

WHOLE NO. 7140.

AWFUL CATASTROPHE ON THE DELAWARE

Burning of a Philadelphia and Camden Ferry Boat.

TERRIBLE SCENE OF EXCITEMENT.

THIRTY LIVES SUPPOSED TO BE LOST

Names of the Dead, Injured and Missing.

Statements of the Surviving Passengers.

Testimony at the Coroner's Investigation, &c., &c., &c.

PHILADELPHIA, March 15, 1856. About half-past nine o'clock to-night the ferry boat New Jersey, while crossing the Delaware to Camden, took fire in the middle of the stream. There being a great deal of floating ice in the river, much difficulty was experienced in managing the vessel, and she was finally run upon the bar opposite Arch street. About one hundred passengers were on board, many of whom jumped into the river and were rescued by boats, and others saved themselves by clinging to floating ice. It is feared that a large number are drowned.

The boat is now burned to the water's edge. Great confusion prevailed, and it is impossible to gather authentic details. Steamers immediately went to the assistance of the passengers, but they had previously been saved by small boats.

QUARTER PAST TEN—P. M. It is now ascertained that not less than thirty lives have been lost.

PARTICULARS OF THE CALAMITY.

[From the Ledger Extra, March 16.] One of the most fearful disasters which has happened upon the Delaware since the burning of the William Penn, some twenty years ago, occurred on Saturday night, between 8 and 9 o'clock.

The Camden ferry boat New Jersey, belonging to the Philadelphia and Camden Ferry Company, with passengers to the number of nearly one hundred, mostly residents of New Jersey, started for Camden.

The boat was headed for the canal, but on reaching that point, Captain Corcoran discovered that the ice was so jammed between the banks, that to go through would be almost an impossibility.

The boat was then turned northward, so as to cross the bar some distance above Smith's Island. When near the opposite Arch street wharf, the boat was discovered to be on fire near the smoke stack. An effort was made to check the flames, but without avail. A scene of wild excitement ensued; the passengers all pressed forward to see the flames, and to be the first to jump ashore, as soon as the boat should touch the wharf, the captain having directed the pilot to steer directly for the wharf the whole house fell, rendering her steering apparatus useless. A strong ebb tide was running and setting up the river, which caused the boat to sheer off from the wharf, and float towards the island again. Be fore this time, however, most of the passengers had jumped overboard, some of whom managed to get upon cakes of ice, and others were taken from the water by persons in small boats. Many of the passengers, among whom were some females, remained on the boat until the burning of their clothes drove them to leap into the water.

Mr. Samuel Goveison, of this city, was on board, with his wife and child, about fourteen months old, who was separated from her wife when the fire was first discovered. He immediately made search for her, but getting in the midst of the excited throng, was hurried overboard without obtaining any knowledge of the whereabouts of his wife and child. He was soon rescued, and on reaching the wharf he was overjoyed to hear that his wife had been saved and taken to the Weatherly tavern, but his child was drowned. His mother held on to it until exhaustion compelled her to relinquish her hold.

Mr. Nixon, of Camden, was on board with his wife and child, and both remained on the boat until their clothes took fire. Mrs. Nixon was considerably burnt. She states that her husband was separated from her and forced overboard his coat was all in a blaze. She has not seen or heard of him since.

Thomas H. Dudley, of Camden; Thomas Hooper, of Philadelphia; Mrs. Ellen Stone, of Camden; Thomas Steward and wife, and William P. Wilson, were all rescued from the water in an exhausted state, and taken to Newkirk's, where the proper remedies were applied to prevent any serious results.

Mr. James M. Stelling, of Camden, escaped with his life, notwithstanding the boat passed over him. When taken from the water he was nearly frozen.

Two men, named Edwards and Nelson, residing about six miles from Camden, managed to get upon a cake of ice and floated until picked up by a person in a small boat. They were taken to the Cherry street station house, in company with a Mr. Crispin, who was also rescued, where they remained during the night.

Mr. John C. Little, of Camden, was found dead, floating upon the river. Efforts were made to resuscitate him.

Mr. Richard Mitchell, residing in Camden, but whose place of business is at No. 93 South Second street, was under the boat for a short time, but escaped without injury, and was also instrumental in saving one of the female passengers.

Mr. James W. Ferguson thinks there were about thirty persons on the boat, and when the fire was first discovered he was talking with a few of them, his name Howard. When the boat was on fire, he was on the deck, and was talking with a few of them, his name Howard. When the boat was on fire, he was on the deck, and was talking with a few of them, his name Howard.

Mr. Wm. Agnew, a resident of Camden, gives a terrific description of the melancholy disaster, as follows:—

MR. AGNEW'S STATEMENT. I was standing conversing with Mr. Muschamp, a conductor on the Camden and Amboy Railroad, when he discovered the flames bursting out around the "smoke stack." Making an exclamation that the boat was on fire, he sprang forward to the windward. He saw the captain in the pilot house with the pilot. Almost the moment the fire was discovered the boat was headed for the Arch street wharf. A wild, heartrending scene of terror ensued. There were, as nearly as I could remember, over one hundred persons on board, including twenty or twenty-five ladies. By a common impulse they rushed to the windward to avoid the intense heat of the flames, which had now enveloped the whole after part of the doomed vessel. Mr. Agnew clung to the guards as long as he could. Around him, frantically endeavoring to wrench loose the stanchions, which were yet free from the devouring elements, were the horror-stricken passengers, who, but a few moments before had been so full of hope and happiness. There was nothing that he could see save a bench or two that could in any way be made available as a float or life preserver. The flames as the wind drove them about increasing in volume every moment, caught the dresses of the young girls, which were spouting. One woman, girl, Miss Carman, was the only one he recognized, and the last he saw of her as she was enveloped in fire, and screaming piteously. The scene was now almost a awful and appalling for reality. One by one—sometimes five or six at a time—they made the fearful leap from the burning wreck into the nearly less terrible chances of death amid the ice and water.

The boat had struggled up to within twenty or twenty-five feet of the wharf, when the pilot house fell, and all command of the boat was lost. It was not until about five or six minutes after that the boat was completely wrapped in fire. The captain, as far as he could notice in the confusion, was doing his utmost to save the lives

of those on board, and the pilot remained at his post to the last.

The fire originated in the fireman's room; does not think the least blame can be attached to the captain or pilot, nor, to his knowledge, to any of the employes; the fireman's room was not fire proof. Mr. Agnew was at Bloodgood's hotel, foot of Walnut street, from whence, after receiving, through the kindness of Mr. E. a change of clothing, he proceeded to Camden to ally, by his presence, the apprehensions of his family regarding his safety. Mr. Agnew's friend, Conductor Muschamp, was unable to swim, and it is feared that he is lost.

The engineer of the boat did not quit his post until he was forced to fly by the heat from the burning of his clothes. The pilot, Mr. Carter, remained at his post until within a few moments of the falling of the whole house.

Thomas Lewis and William Gallagher, members of the Vigilant Engine Company, deserve great praise for their efforts to rescue the passengers from the river, both of whom jumped into the water, and saved two or three who were nearly exhausted.

Miss Josephine Fiddell, of South Camden, was crossing in company with her father, John Fiddell. Both were rescued when they jumped from the boat, and the father struggled hard to keep his daughter from sinking. She was picked up; but he is missing, and it is supposed was drowned.

MR. WM. COVELAND'S STATEMENT.

I think there were fifty passengers, part of them colored; twelve or fifteen were female. The boat left Camden at 8 o'clock. When they got up about opposite to Arch street, the fire was discovered, blowing around the smoke stack. The engine was stopped, and in one or two minutes was started again. The pilot steered her straight for the Philadelphia shore, and we came on alongside of the foot of Arch street, within about eight feet of the wharf. The passengers then crowded each other overboard to get ashore. I suppose that at least two or three were drowned. A few children were on board. The boat was all on fire then, and a panic ensued. The flames were insupportable, and some of the passengers' clothing was on fire. I was on the pilot deck, and the flames had not reached that spot, but the pilot house was surrounded with smoke and flames, so that no person could remain here. The pilot remained until the smoke and flames drove him out. The engine ran, and could not be stopped, in consequence of the fire.

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I was on the stern of the boat when it started, in company with Mr. Howard, a fellow clerk. I recollect Mrs. Alex. Carman and Miss Sally Carman to have been among them. When the fire broke out I determined to stay where I was as long as I could, and fixed the collar of my overcoat around me. I stayed at the stern until the fire drove me away, when I slipped down and hung on the tier chains. Mr. Howard and another gentleman were with me in the water. I hung on until I could sustain myself no longer, when I committed myself to the water, with a prayer that God would permit me to see my wife and children once more.

I struck out towards the shore, but I did not know what shore, I was so bewildered. I swam until I was near the wharf, on which people were standing. I felt as if I was about to sink, when they cried out to me to not give up. This encouraged me. I made a fresh struggle, and succeeded in catching a rope. My strength was almost gone, but I hung on desperately, and was finally landed, some of my fingers being torn off by my efforts to grasp the rope. I do not know what became of my companions who I hold not of the rudder chains.

MR. WM. H. YEATON'S STATEMENT.

Mr. Yeaton was at Bloodgood's Hotel, and very much exhausted, having been in the water over half an hour. He states that when the fire was discovered, the greater part of the passengers rushed towards the bow of the boat, which became very much crowded. He supposed that there were a hundred at least on board. Many jumped overboard at the first alarm, and he imagines that most of them were struck by the wheels of the boat. He remained on board until the flames became insupportable. He finally caved down as deep as he could, although he was rising his hat was struck by one of the paddles. He then lay on his back, and succeeded in catching a rope. He was rescued, and taken to the Weatherly tavern, but his child was drowned. His mother held on to it until exhaustion compelled her to relinquish her hold.

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Fullerton, but fisher. Before this young lady reached the water she is said to have uttered the most piercing cries for help, and fell exhausted overboard.

Myer Reinbeck, German, a barber by trade, and doing business in Camden.

Albert Robinson, residing in Camden, and a girl residing in his house.

Godfrey Elmhurst, German, resident of Camden.

Alfred man, from South Camden, named Riley, is also missing.

Miss Mary E. Massey, aged 16 years, a resident of Camden. Her father was at the Market street ferry, yesterday, much distressed.

A young man named Wm. Young, held on to the railing of the boat until his hand was burnt so badly that he was compelled to jump overboard, and after swimming for some time, was picked up by a small boat.

A German was taken off the paddle boat; his hair was singed and his coat burned. He had a bag of bread with him, which he held on to, and took it home none the worse for the accident.

The excitement along the river front yesterday was great, hundreds of persons standing upon the wharves, and crossing at the Market street ferry to get a glimpse at the ill-fated steamer, which is sunk on a bar above the old Water Works wharf, nothing being visible but one of the paddle boxes and the waking beam.

Miss Josephine Fiddell, eighteen years of age, was saved in a small boat sent out from a schooner. One of the men in the boat saw her floating upon the surface of the water, and diving down brought her up. She was taken to Callan's, Susquehanna Hotel, Water and Vine streets, injured about the face and arms. This young lady was with her father on the ferry boat. When the destruction of the steamer was found to be inevitable her father, Mr. John Fiddell, secured a rope and tied it to one of the stanchions, in the hope that should it fall into the river it would be the means of saving their lives.

They stayed on board until the fire became too hot to remain longer and then jumped with the rope, to which they clung, until the flames burned it off. Miss F. then lost her father and has not heard of him since. She resides in South Camden, where her friends took her yesterday morning.

A young man, living in Thirteenth street, above Cherry, was picked up by Captain Robinson. Thomas O'Donnell and another man, who had a boat, did great service in rescuing the afflicted from watery graves. They brought eight men and two women ashore in their boat. This young man is said to be a clerk in Conly's store. His neck, hands and face are badly burned. His coat was burned off his back. He was taken home by one of his rescuers.

F. Howard, a clerk in Basin's perfumery establishment, was slightly injured. He jumped overboard with a bench and kept himself up until taken out in a boat. He was on the steamboat Seaford last night.

THE MISSING. As far as ascertained, the following named persons were missing from their families this (Sunday) morning:—

Samuel Briggs, residing in Penn street, above Fifth, Camden. Tallor, in Fourth street, above Arch, Philadelphia. Has a wife and four children.

Mr. James Sherrer, of Camden, a picture frame maker, employed at Natter's, in Chestnut street, Philadelphia. John Parsons, residing in Penn street. The proprietor of a restaurant in Chestnut street, Philadelphia. Has a wife and one child. Is 38 years old.

Charles Wetherby, 18 years of age, resided in Second street, near Bridge avenue, Camden. Was employed in German's planing mill, in that city.

Miss Sally Carman, 36 years of age, daughter of William Carman, Broadway and Bridge avenue, Camden.

Mr. Beale, a clerk in Levy's store, Chestnut street, Philadelphia, residing in Stevens street, near Third. Has a wife and two children.

Mr. Prince, residing in Stevens street, near Fourth, south side. His quarterly ferry ticket, pocketbook and receipts were found this morning, and are said to be in the possession of Mr. Master, near Kensington screw dock.

Edward Murhamp, 25 years of age, a bookkeeper in the Camden and Amboy Railroad Company. Mr. M. resided in Fourth street, below Mickle, in Camden. Has a wife and four children. At the time of the collision on the Camden and Amboy Railroad, near South bridge, seven miles from Amboy, in July, 1855, Mr. M. was conductor on one of the trains. The wife of the missing man went to New York on Saturday to attend the funeral of a friend.

The body of a little girl was found floating in the river near the island this morning.

INVESTIGATION BY THE CORONER. A jury of inquest, consisting of Charles W. Packer, Charles S. Calvert, Rudolph Hampton, Wm. H. Brown, Benjamin Masters and Thomas Habermahl, was summoned by Coroner Delavan to investigate the facts of this disaster. After viewing the bodies of Abraham Jannie and John Little, at Arch street wharf and the Twelfth Ward station house, the investigation was commenced at Newkirk's.

Wm. S. Corson, of Camden being sworn: I was captain of the steamboat New Jersey; she was rebuilt in the summer of 1855; she was a substantial boat, and had not been out through the laws of the United States do not require ferry boats to keep life preservers and life boats; we left Walnut street wharf at half-past eight; we went into the canal, but the ice being too heavy, we were compelled to go around the island; we passed Arch street wharf when an alarm of fire was given; I told Mr. Springer, the pilot, that we would make Arch street wharf; we steered for the wharf; when about thirty feet I went down to take a line ashore; at that time the upper deck was all in blaze; I got down and had the line in my hand when the boat took a sheer off from the wharf; the passengers then attempted to leap off; some few leaping to the wharf; I leaped off when the boat was about 100 yards from the wharf; I got on to a cake of ice, and the hands on board the Morning Light threw me a line; there was a gentleman about twenty feet from me, and I threw the rest of the line to him, and we were both saved. I should judge there were from 75 to 100 persons on board; the boat was originally built about fifteen years ago; I take the faces at the gate, but having made a trip before, the money for both trips became mixed together; I have not received the money, and suppose I must have lost part of it, so that the money would be but little guide in judging of the number on board; the hands on the shipping generally aided us in every way, but a small tug passed when the boat was in a light blaze, without stopping; one of the passengers was the first to discover the fire; I have no idea how the fire caught; the space around the smoke stack, which it commenced, was protected by sheet iron, which I consider sufficient, as the only heat there would be from the steam; coal was burnt in her furnaces; the boat was provided with water buckets; there were no boats on board; the boat was owned by the Philadelphia and Camden Ferry Company; it is separate from the Camden and Amboy Railroad Company, with different directors; the boiler was examined by the inspector of boilers about three months since; the boat was only used at night, except on emergencies; we carried the same amount of steam last night as usual; there was no extra firing; there was no cotton waste on board; the cloths used in wiping the machinery were kept in the forward part of the boat; a number of passengers leaped overboard at the first alarm of fire; when I leaped off I saw no one on board—the flame and smoke had driven them all off, though I suppose there were several buried up in her; there were a few loose benches on the deck, which were made use of by the passengers in saving themselves; the seats in the cabins were permanent; I should judge there were from five to twenty females on board; I saw a number of ladies leap overboard, and some got upon a bench that was thrown over by a gentleman; the boat went through the canal in coming to the city, but it being flood tide, a large cake of ice had drifted in; we tried ten minutes before giving up the attempt; the fireman spends part of the time on deck; there was a fireman named Ferguson in the fire room at the time; he was the regular fireman; the fireman employed was not there at the time; the engine was at his post until driven away by the fire; I do not consider it the duty of the fireman to be always in the fire room; used oil lamps on board, and the wood work above is protected, so that there was no danger from them; before the boat was beaked out of the canal I went down on deck to charge the pins of the rudder; necessarily in returning to the upper deck, I passed the spot where the fire subsequently broke out; I saw no fire nor did I smell any smoke; there was a sheet iron case six or eight inches over the smoke stack, fastened to the woodwork; I have been attached to the boat about five years, and

never had any idea of danger from the boat taking fire; there was a house and wagon on board; I suppose the horse perished in the flames; the owner of the wagon, Mr. Shade, was saved; his wife and child were lost; the fireman was named Jeter; he was injured, and is now over on Camden.

John Springer, of Camden, the pilot, deposed:—We left Walnut street to go through the canal, but the ice having jammed there I went to the other pilot house and steered while she backed out; the alarm of fire was given; when opposite Arch street, and we were for that what; when within two hundred rods of the wharf the steering apparatus became motionless, I suppose from the woodwork burning away from the chain and rods, all the benches on board, four in number, were saved; the boiler was protected from the woodwork in the usual manner; the fire came up astern; I saw the flames come up striking the smoke stack; the boat was not jarred by attending to the fire; there was a young man named Charles Nixon, a printer by trade, on board, and was in the pilot house with me; he was saved; the ash pan above the boiler was removed since the boat was built; the ash pan has a stream of water running through it; it is the duty of the fireman to keep this supply of water running.

George Carter, of Camden, the engineer, deposed:—After leaving Walnut street the pilot thought it best to go around the island; the fire was given when near opposite Arch street; I tried to draw water, but the ice prevented me; the boat was headed for Arch street wharf, and the boiler going to fast; the fire would not let me get into the engine room, but with my foot I kicked the cut-off, so that the engine would go at full speed; she came straight for the wharf, when the pilot drove from the pilot house; I first discovered the fire coming through where the steam chimney comes through the deck; the fire, I think, came from below, apparently from something burning beneath the deck; I can stand at the engine and see the fire room and the furnace door; the furnace is at a distance of two feet from any wood work; the boat I understand to be the property of the Camden and Philadelphia Steamboat Ferry Company; there was no extra steam or fire on previous to the fire; there was no firewood or kindling beneath the deck; the upper deck is about fourteen feet above the main deck; the steam chimney comes about three or four feet above the main deck; there is a casing around this, at a distance from the woodwork; the ash pan extends eighteen inches beyond the furnace door; when the fire broke out I put the fireman at the engine and went below; the deck above the boiler was on fire; we were in the canal about ten minutes before the boat was beaked out; Ferguson was below at that time; he had not seen the fire when I went below; the boiler and the woodwork around it had been inspected by the regular inspector, who gave a certificate that all was sound and safe; I think the boat was built in 1844 or 1845; I have been on her about one year.

John C. Bullitt, Esq., one of the directors of the Ferry Company, deposed that the boat belonged to the Camden and Philadelphia Steamboat Company; I am a director, and represent about one-fourth of the stock; the only connection that the boat had with the Camden and Amboy Railroad Company was the carrying over crates belonging to the way lines; some of the directors of the Ferry Company are also directors of the Camden and Amboy Company, but there is no connection between the two companies. The company, he stated, were anxious to ascertain where the responsibility of the accident rested, and would aid the investigation as far as laid in their power.

The inquest was then adjourned, to meet at the call of the Coroner.

ANOTHER STATEMENT BY MR. AGNEW.

I am in the employ of Messrs. Burns & Piers, proprietors of the Philadelphia Local Express, and reside in Camden. Returning home from business on Saturday evening, I took the steamboat New Jersey at 8 1/2 o'clock from Walnut street wharf, and was an eye witness of the most serious disaster that has ever happened on the Delaware. When the boat started she attempted to reach Camden by way of the channel which divides Windmill Island, but being backed out and headed up the stream with a view to circumnavigate the island. When opposite Market street, I observed flames bursting out around the smoke stack, and raised the cry of "fire." An unusually large number of passengers were on board, many of them women and children. The fire originated in the fire room during the absence of the fireman, and spread with fearful rapidity. It soon wrapped the entire after part of the boat in flames and drove the passengers forward. The strong ebb tide setting up the river overpowered me; it was impossible to run the boat around upon the northern part of the island, and I was glad to see the pilot head for the Philadelphia shore. The captain at this time was in the pilot house giving orders. I was upon the bow of the boat in the midst of a wild heartrending scene of terror. A crowd of at least one hundred persons, including twenty or twenty-five ladies, were clustered together in the smallest possible space to avoid the intense heat of the flames—some clinging to the guards, others frantically endeavoring to wrench loose the stanchions which were yet free from the devouring element, while some stood horror-stricken, gazing upon the fast approaching flames behind, or we lay on our faces before them. There was nothing on board save a bench or two that could be made available as a float or life-preserver. As the volume of the flames increased it caught the dresses of the women, whose shrieks for assistance were appalling. Not until their clothes were burnt from their persons did the passengers seem willing to seek a chance of safety in the bosom of the element. One by one, sometimes five or six at a time, they made the fearful leap from the burning deck. The boat had been forced to a distance of not more than ten feet from the wharf when the pilot house fell, and the government of the helm was lost, and the vessel sheered off again to the river. Some on the upper deck, however, had a chance to leap ashore; others fell short, and were crushed by the paddle-wheels. Every hope of running into the wharves was now dashed, and I turned to Mr. Muschamp, late a conductor on the Camden and Amboy Railroad, and asked him if he could assist. He replied that he could not, and jumped overboard with me. The engine was still going, and I took care to jump clear of the wheels. I believe my friend followed me, but he did not take the like precaution. I swam about one hundred yards when I providentially reached the bow of a clipper ship, and was rescued by the promptness of those on board.

OUR CORRESPONDENT'S ACCOUNT OF THE DISASTER.

PHILADELPHIA, March 15—4 P. M. The terrible calamity on the Delaware last evening, opposite this city, by the burning of the ferry boat New Jersey, has thrown a gloom over the city which will take many years to efface.

The boat left Walnut street ferry at 8 o'clock last evening, for Camden, with certainly not less than one hundred passengers, and when in the canal out through Smith's Island, mid way in the river, was impeded in her progress through the ice, backing out she took fire in the hold, midships, and in the forward part of the boat; a number of passengers leaped overboard at the first alarm of fire; when I leaped off I saw no one on board—the flame and smoke had driven them all off, though I suppose there were several buried up in her; there were a few loose benches on the deck, which were made use of by the passengers in saving themselves; the seats in the cabins were permanent; I should judge there were from five to twenty females on board; I saw a number of ladies leap overboard, and some got upon a bench that was thrown over by a gentleman; the boat went through the canal in coming to the city, but it being flood tide, a large cake of ice had drifted in; we tried ten minutes before giving up the attempt; the fireman spends part of the time on deck; there was a fireman named Ferguson in the fire room at the time; he was the regular fireman; the fireman employed was not there at the time; the engine was at his post until driven away by the fire; I do not consider it the duty of the fireman to be always in the fire room; used oil lamps on board, and the wood work above is protected, so that there was no danger from them; before the boat was beaked out of the canal I went down on deck to charge the pins of the rudder; necessarily in returning to the upper deck, I passed the spot where the fire subsequently broke out; I saw no fire nor did I smell any smoke; there was a sheet iron case six or eight inches over the smoke stack, fastened to the woodwork; I have been attached to the boat about five years, and

never had any idea of danger from the boat taking fire; there was a house and wagon on board; I suppose the horse perished in the flames; the owner of the wagon, Mr. Shade, was saved; his wife and child were lost; the fireman was named Jeter; he was injured, and is now over on Camden.

John Springer, of Camden, the pilot, deposed:—We left Walnut street to go through the canal, but the ice having jammed there I went to the other pilot house and steered while she backed out; the alarm of fire was given; when opposite Arch street, and we were for that what; when within two hundred rods of the wharf the steering apparatus became motionless, I suppose from the woodwork burning away from the chain and rods, all the benches on board, four in number, were saved; the boiler was protected from the woodwork in the usual manner; the fire came up astern; I saw the flames come up striking the smoke stack; the boat was not jarred by attending to the fire; there was a young man named Charles Nixon, a printer by trade, on board, and was in the pilot house with me; he was saved; the ash pan above the boiler was removed since the boat was built; the ash pan has a stream of water running through it; it is the duty of the fireman to keep this supply of water running.

George Carter, of Camden, the engineer, deposed:—After leaving Walnut street the pilot thought it best to go around the island; the fire was given when near opposite Arch street; I tried to draw water, but the ice prevented me; the boat was headed for Arch street wharf, and the boiler going to fast; the fire would not let me get into the engine room, but with my foot I kicked the cut-off, so that the engine would go at full speed; she came straight for the wharf, when the pilot drove from the pilot house; I first discovered the fire coming through where the steam chimney comes through the deck; the fire, I think, came from below, apparently from something burning beneath the deck; I can stand at the engine and see the fire room and the furnace door; the furnace is at a distance of two feet from any wood work; the boat I understand to be the property of the Camden and Philadelphia Steamboat Ferry Company; there was no extra steam or fire on previous to the fire; there