

fied by John Rice. Relatives reside in Third Ward, Milwaukee.

No. 6. Miss Ward, sister of George Ward, a clerk with Gen. McManman. Identified by Morris Fitzgerald.

No. 7. Mary Crehan, of Milwaukee, where her father resides. Identified by Michael Sullivan, who saw her on board.

No. 9. John M. Newton, of Superior City, formerly of this city. Identified by his brother-in-law, O. R. W. Lull, of this city. The trunk of deceased came ashore at Evanston. Gold magic case watch and some change are in the Coroner's possession.

No. 9. Woman unknown, about 20 years of age, black hair, dark hazel eyes, has a narrow velvet ribbon about her neck, fastened with gold stud; high Congress gaiters of prunella, muslin dress, blue bars up and down; figured silk belt ribbon.

No. 10. Peter Riley, of Milwaukee, identified by Hugh Horrigan. Deceased was a grocer by trade. Also identified by Thomas Murphy. Deceased was about 45. Leaves a family.

No. 11. Emma Pengilly, 12 years old, identified by Charles B. McLaughlin. Deceased is my niece, or my wife's sister's child. I was taking her and her mother to Milwaukee.

No. 12. Nicholas McGrath, liquor-dealer, of Milwaukee, aged about 31. Identified by his two brothers. Leaves a wife and four children. Was a member of the Union Guard.

No. 13. Unknown female infant, six months of age, one shoe—ankle slipper—buttoned with a brass ball.

No. 14. Woman, unknown, muscular, naked, believed to be a Swede, with three gold rings, one plain with "L. W. to M. W., Dec. 9, 1854," in inside; one cornelian ring, two silver rings, hair light, eye hazel.

No. 15. Mrs. Honora McLaughlin, of Milwaukee, aged 26, identified by her husband, Charles B. McLaughlin; jewelry taken from same in possession of A. H. Burley.

No. 16. Homer Pasha Goff, of Toledo, and later of Racine; inquest at Winetka; trunk washed ashore and papers discovered, and in possession of G. S. Hubbard.

No. 17. Woman unknown, supposed to be about 20, sandy hair, light hazel eyes, teeth regular, brown or reddish alpaca dress, buttoned in front with small buttons, wore gold ear-rings, gold ring with motto in blue enamel, "At present and always;" also a cornelian ring and plain gold ring, embroidered skirt. Believed to be Norwegian, and one of two sisters that came down on the boat.

No. 18. William Farnsworth, of Sheboygan, age about 65, of some means and retired from business. Been in Wisconsin twenty years, on his way home from this city. \$1 35 found in his vest pocket. Identified by Samuel Wilgus and W. H. McGregor. Leaves wife and two children. Was a native of Vermont.

No. 19. Man unknown, supposed to be Jerry Sullivan, taken from lake, two miles south of Evanston, by Officer Cleves; small port-monnaie, 85 cents in change, and bunch of keys, found on body; heavy built, middle-age, gray pants, blue coat, with height 5 feet 9, full face, hair gray, nearly white, plaid vest, heavy calf shoes, white stockings.

No. 20. Unknown woman, supposed to be Mary Malony, one of two sisters, daughters of a widow woman, aged about 19, reddish hair, green woolen waist, white skirt, white stockings, black prunella gaiters, stripped delaine, blue and black stripes, hair red and curly, face full, teeth irregular, supposed to be a married woman, height 5 feet 6 inches.

No. 21.—Unknown man found two miles north of Lake View House. A Mr. Brown took seventy-five cents out of his pocket; had on dark woolen pants and linen sack-coat, white shirt. Height 5 feet 9 inches, strong and muscular, face smooth, chin prominent, complexion fair, teeth regular. Hands not like a working-man. "F. W. S." on inside right forearm in India ink, inclosed in a small parallelogram.

No. 22. Unknown woman taken from the water near Lake View House, by W. A. Eddy; had on chemise, part of a wine-colored alpaca dress, black jean skirt, hoop skirt, no jewelry, on back of left hand a scar, pair black and white stockings, and laced cloth shoes.

The list of persons saved is increased to one hundred—two members of the Union Guards, names not given, having gone directly home to Milwaukee and not reported at Winetka, on Saturday.

To this list must be added the four inquests held on bodies recovered at Winetka on Saturday, making thus a list of twenty-six upon whom inquests have been held. One or two other bodies recovered await inquest, but were not at the Court-House last evening.

The next twenty-four hours will bring many more bodies ashore, and within a few days probably over two hundred bodies will be recovered. Humanity and respect for the dead and their surviving friends, dictates that a careful watch be kept along our shore, for it is all to certain that human harpies are watching to plunder the remains of the poor victims of the disaster. Alas for humanity that it is so. We are glad to believe that the suggestion has been already forestalled by a proposed systematic action on the part of our authorities and citizens.

To the list of the lost must be added Mrs. JANE COOK and her daughter, MISS ELIZABETH ANN COOK, of Fond du Lac. A son, JACOB COOK, a young man of about 18 years of age, was saved, very badly bruised. The party had been visiting friends in New-York State and Canada, and came up the lake on the propeller *Sun* from Buffalo. Owing to thick weather, Capt. LUSON brought them through to Chicago without landing, preferring to send them down to Milwaukee at his own expense. To this change in their plans is due their sad fate.

Mr. Franklin Hopkins and son, six years of age, of and bound for Egg Harbor, are among the lost.

Deputy United States Marshal Burns, of Milwaukee, is among the lost.

Thos. Kennedy, reported lost, is among the saved.

A large number of citizens of Milwaukee came down in a special train on Sunday, and more will arrive to-day, to identify and procure the bodies of friends. All accounts represent the city of Milwaukee shrouded in sadness and mourning. Business seems suspended. The Republican demonstrations set down for the reception of Hon. WM. H. SEWARD to-day, have been postponed.

Numbers of our city pastors made the appalling casualty a theme of solemn and touching discourse yesterday.

The bodies of the Milwaukee dead, upon which inquest has been held, will be this morning delivered to their friends, should such claim them, and all others, after a suitable interval, will be properly interred here.

STATEMENT OF THE STEWARD.

FREDERICK RICE, steward of the *Lady Elgin*, states that about half an hour before the collision he called the porter, and directed him to trim all the lamps. The passengers were dancing at the time, and the lamps were trimmed at their request. The whole boat was lighted up brilliantly. In a few minutes the wind and sea increased to such an extent that dancing had to be suspended. The lights, however, were not turned down, but remained burning brightly. Between two and half-past two the schooner struck the *Elgin* on the larboard side, about amidships, running her bowsprit through the companion way and through the deck into the hold. The bilge injector was started, but the water speedily extinguished the fires. In twenty minutes after the collision, the engines stopped. Captain Wilson called to one of the engineers to start the engine. His reply was that there was no steam.

Everything that could be was done to stop the hole. Mattresses were put into it, and planks spiked over it, but without avail. The captain then ordered the boats to be got ready, and directed five or six men to take the large boat round to the hole and see if the hole could not be stopped.

Twelve men first jumped into the boat. Mr. Rice, by order of the Captain, next jumped in, placed himself in the stern, and with the oar used every exertion to get round to the hole. The passengers crowded the guard ready to leap in, and the steward to prevent them from sinking the boat, shoved it off as far as possible. As the boat swung round the stern of the steamer a sea struck it and carried it a long distance off. There was but one light oar in the boat, and with this it was found impossible to get it back. The steward then called for oars, believing that he would be able to save five or six more people if he could get back to the steamer. One oar was thrown, but those in the boat could not get it. They then put the boat before the wind, the sea making a clean breach over her every minute. With great exertions, however, they succeeded in reaching the foot of a perpendicular clay bank. One of the men succeeded in climbing up the bank, and let down a rope by which the other were drawn up. They proceeded to the house of Mr. GAGE, who with his family did everything in their power to relieve the sufferers.

The lights of the steamer were very distinctly seen by those in the steward's boat until they were at least a mile distant, when they suddenly disappeared. The steamer went down about twelve miles from land.

Mr. RICE describes the scene on board the steamer as one of the wildest excitement and terror. Passengers ran hither and thither, with alarm. Women screamed and clung to their husbands or companions in frantic terror. For a considerable time after the boat left the wreck, the terrific shrieks of the passengers were heard above the howling tempest.

A short time after reaching the house of Mr. GAGE (which was after 5 o'clock in the morning) a man came in with word that another boat had come ashore and swamped. Mr. RICE and his companions with Mr. GAGE hastened to the beach, where they found eight persons struggling in the surf. They succeeded in rescuing four of them; the others were drowned. These four, with those in the steward's boat, were all that were known by the steward to have been saved.

STATEMENT OF LIEUT. HARTSUFF.

Mr. HARTSUFF is a Lieutenant in the United States Army, and is stationed at Fort Mackinaw.

I was on board the steamer *Lady Elgin* when she collided with the schooner *Augusta*, asleep in my berth. I immediately jumped from my berth, and saw the schooner floating away. Did not think any serious damage had been done at first, but soon discovered that the steamer was settling. I immediately left my berth, which was in the after cabin, and ran toward the pilot-house, where I found Capt. WILSON on the hurricane deck. I asked him if he thought there was any danger, and he replied that he thought she would float. He told me where there were life-preservers on the hurricane deck, and I went and passed them down to the passengers in the cabin till they were about exhausted, when I took one myself and waited on the hurricane deck. While here quite a number came on the deck, only a few of whom were females, but how many came up I could not say, as it was very dark. From a quarter to half an hour after she was struck she broke up, the hurricane deck floating off and the hull going to the bottom with a tremendous noise. As she broke I jumped with my life-preserver—a board six or eight feet

long, and about one wide—into the water, which was at this time only a few feet below us, and pulled with all my might to escape from the mass of the wreck. After the confusion had somewhat subsided, I heard the voice of Capt. WILSON cheering and encouraging the people on the wreck, telling them that the shore was but a few miles off, and that, if they kept calm and obeyed his directions, they might all be saved. I heard him speaking in this manner for perhaps ten minutes, and then I had separated so far from the hurricane deck, on which the Captain and a large number were, that I heard no more. All around me were numbers of persons floating on pieces of the wreck, until it became daylight. When it became so light that I could see some distance, I discovered a large mass of the wreck a little distance to the windward of us, covered with people. I then got on quite a large piece of wreck which was floating near me, and which contained no other person, and no person got on it after I did. The large mass to the windward, of which I have just spoken, now began to separate. I then left the piece I was on, and got on a large piece of the hurricane deck, on which there were four other persons—don't know who they were. On this fragment I remained until we reached about a quarter of a mile of the shore, when our raft broke up, and two of the four on it with me were washed off and drowned. A moment after the remainder of our party were washed off by a heavy sea, and one more of our little party drowned. My remaining companion contrived to regain the raft, and I again took to a life-preserver which I found afloat, and on this I floated to the shore just below the bluffs. From the time I was swept from the raft, until I reached the shore, I was several times hurled deep under the waves. When close in to the shore I was thrown from my life-preserver and went to the bottom, and although the water was not more than three or four deep, I was so exhausted as to be unable to rise, and crawled for some distance under the water until I reached dry land.

Early in the morning I discovered a fragment of the wreck a short distance from me, on which was a woman and three men. She was so much exhausted that she seemed unable to keep from dropping to sleep, although the exertions of the three men were continually in use to prevent it. She was finally drowned, while remaining on the wreck, being unable to keep her head from the water. Her body remained on the fragment of the wreck as long as it was in sight. I saw many pieces of the wreck, containing from two to four persons, capsized, almost invariably drowning all that were on them. To avoid the capsizing of our frail bark, I instructed the men with me so to sit on it as to keep the edges under water. This prevented us from capsizing, and at the same time enabled us to float faster, we having in this way passed many of the other rafts. I saw one woman alone floating on a dining-table, and a short time after I discovered her the table capsized, and she disappeared under water for several seconds, but finally reappeared on the surface clinging to the table, and eventually, by great exertions, she regained her seat upon the table. When I last saw her she was near the shore, and as I heard of a woman being saved shortly after I was taken to a house near by, I presume she must have been the one. By my instructions, our party most of the time turned our faces from the shore, and thus faced the waves, and in this way were enabled to watch the breakers as they came towards us and be prepared for them. In this way we were several times saved from being washed off, while almost every one near us were carried from their frail banks and perished. Under one piece of the wreck, which was floating near us, were four dead cattle fastened to it. On this were two or three persons. The buoyancy of the dead bodies of the cattle kept this piece of the wreck almost entirely out of water, and when last seen, this peculiar life-boat was very near the shore, and the persons on it were doubtless saved.

When I passed through the cabin, on my way to the pilot-house, immediately after the collision, there was much confusion there. Many of the passengers, owing to the scarcity of berths, were asleep on the floor, and when the collision took place the vessel listed so much that all rolled in a pile on one side of the cabin. This caused much confusion, and when persons from above commenced passing down life-preservers, and those below commenced pulling down the doors and other floating material, the anxiety to obtain these preservers was great indeed. About daylight I saw one boat, badly stove, bottom up, six or seven men clinging to it. Whether or not they were saved I cannot say.

When I reached the shore every attention which heartfelt sympathy could suggest, was paid to me and the other survivors. One gentleman pulled off his coat and gave it to me, and another his boots. Mr. PIERCE, of the Adams House, Chicago, was one of the first to reach the scene of disaster, and his efforts for the comfort and safety of all were unceasing.

During the time I was on the wreck I contrived to keep myself warm by thrashing my arms, catching pieces of wreck, &c., and in this manner I saved myself from suffering from the cold, which proved so fatal to many.

THE MOURNERS FROM MILWAUKEE.

About 11 o'clock yesterday morning, a large and heavily laden train came down from Milwaukee to Winetka, having on board a great number of the friends of both saved and lost. They were principally Irish. Distributing themselves along the shore in mournful groups, they spent all the middle of the day in waiting for the waves to give up their dead.—Moving to and fro, on the high bank, searching with anxious eyes every inch of the beach below and every breaker that rolled in, they were a sad sight. Aged mothers in quest of sons or daughters, wives looking for husbands and husbands for wives, little children brought down to see all that remained of parents, sympathising and tearful friends—these kept up the unavailing hunt from Winetka to Evanston, going many times over the ground, and continuing their pious labors until night drove them away.

Reports of bodies found were eagerly seized upon; and at times the most exaggerated rumors prevailed. But the most distressing was the hope that buoyed many of them up. We heard one woman say, "I know he's safe; he was so cool in danger that he could not be lost. No, no, he's saved; he will come!" was her answer to all. Hope doomed to disappointment—we knew that her husband was dead.

STILLS LATER PARTICULARS.

From the Chicago Press and Tribune of Monday.

During the day, yesterday, by the orders of the city authorities, the old City Marshal's offices in the basement of the Court-house, were placed at the disposal of the Coroner, and by his order used to receive such bodies as should be recovered.

Thither, either singly or in greater numbers, began by the middle of the afternoon to be brought the recovered remains of unfortunate victims of the great casualty, and about its doors for hours hung hundreds of eager and agonized inquirers after friends among the lost.

About 5 o'clock P. M., Coroner JAMES impaneled his first jury, and inquests began to be held upon the bodies as fast as the same could be identified. As the bodies were nearly all those of residents of Milwaukee, and friends were here anxious to recover the same for interment, the purpose of the earlier inquests was simply and briefly identification—the finding being in each case that the deceased came to his or her death by drowning, in a collision between the steamer *Lady Elgin* and a vessel, supposed to be the schooner *Augusta*, on the night of Friday, &c. One of the future inquests will include a strict investigation before the jury as to the causes and origin of the disaster.

With such intent and direction the jury were occupied with their labors, continued up to nine o'clock P. M., upon the list of recovered dead, as follows:

INQUESTS BY THE JURY.

No. 1. William Dressler—Identified by Joseph Bramhall. Belt found on the body with name William Dressler. Watch and \$2 found on the body. Body delivered to Mr. Berry.

No. 2. John F. Morrison—Identified by Joseph Bramhall. Deceased was an agent of Lill & Diversy. No. 3. Miss Eliza Curtin. Identified by Catharine Collife. Deceased was at service in Milwaukee. I saw her go on board the *Lady Elgin* in company with John Furlong. The body was delivered to Mr. Berry.

No. 4. Thomas H. Evoston, Chief Engineer of the Milwaukee Fire Department. This body was recognized by John Rice, also by Nicholas Barter.

No. 5. Miss Agnes Keogh, of Milwaukee. enti-