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C. Walworth, Editor

[column 2]

**Appalling Calamity!
Steam-boat Erie burnt — 170
Lives Lost!**

Last evening we received the Chicago American Extra of Sunday morning last, containing the astounding intelligence of the loss of the Steamboat Erie by fire, between Dunkirk and Buffalo, on the Monday evening previous. In the list of passengers lost, we observe the name of CHARLES J. LYNDE, Esq., Attorney at Law of this place. In Mr. Lynde, our place has sustained the loss of a valuable citizen, universally esteemed and respected by all who knew him. His loss will be severely felt by this community.

We are happy to observe that Mrs. Lynde is amongst the list of those saved.—Mr. Watts S. Lynde, a brother of C. J. Lynde, was also among the lost. We have only room now to add that the loss of the steamboat Erie is the most disastrous event that has occurred at any time on the Lakes. By the next steamboat from Buffalo, we shall probably be able to get further news of this truly great calamity.

Below will be found the particulars so far as we have received them.

The steamboat Erie is destroyed! The Erie left Buffalo at 4 P.M., Monday, August 9, for Chicago. She had 200 persons, passengers and crew, on board. Nothing occurred to mar the pleasure of the voyage, till 8 o'clock, when the boat was off Silver Creek, eight miles from shore and thirty-three from Buffalo, when a slight explosion was heard, and immediately the whole vessel was in flames. Captain Titus, who was on deck at

the time, rushed to the ladies' cabin, to obtain the life preservers, of which there were some 90 or 100 on board, but so rapid had been the flames that it was impossible to enter the cabin. He then returned, and gave orders to stop the engine, as the progress of the boat increased the flames, but the fire prevented it. The steersman was then told to put the helm starboard. The boat then swung heavily around toward the shore, and the three small boats ordered out. Two were lowered, but in consequence of the heavy sea, and headway of the boat, both swamped.

We will not attempt to describe the awfully appalling condition of the passengers. Some were frantic with fear, others plunged headlong into the water, others again seized upon anything buoyant, upon which they could lay their hands. The small boat forward had been lowered. It was alongside the wheel, with three or four persons in it, when the captain jumped in, and the boat immediately dropped astern filled with water. A lady floated by with a life preserver. She called for help. There was no safety in the boat. The captain threw her the only oar in the boat. She caught the oar and was saved. It was Mrs. Lynde, of Milwaukee, and she was the only lady saved.

In this condition, the boat, a mass of fierce fire, and the passengers and crew endeavoring to save themselves by whatever means they could reach—were found by the Clinton about 10 P.M. The Clinton left here in the morning, but in consequence of the wind, had put into Dunkirk. She laid there until nearly sunset, at which time she run [sic] out and proceeded as far as Barcelona, when just at twilight the fire of the Erie was discovered at 20 miles astern. The Clinton immediately turned and reached the burning wreck about 10. It was a fearful sight. All the upper works of the Erie had been burned away. The engine was standing, but the hull was a mass of dull, red flame. The passengers and crew were floating around, screaming in their agony and shrieking for help. The boats of the

Clinton were instantly lowered and manned, and every person that could be seen or heard, was picked up, and every possible relief afforded. The Lady, a little boat lying at Dunkirk, went out of that harbor as soon as possible after the discovery of the fire, and arrived soon after the Clinton. It was not thought by the survivors that she saved any. By 1 A.M., all was still but the dead crackling of the fire.— Not a solitary individual could be seen or heard on the wild waste of waters. A line was then made fast to the remains of the Erie's rudder, and an effort to tow the hapless hull ashore. About this time, the Chataque came up and lent her assistance. The hold of the Erie was towed within about four miles of the shore, when it sunk in about 11 fathoms water. By this time it was day-light. The lines were cast off. The Clinton headed for this port, which she reached about six o'clock. Of those who are saved, several are badly burned, but none are dangerously injured, so far as we have heard.

Origin of the Fire.— Among the passengers on board were six painters in the employ of Mr. W G Miller, of this city [Buffalo], who were going to Erie to paint the steamboat Madison. They had with them demijohns filled with spirits of turpentine and varnish, which unknown to Capt. Titus, were placed on the boiler deck directly over the boilers. One of the firemen says he had occasion to go to the deck, and seeing the demijohns, removed them. They were replaced but by whom is not known. — Immediately previous to the bursting forth of the flames as several on board have assured us, a slight explosion was heard.

The demijohns had probably burst with the heat, and their inflammable contents, taking fire instantly, communicated to every part of the boat, which having been freshly varnished, caught as if it had been gunpowder.

Not a paper nor an article of any kind was saved. Of course it is impossible to give a complete list of those on board. Of cabin passengers, Capt. Titus thinks there

were between 30 and 40, of whom 10 or 12 were ladies. In the steerage were about 140 passengers, nearly all of whom were Swiss and German immigrants. They mostly in families with the usual proportion of men, women and children. The heart bleeds at the thought.

It is a singular coincidence, that the Erie was burnt at almost, identically, the same spot where the Washington was burned in June, 1838. Captain Brown, who commanded the Washington at that time, happened to be on board the Clinton and was very active in saving the survivors of the Erie.

We annex a list of the lost and saved, so far as we have been able to ascertain.

LOST.

W M Camp, Harrisburg, Pa; Willet Weeks, Brooklyn; John C Pool, N Y City; E S Cobb, Ann Arbor, Mich.; Otto Torr, wife and 3 children, N Y; Lloyd Gilson, clerk; Mr. Joles, steward of the boat; Mrs. Giles Williams, Chicago; Charles J. Lynde, Milwaukie; Watts S Lynde, Homer, N Y; Mrs. Wm H Smith and child, Schenectady; A. Sears, Philip Barber, Henry Weaver, Wm Thomas, —Evarts, Peter Finney, painters, Buffalo in the employ of W. G. Miller, Miss A Miller, sister of W. G. [column 3] Miller, Buffalo; J. D Woodward, N Y; Wm Griffin, Miss.; D S Slöoane, Geneva; F Stow, Canada; Wm Sackett, Mich.; Mrs Spencer and two children, Mrs Dow, Mrs. Robinson, Balston Spa, N Y; C S Mather, Mt Clemens, Michigan; Miss Robinson, Balston Spa; Miss King do, Mr. Moor, lady and two children, from Yates Co. moving to Michigan; Orin Green Rushville, Yates co. N Y; Romeo Button, from near Fort Plain.

List of Swiss passengers shipped by Messrs. P. L. Parsons & Co. amounted to 86 as given by the Buffalo Advertiser.

Names.	Number.	Destination.
Geo Zuggler	& family 6	Akron, O.
	do	
John Flang,	do 6	"
Martin Zulgen,	do 2	"

George Rettenger	do	3	"
George Christian,	do	5	"
George Neigold,	do	7½	"
M. Reibold,	do	3	"
George Steinman,	do	2	"
Peter Kling,	do	2	"
Peter Schmidt,	do	1	"
John Netzel,	do	1	"
Peter Schneider,	do	5	Cleveland, O.
J. Newminger,	do	4	"
S Schapler,	do	5½	"
R Filing	do	2	"
Mr Obens,		1	Dover, O.
C Durler,		1	"
Mr. Lithhold,	do	5½	"
O Deitcherick,	do	2	"
C Wilbur,	do	6	"
C. Palmer,	do	5	Massillon, O.
J Garghum	do	5½	"
J Mulliman,	do	3	"
C. Kellerman,		1	Chicago, Ill.
C Mintch		2	"
and friend			

[column 3] Mintch was recently from Europe, and left his family in this city. He was on his way west to secure land for ultimate settlement. This list comprises names of 87 persons: and as it is customary to pass children at half price, the whole number on this list must have reached one hundred souls. Only four persons of the whole, including Durler and three others, whose names we could not learn, were saved.

SAVED.

We are indebted to Mr. Gibson, clerk of the De Witt Clinton, for the following list of persons saved by that boat.

Jerome McBride, wheelman, badly scalded; James Loverty, do.; Hiram De Graff, passenger; Dennis McBride, first mate; Theodore Sears, painter; Edgar Clemens, 1st engineer; Son of T.W. Beebe, Cleveland; Harrison Forrester, Harbor Creek, Pa. Thos. Quinlin, Middlefield, Mass.;

Three German passengers, badly burned; Robert Robinson, colored man, barber; — Johnson, do. 3d cook; J. H. St. John, passenger to Chicago; C. Hogg, do. badly burned. William Wadsworth, one of the band, Erie; Alfred O. Wilkeson, East Euclid, Ohio; William Hughes, 2d mate; Luther B. Searls, fireman; Thos. J. Tann,

Pittsford, N.Y.; John Winchel, Buffalo; Giles Williams, Capt. Titus, captain of the boat; Mrs. Lynde, Milwaukie; Christian Dutlor, Holmes, Co, Ohio;—Rice, Hydraulics, Buffalo, badly burned.

FURTHER PARTICULARS

By the steamboat Bunker Hill, which arrived in our Bay this morning—we notice the loss of Henry Freeman, another of our citizens. Mrs. Lynde is reported in Buffalo, partially deranged, but there is some hopes [sic] of her recovery. It is supposed there was none saved by the small steamboat Lady. From the Buffalo Commercial Advertiser of Wednesday last, we learn the following additional particulars:

We hoped that we should learn something to relieve the details published yesterday, but everything we hear serves to deepen the horror. All that the imagination can conceive of the terrible and heart-rending was realized in the destruction of the Erie. Scores sank despairingly beneath the wild waters, but there is reason to fear many, very many, strong men, helpless women and tender children perished in the flames.

We learn that Mrs. LYNDE, the only lady saved evinced as much coolness and intrepidity as any man on board. Her presence of mind never forsook her for a moment.

Mr. Parmalee gives a most terrific description, among other things he says, that while watching the boat from the water, he observed that the mast-head was one sheet of flame, that the flagstaff was wreathed with fire, that the flames were bursting from the centre of the vessel, he saw a man standing on the cross head, (the highest part of the engine, the engine had stopped) and watched him until his clothes were burned from him, and he fell amid the flames.

Capt. Titus did all that man could do under such circumstances, and surely the people of Buffalo will remember the proclamation of their mayor, and do something to show their sympathy for the

sufferers, alleviate their distress, and commend the heroic conduct of those who have so well deserved the praise of a people.”

Among those on board were ten young men composing the Erie Band, who had consented to accompany Capt. TITUS to Chicago and back whose names we were unable to ascertain until to day. Of those ten only two were saved, viz: W. Wadsworth, named yesterday, and Alexander Lamberton, the person picked up with Mr. Parmalee, and alluded to above. The names of those lost were Robt. Hughes, James Heck, Jos Sterritt, John C. Cluff, Phillip, a German, and Dimm, another young man.—Those persons were not professional musicians, but young mechanics, who had associated together for mutual improvement and recreation. Their loss will be sensibly felt and deeply lamented at Erie.

We have also gathered the following facts and additional names from Messrs. Parsons & Co. — On examination of the 87 names of Swiss immigrants given yesterday, they actually count 108 persons, to which must be added some ten or twelve infants, not before enumerated, of whom no charge was made. To this list must also be appended the following from the same house, omitted yesterday:

A. Strugler, Cleveland,	2	persons
Mrs. M. Stemper, Zanesville,	3	do
Mrs. Bargest, Portsmouth,	3	do
J. F. Byer, Chicago,	2	do

This swells the number of persons shipped by Messrs. Parsons & Co. to one hundred and thirty. A mere fraction of whom were saved.

The following persons may be also added to those lost:

Mr. Miltemore and wife, dentist, of Chicago.

Von Ockerman, a German, tinner, late in the employ of Mr. Hubbard, who was on a visit to his mother, near Erie.

Mr. Sherman and daughter, Hamburg, Erie county.

Mr. Nelthrope, a Danish gentleman.

Henry Freeman, on his way to Milwaukie, clerk of a drugstore, formerly of Jamestown, Chautauque county.

Ansel Ricker, young man, farmer, formerly of Hamburg, Erie. county.

John Harrington, late of White's Corners, Erie co. entered as fireman on the day she left port.

Luther Fuller, wheelsman.

Wm Cheats, waiter, colored.

Wm Winters, do

James Read, do

Robert Smith, head cook do

Henry Vosburgh, 2d do do

David Mills, 3d do do

Israel Vosburgh, porter do

Wm. Sparks, 2d do do

Doctor Hackett, Thompsonian physician, of Lockport, [colored.]

The loss of property by the *Erie* was heavy. She had on board the first large invoice of merchandise shipped for the upper lakes this season. Some 30 tons, worth at least \$20,000. The immigrants had also a large amount of specie, not far from \$180,000, and the boat herself must have cost all of \$75,000, making in all a little short of \$300,000 loss.

Mr. Willet Weeks, of Brooklyn, who was reported to have been lost, it is said was not on board, having taken the boat for the Falls.

[Aberrations in punctuation and spelling have been left "as is".]