

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

The French iron steamship 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 was blowing away. The exact cause of this 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 United States Consulate-General, at Havre, 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 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 a fair breeze, glass 30, wind from the north-east 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 look-out cried, "A light ahead, and blowing down in our under 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.

The vessel, which was connected with us, struck the 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 hawsers, one of them an English life-bolt. 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 vessel immediately struck the water, and the fires. The masts were left in, clearing away from us, left on the deck of the Lyonnais part of her figure-head, representing a black dragon, with gilt mane, red eyes, open mouth with gilt tarr in it. The front of the vessel was broken, the rudder pushed to the wheel; the first lieutenant, Mr. Gustave Mathieu, was on his deck, and deponent was at his post on watch. As soon as the engines stopped, Mr. Gignoux, the chief engineer, came up below and declared that the water was pouring in at the coal bunkers and the ship was sinking. The pumps were immediately set going, but floating cinders clogged 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 the time that 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 plug 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 water was growing rough and we were unable to stop the steamer. The deck was covered 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 was tied to the deck for the purpose of preventing all this the being 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 water continued to rise, 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 was soon overpowered us. The ballast 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 made during the day, of topmasts, spars, cabin doors, boards, chicken coops, &c., and on it were placed two barrels of water, two punch-bowls of water, and various kinds of eatables, sufficient to last the persons on it at least a month. In the first boat, which was lowered, were the captain, 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. Roussel. This boat had on board the following articles: a complete set of 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 in the orders of Mr. de la Roche, and Lieutenant, Capt. de la Roche, 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 order of the day, and the boats remaining on board the latter with the First Lieutenant, four petty officers, stewards, and Messrs. Chassigny and Bonestave, the Doctor and Purser. Two yaks, which might each hold six persons, agreed to the crew of the Lyonnais, were immediately commanded by 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 do so, and was the first to get into 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 directions they were to follow, without the least delay. 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 his purser in another. The latter, however, had declared his intention of remaining by the wreck until the 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, without the aid of his 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 of them died in some extent without any 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 of them died in some extent without any 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 of them died in some extent without any instruments.

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, no gustations 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. Pulled toward her, but taking no notice of the vessel, she went on without stopping, 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, our exertions we could not reach her. It was at this point 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. Nordmann, 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 the Elise, as well as Capt. Nordmann, 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 the Elise was bound, the bark Elise, under the name of German emigrants. The Captain, in a most kind 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. Schelladell (late British Vice-Consul), and his wife, who preferred going to Bremen. After four days' sail, the bark Elise arrived 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 stowage passengers, but two or three men who worked for their passage are reckoned with the crew, making a total of 100 persons, 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 do the work of the Lyonnais in part, if it should be discovered afloat. One of the partners of the Messrs. Poirier, 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. Poiret & Co., of New-York, 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, but are somewhat exhausted, and their feet badly swollen.

CARGO OF THE STEAMER.

The Lyonnais took out an assorted cargo, valued at \$40,250, 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 Lyonnais was one of six iron screw steamships built during the past and present years by Mr. John Child 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 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. Laurence, with fires from ten to three hundred barrels. Many of these vessels come from the Gulf of St. Lawrence, and have been in the Gulf for 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 we have to be little more sanguine of them. It is to be feared that 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.

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