

The Late Disaster on Lake Erie.

We find in the *Baltimore Sun*, some further details of the late disaster on Lake Erie, caused by the sinking of the steamer *Atlantic* in consequence of coming in collision with the propeller *Ogdensburg*. The *Atlantic* belonged to Messrs. WARD, and was valued at \$80,000. It is said she was insured. There is much indignation expressed against the officers of both boats for their apparent want of care, as it is believed the collision could easily have been prevented. The following evidence was given by the mate of the *Ogdensburg*:

At the inquest held on Friday night at Erie, on the body of a little girl, name unknown, the following evidence was given:

De Grass McNell, mate of the propeller *Ogdensburg* sworn.—Commenced my watch at midnight; about half-past one saw the steamer; she had a red light aloft and two lights below; we had two lights at the cross-trees, and another signal light in front; when I saw her, three miles distant, we were steering for the Welland Canal, and I judged, from her course, we should pass half a mile north of her; upon nearing her, she appeared to have changed her course, and to be making across our bows; I now ordered the engines to be stopped; this was about ten minutes before the collision; seeing that we were likely to strike together, I ordered the engine to back, and the wheel put hard a-starboard; shouted as hard as I well could; our whistle was out of order; in about two minutes we struck; the bow of our vessel striking her between the forward gangway and wheel-house, on the larboard side; did not see or hear any person on board the steamer when we struck; we had nearly stopped; the *Atlantic* was under full headway; after ascertaining that our vessel would not sink, we went to her relief, although we did not see any signal of distress or hear her bell ring; upon nearing we heard the cries of persons on board and in the water: came up to her in about an hour; her lights had disappeared and her bow was under water, though her stern was in sight and all three of her decks; came alongside and took off all the persons who had remained on her till now; our boats were engaged in picking up those in the water; afterwards made a circle of a mile in circumference around the wreck, keeping boats inside the circle, and think we got on board all living persons who were in the water and on the steamer; took probably two hundred off the steamer and one hundred from the lake; the *Atlantic* remained in the same position when we left her.

Question by a Juror.—If you had given an order to starboard the helm five minutes sooner, would the collision have taken place?

Answer.—It undoubtedly would not.

The following is the statement of James Carney, the second mate of the *Atlantic*, who was on watch at the time of the collision.

Mr. Carney sworn.—I was second mate of the *Atlantic* on the night of the collision; it was my watch on deck; the weather was smoky from the time of leaving; saw Long Point about two miles off; think I could have seen a steamer's light one mile; fifteen minutes after leaving Long Point, made the propeller's light nearly a point on the larboard bow; were steering southwest by west, our usual course, when I saw the propeller's light, which was dim; put the wheel a-port, and kept her off west southwest; two minutes after, the propeller struck us twenty feet forward of the wheel, on the larboard side; heard the engine bell of the propeller ring about this time; as soon as we struck gave orders to the helm-man to steer her for the shore, which was within four miles; I then ran down on the main deck to see if I could discover the extent of the injury, and returned immediately to the upper deck; Mr. Blodgett, first mate, was then at the pilot house, and I told him she was sinking, and he ordered me to run below and see if she was filling; then went into the steerage, which is forward; found no water on the floors, but could not get up the hatches to look below; then returned to the fire-hold and saw water rushing in in torrents, carrying with it coal, ashes &c.; then went to listing her with passengers and freight to the starboard, in hope to relieve the leak; found it impossible, as she was settling forward; then returned to the hurricane deck, and heard Captain Petty giving orders to those congregated there to keep quiet. Orders were then given to get the two boats which were on the hurricane deck ready, and also the working boat. The steamer settled gradually, and I should judge it was all of twenty minutes before the water came up to the hurricane deck. I should think it was at least half an hour after we were struck before the propeller came within hailing distance. Had the propeller when we first saw her, put her wheel a-port, we should have cleared her.

Further Particulars.

Buffalo, August 23d.—Mr. B. F. Field, with his wife and two children, reported as lost, are safe, having been picked up floating on a portion of the wreck.

Among the lost are Thomas Lewis, of Detroit, whose body, together with that of a little girl, was picked up yesterday by the steamer *St. Lewis*; also, Mrs. Marks, of Willietown; Mrs. Elizabeth Van Hoganburg, of Halfmoon, Saratoga county, New-York; Mrs. Williams and Mr. and Mrs. Fox, of New-York; and a little girl, nine years of age, who was going to her friends in Milwaukee, in charge of a gentleman whose name is unknown.

Mr. and Mrs. Lyman Birch, Mr. and Mrs. Van Hoganburg, and Miss Phæbe Birch, each with life-preserving stools, with which the steamer was supplied, committed themselves to the water. Mrs. Birch lost her stool, and clung to Mrs. Van Hoganburg, when Mr. Birch sprung forward to assist her. Mr. Van Hoganburg and Miss Birch were saved, all the rest drowned.

Almon Coffin, formerly of Geneva, New-York, had a miraculous escape. He was unable to swim, but sprang into the water at the moment of the collision, and catching hold of a rope clung to it desperately. Fifty or sixty persons came pouring over the side of the boat directly on him, carrying him down. He rose and seized hold of the rope again, when he found himself seized by a dozen hands under the water. He fell from the rope again exhausted, and knows not how he was subsequently saved. His legs are covered with marks, where the nails of the dying were buried in his flesh.

Recovery of More Bodies.

Buffalo, August 23d.—About fifteen bodies were found to-day without clothing, and nothing by which they could be identified.

An investigating committee is inquiring into the cause of the disaster.

Mr. Langden, a cadet from West Point, who was reported lost, is safe.