













Miscellaneous

THE LEXINGTON.

(From the Boston Commercial Bulletin.)

BURNING OF THE LEXINGTON.

In these days of terrific railroad collisions and steamboat burnings, through which fearful agencies thousands of hapless passengers are annually killed, mangled and maimed, the almost daily announcement of an awful catastrophe, involving the destruction of human life, and the maiming of women, and children, excites hardly a passing remark beyond the circle from which a member has been ruthlessly torn. Very few of the readers of these harrowing details at the present day can realize the thrill of horror which ran through our communities on the morning of the 15th of January, 1840, when the news was received in the city of the burning of the steamer Lexington, on Long Island Sound; by which dreadful calamity one hundred and fifty persons, many of them well known and valued members of the community, were burned and drowned. Among the prominent victims sacrificed on that fearful night were many well remembered citizens. Prominent among them were, Frodo Follen, an Harvard University student; Henry J. Finck, the great comedian; Abraham Howard, son of Howard & Merry, an eminent mercantile house; John Brown, head of the large house of John Brown & Co., Commercial street; James D. Davis, a well known dealer in fine goods, 28 Washington-street; J. Everett, Jr., firm of Everett & Seavey, 51 India-street; Geo. Lemist, an old and wealthy merchant of Roxbury, Eberle, the actor, A. Harnden, the expressman, and many other citizens, less known to the public. Intense feeling was caused by the agonizing details of their horrible deaths.

Only four persons survived that awful night, and of the miraculous escape of one member of this party, we propose to give some account. This man was David Crowley, mate of the steamer, whose wonderful escape, and almost superhuman endurance, was, and is, without a parallel in the history of shipping. He was on board on a recent trip from New York, an account from the lips of Mr. Crowley of his experience on that dreadful night. He says the recollection of the harrowing scenes then passed through, ever continue to haunt his dreams.

The steamer Lexington left New York on the evening of January 13th, 1840, with a full complement of passengers, and with a fair prospect of a safe and pleasant trip, although the night was intensely cold.

The Lexington was a comparatively new boat, and of the most handsome and fastest on the Sound. Compared with the present floating palaces, she was a most ordinary craft, but in those times a model of beauty. She was commanded by Capt. Child, an experienced Captain, and the crew were all well made good time for three hours out of New York, and had passed Lexington Light, about forty miles from New York, some four miles, when fire broke out in the engine-room, from some cause which has never fully explained. The fire soon spread rapidly on account of the combustible nature of her deck load, consisting of cotton bales. In the sudden effort to heat the boiler, the fire broke out, and the boiler exploded, and the boat was at the mercy of the waves.

The scene that now ensued amongst the ill-fated passengers and crew, was fearful. Mr. Crowley was the only one who was not "washed in," until his "watch" was turned in. He rushed upon deck, clad only in his wooden drawers, woolen shirt, and a pair of trousers. He was headed and nearly bare-footed, as his stockings were cotton and boots thin—rather a meagre outfit for the perilous voyage on which in a few moments he embarked. As the flames rapidly enveloped the deck, the doomed passengers and crew all rushed to the windward of the fire, some frantically praying and crying, or rather shrieking, whilst others were stoically resigned to their fate. Mr. Crowley well remembers the appearance of the lamented Follen, who alone appeared composed on the harrowing scene. The most affecting sight he witnessed, which can never be effaced from his memory, was the conduct of two gentlemen, merchants of Boston, who, standing upon the narrow space between the raging fires, and the chattering waters, commended their families to the care of God in fervent supplication, and in tones that were heard above the crackling flames and roaring waters, bid good-by to wives and children, and then disappeared beneath the boiling water, and were never seen again.

The only boat belonging to the steamer was a yawl boat about twelve or fourteen feet in length, which in the hurry of launching, was partially crushed under the paddles so as to sink it from floating with any one on board. This yawl floated on shore, and was the means of informing the inhabitants of the vicinity where it landed, of the name of the steamer burned, as it contained the names of the passengers, and the pockets were found several letters addressed to its unfortunate owner. Mr. Crowley, when he took to the water, was fortunate enough to secure a floating bale of cotton, on which he committed himself to God, the wind and the waves. Whilst a profuse shower fell with hardly sufficient clothing for a July night; no foothold, no object to grasp but the tightly fitting ropes which bound the bales together—useless as his stiffened fingers—the bales continually rolling and bobbing, and the waves, which from time to time broke over him, the thermometer below zero, and the pitiless wintry blast howling like a demon over his almost drowned person. How long would an ordinary person survive such exposure? We would not venture to say, but it is a matter of a few hours, or perhaps minutes. Mr. Crowley survived it on Wednesday evening at 9 o'clock—48 hours—during which time he drifted fifty miles, and was rescued by the cutter on the 12th, notwithstanding he had not a morsel of food, and was almost dead.

When the bale struck the ice some few hundred yards from the shore, he fell, although slightly delirious at intervals from the intensity of his sufferings, that he was saved, and immediately commenced a struggle to gain the shore. Covered with the snow, and with his frozen limbs, the instinct of self-preservation urged him to effort, and slowly and painfully crawling over the rough and slippery surface, he at length managed to reach the shore, but what a prospect before him! a steep cliff to be surmounted, the whole landscape enshrouded in thick darkness.

After a season of incredible exertion, he at length surmounted the formidable bluff, and oh, joy! he discovered in the dim distance the faint glimmer of a light. With that glimmering light, which characterized Mr. Crowley, and to which he owes his preservation, he at once hobbled and crawled in his direction. The distance from his landing was one and a half miles, and he succeeded in reaching the house about ten o'clock.

The family fortunately happened to be out much beyond their usual hour, on account of the arrival of a son from New York city. This son, Samuel Hutchinson, Esq., now a well known merchant of New York, had by a few moments before arrived bringing news of the Lexington's loss, which had been communicated to him by the stage driver who brought him over. When Mr. Crowley knocked at the door it was opened by a lady, who, with a look of fright at the strange apparition which met her view. And well might she have been startled, for Mr. Crowley presented a figure shocking to behold. Bare headed, his hair matted with ice, his woolen shirt stiff with ice, his eyes wild with delirium, his baggy appearance would have frightened the boldest.

Young Mr. Hutchinson comprehended the case at once, and, approaching the wrecked steamer, asked him if he was from the wrecked steamer. Mr. C. replied that he was, and he was immediately assisted into the house and properly nursed and attended. He was confined to his bed until the following April, when he returned to his home in the city of Providence. He escaped without the loss of two toes on each foot, but experienced no permanent ill-effects from his unparalleled exposure, and he has never experienced a day's illness since.

Mr. Crowley is now in his fifty-third year, but does not appear a year more than forty. Although not an athletic man in appearance, he is very compactly built, of hardly medium height, but remarkably wiry and active. He has never experienced a day's illness since he was a few years steaming in California, he has always been connected as an officer with some of the Sound steamers. A few years since he distinguished himself by saving ten lives from the burning steamer City of Providence, and on that occasion saved several lives from a schooner which was run down by a Sound steamer. He is now in the employ of the New York Express Company, and is an active, genial and intelligent man.

The lives of many victims were washed ashore near the scene of the disaster, and presented a truly melancholy spectacle. Many were scorched by the cruel flames, but not sufficiently to indicate that death ensued from burning. It was evident that the sufferers were driven to their extremity to the dread alternative of death by fire or water, and chose the latter as the most merciful. Upon the breaking up of the ice, during the spring tides, several bodies were extended, and were in a fair state of preservation, were examined, and efforts made to identify them. One, that of Mr. J. Everett, Jr., of Boston, was found, and Mr. Crowley was enabled to give some clue to his identity, as his features were well preserved. A silver watch was found in his pocket, but no papers. Mr. Crowley recommended taking off his boots, which he did, and the marks on the feet were taken, and the number was found written in the inner leg. By referring to Mr. Harrington, the name of the owner was discovered, and the body delivered to his relatives.

Mr. Adolphus Harnden, who was lost on the Lexington, was the pioneer of Expressing. He was like his lamented brother, an active, energetic fellow, and perished after a protracted struggle to save himself and preserve the valuable contents committed to his charge. The only Expressman who was rescued, is Luke Damon, who was for many years the faithful agent of Kinsley & Co.'s Express, but he is now in California. He was on board the boat bound for New York, and passed over the Lexington, which was burned, and was not until after his return trip.

A reference to the files of the Boston papers for the early months of 1840 shows how deep and universal was the interest excited by this dreadful calamity. The Boston Post in the month of January, after the 16th, contained some allusion to the Lexington. It took a long time in those days to get the whole story of an event like this before the public.

FORMIDABLE SHIP-OF-WAR. Great Britain, slipping off by the experiences of our late war, wherein was demonstrated the superiority of iron vessels with a few pieces of heavy ordnance over wooden ships, has turned her attention to the construction of war ships of the iron class. Recently the keel of a ship of this description was laid in England, to be called the Devastation, and she is to be armed with 450 iron-clad turret ships, without masts or sails, she will depend upon steam alone for propulsion. When completed, the Devastation will be a mobilized floating battery, and her projectiles believe she will prove more formidable than any other vessel that has ever floated upon the sea. This is regarded as the most powerful ship in the world. The Devastation is 285 feet long, 62 1/2 wide, has a draught of 26 feet, and her burden in tons is 4,066. For plating she will have 12 inches of rolled iron, 18 inches of oak, and 1 1/2 inches of inner skin. This is regarded as the most powerful ship in the world. The Devastation is 285 feet long, 62 1/2 wide, has a draught of 26 feet, and her burden in tons is 4,066. For plating she will have 12 inches of rolled iron, 18 inches of oak, and 1 1/2 inches of inner skin. This is regarded as the most powerful ship in the world.

LEIPZIG. The personal staff of Leipzig amounts to from 800 to 900 persons. There are two other institutions connected with the trade which deserve mention, and which are localized in the precincts of this Book-sellers' Exchange. These are, the school for bookellers' apprentices, which was attended by seventy-nine scholars last year. It is designed to give scientific and technical training appropriate to the objects of the trade. The business post office of Leipzig is a model of practical organization and unrelenting activity.

SCIENCE vs. BEANS. (From the Cleveland Ledger, Jan. 11th.) An accident, which nearly proved fatal, took place in the West Side of Cleveland. A little boy, ten years of age, innocently playing with a large bean in his mouth, accidentally swallowed it, and immediately experienced the most intense pain. The child was immediately taken to the operating bookeller, Dr. Weber, where the doctor proceeded to extract the bean. A person not practiced in examining patients in such a condition, would have believed the child to be dead.

It is too much—when the Dutch physician, stationed at Malabar set some of their converts to translate a catechism in which it was asserted that believers became "a son of God," one of the translators was so startled, that he suddenly fell on his knees, and exclaimed, "It is too much. Let me rather render it, 'They shall be permitted to kiss His feet!'"

ODDS AND ENDS. "Mystery" is a great word, though it means only three letters. It is the story of every achievement, from great to small, and from the beginning to the end. It is the presence or absence of its spirit, that which distinguishes the difference in men. He will try, and he will succeed.

The captain of a ship at San Francisco evaporated the rats which were on board, and the ship was effectively accomplished. The ship was then ventilated, and the crew went on board at night to sleep. In the morning all were found to be salivated, the fumes of the quicksilver having been the cause of the rat plague. They narrowly escaped the fate of the rats.

A wrought-iron chimney 120 feet high and 6 feet 7 inches in diameter has just been erected in Pittsburgh. Another is to be put up 275 feet high. The first was riveted together in the upright position, and then lifted to the perpendicular by a crane. The other will be riveted by means of a scaffolding running up inside.

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