

aster brought by Mr. Calhoun, the engineer. After the boat struck, he jumped overboard, waded to the shore, came to the village, told of the wreck, and, mounting a horse, rode to Black Rock to let his wife know that he was safe. The late Gen. Lucius Storrs, who was then, with his father-in-law Capt. Benjamin Caryl, keeping the Mansion House, went with others by boat across the creek, and over to the stranded steamer, and with Capt. Rogers, pilot Wm. T. Miller and the crew, landed the passengers by means of a boat guided by a rope ("painter," in sailor's phrase) stretched from the steamer to the shore. The saved company were taken to the Mansion House, where they found welcome shelter, and abundant sympathy and good cheer. The late Samuel A. Bigelow attended to the transportation of the cargo and furniture, and stored them in the warehouse of which he was part owner.*

The *Walk-in-the-water* was built by capitalists living in the city of New York. After she was wrecked it was proposed to build another steamboat; and a Mr. Brown of New York, agent of an eastern company, came on to contract for the work. Then arose a strife between the people of Buffalo and those of Black Rock, in regard to the question where she should be built. The people of Black Rock claimed that to be the right place in preference to Buffalo, as the latter place had no harbor, there not being five feet of water on the bar at the mouth of the creek; and they said that if she was built in Buffalo creek she would rot down before she would ever float on Lake Erie.

*NOTE.—The mention here of this warehouse gives an opportunity for modifying paragraph second on page twenty-seven, about the warehouses on Buffalo Creek in 1818, since the printing of which some questions have arisen, requiring further investigation, and comparison of authorities. To avoid these, the paragraph referred to should be cancelled, and in its place the author's own original statement be read, as follows: "*There were, I think, at this time only two or three Warehouses on Buffalo Creek.*"

Particular mention of names in this connection is liable to awaken discussion, and is not necessary for the purpose of this paper.

At the time of the wreck of the *Walk-in-the-water*, at least two other warehouses had been added.

The particulars in the text concerning the final trip of the *Walk-in-the-water*, are inserted, as received directly from the statements of the late Gen. L. Storrs and Samuel A. Bigelow, and our venerable townsman, Capt. Levi Allen.

A. B.