

By later news received from the scene of the disaster, we learn that the number of persons lost will probably reach two hundred and fifty, of whom a large proportion are Norwegian emigrants. In addition to the list already published, the following are reported as saved:

L. D. Crippen, of Coldwater, Michigan; James Russell, New York; L. E. Bushnell, of Green county, N. Y.; Robert Montgomery, New York city; J. W. Snook, Madison, N. Y.; O. R. Horn, Chester county, Penn.; C. H. Green, Green Bay, Wisconsin; Wm. Hogan, Detroit; Rev. Samuel Haskell, Detroit; J. L. Wright, Brooklyn, N. Y.; John F. Blake, Meriden, Conn.; Miss Auld, Frankfort, N. Y.; Mr. Titus and son, Detroit; Mrs. Ellis, Chicago; E. J. Wilson; Mr. Kirby and S. Haskell, Detroit; B. F. Lawrence and wife, Belvidere; J. Paddock and wife, Oakland; W. Birdsall, Grand Rapids; William J. Hull, Albany; Miss Hunyee, Henrietta, N. Y.; Josiah Brock, Wright Brocky; L. J. C. L. Peck, Rome.

Among those known or supposed to be lost, are:

Miss Lathrop, of Buffalo; Lieutenant Langdon, of Buffalo; Master Rollins, of Buffalo; Miss Abigail Stanley, aged 18, of New York; Mary J. Skummon, of Milwaukee, aged 12 years; Miss Duff, of Canada, aged 18 years.

Mr. Sutton, of this city, saved himself, his wife and two children, by means of the life preserver. While fastening some of these upon his wife, that which he had procured for his own safety was snatched from him, and he was compelled to take his two children in his arms and keep himself afloat in the best way he could till picked up by boats.

One young woman among the saved jumped overboard during the first excitement, and would have been drowned but for the noble exertions of a man, supposed to be one of the emigrants, who leaped over after her, and managed, with the assistance of others, to get her on board the boat again, whence she was taken on board the Ogdensburg. Her rescuer, however, after seeing the woman safely on board the boat, sunk, exhausted, and was drowned.

Three of the crew saved themselves by throwing over the binnacle box and clinging to it until they were picked up. They were compelled, several times, for their own preservation, to kick from them drowning men and women. They say some thirty or forty men and women had hold of their legs at different times.

The body of a girl about ten years old was found floating on a plank, as if asleep, but she was quite dead. Her body was taken to Erie, but has not been recognized.

A Mr. L. D. Crippen, of Michigan, saved two females by breaking through the deck to their stateroom, which was then filling with water.

An inquest was held on the body of a little girl, on Friday night, when the following evidence was given:

De Gra's McNeil sworn.—I am first mate of the propeller Ogdensburg; commenced my watch at midnight; about 1½ 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 hearing 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; I 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 their 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 along side 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.

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 south-west 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 belt of the propeller ring about this time; as soon as we struck gave orders to the helmsman 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. Redgett 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 floor, but could not get up the ladders to look below; then returned to the fire-hold and saw water rushing in in currents, 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.

The people of Erie are greatly incensed against the officers and owners of the steamer Atlantic, to whose carelessness or mismanagement the terrible disaster is attributed. Contrary to the report first published the survivors do not exculpate these persons from blame, but in a series of resolutions which they adopted at a meeting held on Friday evening, express their "indignation at the gross neglect and criminal misconduct of the owners of the steamboat Atlantic in not providing proper facilities to afford passengers the means of saving their lives." They also demand that the authorities shall "arrest the officers and men who are to be found within the limits of this county, who were employed upon the Atlantic, or propeller Ogdensburg, that the cause of the collision may be correctly ascertained."