

VILLE DU HAVRE.

Herald Special Reports from London.

Total Loss by Collision of the French Passenger Steamer.

SUNK IN MID-OCEAN.

The British Ship Loch Earn Runs Her Down at Dawn of the 22d Ultimo.

A CATASTROPHE OF AN INSTANT.

The Doomed, Steamer Struck Amidships, Sinks Like a Stone.

Summoned from Sleep to Eternity.

A Fearful Shriek as the Ship Went Down.

MIRACULOUS ESCAPES.

Appalling Incidents of the Scene of Death.

THE LOST AND SAVED.

List of the Two Hundred and Twenty-Six Victims.

THE ROLL OF THE RESCUED.

Sad Details of the Family Groups Fearfully Sundered.

Eighty-seven Persons Landed in Wales.

Twenty-seven Passengers, Seventeen Male, Ten Female and Sixty Officers and Crew.

HOSPITALITY TO THE SUFFERERS.

Graphic Statements by Several of the Survivors.

Great Excitement in Paris, London and New York.

Heartrending Scenes at the Local Offices of the Company.

TELEGRAMS TO THE NEW YORK HERALD.

The following special despatch to the Herald has been received from our correspondent in the British metropolis:—

LONDON, Dec. 1, 1873.

The steamer Ville du Havre and ship Loch Earn came in collision on the morning of the 23d of November. The first named vessel was lost and the second badly damaged.

The disaster occurred in lat. 47 N. and lon. 85 W.

Eighty-seven souls were saved from the steamer, including 33 first-class passengers, 10 of whom are ladies, 29 firemen and boys, and 25 of the crew, including the Captain and five of his officers.

THE SAVED.

The following are the names of the saved:—

Messrs. Swift, Waite, Bishop, Withaus, Llado, Vaite, Barbanson, McCreery, Belknap, Cooke, Weiss, Pequignot, Butt, Marconnet, Cramer and Loriaux, the others, whose names are unknown, remaining on board the ship Loch Earn.

THE PURSER'S STATEMENT.

The purser of the ill-fated steamer gives the following narrative:—We were seven days out on Saturday night. I was sleeping in my berth when the collision occurred. Rushing on deck I descried a sailing ship, and three minutes later gazed the fearful conviction that the steamer was going down by the bow. Thirty or forty passengers managed to get into the longboat, and life grew strong within them when they were freed from the sinking vessel; but, suddenly, the mizenmast fell and left the side of the vessel, killing or wounding nearly all of them. Immediately afterwards the mainmast fell on the deck, killing and wounding more. The water was rushing down the windpipe with fearful velocity. The vessel was sinking. I jumped overboard, with another, and commenced swimming towards the Loch Earn, which was half a mile off. Looking around I

saw the steamer disappear, without feeling, going down head foremost. For a moment a mighty shriek rent the air—the last outbreak of agony. A deathlike calm succeeded the noise and tumult. The Captain remained on the bridge during the whole scene. He was rescued one hour later. Six officers out of fifteen were saved, all by swimming for life, with the exception of the First Lieutenant, who went in a boat to the Loch Earn.

A FRENCH PRIEST AT THE POST OF DUTY. The Purser here added a touching narrative of the conduct of a French priest, his calmness on deck, where he remained dispensing his blessings to the people, and continued:—

CRUISING AT THE SCENE OF THE DISASTER. "The boats cruised until ten o'clock next morning, engaged in the hopeless task of picking up others of the survivors. I remained on board the British ship until three o'clock and was then transferred to the American ship Trimountain, Captain Urquhart."

CAPTAIN URQUHART'S STATEMENT. Captain Urquhart gives the following narrative:—"On Saturday morning I saw a vessel on the weather bow, with bowsprit gone and sails flowing, which proved to be the Loch Earn, of Glasgow, bound for New York. The Captain asked to transfer the passengers and crew of the steamer Ville du Havre, which was sunk at two o'clock that morning. All except two, a French priest and another person, remained to nurse the wounded. It was a pitiful sight to behold human beings huddled together in a small cabin, heart broken and destitute of clothing, but still thankful for the hospitality which they received on the Loch Earn.

"Many of them were hurt by fragments of the wreck. "I cruised around till nearly dark, and then proceeded on my voyage for Bristol. Not a vestige of the ship, or of man, woman or child, was discovered.

"There was rather a heavy sea, but little wind, when the disaster occurred.

"The shock was fearful. The rapidity of the steamer going down prevented launching more than a whaleboat and the captain's gig. In 12 minutes after being struck the ship went down. The terror which prevailed among the passengers paralyzed the efforts to save many. Many never quitted their state-rooms, whole families meeting death together."

SURVIVORS EN ROUTE FOR PARIS. Several of the survivors arrived in London this evening en route for Paris.

ADDITIONAL LIST OF THE SAVED—EXTRAORDINARY ESCAPES FROM DEATH.

Among the saved are:— Miss Nolan. Mary and Annie Hunter. Fanny Bininger. Helen and Madeleine Mixer.

Mrs. Spafford, of Chicago, lost four children. James Bishop, of New York, floated three hours on a plank.

Henry Belknap, of Mount Vernon, near Boston, swam from the wreck and was rescued by an English boat.

Mr. Barbanson swam an hour and Mr. Withaus likewise, till they were picked up by French boats.

Mr. Llado, of No. 134 Maiden lane, New York, floated on a plank.

Mr. Swift, of the firm of Swift & Allen, New Bedford, jumped overboard. His life was preserved, but he lost his daughter.

Fanny Bininger sunk with the ship and floated on the pilot house steps till picked up by a French boat.

Miss Bininger lost her mother.

Misses Hunter and Mixer sunk, all four, with the ship, but floated and were picked up by French and English boats.

Miss Mixer's father, mother and two sisters were lost.

Mrs. Spafford sunk with the ship, but floated off.

Nearly all the persons on deck perished.

The Captain and purser are prostrate.

WELSH HOSPITALITY. The inhabitants of Cardiff show great kindness to the survivors, giving them clothes and so forth.

NAMES OF THE PASSENGERS SAVED.

Butt, Robert McCoskey, of Westchester county, N. Y.

Bishop, James, Broadway, New York.

Breeden, Miss, of New York.

Bininger, Miss Fanny, of New York.

Bulkley, Mrs. Marie, of Rye, Westchester county, N. Y.

Barbanson, Alfred, Belgium Legation, Washington, D. C.

Belknap, Henry, of Mt. Vernon, Boston, Mass.

Creste, Charles.

Cook, Rev. Emilé, of Paris, France.

Cramer, Mr., of Troy, N. Y.

Edgar, Miss Cornelia, West Seventeenth street, New York.

Hunter, Miss Mary.

Hunter, Miss Annie.

Llado, Francisco, of Brooklyn, L. I.

Louraux, Rev. Mr., of Paris, France.

Legrand, Mr. (probably Beaugrand.)

McCreery, Andrew B., of San Francisco, Cal.

Marconnet, F., of New York.

Mixer, Miss Helen.

Swift, Mrs. William R., of New Bedford, Mass.

Swift, Mr. William R., of New Bedford, Mass.

Spafford, Mrs. H. G., of Chicago, Ill.

Vaite, Hippolyte.

Weiss, Rev. Nathan, of Paris, France.

Withaus, R. A., Jr., of New York.

Waite, C. Barritt, Brevoort House, New York.

Total so far ascertained, 28.

ANOTHER ACCOUNT OF THE DISASTER.

LONDON, Dec. 1, 1873. The steamer Ville du Havre, from New York for Havre, has been sunk at sea.

Two hundred and twenty-six of the persons on the steamer lost their lives.

The Trimountain rescued 87 of the passengers and crew and brought them to Cardiff.

The Ship Trimountain Reports the Fearful Occurrence.

LONDON, Dec. 31, 1873. The ship Trimountain, from New York, arrived at Cardiff at an early hour this morning, bringing intelligence of a dreadful disaster to the steamer Ville du Havre, which left New York November 15 for Havre, under command of Captain Surmont.

COLLISION AT DAWN OF DAY. At two o'clock on the morning of the 23d of November the Ville du Havre collided with the British ship Loch Earn, from London for New York, and sank shortly after.

Two hundred and twenty-six of the passengers on the steamer lost their lives.

THE RESCUE. The Trimountain rescued 87 of her passengers and brought them to Cardiff.

Names of Passengers—The Lost and Saved.

LONDON, Dec. 1, 1873. Among the passengers per the Ville du Havre were:—

Judge Peckham and wife, of Albany, N. Y.

Mrs. Edward Curtis and maid.

Mr. R. A. Wittman, Jr.

Captain C. Hunter and wife.

Mrs. Caroline Hunter.

Mr. Cramer, of Waterford, Saratoga county.

Thomas Hammond and wife and three children.

Mrs. Mary Buckley, of Rye, Westchester county, accompanied by her daughter and by Miss Wagstaff, of Long Island.

Mrs. Buckley is among the saved, but the young ladies are understood to have been lost, as Mrs. Buckley telegraphs that she alone was saved.

There were also among the passengers the following members of the late Evangelical Alliance returning to their homes:—

Rev. Antonio Carrasco, of Spain.

Professor E. Prunier, of Geneva, Switzerland.

Rev. N. Weiss, of Paris.

Smile Cook, Paris, and Mr. Lorrié.

Alfred Barbanson, of the Belgian Legation at Washington, was also a passenger.

Charles B. Waite and Julia Waite, children of the proprietor of the Brevoort House, were passengers. The son was saved; the daughter lost.

James Bishop, of Bishop & Co., No. 32 Broadway, is saved.

Mr. Breeden, a first cabin passenger, was lost. His daughter, who was with him, is saved.

Francisco Lado, of Brooklyn, a first cabin passenger, is saved.

How They Were Taken Off—Landed at Bristol.

LONDON, Dec. 1—3 P. M. The 87 persons saved from the wreck of the steamer Ville du Havre were rescued by the Loch Earn, and not the Trimountain, as was first stated.

They were transferred from the Loch Earn to the Trimountain the same day. The survivors reached Bristol to-day.

Condition of the Colliding Ship Loch Earn—Three Persons Severely Injured on Board.

LONDON, Dec. 1—6:30 P. M. The ship Loch Earn was so badly damaged by the collision with the steamer Ville du Havre that the persons rescued by her from the wreck requested to be put on board the Trimountain.

All were safely transferred, with the exception of three persons, who were too badly injured to be removed.

After the collision the Loch Earn put about for Queenstown, at which port she was due about the 20th ult., notwithstanding her disabled condition.

Nothing has yet been heard of her.

speaking her with 19 survivors of the Ville du Havre on board.

Telegram to the Steamship Company's Agent in New York.

Mr. Mackenzie, agent of the French General Atlantic Steamship Company, furnishes for the press the following despatch, received to-night from Paris:—

PARIS, Dec. 1, 1873. The Villa du Havre was struck on November 23, at two o'clock in the morning, in latitude 47, longitude 33, by the iron ship Loch Earn (of Glasgow), of 1,300 tons. She was struck amidships (par travers des machines). The bow of the Loch Earn made a large hole in the steamer. Ten minutes afterwards the steamer went plumb down scotclad pig. One boat from the Loch Earn and a two boats from the steamer began immediately to save passengers with only partial success. The time was too short. Only 87 persons were saved, whose names have been forwarded. The Loch Earn transferred the surviving passengers the next day to the American ship Trimountain, bound for Bristol.

An Investigation Ordered.

HAVRE, Dec. 1, 1873. The French authorities have ordered an investigation into the loss of the steamer Ville du Havre.

SKETCHES OF THE PROMINENT VICTIMS.

The following sketches of the prominent victims of the disaster are given for the reason that there are few people in this city who will not feel a very sad interest in some one or more of the many who are lost in the fearful abyss of the ocean. There has never been an occurrence of this terrible nature which has affected all classes so seriously. The high position of the passengers of the Ville du Havre renders their untimely fate a thing of moment, not only to the circles of society in which they moved, but to those beneath them, from the fact that they were people of birth and wealth, who held in some measure the position of patrons towards their humble friends, whose number is not insignificant. Every separate loss calls forth a flood of tears from many hearts.

JUDGE RUFUS W. PECKHAM. Judge Rufus W. Peckham, who is numbered among the lost, had long held a high place in the ranks of the judiciary of New York State. The deceased gentleman was born at Rensselaerville, Albany county, N. Y., on December 20, 1809. He graduated at Union College and practised law with much success in Albany, his great forensic ability and legal acumen being recognized by his being appointed District Attorney in 1837. In 1852 he was elected to Congress as a Representative from Albany, and served one term; in 1855 his merits procured him election as Justice of the Supreme Court from the Third Judicial district, and in 1867 he was re-elected, no opposing candidate being nominated. In 1870 Judge Peckham was elected one of the Justices of the Court of Appeals, and in this position he retained until his death. In politics he was a staunch democrat, and that party has lost a powerful supporter by his demise and the State one of the most upright and brilliant luminaries that ever adorned its High Court bench. The deceased gentleman was twice married. His first wife was a daughter of the late Rev. Dr. Lacy, a noted Episcopal divine, by whom he had several children, at least one of which is well known as a leader of the New York Bar. In 1861 Judge Peckham espoused Miss Foote, and this lady, who was accompanying him to Europe, shared a similar fate to that of her devoted husband.

MR. AND MRS. THEO. JOUANIQUE. Mr. and Mrs. Jouanique resided at Paris. Mr. Jouanique had a very large millinery establishment in Paris and a branch business in this city, at No. 308 Broadway. He was about 45 years old and Mrs. Jouanique about 23. Mr. Jouanique was reputed to be a millionaire, and his income was estimated at \$20,000 a year. A year ago they were married in this city, went upon their bridal tour to Europe and returned only a few months ago. Mr. Jouanique had been crossing the ocean frequently during the last six or seven years to attend to the business incident to his two establishments in Paris and New York. This last trip to Paris was undertaken by him for the purpose of purchasing goods. While in this city they stopped with Mrs. Hugins, No. 99 West Eleventh street, a sister of Mrs. Jouanique, both being daughters of Mr. A. Roux, of No. 827 Broadway, the furniture dealer. Mr. and Mrs. Jouanique had a great many warm friends among the French residents of this city. Mr. Jouanique's relations all live in France.

MR. B. BREEDEN. Mr. B. Breeden was a brother of Mr. William H. Breeden, of Breeden, Southwark, agents for the Goodyear Rubber Boot and Shoe Association, 39 Barclay street. He belonged at one time to this firm, but had retired from business, and lately spent most of his time in Europe. He went in company with Mr. James Bishop, of 29 Broadway, and as he had made up his mind to go only on the very last day and did not purchase a ticket his name did not appear in the list of passengers. Yesterday the following despatch was received from Mr. Bishop at his office in 29 Broadway:—

Steamer wrecked. Breeden lost. Myself (meaning Mr. Breeden's daughter) saved. M. Swift.

JAMES BISHOP. Mr. Breeden was a very wealthy man and about 50 years old. He was exceedingly well known in the business community, and his loss will be mourned by a great many in this city. Miss Breeden, who was saved, was well known in society in this city, and her friends will rejoice over her escape.

MR. G. H. TAYLOR. Mr. G. H. Taylor was at one time a member of the firm of G. H. Taylor & Co., No. 312 Broadway (succeeded now by Hazen, Whitney & Co.) He was a retired merchant, and on the 1st of October he came back to this country in consequence of the panic, being desirous of looking after his business interests. His family remained in Paris, and they were undoubtedly fully expecting news of his return when the sad intelligence of his death reached them. Mr. Taylor, in conversation with friends in this city, said, in a confident manner, that he would bring back his family to this country next spring. The family resided in Lafayette avenue, Brooklyn, before leaving for Europe. Mr. Taylor leaves a wife and five sons, the oldest of whom is 15 years of age, while the youngest child was only born in March, in Munich, Bavaria. Mr. Taylor was a man of great wealth. He had a brother doing business in Canal street and living in Orange, and another brother residing in Troy.

MRS. A. BININGER. Mrs. Bininger was the wife of A. Bininger, of 35 Broad street, importer of wines, and resided on Long Island. She was about 45 years old. Her daughter was with her and saved. Mr. Bininger mentioned it as a singular circumstance that on the evening of the 23d, when the disaster occurred, he saw a flower which his wife had left at home move, and he immediately had evil forebodings, which he expressed to several friends. And his worst fears have been confirmed. Mr. Bininger's grief was beyond measure.

MISS HELEN WAGSTAFF. There was a rumor yesterday evening that Miss Helen Wagstaff was saved, after all, but at the office of her brother, Colonel Alfred Wagstaff, member of the Assembly, at No. 122 Broadway, the news of her death was confirmed. Miss Wagstaff was a daughter of Dr. Alfred Wagstaff, a wealthy, retired physician of Babylon, Long Island. She was 19 years old, pretty, highly accomplished and the pet of the family.

MISS LALLA BUCKLEY. Miss Lalla Buckley and her mother (who was saved), resided in Rye, Westchester county, during the summer, and spent their winters travelling abroad or in Paris. She was 19 years old, and well known in New York and in Parisian society, and for some time she has had the reputation of being one of the American belles in Paris. Miss Wagstaff went in company with Miss Buckley. They had been schoolmates and were like two sisters. Colonel Wagstaff received the following despatch yesterday from Mrs. Buckley:

We went all down together—Lalla, Helen and I. I alone was picked up.

MRS. L. KIDD. The name of Mrs. L. Kidd is also among the list

of passengers. This lady left here by the Ville du Havre with her son, nine years of age. It was her intention that he should receive his education in Paris, and she was accompanying him for that purpose. Mr. Kidd resides at the Winchester House, in Broadway, and is connected with one of the gas companies of the city.

MRS. EDGAR AND DAUGHTERS. Mrs. Edgar, Mrs. E. Edgar and Miss Edgar are among the missing. These ladies' residence was immediately behind the house of Mr. Daniel Drew, in East Seventeenth street. There is no one there to give any definite information. No intelligence up to a late hour last night had been received from any of their friends in Europe. The object of their visit to Europe was to spend the winter in Paris.

MR. J. B. WAITE AND MISS WAITE. Mr. J. B. Waite and Miss Waite, son and daughter of Mr. Waite, proprietor of the Brevoort House, were among the passengers. A telegram was received from Mr. Waite yesterday morning, stating that he was safe, but that his sister went down with the steamer. Mr. Waite has since been in some months, and the object of his visit to Europe was to seek a restoration of health. His sister accompanied him as companion, to cheer him in his sickness, and to contribute, by her care and attention, to his convalescence.

THE REV. C. PRUNIER. The Rev. C. Prunier was born in Geneva, in 1825, and is consequently in his fiftieth year. He was a professor in the Free Theological Seminary of Geneva, of which the celebrated Merle D'Aubigné was President. Twenty years ago he spent two years at Owego, on the Erie Railway, but, to be near his family, returned to Switzerland. He then passed his examination, after which he married. He leaves several children behind him. He arrived here on the 25th of August. He attended all the meetings of the Evangelical Alliance from the 24 to the 12th of October, and went to Protestantism, and for so doing was persecuted by the Spanish government, which was then under Bourbon rule, and put in prison. He studied at Geneva for four years under Professor Prunier and Merle D'Aubigné. He then returned to Spain and by the help of some friends established a church and has now a large congregation. He was considered at Madrid a very rising and popular man.

REV. ANTONIO CARRASCO. This gentleman was a Spaniard, about 32 years of age, of remarkably handsome face. He was formerly a Roman Catholic, but changed his faith to Protestantism, and for so doing was persecuted by the Spanish government, which was then under Bourbon rule, and put in prison. He studied at Geneva for four years under Professor Prunier and Merle D'Aubigné. He then returned to Spain and by the help of some friends established a church and has now a large congregation. He was considered at Madrid a very rising and popular man.

THE NEWS IN ALBANY.

ALBANY, N. Y., Dec. 1, 1873. The loss of the Ville du Havre, on which were Judge Peckham and his wife, of this city, and others well known here, has caused great sadness among our citizens.

NEWPORT'S LOST.

NEWPORT, R. I., Dec. 1, 1873. A private despatch was received here this morning from one of the Misses Hunter, saved from the ill-fated steamer Ville du Havre, informing their friends of their safety and of the loss of their father, mother and one sister. They all belong here and own a magnificent estate on Kay street, and were intending to pass the winter in Europe. The unfortunate affair has caused a gloom of sadness to pervade our community.

Captain Hunter will be remembered by thousands of the readers of the HERALD as a valuable officer of the navy, and the interesting episode that occurred during our late war, which was the means of bringing him into the notice of the entire country, was the capture of the blockade runner Isabella. Unfortunately, the blockade runner was in Spanish waters, and her officers, perceiving the danger, were afraid to proceed under the circumstances, and remonstrated with the Captain for his temerity. His reply was the Isabella was endeavoring to carry supplies to the enemies of his country, and he was determined to capture her, even if he had to do it under the guns of Morro Castle. Spain was indignant, and demanded his dismissal from service, and our government, then in the dark days of the rebellion, complied, although it was an act not at all agreeable to the Navy Department. He remained out of the service until the war closed, and was then reinstated by act of Congress and his commission dated back to the day of his dismissal, and was subsequently retired at his own request. He was the son of the Hon. William Hunter, Minister to Brazil, and known as a celebrated international lawyer.

The Signorays and the family of Charles Mixter are numbered among our annual visitors reported lost on the ill-fated steamer.

BOSTON'S SORROW.

BOSTON, Dec. 1, 1873. A despatch from New Bedford states that Mr. and Mrs. Swift, of that city, who were passengers on the Ville du Havre, were saved. Their daughter was lost.

Mr. Henry Sigourney, who was lost in the Ville du Havre, was a director in the Laconia and Pepperell Manufacturing companies, and was also a director in the Lowell Railroad Corporation. His party included Mrs. Sigourney, a daughter, Amelia Louise; two sons, William R. C. and Alfred T., and the nurse, Annie McGilincy. Mr. Sigourney had one other son, now an undergraduate at Harvard, having entered the freshman class during the present collegiate year. Mr. Sigourney graduated from Harvard University in 1831, and was about 42 years of age.

Mr. Nathaniel Curtis, who is also reported lost, belonged to one of the oldest families in Boston. He graduated at Harvard in 1815, and was in business with his son at No. 130 State street. A few weeks since he lost his wife, and felt her loss so keenly that he was persuaded by his son-in-law, Mr. Charles Mixer, to take a trip to Europe for the purpose of changing the current of his thoughts. He intended to remain in Paris during the winter, and, if his health continued good, to visit Italy and Austria next summer. Last May he was 75 years of age.

Mr. Charles Mixer was well known in business and railroad circles. He was about 60 years of age and had, in former years, been a member of the firm of J. C. Howe & Co., retiring from it in 1873. For many years he had been in no active business and resided abroad with his wife and children. The illness of his wife's mother (Mrs. Nathaniel Curtis) called the family to this country a short time since, from which they were returning to their foreign home upon the ill-fated steamer.

A Newport (R. I.) despatch says Captain Hunter of the United States Navy, and wife and four daughters were on board the Ville du Havre. Two of the daughters were saved.

Later from Boston.

BOSTON, Dec. 1, 1873. The announcement of the loss of the Ville du Havre created a deep feeling of sadness here, as several well known Bostonians were passengers.

Among them were Mr. Charles Mixer, wife and two children; Henry Sigourney, wife, three children and nurse; Mr. Nathaniel Curtis, and the Hon. N. Wales, of Orleans, France. Mr. Nathaniel Curtis was one of the oldest and most valued citizens. He retired from business some years ago, and being recently bereaved sought relief from his grief by a trip to Europe.

August Hemenway, Jr., a son of Mr. August Hemenway, had engaged passage in the steamer, but remained at home for family reasons, and is now in Boston.

A private cable despatch just received says that

CONTINUED ON THIRD PAGE.

GERMANY.

Herald Special Report from Berlin.

Kaiser William's Health in a Very Precarious Condition.

An Ex-Queen of Prussia at the Point of Death.

TELEGRAM TO THE NEW YORK HERALD. The following special despatch to the HERALD has been received from our correspondent in the German capital:—

BERLIN, Dec. 1, 1873. The German Emperor is reported in a weak condition of health, all contrary statements notwithstanding.

His Majesty is wheeled from his bed to the table.

A PRUSSIAN EX-QUEEN AT THE POINT OF DEATH.

The life of the widow of the late King of Prussia is despaired of.

[EX-QUEEN ELIZABETH LOUISE OF PRUSSIA, widow of King Frederic William IV., was born in November, 1801. She is daughter of Maximilian Joseph, King of Bavaria, and was married to the King of Prussia in Berlin, November 29, 1823.—ED. HERALD.]

GERMAN INDUSTRY.

Preparing for Representation at the Philadelphia Exhibition.

TELEGRAM TO THE NEW YORK HERALD. BERLIN,