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# THE WEEKLY HERALD.

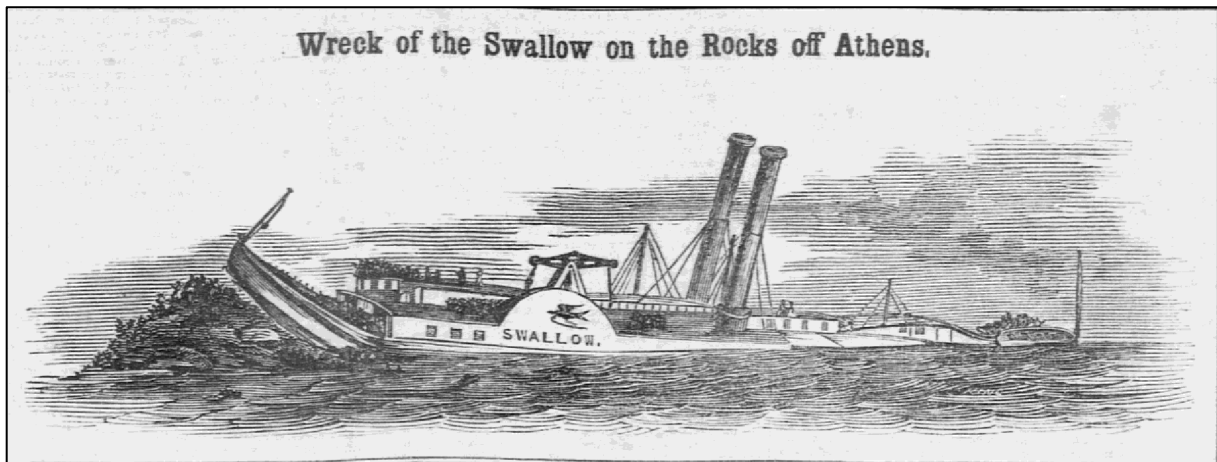
Vol. X—No. 15.

NEW YORK, SATURDAY, APRIL 12, 1845.

Whole No. 483.

## Wreck of the Steamboat Swallow.

MANY LIVES LOST.



We learn from Livingston & Co. that the steamer *Swallow*, Capt. Squire[s], while on her passage from Albany to this city, was wrecked on Monday evening, at eight o'clock, by running on a ledge of rocks near Hudson. She had between three and four hundred passengers on board at the time.

Our accounts differ in regard to the number of lives lost — some saying fifty, others a hundred. It will be impossible to ascertain with exactness how many are lost, as the passengers were probably not all booked. Several bodies have been recovered.

It appears that three boats, the *Swallow*, *Rochester*, and *Express*, were coming down the river in sight of each other — the *Swallow* leading. Her pilot, a careless fellow, determined to keep ahead, run with unchecked speed through a narrow passage off Athens, where a ledge of rocks

bulges up from the river. These rocks are plainly to be seen, and every pilot on the river is acquainted with their locality; yet, strange as it may seem, the *Swallow* ran plump on to them and immediately “broke her back.” This occurred about eight o’clock. She lay on the rocks a few minutes before she began to sink — time enough to lull the first alarm of the passengers. —Water, however, soon entered the cabin when her stern went down almost immediately. All her passengers rushed into the saloon. When the water reached the fires and boilers, it generated so much steam and gas, and sending up a lurid flame, consternation spread among the passengers, and twenty or thirty instantly threw themselves into the river — one lady exclaiming “My God! My God! Are we to be burnt alive?” By this time the *Rochester* and *Express* were alongside rescuing passengers from the wreck, and small boats from the shore were picking up those in the water.

Among the saved is Mr. M. G. Lenghi, a merchant in this city. After a great effort he succeeded in reaching the shore.

We learn that four Sisters of Charity were supposed to be on board the *Swallow*. They were from Albany to visit this city.

Daniel Webster was a passenger on board the *Rochester*.

In addition to the above, we have received a letter from Livingston & Co., which we annex:

#### STEAMBOAT ROCHESTER, 10 o’clock, P. M.

We left Albany at 6 o’clock this evening, following in the wake of the steamboat *Swallow*. As we neared Athens, opposite Hudson, we observed that the *Swallow* was apparently aground, and as she was well on the west shore, we steered to the eastward. When close to her, her bell was rung, but we were under too much headway to come to until we had passed some distance ahead, although it was evident to us that she was sinking. □ Every effort was made to bring the *Rochester* about, but being on the Hudson flats, with a strong northwest wind, we were unable to accomplish it until an anchor could be rigged and let go, which enabled the boat to drift round and head towards the wreck. Much credit is due to Capt. Cruttenden and his pilots. They made every effort for dispatch, but our anxiety, and the cries for aid of the sufferers ringing in our ears, made each moment seem an hour. On coming alongside of the *Swallow*, we found her bow completely out of water, high up on a rock, the boat broken in two, and her stern under the water, which was over the hurricane deck. Captain Squire was truly in command, “*Ah,*” *said he, “my good fellow, this is better than Lake Erie, for here we have the bottom, and I hope all are safe.”* The ladies’ cabin was about ten feet under water, and much anxiety was felt lest some of them were drowned. But from inquiries made among the passengers, I think all the ladies came upon the upper deck, and were saved. When the water came up to the furnaces, it caused the flames to rush out, and in the confusion many thought that the boat was on fire, and jumped overboard, but we have every reason to suppose that all who did were rescued. The evening was extremely dark, so as to require that the boats should be run with less than their usual headway. The steamer *Express*, which was also in the wake of the *Swallow*, got alongside of her before the *Rochester*. Both boats remained alongside until all the passengers, and as much of the baggage as could be got at, were taken off. There was much excitement on board the *Rochester*, and the hundred ready to advise, and the many obstacles in the way of getting the boat about, rendered it a time of peculiar embarrassment to her commander. The moment when it was supposed that the *Swallow* was on fire, was indeed one of trial to Capt. Cruttenden, yet he was cool, calm and collected, and commanded his vessel in such a manner as showed that he is a man to be depended upon in any emergency.

*This disaster was caused wholly by the gross carelessness of the pilot of the Swallow.* On him all the blame rests; and we hope and trust that the proper authorities will not let this affair rest without a searching investigation. The lives of the thousands of human beings who travel

on the Hudson, indeed, who travel all over the United states, ought not to be endangered and trifled with by the carelessness which has been displayed on this occasion. The ledge of rocks, on which the *Swallow* struck, is well known; and there is not a particle of excuse for wrecking this fine boat, or playing at “paw paw” with the lives of the three hundred passengers on board. Let the affair be thoroughly investigated.

**ADDITIONAL.** At a meeting of those persons who were passengers on board the *Swallow*, on her passage down the river, 7<sup>th</sup> of April, 1845, held on the same evening, on board the steamboat Rochester, the Hon. Gideon Hard, of Albion, was appointed chairman, and the Hon. James Jarvis of New York, secretary. John Paine, James Jarvis, Gideon Hard, Day O’Kellogg and Samuel Cary, were appointed a committee to recommend suitable resolutions for the consideration of the meeting.

The committee reported the following resolutions, which were unanimously adopted.

**Resolved**, That the Steamboat *Swallow*, at the time of the happening of the melancholy accident this evening, in the Athens channel, was *running considerably below her usual speed*, it being at the time very dark and the snow falling in such quantities as to render it very difficult for the pilot to discover the shores.

**Resolved**, That *Captain Squires, of the Swallow*, during the continuance of the danger to which the passengers were exposed, *conducted himself with a coolness and self-possession worthy of all praise*, and by so doing contributed essentially to the safety of the passengers.

**Resolved**, That the thanks of this meeting are eminently due to the Captains of the steamboats Express and Rochester, as well as to the citizens of Athens and Hudson, for a very prompt relief by which we were rescued.

**Resolved**, That the proceedings of this meeting by signed by the chairman and secretary, and such of the passengers as are present, and be published.

GIDEON HARD, Chairman

JAMES JARVIS, Secretary.

*Just before the boat struck, the engine had been stopped, as the pilot did not exactly know his whereabouts. — The fare being very low, there were a great number of passengers, an unusual proportion of whom were females.* It was full twenty minutes before any assistance whatever arrived; and, when the boats from the shore came up, they very wisely remained at the distance of a rod or two, for they perceived that the steamer was fast, and knew enough of human nature to realize that, did they approach close to the wreck, the rush of trembling fellow beings would inevitably swamp them, and increase the ultimate danger. But this precaution leads to the greater fear that several lives have been lost; for many jumped overboard, especially in that terrible moment when the boat was seemingly a sheet of flame amid ships, and no hope existed but in a trust to the chilling waters. One gentleman, of plethoric proportions, opened a

window of the saloon in the first agony of alarm, squeezed himself through with all his clothing upon him, on the Hudson side, where it is a mile to the shore; and it seems scarcely possible that he can have been saved. Several estimable ladies, diligently inquired after this morning, on board both the *Rochester* and *Express*, could not be found, and sad apprehensions are entertained. As the berth list of the *Swallow* was by no means complete, the full extent of the loss cannot be ascertained until it be known from many scattered and distant homes, who had probably trusted themselves to the fated vessel. There were several passengers from the Western states. The awful scene exhibited to the self-possessed observer many striking traits of human nature. In the very height of the confusion and dismay on the upper deck, when all was darkness, the snow falling fast, the boat sinking rapidly, wives shrieking for husbands, sisters for brothers, and children for parents, and *the accents of prayer best befitted the lips, the voice of a strong-hearted ruffian was heard even above the tumult, pouring volleys of oaths at the poor agonized females around him, because of the emotion they exhibited.* A gentleman was hurrying up from the lower cabin, with difficulty escaping the pursuit of the waters, and when he reached the saloon he saw a husband hasten from a state room beside him, closely hugging a valise, while his wife, with an infant in her arms, and another little child by her side, shrieked to him as he rushed away, never turning his head to view their fate — “Husband! Husband! In God’s name, drop your valise and save your wife and children!” But he disappeared unheeding! A gentleman, although he had apparently lost everything, except the clothing on his back, did not make an effort for himself until he had secured the safety of that family. We rejoice to be able to offset so fiendish an exhibition of selfishness, with the energy of disinterested generosity. A passenger gave his little boy, about two years old, to a person near him to take care of, while he was looking for his wife, whom he found; but upon looking for his child and the person to whom he had entrusted it, they were nowhere to be found and no account of them was received up to yesterday evening. Great fears are entertained for their safety.

The boat is broken entirely open. The engine, &c., may be saved, provided it holds together long enough to raise them. But it is so complete a wreck, that a high wind is likely to break her entirely up.

The following is a list of the portion of the passengers who were saved, and present at the above meeting after the disaster:

*List of Passengers Saved.—*

Mr. Hard, Albion; David L. French, New Lebanon; Roland Buck, Buffalo; A. W. Cowles; J. T. Potter, Leyden?, Livingston county; James B. Robinson, Stephentown; Edward Ivison, Auburn; W. Stipen, do; S. P. Cranson, do; Thomas Baldwin, Va; J.C. Abbott, Utica; James Barber, New York city; W. H. Miles, Brooklyn; Wm. McMurray, Lansingburg; James Lahriston Troy; James Dickson, Albany; W. H. Graves, Bellville; L. M. Hungerford, Signoit; Wm. Hamrig, Mechanicsville; A. Fellows, Galway; S.G. Crawford; Mr. Paine *and family*, Troy; D. O. Kellogg, do; Mrs. T. Vail, J.J. Gillespy, do; S.G. Ransford, do; Wm. H. Rice, do; Martin Russell, do; E. Wilson, do; W. Niffen, do; T. W. Phipps, do; J. M. Caswell, Lansingburg; Rev. M. T. Tenny, do; E. R. King, Troy; J. L. Thompson and 2 ladies, do; Joseph Elkins, N. York; Robert Elkins, do; A. Gordon, Staten Island; J. C. Rower, Troy; J. Speir; Schenectady; E. H.

Cobb, N. York; W. R. Humphrey, Ithaca; Ch. Hinman, New York; L. A. Griswold, Whitesborough; J. C. Kneeland, Troy; J. Piper, Herkimer Co[unty]; N. L. Morgan; H. Whipple, Shaftesborough; Hiram A. Wilson, Jonesville; Robert W. Carnes, do; A. W. Cowles, New York city; A. Loveland, Troy; Miss Loveland, do; J. C. Kimland, do; Jas M. Palmer, Canandaigua; Wm. W. Whipple, Troy; John D. Humphrey; Canandaigua; John Polhemus, do; J. S. Wibert, Buff; Mr. Denis, Cambridge; Z. H. P. Hale, Troy; Mrs. Robinson & child, do; **Two Miss Conklins**, Albany; Mr. Handley, N.Y.; Mrs. Fellows & daughter, do; R. E. Churchill, do; Mr. Newkirk, Trenton; H. M. Arnold, Greenfield; Mr. Merriam, Troy; Mr. Suler, do; L. H. Brayman, Buff; Mr. Buell, Troy; Mr. Morris, New York; J. C. Houghton, Shaftsbury; E. L. Clark, Adrian, Michigan; Henry Hewett, Petersburg, Rensselaer Co; D. Carr, Troy; Robt. Knapp, Lansingburgh; Elizabeth Hillmann, Troy; **Mrs. B. Starbuck, Troy** [=saved by Capt. Squires but died afterwards]; Mr. Frisbee, Fredoma, Fredonia, Chautauqua County; H. Swartwout, Troy; Rev. L. Howard, do; A. Rogers, West Troy; J. D. Adams, New York; Calvin Haynes, Troy; Samuel Fellows, do; Mrs. A. Nash, do; J. Bristol, Dutchess County; Miss. F. A. Allen, New York; **John K. Pruyn, Stillwater**; Mrs. P. Truesdell, Troy; Wm. Ellis, do; O. B. Herrick, Baldwinsville; Mr. Allen, Ithaca; D. K. Grim, Jordan; Mr. Green, do; B. Shin, Waterford; W. Peters, Levanna; M. Clark, Pawlett, Vermont; . J. L. Hale, Rensselaerville; Isaac Hubbard, West Troy; **John K. Pruyn, Stillwater** [double entry]; J. Burrel, Hoosick; T. J. Wallace, do; Ansel Cain, do; G. Steel, Troy; Isaac Weeks, Bennington; S. Bridge, Brattleboro; Mrs. French, Bennington, **Mrs. Conklin and two daughters** [double entry], do.; J. W. Hinstreet, N.Y.; P. Digraw, do; Daniel Gleason; Herod Conklin, Rensselaerville; Mrs. Garner, Hoosick; E. I. Clark, Michigan; Miss Thayer, Hoosick; E. C. Ray, Utica; C. Elwood, Frankford; L. Hansler, do; John Giney; Henry F. Harrington; S. H. Mann; Chancery Elwood; Mr. Ensler; J. W. McLane; John M. Potter.

**Mrs. Conklin is not to be found.**

[From *Hudson Gazette*, Extra, April 8, 6 P. M.]

**TERRIBLE STEAMBOAT ACCIDENT—A LARGE NUMBER OF LIVES LOST.**—One of the most melancholy and heart-rending accidents that ever happened on our river, took place last evening in the Athens channel, nearly opposite this city. The steamboat *Swallow*, Captain Squires, one of the New York and Troy 6 o'clock line, which runs through without landing, while on her passage down last night, ran upon a small island, which is situated a short distance from the main shore, between the upper and lower villages.

We have visited the scene of destruction today, and a melancholy sight it is truly. The forward part of the boat is broke off by her forward gangway, and her bows are thrown up nearly thirty feet, and rest high and dry on the island some twenty feet from the water.

The crash must have been tremendous, as every part of the boat is broken to pieces and will be a total wreck.

The loss of life is awful, and as yet no correct estimate can be formed as to how many perished. We are informed by the captain that there were **about three hundred passengers** on board. The scene that took place on her striking is indescribable. The gentleman who had ladies in charge rushed for the ladies' saloon, and the ladies who were in it rushed to the door to escape—the confusion and consternation were so great that a large number threw themselves

headlong into the river, and many must have been drowned. The accident took place *about eight o'clock in the evening*; it was very dark and stormy, and *the boat was under very moderate headway* when she struck—*had she been under full speed, many more lives must have been lost.*

Some who jumped overboard had a very narrow escape. Miss Cornelia Plait, a young lady of Detroit, who was on her way to New York, under the charge of Mr. C. H. Hicks of that city, left the boat on a settee and were taken up a short distance below nearly exhausted. Mr. Hicks when he went over had his over-coat on but finding that he could not do anything with it on, and it requiring great exertion to keep the settee straight, he succeeded in getting it off—the coat was found this morning nearly five miles below, in one of the pockets was a draft for a considerable amount. A large number of boats from Athens and from this city went immediately to the relief of the sufferers and a number of persons were picked up. The Steamboats *Rochester* and *Express* were just behind the *Swallow* when the accident occurred, so they came alongside and rendered all the assistance they could, and took most of the passengers on board.

The stern of the boat sank almost immediately and must have carried a large number down with it. At high tide the water is clear up to the upper deck over the State Rooms; this afternoon at low water they succeeded in *getting out six bodies*—five women and one man. One was recognized to be the wife of George M. Coffin, of West Troy. The rest of the bodies were not recognized.

The *John Mason* has been down and taken all the baggage, and what furniture they could reach belonging to the boat. We understand that it is the intention of the owners to take out her engines and machinery immediately, so that they can raise the stern, and obtain the bodies of those who were drowned in the cabins.

The coroner of Greene county held an inquest over the bodies and rendered a verdict according to the facts. The bodies were then taken to Troy, that they might be identified by their friends.

It is supposed that a Mrs. French, and a Mrs. Lambert were among the drowned.

[From *Catskill Democrat*, April 8, 2 P.M., Extra, April 8, 6 P. M.]

We have just returned from Athens, where the steamboat *Swallow* at about half past eight last evening, on her passage down, ran upon a rocky bluff and now lies broken in two, with her bows thirty feet in the air, and her stern, with after cabin, ladies' saloon and a portion of her upper state rooms under water. Immediately upon striking, the boat took fire, but sank so rapidly as to extinguish the flames. Many of the passengers leaped into the water, and some were taken up at the ferry dock, at least 300 yards below the boat.—There being *about 400 persons on board*, it is believed that many were unable to get out of the cabins, owing to the crowd, and were drowned or crushed in attempting to escape. Of those who were in their berths, it is probable scarce any escaped, as the vessel sank almost instantaneously, and it is to be feared that most of the inmates of the ladies' saloon perished. While we were on the spot, *we saw six bodies* drawn up from the gangway, near the ladies' cabin. One of them was recognized as the

body of Miss Wood, a milliner of Albany, and another as that of Miss Briggs, of Troy. Another female had a work-basket upon her arm, in which was a silver thimble marked W. M. C. The names of the others, two females and one man, were unknown to any persons present. We conversed with one gentleman who informed us that he endeavored to escape with his wife, that he held her until she drowned in his grasp, and that he was forced to relinquish his hold to save himself, which, owing to the pressure of the crowd, who thronged the gangways, was extremely difficult. His emotion prevented him from giving us anything like a clear account of the accident. It is said his lady has with her \$15,000.

The steamboats *Express* and *Rochester* were near at the time and took up most of those who could be found. It is impossible to form any idea of the loss of life occasioned by this accident. We call this an accident, because we are unwilling to censure without just cause, yet we are constrained to say, that all the evidence presented to our mind, by a view of the situation of the wreck, and the description which we have had of the particulars of the affair, would **induce us to believe that there was at least in this unhappy instance, a censurable, if not criminal want of caution. No boat could have reached the place at which the *Swallow* is with less than a greater head of steam than it was prudent to carry in such a total darkness as that of last night.**

[From *Albany Evening Atlas*, April 8]

The Steamboat *Swallow* left this city last night for New York, and on reaching the channel near Athens, about half-past eight o'clock, struck on a ledge of rocks, out of the regular channel. The force of the shock, and the weight of the boat, were such as to part the boat at the centre, and in two minutes she was filled with water. The stern of the boat sunk in about 15 feet depth of water. There were **about 400 passengers on board**, some of them were at supper in the cabin; fortunately, none had retired to rest. One of the chamber-maids, who has returned to the city, states that she was in the after cabin at the time the boat struck, and so great was the concussion, that she was thrown to the other side of the boat, and before she could get out of the cabin, the water was up to her waist. In the midst of this calamity, a new and more awful one threatened the passengers. The boat took fire below, but fortunately the fire made little progress and was soon extinguished.

The passengers took refuge on the promenade and state room decks. The *Rochester* and the *Express*, which left the city shortly after the *Swallow*, came up to it in about half an hour after the calamity and took off most of the passengers. It is difficult to ascertain what lives were lost. — Mrs. Starbuck, of Troy, one of the Society of Friends, it is said, jumped overboard, was picked up, and conveyed to Athens and died there. Mrs. Lambert and Mrs. French are also reported to be missing. Some of the rescued passengers were taken on board the *Express*, some on the *Rochester*, and some returned to this city by the *R. L. Stevens*. Of course, many of the passengers have thus been separated from their friends, and the number of the missing may be greatly exaggerated.

The night was dark, stormy and cold; and in this city there was a fall of snow and rain during the evening.

Some of the letters, received in the city, make no mention of persons drowned.

[From *Albany Journal*, April 8]

The waiters and hands were taking supper in the foreward cabin. Alarmed by the shock, they rushed aft, the chambermaid passing through the entire length of the two cabins, and ascending by the after stairs to the Ladies' Cabin, on the main deck. The water followed with great rapidity, and within three or four minutes after the accident, the lower cabin was filled with water. The greatest alarm now prevailed, and everybody hurried to the state-room deck. An opening was cut through the roofing of the state-rooms and many clambered up on that, as the boat continued to fill and settle rapidly. At this moment Captain Squires heard some calls for help below, and descending to the main deck, then under water, rescued Mrs. And Miss Starbuck of Troy from imminent danger. Mrs. Starbuck, an aged lady, was immediately carried to the shore in a small boat, and every attention paid to her, but the exposure and alarm proved too much for her enfeebled frame, and she died shortly after reaching the shore.

[From an Athens Letter, April 8]

The scene which here followed, beggars all description, the boat appeared to part immediately in the centre, the stern sinking into deep water, which was about twenty feet deep, and the bow remaining up?? the deck.

\* \* \*

The *R. L. Stevens* has just left Albany, having come alongside and taken the remaining passengers from the *Swallow*. There is no doubt but the *Swallow* is totally destroyed, although her machinery is not injured. Mr. Hoffman, the builder and former owner of this boat, sold her last year to a company at Troy, who did not take the precaution to get her insured.

**INCIDENTS, &c.**—A gentleman from Albany had just arrived in search of his two sisters, who were discovered in the wreck.

Mr. Gilson, who was on board with his wife, escaped, but can find nothing of her so far. It is possible that she was taken up by the *Rochester* or *Express*.

P. H. Firman, of New York, was with his sister on board the *Swallow*. He came down on the Buffalo this morning, as did also Mr. Gilson.

J. C. Carl, of New York, was on board the *Swallow*, and came down this morning on the *Buffalo*. He had a narrow escape. As he was in the act of leaping into the water he heard a woman's voice, in tones of agony, shrieking, "for God's sake save me, save me!" and while swimming, so long as he can recollect, the noise of the life struggle, mingled with cries and groans, was around him on every side. The boat that picked him up saved also five others. One man, on being seized by the hair and his head lifted out of the water, exclaimed, "Save her!



Save her! Let me go and save her!” On looking farther, they found and succeeded in rescuing the lady, who was as it appeared, only an acquaintance, who had been placed in his charge.

A gentleman of Detroit, named Huest, having a bag containing \$1,500 in gold, jumped overboard with the bag upon his arm, but soon was obliged to let it go. He was only saved by having fortunately grasped a narrow strip of board, as he jumped. Close after him came another man, claiming the board, with curses and imprecations. As he struck out from the boat he almost immediately went down, grasping the possessor of the board by the foot. He, however, released himself with great difficulty, and was saved.

There were on board the *Swallow*, at the time of the accident, ***not far from three hundred souls.*** Ninety-four were rescued by the Rochester, about forty by the Express, and a number of others went up to Albany on the *Utica* and *Robert L. Stevens*.

The boat is a total wreck, and it is doubtful whether her engines will be saved. She lies on a high rock close to the Athens side of the channel, and between which and the western shore no boat has ever gone.

It was rumored that a young lady, a niece of Joseph C. Heartt, Esq., of Troy, had died from fright, after having reached the shore in safety.

The chambermaid of the boat says she was the last who left the ladies' cabin, and at that time all the ladies had left it. ***Mr. Earnest, of Cooperstown, [a] passenger, was sitting near the ladies' cabin when the boat struck. He went aft and the word was given out, "all safe;"--immediately after, the cry was "come forward," and all rushed forward in one confused mass. Again, the word was given "go aft," and the passengers moved from the furnace rooms, near the boilers, which happily prevented many from obeying the order, as those who were forward were all saved.***

Several of the female passengers were drowned; the cabin being under water as also part of the promenade or state room deck, leaving them no chance to escape – her stern having sunk in from 3 to 5 minutes after striking, the confusion was great, and the shrieks and moans appalling to those who were witnesses. At about 9 o'clock this morning a scow was procured to go between the decks to get out floating freight and baggage, while I assisted in raking for the dead, to do this we could go no further aft (on the state room deck) than the staircase, on account of the water – here we tore up planks and fished up with hooks five women from the midship gangway, viz.: Miss Lucretia Wood, of Albany, Miss Briggs, milliner, of Troy, and three not yet recognized. ***Miss Wood is said to be a niece of Jonas C. Heartt, Esq., of Troy; when found she had a book tightly clutched in her hand.*** Before leaving, a Mr. Walker, of New York, was on board, looking for the body of his wife. He had found her after the accident and had her by the hand trying to get her out of the cabin when the water broke in, and the other passengers making a rush, broke his hold and he barely had time to save himself. An elderly gentleman, with his four daughters, had a miraculous escape; he threw them all overboard from the starboard side (which is nearest the shore) and then plunged in himself, and all were surprised to find themselves within a few feet of each other on shore. About a dozen jumped over in one group, and I saw the only two that reached shore. Another told me that himself, two daughters and a son jumped from the bow upon the rocks, one daughter slightly injured. The engineer

was considerably injured in leaping from the same place. Two gentlemen and one lady put off on a setter and floated safely down to the ferry steps, nearly a quarter of a mile. As to the number drowned by leaping overboard, as well as those in the cabins, no estimate can be formed. It is rumored that 1[0?]0 females are still in the cabin, but the lowest estimate I have is 40, and this is from Mr. Harris – the gentlemanly steward of the boat – this gentleman, last evening, hearing moaning sounds under the deck, tore up the planks and drew out two women nearly exhausted. I saw one of them this morning, her weight is nearly if not quite 200. The passengers on board extol the hospitality of the people of Athens. The rock is some 40 or 50 feet in diameter, and about 12 feet high.

**[From the *Hudson Gazette*, April 9]**

Large numbers have visited the wreck today, all appearing anxious to get a view of the remains of the ill-fated *Swallow*. The tide has been unusually low—lower than has been known for a long time. Five more bodies have been obtained, four from the wreck and one from the river, all females.

One of the bodies recovered has been identified as that of Mrs. Walker, from New York. Her husband was on board at the time, and when the boat went down had hold of his wife, but the current was so strong as to tear her from him—he, however, retaining a part of her dress in his grasp.

Another body has been identified as that of Mrs. Coffin, an old lady, and mother of George M. Coffin, whose wife was found yesterday. Mrs. Coffin was sister of the late Capt. Reuben Moores, of this city.

The bodies of the other three, we understand, have not been identified as yet. They were removed from the wreck to *the hotel of Mr. Cobb, where the Coroner held an inquest.*

It has been ascertained that two of the bodies found yesterday, were those of two sisters, by the name of Wood, who reside in Albany.

*We understand that it was given in testimony before the Coroner's Jury yesterday, that the boat, at the time she stuck, was only going at the rate of six miles an hour.*

*The pilot informed us to-day, that it was his intention to have stopped at Athens, and to have laid by until the squall had passed over.*

There has nothing new transpired in regard to this sad catastrophe. We shall keep our readers advised at everything of importance that transpires.

**[From the *Albany Evening Journal*, April 9]**

There are many rumors afloat of individuals missing or lost, but we refrain from publishing them until confirmed. The *Hope*, which came from Hudson this morning, brings no further particulars. The weather yesterday was so tempestuous as to prevent any measures being taken to raise the hull or get into the cabins, where, it is feared, many bodies remain. The boat is broken into three pieces: the forward part lying upon the Island, at an angle of thirty-five

degrees with the water, and the bow some ten or fifteen feet above the rock. *The Swallow must have been going at great speed at the time of the accident to have run so far upon the rock.*

*We are yet at a loss to conjecture how it was possible for an experienced pilot, as Mr. Burnett, of the Swallow, is known to be, to have run his vessel aground, in the Athens channel, with the Hudson and Athens lights on either side, and the bold outline of Prospect Hill in front, to guide his course.*

There were six members of the Legislature on board the Swallow, viz:—Mr. Hard, of the Senate, and Messrs. Mather, Wyckoff, Frisbee, Stevenson and Jarvis of the Assembly. When the boat struck, Mr. Hard was sitting in the ladies' cabin *engaged in conversation*. The crash was dreadful, and there was a general rush to the main, and thence to the upper deck. Mr. Hard, discovering that the bow was fast, while the stern of the boat was rapidly sinking, called upon all to go forward. Just at this moment the flames burst out from the wheelhouse and undoubtedly drove many back, who were making their way to the bow. Mr. Hard persevered, and by the aid of a ladder, descended, with some sixty others, from the bow of the boat upon the island on which she struck. He saw two ladies jump overboard, but the darkness was such that he could not help them, nor tell what became of them. Several ladies were drawn out of the water upon the island while Mr. Hard remained there.

We learn from other sources that the hull broke in two almost immediately after the boat struck, and the water rushed into the cabins like a torrent. Many sprang overboard when the fire broke out, thinking that the only chance of escape left.

It is impossible yet to guess the number of victims of this appalling catastrophe. There is but too much reason to fear that as many as thirty or forty persons have perished. The *John Mason*, which came up from the wreck last night, brought with her six bodies, five females and one male. The two Misses Wood, sisters of Doctor Wood, of this city, were among the number; the others were taken up to Troy, where it was supposed that they belonged. We grieve to learn that one of the bodies turns out to be that of William Davis, son of Nathaniel Davis, of this city, a promising young man of about 23, who was on his way to New York in company with his sister. He had succeeded in rescuing his sister from the threatened danger, and had placed her on the *Rochester*, but returning to seek for Mrs. Conckling, who is yet missing, lost his own life in the heroic effort to save others. Most deeply do we sympathize with his respected father and family in their afflicting bereavement.

When the vessel struck first time, one of the colored waiters jumped overboard, and swam about for some time, but at length returned to the boat, where his first act was to take from his vest pocket three one-dollar bills and dry them before the fire. Notwithstanding the danger all were in, this drew forth a smile from many who witnessed it. Many intelligent passengers who have called upon us, are of the opinion that it was impossible for the great number of passengers to escape, from the ladies' cabin in particular, and that they believe that the loss of life will be eventually found to be much greater than is at present thought of.

The following is from a passenger of the *Swallow*, on the night of the accident:—

I was one of the passengers in the *Swallow* on Monday evening, and never do I want to be the witness of another scene such as occurred on board this boat. I had just retired to my state room, after vtaking tea in the lower cabin, when I felt the boat strike with tremendous force against what I thought was some other boat. Immediately I heard an uproar through the cabins, with confused cries that we had struck ground and were sinking. I put on my cloak and rushed out upon the guard up to my hips in water. I was astounded and bewildered at the sight which presented itself to my view. Although the night was very dark, I could see a number of bodies in the river, some clinging to the guard of the boat, which was then fast sinking under water. ***At this moment a fireman rushed from the boiler room and gave the cry of "fire."*** I then gave myself up to despair, and resolved to jump overboard, and try to gain the shore. I proceeded to the top of the state rooms where one of the most heart-rending scenes presented itself to my view that was ever witnessed. The bells of Hudson and Athens were sounding the alarm, and we could hear the shouts from voices on the shore; but this only added to our agony, as we knew they could be of no service to us at this awful moment. Although the confusion of this moment was great, I distinctly recollect seeing several men throw themselves into the river. I know not what became of them, but I suppose they found a watery grave.

A gentleman just arrived from Athens informs us that among the persons lost is Mrs. Parker, of Utica, widow of the late Milton Parker. Her body has not been found.

#### PASSENGERS SAVED.

The <i>Express</i> took on board . . . . .	40
The <i>Rochester</i> . . . . .	94
Carried to Athens and Hudson . . . . .	70
	<hr/>
Total. . . . .	204

***It is now supposed that there were over five hundred on board.***

[From the *Columbian Republican*, April 9?, 1845 ]

Exertions have been made all day to recover the bodies of the drowned passengers, and the result has been ***the recovery of five more, making in all eleven.*** Four were taken from the boat, and one from the river, a short distance from the wreck.—With the exception of the latter, who appears to be about 30 years, they appear to be all between 40 and 50 years of age. Two have been recognized by their friends; one a Mrs. Coffin, of West Troy, and the other Mrs. Walker of New York. On the person of one other of the ladies was found a card on which was written in pencil “Mrs. Skidmore,” and in her pocket a handkerchief marked with indelible ink, “H. Conklin.” The body was supposed to be that of Mrs. Conklin, of Albany. We learned that in the pockets of the young man recovered yesterday, there were found a handkerchief marked “Sarah Brundage,” a large roll of bank bills, and memoranda for the purchase of hardware. It was presumed that he was a western merchant proceeding to New York to purchase goods. On Mrs. Walker, whose body was found to-day, there was a pocketbook containing a large sum of money. Her husband recognized her by a miniature of himself, attached to a gold chain, which

she wore around her neck. Mr. Walker, we understand, is a merchant in New York, who has been on a collecting tour in the western country for some months past. *The scene before the coroner's jury today* was exceedingly afflicting, especially when Mr. Walker gave his testimony over the body of his lifeless wife. He said he could have saved her, and was *urging her on toward the forward part of the boat*, when the captain came up to him and said, "be easy, there's no danger." He released his hold of his wife's arm, and no sooner had he done this than the water rushed in and she was swept beyond his reach.

The son of General Mather, who was supposed to have been lost, is safe. He floated on a plank and was picked up a good distance from the wreck.