

The Loss of the Atlantic.

The destruction of this steamboat, so suddenly and the great sacrifice of life attending has cast a sudden gloom over many parts of our community. We give a few of the particulars merely stating that whatever palliation may be offered, the most gross carelessness and inefficiency on the part of both boat's crews was manifest:—

The steamer Atlantic was on her passage from Buffalo to Detroit, which place she left between nine and ten o'clock on Thursday evening, when having reached a position nearly opposite Long Point on the Canada shore, and while under a motion of fourteen or fifteen miles per hour, she came into collision with the propeller Ogdensburgh, on her course from Cleveland to Gravelly Bay.

The collision took place between two and three o'clock on Friday morning—the weather being slightly hazy, but not so much so but that the stars were visible, the lake being entirely still, and the wind being almost a dead calm.

The Propeller struck the Atlantic just forward of the wheel house, and cut her to the water's edge. The bows of the propeller penetrating to her cabins, and killing one man in his berth.

As the two vessels parted, the propeller rounded to and pursued her course, and the Atlantic kept on without losing a stroke of her engine until her fires were extinguished by the rapidly rising water. Soon after the collision, one of the small boats of the Atlantic was attempted to be launched full of men from the starboard side, forward of the wheel, in doing this the bow was allowed to go down much faster than the stern, which threw the weight forward, broke her bows and pitched the entire number into the lake, when many must have met a watery grave.—The panic caused by the collision of the vessels, as usual in such cases, deprived most of the passengers and crew of their presence of mind, and caused them to jump overboard without making any preparation; under these circumstances, many of course were drowned.

The propeller kept on her course after the collision for two miles or more, when she rounded to and came back to the Atlantic, whose engine in the mean time had stopped, and furnished means of rescue to those who were still upon the wreck of the steamer; and many who were floating around her on boards, pieces of furniture, or buoyed up by life-preservers. About two hundred and fifty persons were rescued by the propeller and carried by her to Erie, most of whom were in a destitute condition, having lost their money, and baggage, and being for the most part nearly naked. Much conflict exists as to the number of those lost, but the preponderance of testimony fixes it as high as three hundred and fifty.

BUFFALO, SUNDAY MORNING, 1 o'clock, }
August 22, 1852. }

The following are among those known to be lost or missing:

Abigail Stantry, 18 years old.
Mary P. Scannon, of Milwaukie, 12 years old,
Miss Duff, Montreal, aged 18.
A young lady from Battle Creek.
Thomas Smith, colored barber.
Newton Burnett, do
Miss Clark, residence unknown.
W. Beddell, Buffalo.
Mr. Fiold, wife and two children, N. Y.
Mr. Frost, Boston.
Mr. Lake, Albany.
Mr. Fairbrother, do.
Children of Mr. Clark.
Mr. H. Cartry and sister, East Randolph Vt.
Mr. Leferre, Troy.
James Connolly, first waiter.
Henry, a waiter, aged 18.
3 waiters, names not known.
One fireman, and it is also feared that a sister and child of Mr. Rollins of this city, and a gentleman named Langlon, a cadet of West Point, and Mr. Birch and wife, Albany, are among the lost.

A meeting of the survivors was held in the session room of the Presbyterian Church, at Erie, last evening, when the following, among other resolves, were adopted:

Resolved, That we would call the attention of the public in particular, to the insufficiency of the so-called life-preservers, which are totally useless, which was too bitterly proved to some of the unfortunate, who trusted themselves to their fancied security.

Resolved, That we express our indignation at the gross, negligent and criminal misconduct of the owners of the steamer Atlantic in not providing proper facilities to afford the passengers on board, the means of saving their lives; we consider that the want of a sufficient number of boats to hold the passengers, in an unanticipated contingency like the present, and the want of other loose material, to be a wanton tampering with human life, and that the owners of the unfortunate boat should be held up to the public, who have caused, aside from the reconsideration from indifference to the lives placed in their charge.

A meeting of the citizens of Erie was afterwards called, at which much feeling was manifested, and the following resolutions passed:

Resolved, That the loss of the steamer Atlantic on the night of the 20th, is a calamity of such overwhelming and heart-rending character, that the voice of an outraged public is inadequate in its expressions, and that we at once proceed to arrest all the officers and men who are to be found within the country, when employed upon the Atlantic or the Ogdensburgh, that the cause of the collision may be correctly ascertained.

Resolved, That the Prosecuting Attorney of this county be requested to take immediate measures to obtain such evidence as may be derived from passengers now in town.

An inquest was also held in Erie last evening on the body of a little girl, name unknown, picked up in the Lake, when the following evidence was given:

Degrass McNell sworn—I am 1st mate of propeller Ogdensburgh; I commenced my watch at midnight about half past one, saw the steamer, she had a red light above and 2 white lights below; she had 2 lights at cross-trees and another signal light in front of the wheel house,

when I first saw her she was probably 3 miles distant; we were steering for the Welland canal and I judged from her course that we would 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 our engine to be stopped. This was about 10 minutes before the collision. Seeing that we were likely to strike together, I ordered the engine to back and the wheel to be put down hard a starboard, I shouted as hard as I could; our whistle was out of order. In about 2 minutes we struck the bow of our vessel, striking her between the forward gangway and the wheel house on the larboard side. I 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 our vessel would not sink we went to her relief, although we did not see any signal of distress or hear any bell ring, but upon nearing we heard the cries of persons on board and in the water when we came up to her; in about an hour her lights had disappeared and her bow was under water; her stern was in sight and all three of her decks.

We came alongside, and took off all the persons who remained till now—our boats were engaged in picking up those in the water. We afterwards made a circle of a mile in circumference around the wreck, keeping the boats in the circle, and we think we got all the living persons in the water and on the steamer. We took probably 200 off the Steamer, and 100 from the Lake.

The Atlantic remained in the same position when we left her.

Question by Juror—If you had given the order to the man at the wheel five minutes sooner would the collision have taken place?

Answer—It undoubtedly would not.

As we are anxious to draw out every particular connected with this affair, we give the following statement of James Carney, Second mate of the Atlantic, which we have procured from his own words:

I was 2nd mate of the Atlantic, on the night of the collision with the propeller Ogdensburgh, the 20th inst.—it was my watch on deck—the weather was smoky from the time of leaving—I saw Long Point light two miles, and think I could have seen a steamer light a mile—25 minutes after leaving Long Point Light, which we passed at 2 o'clock, made propeller light, nearly a point on our larboard bow—we were steering S.W. by W., our usual course when I saw propeller light, which was very dim—I put the wheel aport and kept her off W.S.W., in two minutes after, the propeller struck us 20 feet forward of the wheel, on our larboard side. I saw no signal light of red and blue on propeller, until after she struck us—heard the engine bell of the propeller about this time.

As soon as we were struck, I gave the order to the wheelsman to steer for the shore, which was within four miles. I then ran down upon the main deck to see if I could discover the extent of the injury, and returned to the first deck. Mr. Blodget the first mate was then at the pilot house. I told him she was sinking, and he told me to run below and see if she was filling up. I then went into the steerage, which is forward, and found no water on the floors, but could not get up the hatches to look below. I then returned to the fire hole, and saw the water rushing in torrents, carrying with coal, ashes &c. I then went casting her with passengers and freight to the starboard, in hopes to relieve the leak, but found it impossible, as she was fast settling forward. I then returned to the hurricane deck, and heard Capt. Petty giving orders to those congregated there to keep quiet. Orders was then given to get the two boats on the hurricane deck ready, and also the working boat. The steamer settled gradually, and I should judge it was all of 20 minutes before the water came up to the hurricane deck.

I should think it was half an hour after we struck before the propeller came within hailing distance. Had the propeller when we first saw her, put her wheel aport, we should have cleared her.

JAMES CARNEY.

The schooner Dewitt Clinton from Erie, reports having found a large amount of valuable property in the Lake belonging to the Atlantic.

The steamer Clinton reached the wreck yesterday morning and saw the last part of her hurricane disappear. She is now entirely under water.