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NEW YORK, MONDAY MORNING, MAY 5, 1845.

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FURTHER PARTICULARS OF THE SWALLOW.—We have received from a friend, who has every reason to believe that his brother and sister-in-law have met an untimely death, the following particulars in relation to the attempt to raise the ill-fated steamboat *Swallow* from its watery bed. We have never known a case in which more ignorance and heartless negligence have been exhibited than by this company and its contractor. Instead of employing one of experienced skill as a wrecker, with the necessary apparatus, we find that they have employed one whose failure proves his incompetency. This has evidently been done with a view to linger on until the Legislature had adjourned, in order to stop any proceeding from that quarter. The mode of operation is sufficient testimony of this. *The John Mason was sent to Albany for a barge, and brought down the worn out and miserably leaky De Witt Clinton.* She was entirely unfit for this service (still acting under the commands of the company), and as a consequence, *she now lies at the bottom in about five fathoms [=30 ft.] water, being the deepest portion of the channel.*

Last Monday morning the bow of the vessel broke off and capsized. The three-quarter-inch chain cable put under her midships, which was expected to have borne the whole weight of the vessel, and her boilers and machinery, not being one-third of the proper size, parted as a matter of course; and on this flimsy piece of iron the whole success of the plan rested. Every man who visited the rock to inspect the work, had predicted this result; and even if the apparatus had been sufficient, it was improperly applied, and thrice the necessary was consumed; but even in the simple article of the lines to fasten, there was a deficiency. If the company or contractor really desired to relieve the agony of doubt in which the relatives of the deceased are left, they would have acted upon the suggestion made to them to have the entire cabin explored by a diver, with the necessary apparatus and skill, as he would have had an excellent opportunity, through the hatch on the larboard gangway. *When the old De Witt Clinton was taken to Athens Dock, all the fire engines were employed to keep her from sinking.*

On Tuesday last, Lewis, the contractor, threw up his work and proceeded to Albany, to institute a suit against the company for violating their contract with him, by sending the builder to interfere in his proceedings. He stated that he had been engaged at the price of \$1,000, which was not enough for the mere hire of the necessary apparatus.

Forward, the chain broke in the night on Saturday, and the boat started about fourteen feet. At 7 o'clock on Sunday, when there was some slight prospect of success, the builder of the *Swallow* again interfered with the contractor, and even this doubtful chance was lost. On the 27th, in the night, the hawser* used for fastening parted, and the three boats, the steamer and vessels employed, swung round. *The Swallow sunk, and the De Witt Clinton struck on the rock and stove a hole in her bow, and filled.*

So ends this grand and boasted enterprise; nor will it in our belief be again renewed, until the bodies, which doubtless are in her, shall have been so decomposed, as to be unrecognizable by their friends. We understand that no further efforts have hitherto been made. Our Grand Jury has already indicted the pilot, but companies like corporation, have no souls.

*hawser: a thick rope or cable for mooring or towing a ship.