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WRECK OF THE SWALLOW.—The Albany papers of Saturday contain further particulars of the dreadful disaster of the *Swallow*.

There seems to be blame attached to all concerned with the ill-fated boat. She has now been under water five days, and no effort made to raise, although it is supposed that several bodies are yet in her cabin.

*The more we learn of this shocking affair, the more culpable appears the conduct of William Burnett, the pilot.*

[From *Albany Journal*, April 12.]

In company with a large number of our citizens, we went to Athens, yesterday, in the steamer *Sandusky*, for the purpose of examining the wreck, and satisfying ourselves as to the position of the ill-fated *Swallow*. We have rarely looked upon a more appalling sight. The rock upon which the *Swallow* struck is about 15 feet high and some 40 feet long by 30 broad. On the inner or west side there is a thin sheet of water, perhaps four rods [1 rod=5,029 meters or 16,5 ft] across, which at low tide a man can easily wade. On the outer or eastern side of the rock, the water is deep, the channel running within a rod or two. Looking to the south, the rock is just in the line of the Athens decks, distant about 15 rods. To the north, however, the channel inclines somewhat to the westward of this range. The entire bow of the *Swallow* rests upon the rock, her stem being 30 feet above the water's level. The whole of the after part of the boat (say 80 to 100 feet) is under water. This includes the ladies' cabin on the main deck, and a few of the stateroom on the upper deck. The gentlemen's cabins below are, of course, full of water. The *Swallow* lies with her head pointing in shore, making an angle with the direction of the channel of some 25 degrees. If the rock had not been there, the *Swallow*, from the course she was taking, must have run up high and dry on the Athens shore. It has been said that the *Swallow* was not in the usual channel. This is an error. The Athens, or west channel, is much the most direct, the widest and deepest, and is always preferred by steamboats which do not land at Hudson. *It has also been stated that the second pilot was at the wheel when the boat struck. This is equally a mistake. We had it yesterday from Mr. Burnett's own lips, that he took the wheel about six miles above Hudson, and was at his post when the disaster occurred. He can give no other account or explanation of it, than the night was so dark as to deceive him as to the lay of the land. He states, however, that he could see lights on shore. A wide difference of opinion exists as to the rate at which the *Swallow* was going when she struck the rock.* The engineers, firemen and pilots, as we were informed at Athens yesterday, all swore before the Coroner's jury, that the boat was not going much over six miles an hour, when she struck. *No man can look at the wreck with the bow forced nearly forty or fifty feet upon the rock, without an instant and unchangeable conviction, that her speed must have been much greater than the testimony makes it out.* After all, however, the heaviest charge remains to be brought against the proprietors of the boat. Five nights and as many days have passed since the accident

occurred, and the *Swallow* still remains with the Ladies' Saloon and main cabins entirely under water. God only knows how many human beings have found a watery grave within these narrow limits. The lapse of every hour will render it more and more difficult to identify the bodies that may be found. And yet nothing has been done to raise the sunken hull. ***Not a single proprietor of the boat has been seen near the fatal spot.*** Even the captain and hands of the *Swallow*, (***with the exception of Burnett, the pilot, and two others***) have abandoned her, and gone off to New York to fit up another boat which is to take her place. Many persons are still at Hudson and Athens endeavoring to ascertain the fate of missing relatives or friends. No traces have been found of Gen. Mather's little boy. A letter, received in this city yesterday, from a young lady, who was drawn from the river about 15 minutes after the *Swallow* struck, states that just after being washed off the boat, she was clasped round the neck by a little girl, and that they sank together; but the child losing her hold, she rose again and happening to strike against a settee, clung to it until rescued. The river, it is feared, has not yet given up all its victims. A large number of boats, however, are constantly employed in dragging the bottom for a mile or more below the fatal rock.

[From *Albany Advertiser*, April 12.]

We stated yesterday that the passengers saved from the *Swallow*, 94 were taken on the *Rochester*. We are told that over 150 of the *Swallow*'s passengers had mislaid their tickets, and it is supposed that the *Rochester* could not have had less than 165 of those saved on board. This, supposing the number taken on board the *Express* is correctly stated at 40, and the number landed in Athens and Hudson is 70, makes an aggregate of 275 saved. To this number add the 13 whose bodies have been found, and there is a total of 288. The number estimated to have been on board the *Swallow* was about 300. Should this calculation prove correct it may be that but few bodies remain to be discovered. The loss of life already ascertained is sufficient to render the calamity deeply heartrending.

The *Troy Whig* of last evening contains notices for the funeral of three ladies who were lost on board the *Swallow*. Mrs. George Coffin, Miss Lucy Briggs, and Miss Elizabeth Spencer, all of whom were buried yesterday afternoon. In addition to the loss of lives of the citizens at Troy, which must throw a gloom over that beautiful city, the pecuniary loss is heavy. The *Swallow* was principally owned in Troy; she was purchased last fall for \$60,000 (and not \$24,000 as has been stated) and \$10,000 in repairs and improvements expended during the winter. She was built by Anthony N. Hoffman, of this city, and commenced running in 1836.