

To the Editors of the Louisville Journal.
**Loss of the steamer *Green River*, at Lock
No. 1, on Green River, April 24th, 1840.**

GENTLEMEN: -- With painful anxiety, I hasten to forward to you a brief account of one of the most calamitous accidents that has ever occurred on the waters of this river.

The water at this place has, for several days, been very high, and the current of the river exceedingly rapid, so much so as to prevent the upward bound boats from ascending over the dam.

The above named vessel left this place on Thursday evening, the 16th inst., for lock No. 1 Barren river at which place she arrived the Sunday afterwards. On the following Tuesday she sailed from Barren for this place, loaded down to the guards, and having on board, besides her crew, 17 passengers including the contractor, (Wm. Brown) and his lady. Everything on board went on prosperously and her trip was nearly completed. She was already below the dam and rounded towards the place of landing, when the current of the eddy, which sets up at this place, rapid as that of the river itself, carried her upwards to the foot of the Island, when she struck with considerable violence against a tree, but not so as to damage the boat materially. She was immediately extricated from this perilous situation, and the pilot, Jonathan Penrod, incautiously, and, I will add, imprudently, (contrary to the express commands of Mr. Brown too,) had her shoved out into the main channel of the river. The wind was blowing a brisk gale up stream, and this, together with the rapid current occasioned by the dam, made it extremely dangerous to land at all at this place. The engine had made but three revolutions, for as the boat was in the act of coming round, and being at the same time laid directly across the river, the current caught above the guards and in a moment of time the ill fated boat, with all her valuable lives and cargo, was at the mercy of the furious element.

Then ensued a scene, which, even had I the words, I should be inadequate to describe - wives clinging around their beloved, husbands - children calling on their parents to save them - and all shrieking for aid to those on shore. There were nearly a hundred persons on shore, for all were intent on the boat to see her land, but little or no assistance could be given. There was but one skiff, and this, being poorly managed, saved but two persons. There were indeed two boats lying at the lower part of the landing, the one Mr. Jas. Perott's store-boat and the other a chair boat belonging to Mr. McCulloch, but neither of these persons shoved out his boat to assist in saving the unfortunate victims, who were struggling with the waves. There was also a whiskey boat still lower down the river which seemed as unwilling to assist as the other two. Mr. Donaldson, a ship carpenter, was the first to jump into the yawl of the steam boat, and he was followed by 5 or 6 more, but unfortunately, all catching hold together and at the

same time, she upset and two of the crew and a passenger were drowned in an instant. During this time, the hull, bottom upwards, was floating fast down with four or five on the bottom. Mr. Brown was, I believe, the first seen on her bottom, and, clinging to his side, were seen his wife and three other ladies, all of whom, one by one, he had dragged out of the cabin through one of its windows, but their security in that situation was of short duration, for the boat being now filled with water, she settled quietly down to the bottom about 1/4 of a mile below the place where she upset. Those, who had remained on the outside, were with difficulty saved by means of barrels, the cord-wood & c. All of the crew with the exception of the above mentioned two, swam and were saved. There was a widow lady on board, Mrs. Suttlemire and family, consisting of herself, two sons and 4 daughters, -- the two sons swam to shore and the body of one of the little girls was picked up a short time afterwards: the other three we have never seen.

With respect to the total loss nothing can be said with any degree of certainty. The hull is uninjured, and this, with the engine, will in all probability be recovered when the water becomes low. Some boats were dispatched to the mouth of the river, and a few trunks and other things of little value were picked up. But that of Mr. Brown, which is considered of greater value than the boat itself, is missing. This trunk is of black leather, with iron (*frame?*), having his name on a brass plate in the front, viz. -- "William Brown, Bowling Green." It had in it \$5 notes to the amount of about \$200 -- \$20 or \$30 in silver, and notes, bonds, and other valuable papers to a large amount which are probably of no use to any but the owner. The following is a list of all who were on board at the time of the accident:

Jonathan Penrod, Pilot, saved; Sam'l Harrison 2d pilot, saved; John Sprowl, 1st engineer, saved; Sam'l Mosely, (negro man) cook, saved; Jno. Fields, deck hand, saved; all of whom swam ashore. Jas. Finly and Andrew Haly (both firemen) were drowned when the yawl upset. Mr. and Mrs. Brown were saved with difficulty. Mr. Ekeburger, boss carpenter for Mr. Brown, saved by swimming. Margaret, his daughter, drowned. (*This*) little girl hung to her fathers neck for some time, but relinquished her hold and sank to rise no more. Mr. Brady, drowned; Mrs. Brady floated down on two sticks of cord wood -- saved -- picked up half a mile below. Cox, passenger from Warren county, saved. Chas. Donaldson swam to shore. Jacob Beck, stone cutter, drown when the yawl upset. Widow Suttlemire and two sons, saved; four daughters, all drowned in the cabin -- the body of the youngest picked up. Total number on board 24; drowned 9: saved 15.

Yours respectfully,

WM. BROWN.

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