it to catch from them. It would also be equally impossible for it to catch from a pipe or cigarette as the crew had been in bed for over two hours before the fire broke out.

"The only possible way," said Capt. Mabee, "for the fire to have started would be the explosion of a lantern or oil deliberate setting on fire of the hay." The captain said that the boat was always kept open so that if any person were inclined they could come on board at any time of the night.

Engineer Roberts said he was sleeping in his stateroom, which is on the main deck of the rear saloon, when about 2:30 o'clock he heard Mrs. Coleman shouting fire. For a few seconds he did not know what to do, but after lying still for a little he arose and with a fierce gust of flame and smoke which drove him back to his room. He immediately shut the door and pulled on some clothes and with his shoes broke the window of his stateroom and in fact on all sides of him the fire was shooting out.

He managed to crawl out on a hawser to the wharf and by the aid of a couple of men, who had awoken on the fourth main deck, he was taken to the shore and succeeded in getting Mrs. Chase, who had crawled out over the stern of the steamer and slid down the flag pole into the small boat.

"I cannot understand," said Mr. Roberts, "how Mrs. Coleman came to wake up. She was in the next room to mine, and there, was a door between us. I never heard anything until I heard Mrs. Coleman shouting. If she had not woke up I do not believe I would have been here at all. It would be impossible for me to have escaped."

Mr. Roberts said that this was his second fire in five years, as he was engineer on the Star when she was burned in the fall of 1902, when he lost practically all of the tops which he possessed. "But," said Mr. Roberts, "the loss of both boats and all that is nothing to the loss of life which occurred in the present fire."

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Rev. Mr. Dufanel, of Rothesay, who was at Coby's attending a Deacons meeting, and who arrived on the Aberdeen having intended to come by the burned vessel, spoke of the sad scenes surrounding the wreck.

Rev. Mr. Trampour of Rothesay, Rev. Mr. Sheven, of Greenwood, and Mr. Watkins, lay reader of Cambridge, also came down on the steamer.

John West, the first person outside of the crew to arrive at the scene of the disaster, when seen by the Star, stated that he was sleeping in the mill house of Alfred West's mill when he heard the wild shrieks of fire and help. He pulled on his clothes and with some of the other men rushed quickly in response to the calls. On getting to the wharf he jumped into the boat with Mr. Roberts and helped bring Mrs. Chase ashore. A few moments later they rowed around the boat again, which was almost impossible to do on account of the intense heat. Five minutes after he arrived it was impossible to get near the steamer at all. "That," said Mr. West, "shows how fast the steamer burned."

Dr. Farle, of Young's Cove, who was summoned as coroner, empaneled the following jury this forenoon--Albert West, foreman; Edith Kierstead, Charles Arthur, Bradford Northrup, B. Taylor, J. E. Coles, J. N. Taylor. The jury viewed the remains before their removal to the evidence of Captain Mabee and Engineer Roberts was taken.

Mate McAlary, because of his cuts and other injuries, was allowed to take his departure from the city on the steamer Aberdeen. The inquest will be resumed on Tuesday upon the arrival of the steamer Aberdeen.

A legal official at the scene of tragedy, told the Star reporter yesterday that there is a possibility of some highly sensational developments at the resumption of the inquest on the strength of incrimination. During the whole progress of the fire not a pall of water was used in trying to quench it because of the great heat of the blaze and the fierceness of the heat and smoke.

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SK FOR  
RISE  
DAP.  
IVING IT.  
USICIANS.

Archduchess Assunta.  
opold Salvoir of Austria, are ac-  
in the concerta given in the impo-  
they are exceedingly bright, and  
favorites both at court and on

SCOTIA CAUSE  
CELEBRE SETTLED

ALIFAX, N. S., June 23.--A pro-  
cal cause celebre was settled yes-  
day when an agreement was reach-  
ed between parties in the action  
sought by one Bartlett against the  
a Scotia Steel Company, touching  
ership of certain iron areas at  
erville, Pictou county.

The Secret of  
BEAUTIFUL  
COMPLEXION  
New Revealed  
FREE

at beauty is more desirable than an  
elegant complexion and elegant jewelry,  
opportunity for every woman  
obtain both, for a limited time only.

The directions and recipe for ob-  
taining a beautiful complexion is dis-  
covered by the wonderful means of the  
TENTALS and GREEKS.

This we obtained after years of  
at and at great expense. It is the  
best used by the fairest and most  
successful women of Europe.

Hundreds of American women who  
use it have expressed their delight  
and satisfaction.

This secret is easily understood and  
able to follow and it will save you the  
trouble of creams, confections, washes,  
and face powders, which do but  
conceal and free your skin from pimples,  
color blackheads, etc. It alone is  
worth to you many times the price we  
you to send for the genuine diamond  
of beauty.

is a genuine rose oil diamond  
of sparkling brilliant shades,  
guaranteed very delicate, shaped  
a Becher with Tiffany setting  
12K gold shell, at your local  
merchandise store. It would cost considerably more  
if purchased elsewhere.