

# ONE DEAD, TWO HURT IN STEAMSHIP FIRE

## City of Bangor Damaged to Extent of \$75,000 While Tied Up at Foster's Wharf.

### Unknown Man Is Victim.

### Hoseman Stickel in Fall of 40 Feet.

### Representative L. R. Sullivan Dives in to Save Him.

### Night Watchman Burned Trying to Escape.

#### THE DEAD.

UNIDENTIFIED MAN, 25 years old, 5 feet 6 inches tall and without hat or coat. Believed to have been volunteer fire fighter.

#### THE INJURED.

HOSEMAN LOUIS C. I. STICKEL, Engine 8; injuries to head and body by fall into water.

GEORGE BARTON, 57, of 342 Washington st, Norwood, watchman; badly burned escaping from cabin.

One life was lost, a fireman who fell overboard and his three rescuers had narrow escapes from drowning, a night watchman was badly burned and several men were forced to jump into the Fort Point Channel at a fire aboard the steamship City of Bangor at Foster's Wharf yesterday afternoon.

The damage to the steamship, owned by the Eastern Steamship Corporation, is estimated at \$75,000. Two alarms were sounded and the fire threatened to destroy Foster's Wharf and communicate to the wharves of the Nantasket Steamboat Company and the Narrow Gage Railroad dock. As yet no cause has been assigned for the fire.

The fire victim is an unidentified man about 25 years old. Medical Examiner Magrath has given out a complete description of the victim and is hopeful of having the body identified.

#### Rescue of Stickel.

The fire was the most spectacular on the water front for several years. Its most thrilling feature was the rescue from drowning of hoseman Louis C. I. Stickel of Engine Company 8, Salem st, North End, who toppled into the water from the hurricane deck of the steamship.

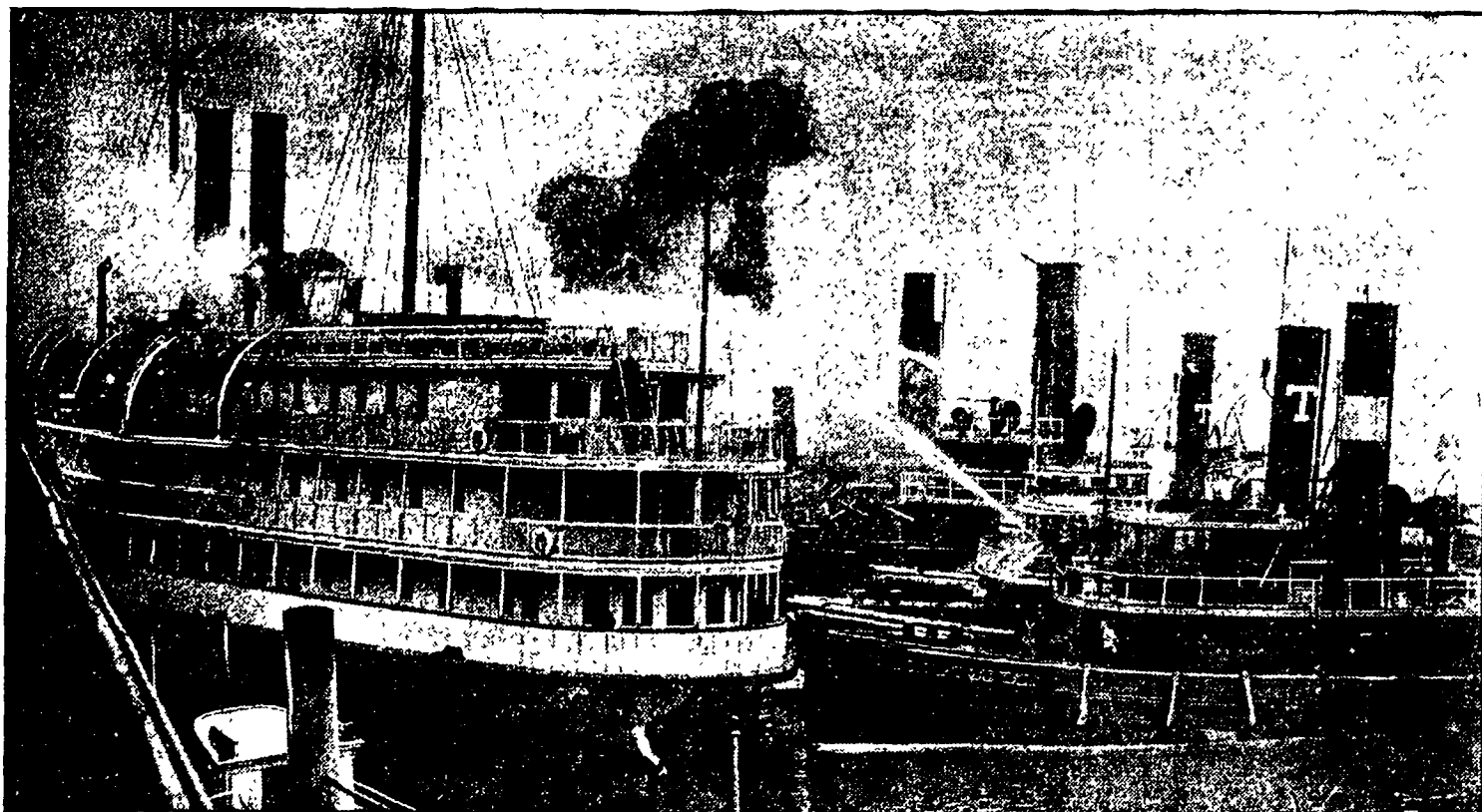
He dropped 40 feet, falling between the ship and the wharf. His head struck the side of the ship as he fell and he was unconscious when he struck the water.

Almost simultaneously Representative Lewis R. Sullivan of Ward 20, Dorchester, Lieut Thomas W. Roose of Engine 8 and fireman David F. Stewart of Revere dived into the water after him. Sullivan was watching the fire from the top of the shed on the wharf, and, without removing any clothing, dove 20 feet to assist in the rescue. Lieut Roose was on one of the upper decks, wearing a rubber coat and boots, but he leaped into the water, too, as did Stewart from the wharf.

A ladder over which Stickel had

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# CREWS OF FIREBOATS AND TUGS FIGHTING FIRE ON CITY OF BANGOR



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crossed from the shed on the wharf to the deck and on which he is believed to have tripped, dropped into the water, and, as Stickel came to the surface, his head became entangled in one of the rungs.

Lieut. Rose extricated the head of his subordinate from the ladder and, placing a life preserver around Stickel, towed him, assisted by Representative Sullivan and fireman Stewart, to the tug Edwin Pillsbury. He was taken aboard and looked after until removed to the Relief Station, where he was treated for abrasions and contusions to the head and body.

### Watchman Burned.

George Barton, 57, of 342 Washington st., Norwood, night watchman of the burned craft, was also taken to the Relief Station, following his flight from the ship, and treated for burns to the head and body. Barton had a remarkable escape. He was sleeping in the forward part of the craft, close to where the fire is believed to have started, and was awakened when the vessel's fire signal was given by Second Mate Silva. Barton was burned while running from his berth to a gangplank.

Only two alarms from Box 47 were sounded for the fire, though before the firemen reached the wharf the flames had secured great headway. Following the discovery of the fire there was great confusion among some of the petty officers, freight handlers and deck hands. Nobody seemed to know just what to do. One man ran out to Atlantic av and looked for a policeman instead of ringing the nearest alarm.

It is reported that at least a dozen jumped into the channel and were taken aboard tugs. Attaches of the steamship corporation declare nobody jumped overboard, but according to reports men did jump from the starboard side of the craft into the channel.

The crew of Engine 44, a fireboat moored at the Northern-av Bridge, only 100 yards away from the City of Bangor, saw the fire and were preparing to start for it before any bell alarm was sounded, while the apparatus at Fort Hill had just started before any regular alarm had been given. There was only a short interval between the first and second alarms and it looked for a time as if Chief Mullen would have to send for additional aid.

### A Stubborn Fire.

Starting in a peak in the forward part of the steamer the flames mounted to the lower and saloon deck and made short work of the pilot house. Then the fire ate its way aft, destroying the saloon and countless staterooms and seriously damaging the superstructure. The flames reached the very middle of the craft before they were checked.

From the Fort Point Channel the water guns of the fireboats poured thousands of gallons of water into the steamship, while seven land companies carried their lines aboard the boat or to the top of sheds along the wharf.

Chief Mullen said that one remarkable thing was that the flames skipped eight barrels of oil stored amidships. How the oil escaped igniting is a mystery.

### Body Found.

It was not until the fire had been practically extinguished that John Hurley, a deck hand, found the body of an unidentified man lying in the forward cabin on the lower deck, beside a windlass. Chief Mullen directed the removal of the body, and after it was taken to the baggage room from the steamer, the chief engineer, his assistant, the first mate, steward and baggagemaster viewed it, but could not identify the victim. They were certain he was not a member of the crew.

The theory is that he was one of many volunteers who boarded the steamer, eager to assist, and that while at work he was overcome by smoke and dropped to the deck before help could reach him.

The Vesta, Edwin Pillsbury, Onward, Metropolitan, Saturn, William H. Clark, Betsey Ross, Nero, Juno, James Willey and Pallas were some of the tugs which abandoned their usual line of work to assist in extinguishing the fire.

Capt. Francis J. Hird, harbor master, aboard the Guardian, was near the burning steamship and when he intimated to Chief Mullen that the craft appeared to be sinking, the latter promptly ordered every man off. The steamer did not sink, however, so the firemen resumed their work.

### Second Fire in Week.

The City of Bangor was to have sailed at 6 o'clock last evening for Bath and Gardiner. No passengers had been taken aboard when the fire was discovered and it is doubtful if many of them knew the steamship had been burned until they appeared to sail.

A week ago yesterday the City of Bangor was damaged to the extent of \$600 by a fire in the forward part, but the steamer sailed on time that night.

Vice Pres. Jones of the corporation said the damage would be in the vicinity of \$75,000. He could not attribute any cause, nor could Capt. Charles E. Blair. An investigation will be made in the hope of determining what started the fire. Chief Mullen made an examination yesterday after the fire had been extinguished, but no cause was apparent.

The fire tied up the B. R. B. & L. R.R. for nearly half an hour, two trains being skipped, and interfered with the sailing of pleasure steamers which dock at nearby wharves. The fleet of tugs and the fire boats made the channel impassable and other craft had to wait until it was certain the fire was under control.

### Victim's Description.

The young man who lost his life was about 25 years old, weighed 120 pounds, and was 5 feet 6 inches tall, with dark brown hair and smooth face. He wore a light gray jersey with long sleeves,

blue serge trousers, black leather belt, black socks, black laced shoes, and in his pockets was 25 cents, a handkerchief bearing the monogram "C" and a buck-thorn handled knife with two blades.

It would appear from the fact that the man was without a coat or hat that he was employed in the vicinity and that he rushed aboard to give his assistance.

The City of Bangor has figured in a series of accidents. In 1894 the Bangor was put in commission. Her first serious accident occurred June 23, 1901 when, just as her anchors were to be let go in a fog in Boston harbor, she ran afoul of the naphtha launch Estelle and two of the five men in the little boat lost their lives.

Sept. 28, 1902, the City of Bangor went ashore on Monhegan Island, off Boothbay, Me., when off her course in a fog. There was no loss of life, and the steamer was afterward floated from the place where she was beached.

May 13, 1903, another foggy morning the City of Bangor ran squarely into the Rockland Breakwater, her captain being misled by the sound of a fog whistle.

June 7, 1906, early in the morning, the City of Bangor and the City of Rockland, another boat of the same line, came together in thick weather 25 miles off Portland. The City of Bangor got the worst of the encounter.

July 16, 1909, the captain of the City of Bangor was given the alternatives of ramming a dredger anchored in Lovejoy's Narrows on the Kennebec River or of going on the rocks, and he rammed the dredger, the damage being slight.

## PASSENGERS DISAPPOINTED.

### Fully 700 Forced to Change Plans by Burning of Steamer—No Substitute Selected.

As soon as possible following the extinguishing of the fire on the City of Bangor employees turned their attention to taking care of prospective passengers for Bath.

Arrangements were made to allow those passengers who wished to use their Bath tickets on the steamer Bay State, which left for Portland at 7 o'clock. The larger number of those who had intended to leave on the City of Bangor accepted this arrangement, but not heartily, for on reaching Portland they would have to shift for themselves. They were refunded the difference in the fares between the two places.

Those who did not wish to go to Maine on the Portland boat had their money refunded. In fact, one of the first things cashier Simpson did was to have transferred to him a large sum of money with which to pay the refunds.

The officials of the Eastern Steamship Corporation were unable to say last night what steamer would replace the City of Bangor. The accident occurs at the worst time in the season, for every steamer available has been running in order to accommodate the great crowds of vacationists.

Today the steamer City of Rockland will arrive from Bath and will go out again tonight. It was the intention to begin Sunday's sailing tomorrow, but this arrangement will probably be changed. It is possible the Ransom B. Fuller may be shifted from the Portland run to replace the City of Bangor, and the Old Colony may be used in the Portland service temporarily.

The City of Bangor was towed to East Boston late yesterday afternoon. It is safe to say she will be out of commission the remainder of the summer.

About 700 passengers, considered a large sailing list for the City of Bangor, were to have sailed for Bath. All the 170 staterooms on the steamer had been reserved. Many of the passengers in prospect did not learn of the fire until they reached Fosters Wharf in anticipation of sailing, and when they were notified that the steamer would not leave there was much scurrying about and changing of plans.

## MAYOR REPEATS VIEWS.

### Police and Firemen Should Know How to Swim, He Says.

Taking the accident to hoseman Stickel at the City of Bangor fire as his text, Mayor Fitzgerald last night repeated his assertion that every policeman and fireman should know how to swim.

Stickel was unconscious when he hit the water and was rescued by two other firemen and Representative Lewis R. Sullivan.