

Commercial Advertiser and Journal

OFFICIAL PAPER OF THE CITY.

BUFFALO:

MONDAY EVENING, AUGUST 16, 1841.

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☞ The weekly PATRIOT AND JOURNAL will be published on Wednesday morning, and will contain all the facts which have been elicited concerning the destruction of the *Erie*, with a revised list of the lost and saved. Persons wanting extra copies are requested to leave orders at the counting-room to morrow.

THE LOST.—We have to mention the following additional names as among those lost by the *Erie*:

Clemant [sic] A. Strong,	Ambrose Stratton,	passengers,	Collins,	Erie co. N. Y.
Noah Parker,	Caneadea,	passenger,	Allegany co.	N. Y.
A. O'Connor,	fireman,		Mill creek,	Erie co. Pa.
Daniel O'Connor,	do		do	
Silas Green,	do		do	
Henry Granger,	do		Quincy,	N. Y.
Patrick Foley,	deck hand		Erie,	Pa.
Jerry Shane,	do		do	
M. O'Connor,	do		do	
R. Fitzgerald,	do		do	
Sam. Brunkard,	do		do	
Thomas Conroy,	do		Buffalo.	
W. Daily,	do		do.	

☞ The body of Mr. WILLIAM E. CAMP, lost on board the *Erie*, together with a boy about 10 years old, were brought to town by the *Wisconsin*. The child was picked up in the lake, but the body of Mr. C. had been interred at Point Abino. \$565 are now in the hands of the authorities on the other side, which were found on Mr. CAMP and will be paid over as soon as lawful representatives appear.

The *Vermillion* is still cruising in the vicinity of the late disaster, in charge of persons authorized to attend to those who may be discovered floating in the lake.

☞ It has been suggested that the Jury now empaneled by the Coroner, remain organized a few days and daily visit and close examine the various steamboats belonging to this port. By this means we think much important information would be obtained, which under the present organization is entirely hid from observation.

Grand Jurors often visit and examine our Alms house, our county jail, and we therefore think they should be justified in following the suggestion.

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☞ The citizens of Evans, with commendable promptness, are taking active measures to render every assistance in their power to those who have been afflicted with the loss of friends by the *Erie*. They are determined that there shall be no just cause for the infamous imputation upon them of robbing the dead, which has been the case in some other places under similar circumstances. We published on Friday the proceedings of a public meeting in that town, at which were appointed a committee to keep a watch on the lake shore, the entire length of the town, for the discovery and protection of bodies and effects of those that may be found.

The following proceedings of a meeting of the committee have been handed us for publication:

At a meeting of the Committee of Arrangements and citizens of Evans, held at the house of E. P. Clark, on the 13th of August, 6 o'clock P. M. for the purpose of forming a line of watch the length of said town, on the lake shore, for the discovery and protection of bodies that may float ashore, the following resolutions were adopted, viz:

Resolved, In view of the very deep affliction which many have been thrown into on account of the distressing manner in which they have been suddenly bereft of relatives and friends, in consequence of the sudden destruction of the steamboat *Erie*, we tender them our sympathies and also our assistance in any acts of service which may be requisite; also we cheerfully open our doors for the entertainment of such as are in search of relatives and friends.

Resolved, That our Secretary present the above resolution to said bereaved relatives and friends.

AARON ATWOOD, Jr. Secretary

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CORONER'S INQUEST.

INVESTIGATION OF THE CAUSES WHICH LED TO THE
DESTRUCTION OF THE STEAMBOAT ERIE.

[*Continued.*]

The examination of witnesses before the Coroner's inquest, is still continued. On the afternoon of Saturday the following was elicited from one of the passengers. We copy from the *Republican*.

Giles Williams, sworn. Age 40, occupation, merchant, and dealer in salt and produce; resides at Buffalo, was a passenger on board the *Erie* when she took fire; his wife was also on board. The *Erie* left port about 4 o'clock, the sea was rough, wind blowing fresh; a little before 8 o'clock was standing on upper deck, by the foremast with Capt. Titus, heard a report as if something had burst, immediately saw a flash of fire come up through the sky lights and around the smoke pipes, and then all appeared dark while a man could count three, and then again the flames came bursting up as before. Witness then told the Captain to keep cool and they would put out the fire, but he soon saw there was no possibility of doing so; witness then went aft to the stair way, to go below, but found such a crowd rushing up that he was carried back; then went forward, saw a man coming from under the deck with his back all on fire, and three or four persons trying to put it out; witness then returned and went to the side of the boat where they found a hopper or wheat measure; he caught hold of it with the intention of getting it overboard, get down on the lower railing, and find his wife, and with her meant to jump overboard, and hang on to it. But as he was lowering the hopper, a Dutchman threw three children into it, and was about getting in himself, when he told him to keep out; the Dutchman did not get in, but the weight of the children pulled witness overboard, and the hopper, children and himself fell into the water.—The hopper kept rolling over and witness and the children hung on to it, but the sea was so rough that within fifteen minutes, the children let go, and witness found he was alone in the hopper, and remained in that situation until picked up by the *Clinton*. Witness thinks he was in the water about 2½ hours; thinks the fire originated from something combustible on the boiler deck; the whole atmosphere appeared to be on fire, when it first broke out. When witness jumped overboard, the boat was head to land. Witness thinks it was out of the power of man to put out the fire.

The examination is to be resumed at 3 P. M. today.

☞ We are gratified to find the suggestion of carrying thick plank in addition to life preservers, on our boats has already been adopted. Capt. BLAKE, of the *Illinois*, took several hundred feet of them on board previous to leaving port on Saturday last. Not a vessel should leave without a supply of plank. They are far better than as many rickety small boats, in such emergency. Had the *Erie* been furnished with fifty such whitewood plank, many a mother and helpless infant now buried in the lake would have been saved.

The *Missouri*, which leaves for the upper lakes to-morrow, has also a quantity of plank, that will be kept in a convenient position for use.