

STEAMERS COLLIDE AT CRUGER'S ISLAND

One Man Killed on the Saratoga ;

Adirondack Was Lucky

Coroner Carroll to Fix Blame ;

Troy Night Boat Still Aground

An Inquest to be Held at

Barrytown on Wednesday

An inquest to establish the cause of the collision between the iron steamboat Adirondack and the wooden steamboat Saratoga, near Tivoli yesterday morning, in which Clarence Brown was crushed to death and several others injured, will be held by Coroner Robert J. Carroll, of Red Hook, at Barrytown, probably on Wednesday, of this week. The day has not been definitely decided upon owing to the desire of the Coroner to make it as easy as possible for the pilots of the two boats to attend, without interfering with their duties.

Coroner Carroll will make the inquiry searching one to establish if possible, the responsibility for the accident which

Aft of the wheelhouse on the upper deck were three staterooms. Two were not damaged, but the third was completely demolished. It was occupied by a woman passenger, who, strange to say, is alive. In the boiler room, one unfortunate, Clarence Sherman, of Melrose, N. Y., was crushed to death. He had finished his shift of six hours and was washing up back of the donkey engine when he was wedged in between the engine and the joiner work of the main cabin at the after gangway and crushed to death. His bleeding and lifeless body was carried a few feet further back on the main deck and covered with a sheet where it remained until Coroner Carroll authorized its removal at noon.

None of the other officers would speak of the accident. A representative of The Courier and several other newspaper men went aboard the Saratoga and viewed the wreck. First mate, Jacob Holsapple, of Rhinecliff, was in charge. He would not make a statement; neither would the pilots or other officials. Captain Brown kept out of sight until after the newspaper men had gone.

The tide, which was ebb when the accident happened, changed to flood about seven o'clock and as the water raised around the hull of the stranded Saratoga the boat began to keel over in an alarming manner. Several colored maids were hustled off in boats shortly before nine o'clock. The decks were then inclined to starboard at an angle of nearly forty-five degrees. The crew remained on board until about ten o'clock when the cargo commenced to roll from the portside down to starboard.

Mate Holsapple ordered all on board off into the steamer's life boats, which were tied at the stern. Three of these boats were filled with officers and crew and were rowed to a safe distance, and all hands then stood by to watch the Saratoga turn turtle. As the flood tide rose the boat pitched further and further to starboard until one-third of her hull on the port side was exposed to daylight. Hatch covers and skylights on the top deck rolled down the incline with a roar and crash and splashed into the river. The hold of the boat filled with water and this seemed to steady it and lessen the weight, which was bearing the starboard side over.

As the flood tide had turned to ebb at noon, the Saratoga began to straighten and finally assumed an almost upright position. The tug Ellen M. Ronan came up from Rondout and steps were taken to shift the cargo and level the boat prior to undertaking to pull her out of her berth in the mud. The Saratoga's hull shows no signs of damage. River men see no reason why she should not be repaired and put in commission again. With last night's run of the flood tide she pitched over to the starboard again.

A lot of freight from the Adirondack was knocked into the river by the collision. Cases filled with goods and miscellaneous lot of wreckage floated along in a line a mile long. Many of the cases floated ashore and were broken open and looted by Italians. Some of them contained toys. There were enough toy railroad tracks and trains, dolls and other

placed human lives in peril. He will ask District Attorney Lee to attend. Subpoenas have been served on Pilot John Shook, and Wheelman Isaac Sweet, who were guiding the Adirondack, and Pilot Isaac Loderwick and Wheelman Edward Reed, who were in the Saratoga's wheel house. It is the intention to use the power of his office to satisfy the public exactly how the collision was brought about, and if there is any blame to place it where it belongs.

In a narrow channel above Cruger's Island, between Barrytown and Tivoli, the two big night boats, Saratoga, of the Citizens' Line of Troy, going south, and

Morris Radcliffe, another oiler, was slightly injured.

At the instant of the shock of the collision the electric lights on the Saratoga went out, and the boat was left in darkness. The Saratoga had been running about fifteen knots an hour, but the loss of the boilers shut off the steam and the machinery stopped. There was not enough steam left to blow the whistle.

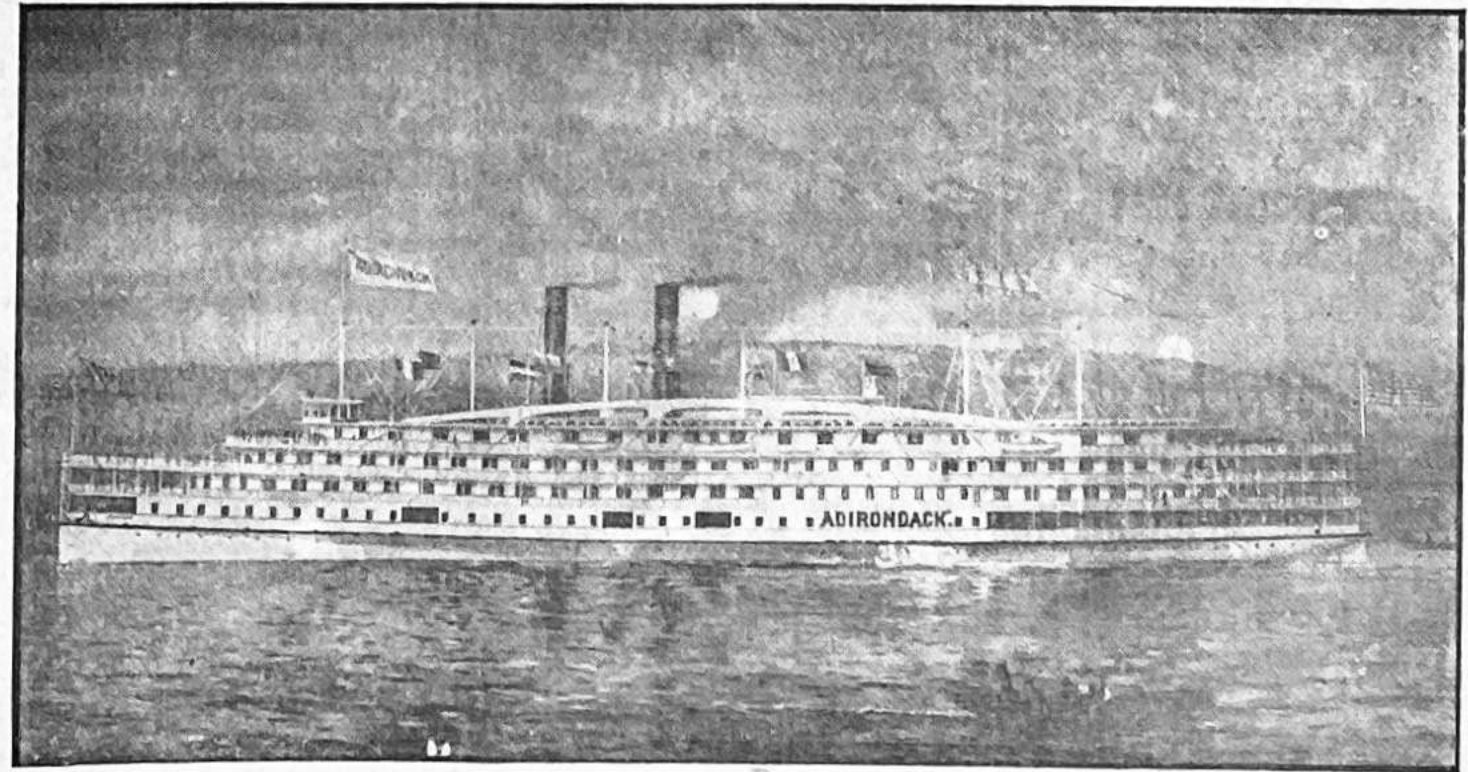
On both the Saratoga and Adirondack there was a scene of great confusion and excitement. The cabins were filled with crying and hysterical passengers and the officers of both boats had their hands full in allaying excitement. On the Saratoga the boat listed heavily to starboard on account of the loss of the boilers on the other side. This added to the alarm of the passengers.

Quiet was finally restored and when it

reminders of Kriss Kringle scattered between Barrytown and Tivoli, to stock several toy stores. An officer's cap was seen floating in the water near the grounded steamer Saratoga. None of the Saratoga's officers are missing.

As near as can be ascertained in view of the reticence of the Saratoga's staff, the officers on duty on that vessel Friday night and Saturday morning, were as follows: Captain George Brown, of Troy; First Pilot, Hank Loucks, of Reusselaer; Second Pilot, Isaac Loderwick, of Castleton; First Mate, Jacob Holsapple, of Rhinecliff.

Electrician Campbell stated to a representative of The Courier, that he was in the hold when the Adirondack rammed the Saratoga. Simultaneous with the crash all the lights went out. Mr. Campbell's post of duty was between the boiler



THE STEAMER ADIRONDACK.

[Photo by Heermance.]

the Adirondack, of the People's Line, of Albany, going north, collided between 1:15 and 1:30 o'clock yesterday morning. The Adirondack's prow struck the Saratoga on the port side and swept away the shell covering the wheel house and grated along the steel frame of the paddle wheel, sweeping it clean from one end to the other. There was scarcely a splinter of the woodwork left.

The impact of the collision due to the great size and weight of the Adirondack, which is the Great Eastern of the river night boats, thrust her prow still further into the Saratoga, when the resistance of the big paddle wheel ceased and gouged out a hole in the Saratoga's guards and superstructure ten feet wide and twenty feet long. The Saratoga's boilers on the port side dropped into the river. The ponderous smoke stack above parted in the middle and came thundering down. The upper half was held by stays and did not follow the boilers into the river.

was found that the boat was still afloat the people regained self possession.

At the time of the collision the tide was running ebb. The Saratoga drifted down the river about a mile and grounded on Hog's Back shoals, below Cruger's Island, midway between High Hook Channel on the west and Little Channel on the east. The water there is only three or four feet deep at low tide. The shoals are several hundred feet across and a mile long.

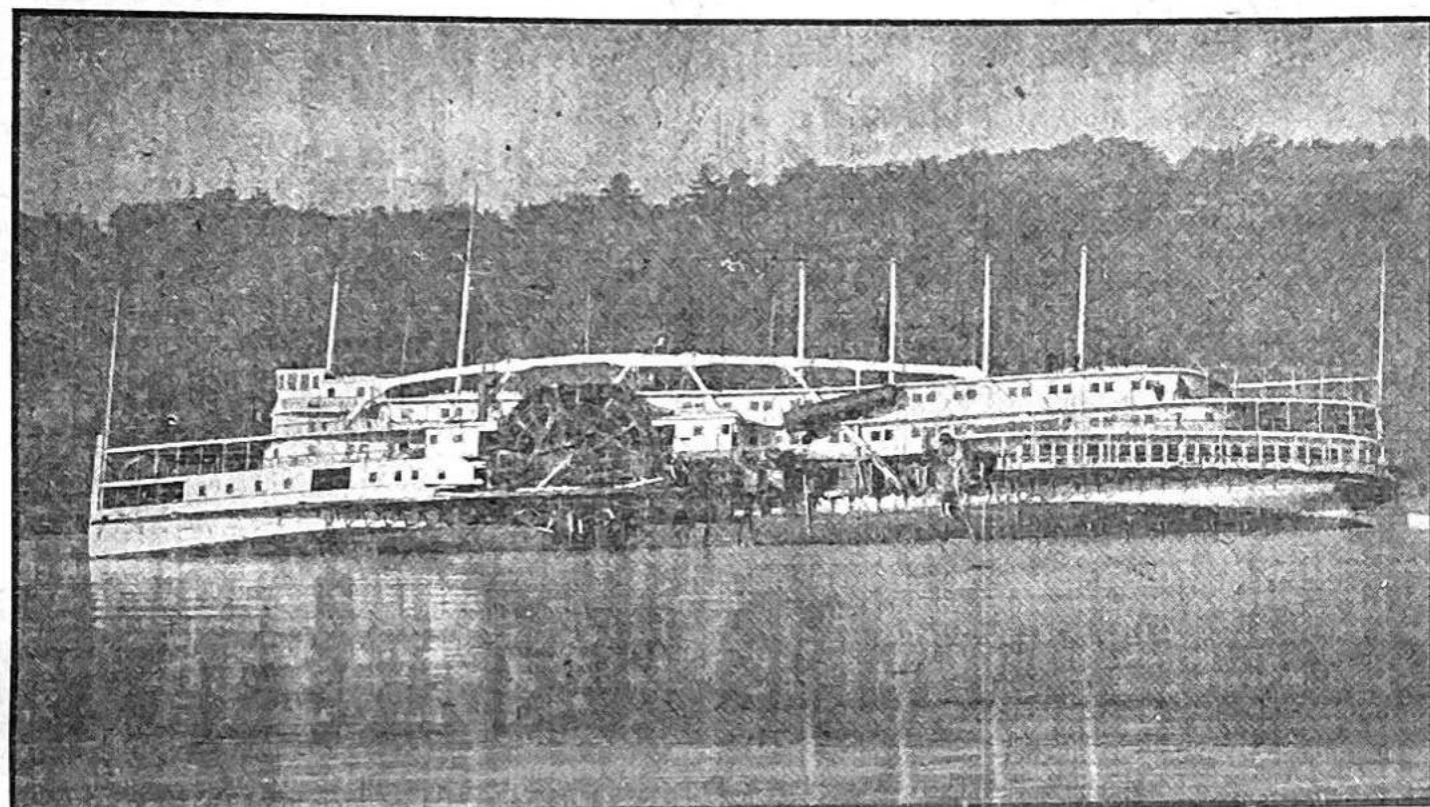
The steamer Adirondack proceeded on her way to Albany after the collision. Soon afterwards the City of Troy, bound north, a sister ship of the Saratoga, was hailed and took off the eighty or ninety passengers on the wrecked steamer. The Troy was going up the river and had reached Barrytown at the time of the collision. Only a few minutes elapsed therefore, before she was on the scene and the work of transferring the passengers began. Before daylight the Saratoga's passengers were put ashore at Tivoli. They took an early morning train for New York.

Captain George Brown, who was in command of the Saratoga, left the vessel before eight o'clock and went down to Kingston to get a tug. In his absence,

rooms directly opposite which the most damage was done. He said that the blow was not violent enough to knock him from his feet. He ran upstairs and found great confusion among the passengers which was soon abated and shortly after the City of Troy was hailed and the work of transferring the passengers was begun.

This is the second accident which the Saratoga has experienced in the neighborhood of Cruger's Island. A few years ago she ran high and dry on the rocks a short distance above Crugers, and was considerably damaged. At the time of the collision yesterday morning it was very dark and there was a dense mist on the river, due to the water being warmer than the air. The Adirondack was an hour late passing Poughkeepsie. She was blowing her whistle and feeling her way along, and it was then after eleven o'clock.

Five passengers on the Saratoga were slightly injured, two of them women. They were attended by Dr. John H. Dingman, at the Tivoli railroad station, and were able to proceed to New York. Their names are: Mrs. J. A. Kirkman of Brooklyn, scalp wound; Miss Martha Haskins of Manchester, Vermont, lacerated hand;



VIEW OF THE WRECKED STEAMER SARATOGA.

[Photo by Heermance.]

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DCHS Dutchess County
Historical Society