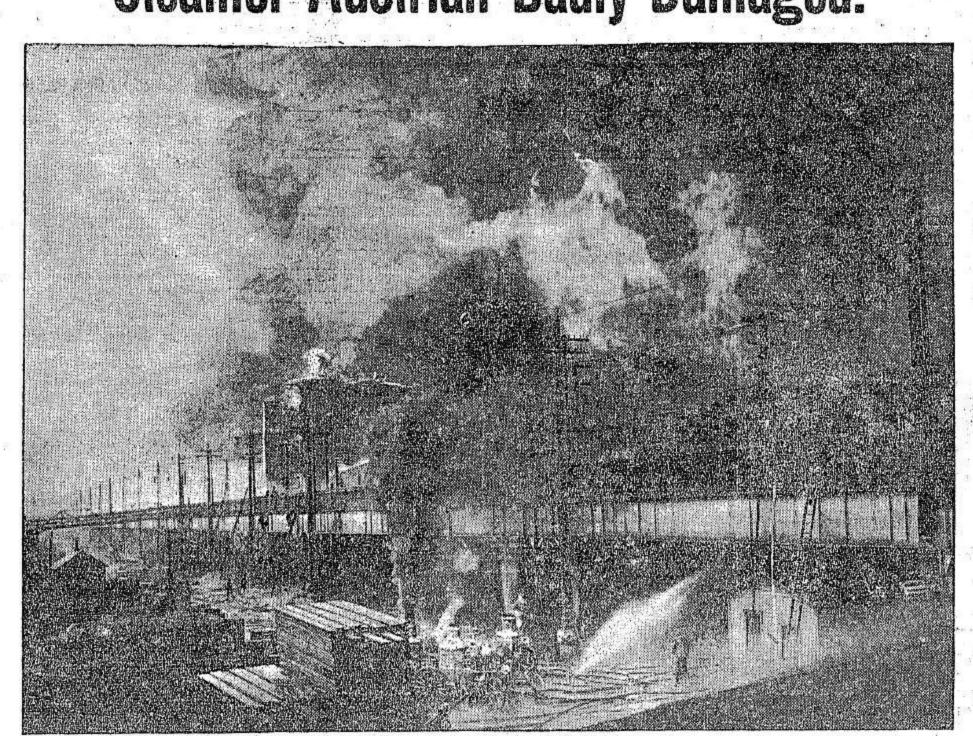
The Boston Daily Globe

WEDNESDAY MORNING. JULY 6, 1904

Mystic Grain Elevator Destroyed and Steamer Austrian Badly Damaged.



Three Piers Gone---Quantity of Hay Struck by Lightning Set Fire to the Freight Sheds.

Many Deeds of Heroism in Saving Men of the Steamship, Who Found Themselves Imprisoned by Flames That Spread With Incredible Rapidity-Pieces of Iron Carried Over to East Boston and Chelsea -Persons on Ferryboats Affected by the Heat-Chelsea Bridge Damaged and Closed to Traffic-Three Men Lost Belonged to the Austrian.

It is believed that three lives were lost in the fire which yesterday afternoon wholly destroyed the Mystic grain elevator, the largest in New England, burned piers 1, 2 and 3 of the Mystic wharves of the Boston & Maine railroad, and practically destroyed the steamer Austrian of the Allan line.

The fire was caused by lightning, which struck several car loads of bay which were piled against one of the freight sheds on the piers, and spread with incredible rapidity.

Capt August J. Peters of the Austrian and the 32 members of his crew, who were aboard the vessel when the fire broke out, stuck to the ship until all its upper works were aftre and then leaped overboard. Through the courage of tugboatmen and men in steam launches and rowboats all the crew, with the exception of three, were saved. It is believed that the three were drowned. The body of one was recovered last night and identified. The property loss is estimated by railroad, steamship and shipping of ficials to approximate \$1,500,000, and it is said that it is practically all covered by insurance. Four alarms of fire were nded

tially the entire fire-fighting aree of Boston, including the fireboat, was engaged in the struggle with the flamer. There were just enough engines held in reserve in the city proper to serve as an emergency All street car and vehicular communication by knad with Chelses, Revere, hire Hoston has witnessed in 16 years

for the conflagration, and ostan-

THE DEAD. OLGA OLSON, bos'n's mate. JAMES FLYNN, donkey engineer. Body recovered. PATRICK MEEHAN, fireman.

THE INJURED. CAPT AUGUST J. PETERS, exhaustion and immersion.

WILLIAM MILLER, chief officer, burns on hands. DAVID KINNEARD, second officer, burns of hands and face. JOHN HEWITT, third officer, burns of right hand and arms. JOSEPH STONE, chief steward, burns of hands, JERE DEASY, fireman, injury to right ankle. ALEXANDER McGINNIS, seaman, burns of right hand. NEIL McIVER, seaman, pneumonia. ROBERT McKENZIE, fourth engineer, bruises head and shoulders. JOHN SMITH, seamen, chills and burns. CHARLES McPHAIL, fourth officer, burns of ears. THOMAS SARGENT, fireman, burns of arms.

ROY DEWER, purser.

JAMES COLGAN, fireman.

WILLIAM ROSS, carpenter.

THOMAS McCAFFERTY, sea-

Capt August J. Peters of the steamer

NEIL LAMONT, seaman.

OTHERS RESCUED. JOHN NEILSON, chief engineer. JOHN McDONALD, seaman. EBENEZER PATTERSON, second JAMES McLOUD, seaman. PETER McDONALD, seaman, engineer. DOUGALD McLACHLAN, Ben-

ANGUS BELL, third engineer. THOMAS MURRAY, coal passer. ARCHIE KENNEDY, bos'n. HECTOR McIVER, quartermaster. IAMES FERGUSON, seaman NEIL McLEAN, seaman. JOHN McDOUGALL, seaman. NORMAN McLOUD, seaman.

off for several hours, causing great | numerous examples of the noblest herodiscomfort to tens of thousands of ion, men repeatedly facing death in efsuburbanites, as the interruption to rave the lives of fellow men. traffic came in the rush hours of evenbers of his erew aboard when the fire It was the most specia-ular dayting Lynn and points beyond, except by and it was one of the most sem it small have radely made their creaps from the way of Everett and Malden, was cut or of Borton, it was characterized by danger. Instead of Coing that they

stuck to the ship until the fire was sweeping over them and flesh and blood boing able to stand no more, they plunged overboard and struck out for their lives. Then there was the courageous captain, William 'I. Canning, and crew of Metropolitan, who drove their sturdy craft right into the flames and held her there while the skin peeled off their hands and faces and the paint from the superstructure, rescuing the sailors of the Austrian struggling for life against man's two greatest enemies-fire and And there was another modest hero who is deserving of all praise for his

efforts in saving life, patrolman John Buckley of division 16, who lives at 7 Marion st. Buckley began his vacation of two weeks yesterday morning and intended to pass part of it cruising around the harbor in his steam launch. It was a fortunate circumstance that he was in the upper harbor and with steam up when the fire broke out, for he promptly steered his little craft into the midst of the danger and held her there until he and his companions had dragged three sailors, half drowned, from the water and could see no more to have. All Acted the Part of Heroes.

There were other men of heroic mold

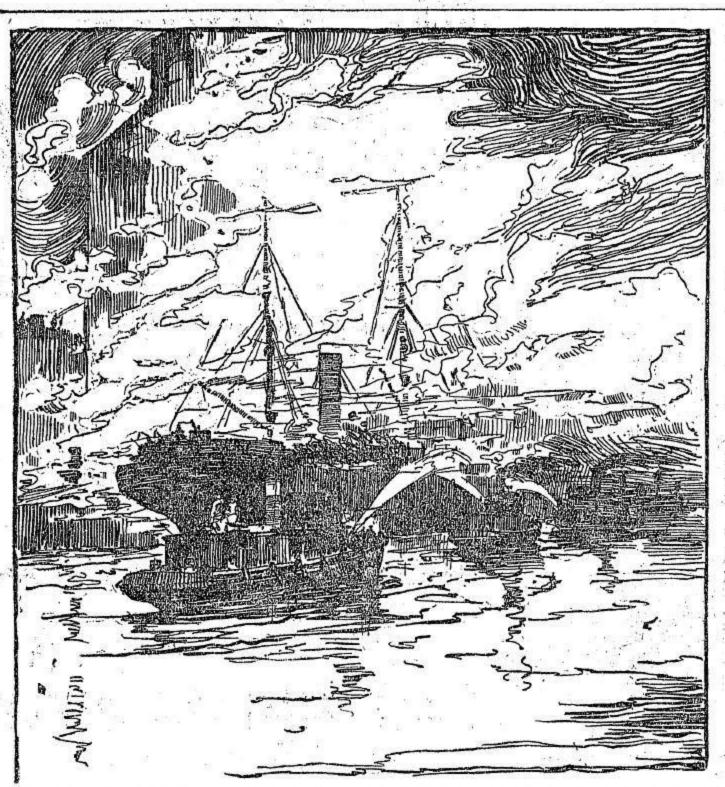
who rushed into the most dangerous spots in the hope that they could bring feather of cowardice and if it shall develop that more lives than are now dared the dangers of the day in trying to rescue any who may have been caught in the vortex of flames which swirled about the plers, the steamer and the gigantic elevator, will have nothing with which to reproach them-They did all that men could do, and they did it well. The manucial loss, it is estimated by men of good judgment who are familiar with chipping matters in a large way,

will approximate \$1.5000. Great as

Continued on the Fourth Page,

THE BUSIUN GLOBE-WEDNESDAY, JULY 6, 1904.

FIRE SCENES BY GLOBE PHOTOGRAPHERS AND SKETCH ARTISTS.



STREAMS ON THE FLAMES. leaped over the men struggling in the water, threatening to burn them to drawn out of the danger zone, barrels death even as they were trying to swim for safety. \$1,500,000 FIRE, There is the word of a captain of a tugboat to the effect that the flames overcame three of the saliors when rescue was almost at hand, and that overcome by the heat of the flames surging ploding and spreading the fire in all directions, by throwing the burning liquor over the cars and adding to the volume of the furnace that was already roaring through the freight sheds and across the piers to join in the greater riot of fire which was consuming the over their unprotected heads, he saw them throw up their arms and disap-Continued from the First Page. elevator.

Firemen, policemen, reporters and miscellaneous spectators who were able this is, it may be stated on the authority of an official of the Boston & Maine railroad company, that it will fall upon the insurance companies, as the property was covered by a blanket policy, with the exception of the steam. to get within good seeing and partial roasting distance of the fire, heard a series of explosions from the most of the flames, and occasionally an explo-sion would be followed not alone by policy, with the exception of the steamer Austrian, and that, it is understood, is also covered.

The Mystic grain elevator was the fire and danger.

Elsewhere in this paper is recorded the heroic work of the captain and crew of the tug Metropolitan and of the other showers of sparks and burning brands, but with it would come varicolored flames showing that chemicals and spiris also covered. its of different kinds were being con-Ingest in New England, and was built especially to accommodate the export freight business originating on the lines of the Canadian Pacific railroad. It was built in 1891 at a cost of \$300,000. It had a capacity of 1,750,000 business of grain, but owing to the fact that the grain export business has been lack for many months past there was but 100,000 business of grain in the elevator yesterday, divided between wheat, corn and oats, the railroad company valued the grain on hand at \$70,000, giving the figures as nearly as could be done without an exhaustive examination of the books.

of the tug Metropolitan and of the other oscue of the funds were called on the roscue of the hastened to the rescue of the hastened to the rescue of the configuration, however, wore the sights when sections of the towering elevator fell. Sometimes a section of the iron sheathing of the building that locked to be a rod square would peel off, giving, as it were, an interior view of the roscue of the first pieces of apparatus and interior view of the roscue of the saving, if possible, the burning steamer.

Towed Out the Austrian.

One of the longshoremen who had run at the first sign of danger went to box the first sign of danger went to box and sent an alarm from there at the first sign of danger went to box the first sign of danger went to box and sent an alarm from there at the first pieces of the firemen of the configuration, however, were the sights when sections of the towering elevator fell. Sometimes a section of the index to be a rod square would peel off, giving, as it were, an interior view of the roscue of the first pieces of apparatus and interior view of the roscue of the form sheathing of the world, and the district was prompt, and the largest in New England, and was built especially to accommodate the export saving, if possible, the burning steamer. haustive examination of the books. harbor saw the water splashing ly to Charlestown from all parts of the city proper, and from as far out as Roxbury, Dorchester and Brighton. The where the embers from the fire were The three piers, I, 2 and 3, which were dropping.
Sections of the fron sheathing of considerable size were reported later as having been found half-way across East Boston, showing the tremendous force of the hot air currents which were sent up from the big fire. Sticks of burning wood from three to six inches long and an inch or two wide were totally destroyed, and the sheds which fourth alarm was sent in at 5:15 and 10 minutes later a man in the city proper were built upon them were worth, a man prominently identified with the sent an additional alarm from box 9, which is on Commercial st, opposite Foster, and that had the effect of actbusiness said last night, \$300,000. In the sheds awaiting shipment abroad was a ing as a fifth alarm and bringing an-other battalion of fire fighters. miscellaneous lot of freight, including Meantime every sort of steam or other power craft this side of Deer island had headed for the fire, the fire boat in the lead, with all its powerful streams ready to turn on the most advantageous spot. The fireboat and the tugs which came up with it made it their first business to cut the Austrian out of the pier at which she had been moored, but from which she had been more than 19 minutes before it hay, flour, meat and 400 barrels of allong and an inch or two wide were common in the East Boston section, and householders over there organized themselves into backet brigades to watch the roofs of their houses and cohol, and the railroad people would make no estimate whatever upon the value of this property. Austrian Said to be Total Loss.

loose by the time they got there. The tugs grappled the steamer and snorted

and puffed at her until they got her clear of the burning pler, while the fire-boat turning her light and heavy water batteries on the blazing craft and rakel stroyed was doubtless the outward ears to and from Chelsea, Lynn, Revere cargo of the Austrian, which was and other places in that direction were booked to sail for Glasgow Saturday, sent around by the way of Everott and her fore and aft with a deluge of sait and that the cargo ought to be worth water.
The Austrian was towed out into the Malden. Twenty minutes after the first \$350,000. This man placed a value of \$80,000 on the steamer itself, and he estimated the value of the cargo which was anylogding at \$200,000. The cargo was surrounded by all the tugs that alarm a man could not get by the fire on the bridge unless he was related to the salamander family by ties of consanguinity of a degree not more remote than first cousinship, and comcould get near enough to reach her with their deck hose, and a perfect geyser was a general one, and included in it munication with Chelsea by land, or at least with Chelsea by direct land com-munication, was cut off. Capt Wyman of division 15 turned out there is said to have been a large quanof water was thrown on her from all sides, the heavy streams of the fireboat tity of scotch whisky. doing more effective work than any of It is understood from a source in While all this was going on, 30 or more steam fire engines had tackled the fire from the land side, but the fire was feeding on too rich food for their efforts all the policemen in his command to establish and maintain fire lines and which much crodence is placed that the which much credence is placed that the owners of the Austrian are prepared to claim that the ship and its cargo are a total loss, and that they will offer the hulk and contents to the insurance companies to get from it such salvage as they can. No claim was made for the steamer last night, and after the fire aboard her had been put out she was towed to Cunningham's wharf, East Boston, and Capt Ithamer A. Mercen of the harbor police, who is also the harbor master, was ordered to put a police guard aboard her.

There is substantial unanimity of opinion on the part of all those who were on the piers or in the immediate vicinity that the cause of the disastrous fire was a flash of lightning which terrous fire was a flash

A man well versed in marine matters

and who is actively connected with

shipping said last night that he thought

the freight piled in the three sheds de-

The flames spread with incredible

of the donkey engines.

were on the piers or in the immediate vicinity that the cause of the diastrous fire was a flash of lightning which struck a big pile of baled hay which had been unloaded at pier 2, where the Austrian was lying. The flash came about 5 o'clock, during the progress of a heavy thunder storm which broke even the harbor about 4:30.

Simultaneous with the crash of the lightning the pile of hay and the fireight shed against which it had been piled burst into flames, and the 75 long-shoremen who had a few minutes before ceased work for the day at moloiding the steamer, and whe were waiting in the nearby sheds for the sform to abate, made a ruch for the railroad tracks and safety in the open-time. quad and steamed over to Chelsea with broad roadway of the bridge, And while the vast elevator had be-Meantime Deputy Henseom had tele-phoned to the Chelses police and ex-plained the need of policemen at their come nothing short of a roaring furnace, which seared the faces and hands rapidity, and as the lengshoremen ran of the firemen who were nearest it end of the bridge, and a squad of offi-cers from that city joined the Boston they shouted a warning to the crew of they shouted a warning to the crew of and dreve pussengers on ferrybous far the Austrian, 33 of whom were abourd, but in the harbor to the shelter of delegation at the far end of the bridge. but unable to move the steamer be- the deckhouses, there was another subcause her fires had been drawn early in and the piers had been, but were rapidly disappearing, and the firemen know Sailors Brought Ashore. the morning when she made port, and The first call to reach headquarters there was steam up only in the boilers from the start that saving any portion of them was out of the question. All for ambalances to care for the sur-Spread to All Freight Sheds.

If the captain and crew had promptly followed the example of the longshoremen and had jumped ashore and run at the first alarm, all would have escaped in safety, but not a man from the captain down made an effort to leave the ship. In five minutes all home of essages in the Boston & Maine varies and the Boston & Maine varies for the month of the question. All that it was possible for them to do was to prevent the first publishes, and the bridge, and that was accomplished only with the greatest difficulty and by the most determined efforts directed by the experienced firstighters at the head of the department. At the outbreak of the irre the switching crews in the Boston & Maine varies vivors of the Austrian came at 5:50, and was to the effect that about 20 railors who had been taken from the water, come of them suffering from immersion and exhaustion, and some of them from safety, but not a man from the cap in down made an effort to heave the high five minutes all hope of escape of the plers was out of the question, and that brief space of time billows, the made rapid runs down to the elevator and rapid runs down to the elevator and rapid runs down to the elevator and rapid runs down to heave he pler heads and the giganite elevator, but he increased with almost unacherable vigor, the superstructure of which blazed with almost unacherable vigor, the flames from the fall-sided structure, but the increased room the rapid that only three of the incoming the freight cars which were standing by them.

Within 29 minutes the flames were standing by them.

Within 29 minutes the flames were standing by them.

Within 29 minutes the flames were standing by them are such that the flames were and such volume that the flames were and the drown do not use blaze.

**Command who flowed the man and had blim taken the such and the flames were able to sit up, were for the proper to large the rapid the rapid there and the drown do not use blaze.

**Command who flames the flames were the sum in put the flames of the care which had a part to the sum of the s evere burns as well, had been rescued

boats, but all of them run to the ride of the constitution who took part the doorsed vessel and leaped into the work of trying to get the freight the water.

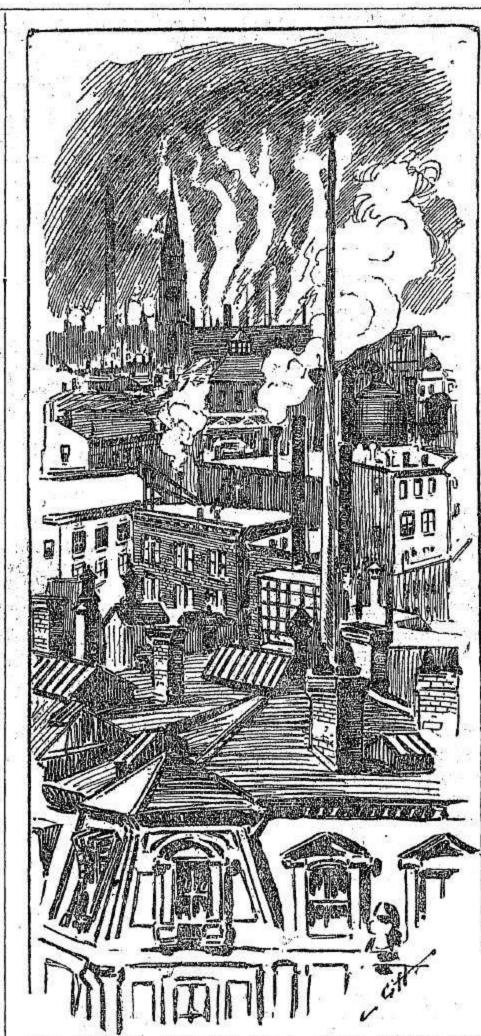
As though analy at being bulked of cars out of the pier switches told a their prey, the hames that but and discher rejorter that as he made the them suffered more or less from imager.

The fire had been in progress not

more than 10 minutes before it was

utterly impossible to run electric cars

over the bridge past the blaze, and the



THE FIRE AS SKETCHED BY A GLOBE ARTIST FROM THE ROOF OF THE GLOBE BUILDING AT 7 P M. sion, and part of those who did not go to the hespital had been burned about the hands and arms, but preferred being treated at the station house by Dr Dunn.

Later in the evening the sailors at the station house were sent to the station house were

How the Bridge Was Saved.

the station house were sent to the street lighting capies, and the companies also cut out boarding house of Mrs Kidney, 388 and telephone companies also cut out their circuits. The result was that the Hanover st, where the agents of the their circuits. The result was that the firemen could work unhampered by the circuits of the electric wires falling steamship company arranged to have them cared for, and three other mem-bers of the crew who were rescued and taken to station 15 joined them there thoughts of live electric wires falling upon them.
On the Chelsen side of the bridge the The first ambulance to reach the gates were closed also and a detail of patrolmen, aided by a number of Chelsen list Lieut W. C. Rucker, 2d Lieut J. D. Lucas and six orderlies. They found work immediately in caring for Hot on the Ferryboats.

Frem Charlestown neck came numbers of people who knew how to make their way along the railroad tracks. They dedged here and there about the cars until they got down in the freight yard near the bridge. The spectacular appealed to them, and many tried to edge nearer, but when a portion of wail would fall in the blast of heat that followed made them shrink back.

As the wind swerved it forced the flames before it and they leaved about the flames before it and they leaved about the might have been an abandoned derelict judging by appearances. ound work immediately in caring for Robert McKenzie, fourth engineer, whose head and shoulders were bruised, and John Smith, able seaman, who was suffering from a chill.

After both patients had been put under treatment at the hospital Lieut Rucker and the others returned to the fire that they might render further aid. SEEN BY A MULTITUDE. would fall in the blast of heat that followed made them shrink back.

As the wind swerved it forced the fiames before it, and they leaped about, darting out at the bits of tin that were blown here and there like pieces of paper, as if angry that even such small things were escaping.

The ferries that traversed back and forth to Chelsea were crowded. Many of the passengers realized that the bridge would be closed, and fearing they would be stalled in cars, sought this means of going home. Some of them made several trips back and forth.

When they passed in the vicinity of the fire the heat was so intense that sometimes the passengers on deck had to shade their faces with their hats. Then the volumes of smoke would sweep out, covering everything for a few moments. Spectacular Features Appealed Strongly to All-Trip About the Ruins in a Boat at Night. As early at 5:30 people on their way home to places by way of the elevated stopped abruptly when they reached City sq and piled off the cars. Men, women and children made up the throng, and they trooped up Chelsea st over the hill and down along the navy yard wall to the scene. There they found a mass of others banked solidly ahead of them 20 or 30 deep. The police had forestalled the crowd The police had forestalled the crowd by having the drawtender on the south draw close the gates. No one could get through unless he had a hadge, or could identify himself. A short distance away the police established headquart-ers and hung up its blue light. From there orders were transmitted Even when the fire had died down so that there was nothing left of the elevator, the crowd hung about the place. Tiring of the bridge many of them sought the playground where they could o the details which were arriving con-One of the most noticeable things minutes passed the crowd increased by

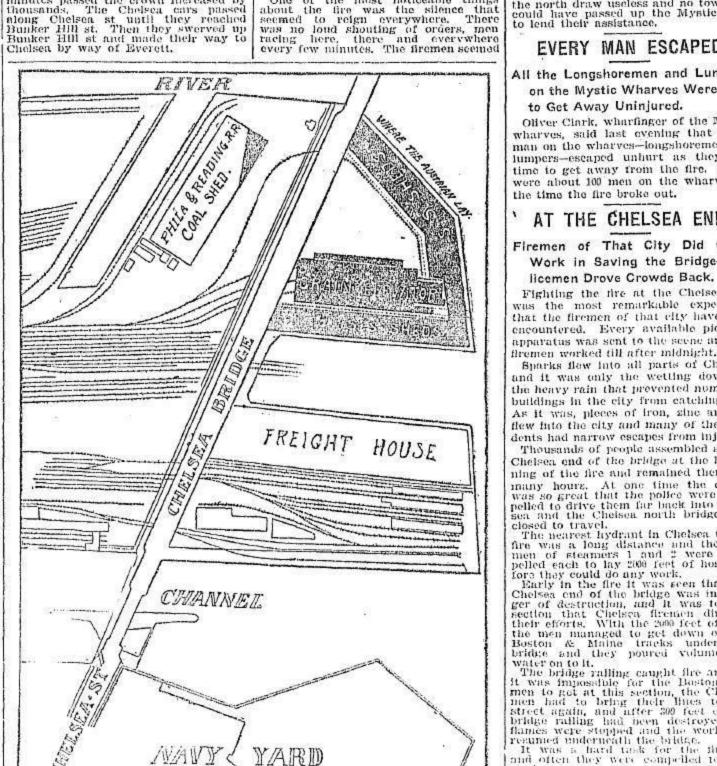
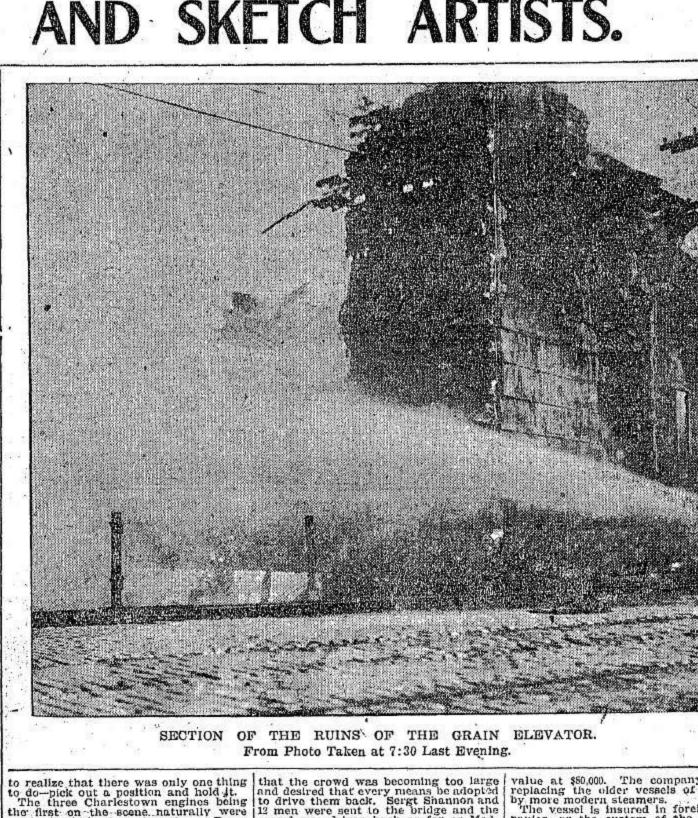


DIAGRAM SHOWING THE PIRE SECTION, THAT IN BLACK HAVING BEEN BURNED.



12 men were sent to the bridge and the crowd was driven back as far as Medford st, about half a mile from the fire. The north drawbridge was then closed Several members of the Chelsea yacht club were cruising about the Mystic in the naphths launch Yo Ho when the fire broke out. They directed their efforts to looking after the dozen or more yachts that were moored a short distance from the fire. This consumed considerable time, but every boat was towed to the clubhouse without damage. sent here occasionally to fill out the schedule of the line. She has piled between Glasgow and Philadelphia and has also been in the St Lawrence service. She is strictly a freighter, and carries no passengers, although when first commissioned she had accommodations for a number of passengers, and for a long time was a popular vessel with tourists. they would be crushed under a mass of debris. When the building collapsed with a crash once, the two physicians from the naval hospital. Drs Rucker and Lucas, raced under the bridge, fol-lowed by their orderlies, where it seemed some firemen were buried. At seemed some firemen were buried. At the same time the crowd standing near ran away in the other direction. It was a typical incident of the training of the men in the naval service.

The seeme at night from the water side was magnificent. Patrolman John J. Buckley placed his boat at the disposal of a Globe man, and a trip was made out around the fire. It was then 10 p.m. and the smoke was rolling out towed to the clubhouse without damage.

One of the pieces of the corrogated iron that blew from the elevator struck the mast of the yacht Sigrid. It was six inches square.

Traffic on the cars of the Boston & Northern railroad through Chelsea and Charlestown was stopped early. All the cars went through Medford. Everett and Malden, and this was the way the residents of Chelsea, Revere, Beachmont and other places reached their homes. 10 p m, and the smoke was rolling out in great volumes, blown before the wind. The fire was blazing up straight wind. The fire was blazing up straight and there were no sheets of flames sweeping along before the gale. Here and there were little rowboats, each with a single occupant, darting in and out among the piles, one moment standing out in bold relief with a red background, the next moment lost to view in the clouds of smoke. THRILLING TIME FOR ROSS. Ship's Carpenter on the Austrian Tells How He Got Overboard and Was Picked Up. The dark mass of choking clouds The escape of William Ross, ship's hung low about the water and as the launch picked her way along, out of the darkness would leom a boat or a big log 40 or 50 feet in length. A quick turn of the helm would cause the launch to your away when the cloud would lift. carpenter, was one of the most thrilling. "I was going below to supper," Ross said, "when the smell of smoke told me there was fire somewhere. I turned to veer away, when the cloud would lift and everything then appear as plain as day once more.

Masses of floating timbers slowly about and started above, but the top of the ladder was all ablaze. I closed my eyes, for it seemed that they were burning, and I groped along to the gangway. This, too, was afte, and ahead of me was the shaft all aflame.

Masses of floating timbers slowly poked their way along with the incoming tide, and here and there a mass suggested something human. The launch was run slowly and each piece of wreckage was carefully scrutinized in case it might be the body of some unfortunate.

Several times the launch passed in circles close to the blazing wharf. On "I didn't know which way to turn. The smoke was suffocating, I thought I couldn't stand it much longer but I did reach the ladder farther on and get up on the second deck.
"Through the smoke I could see the bos'n and two more of the crew hanging over the side. As quickly as I could I got over, too. I thought for a minute that a boat might put out for us, but I realized in another instant that I should have to drop into the water.
"I thought if I could get rid of some of my clothes I might be able to swim better. With one hand on the ship's side I pulled off as much clothing as possible and then dropped. I swam, but I don't now how far. I was all ready to up on the second deck. I don't now how far. I was all ready to give up, as a spark struck my head, when the policeman and the drawtender pulled me into their boat." ances.

As the hours were along the crowd thinned out, being forced by a series of showers to seek shelter. There was nothing to see about the rules then ex-NEVER SAW THE LIKE. cept a dozen streams playing on several acres of blazing piles a few feet high that were beginning to show signs of burning themselves out.

It will be some time before traffic may Crowds in East Boston and Other Places Were Awed by the Spectacle-Showers of Sparks. be resumed over the bridge. For a long distance on the easterly side the walk for pedestrians is completely burned away, while the railings on the westerly The throngs on Cunningham's wharf, East Poston, and the adjoining piers, side were also burned up.

The sudden shift of the wind to the and the hundreds that looked down from The sudden shift of the wind to the south and west was all that saved the bridge and the long coal pocket west of it. This pocket caught once and was put out. Had the wind continued in the same direction the building would have been swept along with the small freight office to the east of it. The vessels moored to the docks would have had no chance to get away, for the turning off of the electric power made the north draw useless and no towboats could have passed up the Mystic river to lend their assistance. White st, East Boston, witnessed the greatest spectacle of their lives. In the foreground was the burning Austrian slowly approaching in the tow of almost a dozen tugs, which poured streams of water from all sides. Back of this was the great fire itself, increasing in magnitude until it appeared as if half of Charlestown was being consumed by flames. The East Boston crowds were awed.
They never turned their heads until it
was thought best by the police that
they be driven back. It took some time,
but in the and the but in the end the police were successful and the spectators were forced to find other points of vantage.

Until midnight in East Boston crowds lingered on the Meridian-st bridge and White st, for the flames were still lighting up the sky. Hundreds who could not get to Charlestown and thus secure a clear view were content to remain EVERY MAN ESCAPED. All the Longshoremen and Lumpers on the Mystic Wharves Were Able Oliver Clark, wharfinger of the Mystic a closer view, were content to remain along the East Boston front.

The ferries were crowded, and on every trip the passengers leaned over wharves, said last evening that every man on the wharves-longshoremen and every trip the passengers leaned over the side to witness the fire. On the Chelsea boats the travel was heaviest, inasmuch as the closing of the bridge had made Chelsea partially inaccessible. More went through East Boston and the North ferries, and connecting car lines carried immense loads of human freight away into the night. One early feature of the fire that dis-turbed the residents of East Boston was the showers of sparks and the occasion-

lumpers-escaped unburt as they had time to get away from the fire. There were about 100 men on the wharves at AT THE CHELSEA END. Firemen of That City Did Creat Work in Saving the Bridge-Pothe showers of sparks and the occasion-at falling off of pieces of corrugated ironwork that came from the elevator. licemen Drove Crowds Back. The rain did much to prevent incipient blazes, and no damage of consequence was reported.

Lost night the Austrian lay alongside Cunningham's wharf. There was no one Fighting the fire at the Cheisen end was the most remarkable experience that the firemen of that city have ever encountered. Every available piece of in charge but a detail of police and pparatus was sent to the scene and the Sparks flew into all parts of Chelsea, "BY THE SKIN O' ME TEETH." and it was only the wetting down by the heavy rain that prevented numerous That's How Chief Engineer McPhair buildings in the city from catching are. As it was, pleces of iron, zine and tin of the Steamship Austrian Says flew into the city and many of the rest-He Got Out. dents had narrow escapes from injury. Chief Engineer McPhail of the Aus-Thousands of people assembled at the trian, when seen last evening, after he Chelsea end of the bridge at the beginhad recognized the body of James ning of the fire and remained there for Flynn, was asked his impressions of the many hours. At one time the crowd was so great that the police were compelled to drive them far back into Chelsen and the Chelsen north bridge was fire. He said he was downstairs at the time when somebody yelled to him to run for his life as the ship was on fire. closed to travel.

The nearest hydrant in Chelsea to the fire was a long distance and the firemen of steamers 1 and 2 were compelled each to lay 2000 feet of hose be-"I just got out by the skin o' me tecth," said the engineer, "and I know nothing more about it, only that when I got on deck everything seemed to be aire. Then I jumped overboard." fore they could do any work. Early in the fire it was seen that the AUSTRIAN BUILT IN 1867 Chelsea end of the bridge was in dau-ger of destruction, and it was to this section that Chelsen firemen directed their efforts. With the 2000 feet of hose She Has Not Been Running Reguthe men managed to get down on the Boston & Maine tracks under the larly to This Port-Was Once Popular with Tourists. bridge and they poured volumes of The Austrian is one of the oldest The bridge ralling caught fire and, as it was impossible for the Boston fire-men to got at this section, the Chelsen men had to bring their lines to the street again, and after 300 feet of the steamers of the Allan Reet. She was built by Harclay, Curtis & Co at Glasgow in 1867. At the time of her launching she was equipped with the oldbridge railing had been destroyed the fames were stepped and the work was resumed underneath the bridge.

It was a hard task for the dremen and often they were compelled to quit masts and her general dimensions are:

Length 519 feet, beam 38 feet 5 inches and

depth of hold 32 feet & inches lifer not

Shortly after 6 o'clock Sorgt Tucker

in charge of police headquarters re-ceived word from deputy Bauscom of the Boston police acking for assistance at the Chelsea and. The deputy stated

A conservative estimate places her