

LOSS OF THE FRENCH STEAMER LE LYONNAIS—OVER ONE HUNDRED PERSONS DROWNED.

The French iron steamer *Le Lyonnais*, which sailed from this port for Havre on the 30th of October, with 38 passengers and a crew of 94 men, including officers, was run into, off Nantucket Shoals, during a fog on the night of Nov. 2, by a large ship, and so badly damaged, that she sank on the following day. By this calamity it is probable that over 100 lives were lost. The details of this disaster are embodied in the statement of Mr. Luguierre, second mate of the steamer, which he has made to the Marquis de Montholon, Consul-General of France, for transmission to the French Government.

After being only sworn, deponent declared that said ship, having been duly cleared at the Custom House of New-York, and also at this Consulate-General, sailed for Havre on the 30th of October at 2 p. m., and got out to sea about dark. After quitting the pilot, at 5 p. m., we made good way, and at noon the following day (Sunday) were 195 miles from New-York, with fine weather, good breeze, and averaging ten knots the hour. About 11 p. m., the night dark, the ship running eleven knots, under sail and steam, and displaying lights according to regulation, the man on the lookout called, "A ship to starboard, bearing down on us under full sail!" The whistle, which had been put on board at New-York, and which can be heard ten miles off, was immediately sounded. The helm was put hard a-port on the instant, but, nevertheless, a three-masted vessel struck the *Le Lyonnais* across the companion-way, amidships. The bowsprit of the ship broke with the concussion, and stove in the side of our vessel from the companion-way as far as the shrouds, seriously damaging the two starboard boats, one of them an English life-boat. The collision broke away the iron plates of the coal bunkers, letting in the water. We continued on our course during about ten minutes; but the water almost immediately extinguished the fires. The unknown vessel, in clearing away from us, left on the deck of the *Le Lyonnais* part of her figure-head, representing a black dragon, with gilt mane, red eyes, open mouth with gilt dart in it. At the moment of collision, Captain Devaulx rushed to the wheel; the first lieutenant, Mr. Gustave Matthieu, was on his watch, and deponent was at his post on deck. As soon as the engines stopped, Mr. Gignaux, the chief engineer, came up from below and declared that water was pouring in at the coal bunkers and the ship was sinking. The pumps were immediately set going, but floating cinders choked up the valves, and they became useless. We then had recourse to buckets and formed and formed a chain, while part of the crew and some of the passengers went below to shift the cargo from starboard to port, but as the water continued to rise, the captain ordered the cargo to be thrown overboard. During this time some of the passengers—among them two old sea captains—a few of the others and a number of sailors were busy covering the side of the ship with a large studding sail, while the carpenters from the inside were endeavoring to stop the leak with mattresses, quilts, &c. The opening in the side of the ship was at the water line, and appeared to be two feet square. Our exertions were all of no avail, as the sea was growing rough and we were unable to careen the steamer. Although over a dozen mattresses and similar articles were propped against the hole, it became impossible to withstand the pressure of water. We commenced sheathing the ship outside with large awning, which seemed to stop the leak for a time. During all this the baling never ceased, but as we found the water increased rapidly, the conviction was forced upon us that a second hole existed beneath the water line. Notwithstanding throwing overboard the cargo, and the continued bailing out, the ship was sinking rapidly by the stern. Two large casks were then used to bale the water, the captain and officers lending a helping hand with the tackle. For a moment we thought the water was decreasing, but it soon overpowered us. The bailing had lasted from 8 a. m. to 3 p. m., and the men were exhausted with fatigue. The

captain then lowered the boats and embarked the passengers and crew. In order to be prepared for the worst, a raft had been built during the day, of topmasts, spars, cabin doors, boards, chicken coops, &c., and on it were placed two barrels of wine, two puncheons of water, and various kinds of eatables, sufficient to last the persons on it at least a month. In the first cutter were some twenty-five persons, among whom were the first and second engineers, the steward, his nephew, all the cabin servants, (ten in number); this boat was under the command of the chief officer, Mr. Roussell. This boat had on board compass, charts, chronometers, a sextant, and provisions for two weeks, with a complete set of new sails. A second boat, same size of the former, took off twenty-five persons; she had the same amount of food, nautical instruments and new sails as the first cutter, and was under the command of the two sea captains. A life boat containing about twenty persons, and having, like the other, a complete set of sails, provisions and instruments, was placed under the orders of Mr. Dublot, Third Lieutenant. Another life-boat, containing eighteen persons, with provisions for two weeks, was placed under command of deponent. The various boats, once equipped, were kept during the night in the neighborhood of the wreck, the Captain remaining on board the latter with the First Lieutenant, four petty officers, stewards, and Messrs. Claisin and Bonestac, the Doctor and Purser. Two yawls, which might each hold six persons, were placed under the command of Mr. Dublot, which had been damaged at the moment of the collision, was carried by the waves against the raft and immediately sunk; those in her were rescued by the raft.

At 7 o'clock a. m. on Tuesday, the 4th inst., the Captain perceiving that the ship could no longer float, and was likely to sink every moment, ordered those on board to embark in the yawls; he himself was the last to quit the ship. Before the officers took to the boats under their respective commands, the Captain called them into the deck-house of the steamer and pointed out to them on the chart the spot in which they were, and explained to them the direction they must follow in order to reach the nearest land. At 8 o'clock a. m. the three boats made headway toward the north-west, in company. On quitting the wreck, the Captain was seen with his men in one yawl, and the first officer with the purser in the other, near the raft. The Captain declared his intention of remaining by the wreck until the *Le Lyonnais* sunk. The raft was moored to the hull with a ten-fathom hawser, and a man stood ready with an ax to cut loose when she sunk.

The three boats kept company until 5 p. m., when a thick fog set in, and deponent being to leeward of the other two, lost sight of them. He put about to rejoin them, but not finding them, he continued his course toward the north-west without compass or instruments. At 9 p. m., the wind commenced blowing from the north, and during the three following days he ran before the wind, it blowing a gale. Passing over the Banks two men were frozen to death; one a fireman, the other a passenger about sixty years of age, name unknown. Threw the bodies overboard. The survivors, deponent included, suffered horribly from cold, snow and hail falling incessantly, while the sea breaking over them had spoiled nearly all their bread and provisions.

6th.—At 6 p. m., saw a schooner to windward, but the state of the sea would not allow us to reach her.

7th.—Heavy swell, tempestuous sea, but rather moderating. Had little rest during the day. Evening, a calm.

8th.—Early in the morning saw a three-masted vessel about five miles off. Palled toward her, but taking no notice of the signals made by us, she kept on her course toward the north. We followed in the same direction until

9th.—Sunday.—About 8 a. m., saw a sail near horizon. Rowed toward her, but a breeze springing up, and the ship going in the same direction as ourselves, we could not reach her. It was at this time that deponent saw another sail on the

port side, bearing down toward them. After three hours of fatigue and hard rowing we reached her, and found her to be the bark *Elise*, of Bremen, Capt. Nordenbolott, bound from Baltimore to Bremen. The Captain took us all on board, and seemed happy in giving all the care and attention required under the circumstances. Our boat, with all it contained, was hoisted on board. Deponent asserts, that with the courage and energy displayed by his men, they could have kept at sea in their boat four days longer, which fact leads him strongly to believe that the other boats will also be picked up.

10th.—At 7 a. m., the vessel on which they were, spoke to another, of the same name from Hamburg, going to New York with 150 German emigrants. The Captain, in a most kindly manner, for which he cannot be too highly praised, and regardless of his great number of passengers, consented to take those of us on board who desired to return to New-York. All availed themselves of this offer, with the exception of Mr. Schadell (late British Vice-Consul), and his wife, who preferred going to Bremen. After four days' sail, the bark *Elise* landed us at New-York the 14th Nov. at 5 p. m.

Deponent requests that due information may be given to the Government of his Majesty the Emperor, concerning the noble conduct of the captain of the Hamburg bark *Elise*, as well as of his officers, toward deponent and his shipwrecked companions during the time they were on board his vessel.

There were no steerage passengers, but two or three men who worked for their passage are reckoned with the crew, making the whole number on board one hundred and thirty-two souls, of whom only sixteen are known to be living.

SEARCH FOR THE MISSING BOATS.

The steamship *Marion*, Capt. Porter, of the Charleston line, was chartered to go in search, and started on Sunday morning at 9 o'clock. The *Marion* was provisioned for a ten days' cruise, and well provided with ten-inch hawsers, and every other requisite to tow the wreck of the *Le Lyonnais* into port, if it should be discovered afloat. One of the partners of the Messrs. Poirer, together with the rescued second mate, and one of the officers of the steamship *Vigo*, of the same line, went out in the *Marion*.

News of the other boats and the raft is anxiously expected. There were two months' provisions on board the raft, and if it has not gone to pieces, those upon it may have been saved. Captain Sharpe of the steamer *Vigo* states that his vessel must have been in the vicinity on the night of the collision, and that he experienced a very rough sea, with strong gales from the northwest. The offices of the French Consul and Messrs. Em. and Ed. Poirer & Co., agents of the line, were thronged on Saturday morning with the friends of the passengers, anxious to obtain some tidings of their fate. The survivors of the crew are still on board the bark *Elise*, which lies in the North River. They are generally doing well, though still much exhausted, and their feet badly swollen.

CARGO OF THE STEAMER.

The *Le Lyonnais* took out an assorted cargo, valued at \$46,262, and \$20,000 in specie. The following is a list of the cargo of *Le Lyonnais*, which was consigned to various parties, and is insured in Wall-street for \$40,000.

The *Le Lyonnais* was one of six iron screw steamships built during the past and present years by Mr. John Caird of Liverpool, for Messrs. Gauthier, Freres & Co. Each ship is constructed with water-tight compartments, and built in the strongest manner, according to the regulations of the English Board of Trade and each is well fitted and found in every respect. The *Le Lyonnais* was launched last Spring and had made two voyages to Rio Janeiro previous to her trip to New York. She had three compartments, and two of these seemed to have been broken in the collision.

Within a week more than one hundred vessels have arrived at Gloucester from the Bay of St. Lawrence, with fares from ten to three hundred barrels. Many of these vessels came home with from fifty to one hundred barrels after an absence of three months. The season at one time promising to terminate so favorably, will wind up in many cases in a most disastrous manner, and the crews have but little money coming to them to carry them through a hard winter; vessels will have to fit out immediately for George's and pursue that hazardous business as long as the weather will permit.—The larger part of the fleet have now arrived, and such is the small catch of mackerel, that the prices must greatly advance, as the supply cannot meet the usual consumption. The prices of mackerel from some cause have been much depressed, and have made even trips much less than last year in value.

GEORGE HUDSON, THE RAILWAY KING.—

To show how low the Railway King has fallen, we copy from a late London paper the following account of a scene in the Bankruptcy Court, before Commissioner Goulburn, on the 7th October last:—

"Mr. Johnson, for assignees, applied for the sanction of the Court to a compromise which the assignees proposed to make with reference to a bill of exchange for £1000, bearing the names of Mr. George Hudson and Mr. Mould, railway contractor, and for which they had been offered £150.—The Commissioner:—Hudson! Hudson! What Hudson is it?—Mr. Johnson:—The celebrated George Hudson, the late Railway King.—The Commissioner looked incredulous.—Mr. Johnson assured the court that it was rightly informed.—The Commissioner:—Is it come to this, that his acceptance for £1000 is to be compromised for £150.—Mr. Johnson:—The assignees consider themselves very fortunate in getting that sum. His Honor:—Well, if the official assignee and the trade assignee concur in thinking it a beneficial compromise, let it be so.—Mr. Johnson:—That is really the opinion."

It thus seem that £150 is considered a good settlement of a debt of £1000 from George Hudson, the millionaire! He to whom men and women of the highest rank in England a few years since bowed obsequiously, is now totally insolvent. The wealth to which homage was thus paid, was not acquired by honourable means, and like all ill-gotten gains, it has fled from the guilty possessor. Can any body still doubt—"That honesty is the best policy?"

A letter from Constantinople of the 9th of Oct. in the *Semaphore* of Marseilles, says:—Yesterday Mr. Gisborne, who is soliciting from the government the concession of a submarine telegraph from Suez to India, by the Red Sea, had a definite discussion of his plans in presence of the Council of the Government. It is said that the report made to the government by a committee which had before examined the project, is favourable to the undertaking; and it is said that the Council also approves of it with some slight modifications.

AN ARABIAN WIDOW.—When an Arab woman intends to marry again after the death of her first husband, she comes in the night before her second marriage, to the grave of her dead husband. Here she kneels, prays to him, and entreats him "not to be offended—not to be jealous." As, however, she fears he will be jealous and angry, the widow brings with her a donkey laden with two goat-skins of water. Her prayers and entreaties being done, she proceeds to pour on the grave the water to keep the first husband cool under the irritating circumstances about to take place, and having well saturated him she departs.

The following is from the Washington correspondent of the N. Y. Herald:—

The topic here in the White House, in the private parlors, in the public bar rooms is the election of Buchanan. "The closeness of the election and the immense vote for Fremont, surprises everybody."

The news from India states that in the Punjab inundations following the cholera had caused much suffering and cost. At Agra in one month, no less than 90,000 persons had been carried off by the epidemic.

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