

CHARLESTON, Sept. 17.

The steamship Thomas Swan, from New York, has arrived at this port, and reports having spoken, on the 15th inst., about 15 miles north of Cape Hatteras, the Norwegian bark Eloise, which had on board forty of the passengers of the steamship Central America. The passengers stated that the Central America foundered on the 12th inst., and that only 60 out of over five hundred passengers were saved. Nothing is mentioned concerning the specie she had on board.

Crew . . . . .	101
Passengers . . . . .	525
Who's number . . . . .	626
Number reported saved . . . . .	70
Total of lives lost . . . . .	556

The officers of the steamer are spoken of as the choicest men in the employment of the company, being distinguished for ability and truth worthiness. Mr. Hull, the Purser, has been in the employment of the Steamship Company since the first employment of the California Line.— Among the passengers was probably a son of Mr. Raymond, the Agent of the Company, who went out in the steamer to spend a vacation from school.

During the afternoon of yesterday, the public fears for her safety were largely increased by the publication of the following despatch:

"NEW YORK, Sept. 16.

"Central America left Havana at 9 o'clock, A. M. 8th. We left at 10, when the gale commenced on the night of the 10th, lat. 30° 30', long. 79° 20'. I presume the Central America was forty miles ahead. Gale lasted until Monday morning, 14th; neither sun nor stars shone during that time."

She had 525 passengers, and about \$2,000,000 in treasure, including remittances from Havana, principally insured in London.

The general concern was rendered still more painful by the reports of large quantities of wrecked materials which have been passed in the track of that steamer. Also, the statement of the chief mate of the steamer Atlanta, that they saw, on the night of the storm, signals of distress, which are used by steamers, (blue lights in succession,) that they were only a mile and a half distant, but suddenly disappeared, and that nothing was seen of the steamer in the morning. Her owner and the agent of the line, however, manifested no fears on her account, whatever they might inwardly have felt; they spoke of her as one of the staunchest of vessels, and an excellent sea boat, and had full confidence in her ability to weather the gale through which the other steamers passed in safety. The Central America (George Law) was built in 1853, by William H. Webb. She was constructed of the best materials, and all her planking was bolted edgewise through and through. Only three months ago she was taken on the dry dock and thoroughly overhauled and partly recoppered; the main portion of it still being in good order. She had two direct acting engines, of which all the working parts were wrought iron, and very heavy; her crank pins, for instance, being 13 inches in diameter, which is said to be as large as the Persia's, and all other parts in proportion. Her boilers were also thoroughly repaired at the same time. The opinion of those at the office of the California Steamship Company was, that she ran short of coal during the gale, and was probably making her way under sail, along the Gulf Stream; or that she might have put into Nassau or Key West.