

BY TELEGRAPH.

CONGRESSIONAL.

SENATE.

The Senate was called to order at noon by President Wilson. The credentials of Robert Crozier, appointed from Kansas, were read and he was sworn. The usual resolutions for the notification of the House that the Senate was in session were passed, and Anthony and Thurman were appointed a committee on the part of the Senate to wait upon the President.

Sargent had a telegram read from his colleague Casserly, announcing his resignation.

Sumner introduced his civil rights bill, and a bill to establish equal rights in the District of Columbia schools, also a joint resolution proposing to amend the Constitution of the United States, by providing for the election of the President by a direct vote, and abolishing the office of Vice-President, making the President's term six years, and him ineligible for re-election.

Sumner entered a bill to authorize the issue of compound interest notes, as a substitute for legal tenders, also a bill against kidnapping from abroad. This bill is intended to apply to the alleged kidnapping of Italian children.

Wright entered a bill to repeal the increase of salary bill.

Logan entered a bill to repeal the bankruptcy act, also a bill to establish a branch mint in Chicago.

Windom introduced a joint resolution proposing an amendment to the U. S. Constitution, for the election of U. S. Senators by the people.

Sumner announced that he had a cable dispatch from Madrid, addressed to Senator Cameron and himself by several members of the Spanish Cortes, and asked to have it read. Sherman and others objected.

Pending the reception of the President's message the Senate took a recess for half an hour, when Edmunds said that owing to the time it would take to organize the House it was evident that the President's message could not be received to-day, and he moved an adjournment until to-morrow, which was done.

HOUSE.

WASHINGTON, 1.—The House met at noon. The galleries were crowded, and most of the seats in the hall were occupied. When the clerk, McPherson, reached Louisiana, in calling the roll, he stated that there were but two unchallenged certificates from that State, all the others were conflicting sets of papers from Warmouth and Pinchbeck, and he had declined to enroll either. There was also a discrepancy in the papers from the ninth Indiana district, and from Arkansas, but two of the four seats were represented. In the case of West Virginia there was a doubt as to the proper time of holding the election, and there were two sets of members elected, on different days, so none had been enrolled. On the roll being called, 278 out of 290 of the enrolled answered to their names. The House then proceeded to the election of Speaker. Maynard nominated James G. Blaine, Niblack nominated Fernando Wood, Holman nominated S. S. Cox, who said he was not a candidate. The vote resulted in Blaine 190, Wood 77, Cox 2, Clymer 1, Alex. H. Stephens 1. Maynard and Wood conducted Blaine to the chair, when he made a short address, thanking the House for the honor conferred. Dawes, the senior member of the House, administered the oath of office to the Speaker, who thereupon proceeded to swear in the members.

About fifty southern members, among them Stephens of Georgia, were unable to take the iron clad oath and took the modified oath.

The delegates from the Territories were called and all except Cannon of Utah were sworn. Merriam offered a resolution, reciting that Cannon had taken an oath inconsistent with citizenship, and has been and continues to be guilty of practices in violation and defiance of the laws, and referring to the committee on elections the question of Cannon's right to his seat. The resolution was opposed by Cox, Butler, Maynard and others, and on motion of Niblack it was tabled, and Cannon was sworn. The contested case of Shanks and Neff, of the ninth Indiana district,

was referred to the committee on elections.

Hale gave notice of a bill to repeal the increase salary law.

Butler offered a resolution to admit Sypher, Sheldon and Pinchbeck to their seats from Louisiana, but without action the House adjourned.

AMERICAN.

NEW YORK, 1.—Seven masked men boarded the Italian brig *Matano*, lying off the battery, at two a. m., yesterday, and robbed the Captain's wife of her jewelry and some money concealed in the cabin. Captain Cennatur, the commander, resisted and was shot and seriously injured, the mate was bound and gagged, and one of the men held the steward while the others secured the jewels and money. One of the thieves has been arrested.

Andrew Stratton, aged twenty-one, and his daughter, aged two, starved to death at Bridgeton, N. J.

Intense excitement was caused here by the news of the loss of the *Ville De Havre*. Many people, with friends on board, visited the office of the company, anxiously inquiring for particulars. The steamer had 130 cabin passengers, and the crew numbered about 150. No steerage passengers are carried by this line. Judge Rufus H. Peckham, of Albany, is one of the lost passengers; he was one of the most prominent members of the judiciary of New York State, and was Judge of the Court of Appeals. He was father of Wheeler H. Peckham, of this city. A London dispatch, dated three this p. m., gives the following additional particulars of the catastrophe. After the lost steamer was struck the *Lochere* got out her three boats and stood by the spot all the morning, picking up the survivors; it was not until well in the forenoon of the same day that she fell in with the ship *Tri-mountain*, bound to England, to whom she transferred the saved, and went on her way for New York. A later dispatch says that some of the passengers on the *Ville De Havre* were known to have launched three of her boats, and there is just a ray of hope that they may have escaped.

The *Herald's* London cable special says the German Emperor is reported to be in a weak state of health, all the representations to the contrary notwithstanding; he has to be wheeled from his bed to the table.

The life of the widow of the late king of Saxony is despaired of.

The Union Trust Company has commenced paying its depositors in full.

FISHKILL, N. Y., 1.—An incendiary fire this morning destroyed the entire business portion of the village; loss one hundred and eight thousand, insurance fifty-five thousand. Edward Jones was arrested on suspicion.

BOSTON.—Mr. and Mrs. Swift, of New Bedford, passengers on the *Ville de Havre*, were saved, their daughter was lost. Henry Sigourney, one of the lost, was a director of the Lowell R.R. and Laconia and Pepperell Manufacturing Co's. Chas. Mixer was well known in business and railroad circles. Captain Hunter of the U. S. navy and his wife and four daughters were on board; two of the daughters were saved.

WABRENSBURG, Mo., 1.—Ming's hotel was burned here on Saturday night; four persons were burned to death, and seven others badly burned.

PHILADELPHIA, Pa., 1.—The steamer *Juniata*, from Havana on Tuesday last, reports that all the vessels arriving at that port had a full cargo of flour, and fifty thousand barrels had been ordered from New Orleans.

WASHINGTON, 1.—The public debt statement shows the total debt to be \$2,217,679,753; interest, \$38,338,725; coin balance, \$83,709,987; currency balance, \$1,296,440; special deposit held for the redemption of certificates of deposit, \$20,150,000; the debt less cash in the Treasury, \$2,150,862,053; the increase during the month, \$9,528,576.

Conkling introduced a bill into the Senate, to-day, providing for turning into the Treasury all the back pay returned, and prohibiting the payment of such sums as yet uncalled for.

Pratt introduced a bill fixing the salary of members at five thousand dollars, exclusive of traveling expenses to and from the Capitol, and two hundred dollars for stationery and postage. The total estimates

for the different departments for 1875 is \$319,198,726; the estimates for 1874 were \$308,323,256; the appropriations for 1874 aggregated \$306,060,252.

A Republican caucus was held this evening in relation to the Congressional salary resolution, offered by Kasson of Iowa, for the repeal of the salary bill so far as applicable to members of Congress and employees of the two houses, and providing for the appointment of a committee to perfect the bill. The chair appointed the following committee for that purpose: Kasson, Tremaine, Butler, of Mass., Thomas and Hale of Maine. The caucus was in good temper throughout, and it is represented by gentlemen present that the disposition was three to one for repeal.

During the session of the cabinet to-day the President formally tendered Attorney General Williams the position of Chief Justice of the Supreme Court; Col. Bristow, of Kentucky, will be appointed attorney general. The nominations will be sent to the Senate to-morrow.

Wright's bill to repeal the bill of March 3d, 1873, increasing the salaries, etc., provides that all the salaries increased by that act shall be fixed at the same amounts as they were before its passage, though so far as it applies to the President it shall affect the after term under the constitution; so far as it applies to senators, representatives and others, it takes effect upon the date of passage. The bill provides that it shall not be construed to revive the franking privilege.

NEW YORK, 2.—The suspension of J. H. Herrick & Co., cotton and produce merchants, is announced; they decline to make a statement for the present.

The members of the Bar will meet on Thursday, to protest against the action of Judge Davis in relation to Tweed's counsel and the Stokes jurors.

The *London Hour* says it has trustworthy information that by the privately expressed wish of Pius IX. the cardinals have been in consultation and have selected Cardinal Pecci, archbishop of Perugia, for the next pope. He was born in 1810, and became cardinal in 1852; he is a hard working bishop, and is called an ultramontanist, but would, no doubt, live on terms of amity with the Italian government. Even the freethinkers of Italy greatly respect Cardinal Pecci.

FOREIGN.

LONDON, 1.—Later dispatches from Cardiff bring the following additional particulars of the loss of the steamship *Ville de Havre*: she was struck amidships by the *Lochere*, and sank in twelve minutes after the collision. The *Lochere* immediately lowered her boats, which rendered all the service possible. By them fifty-three of the crew were saved, including the Captain, and these go to make up the eighty-seven saved. Among the passengers saved are ten women. The saved are as follows: Captain Surmont and five other officers, fifty-four of the crew and twenty-seven passengers, named Mary Hunter, Annie Hunter, Helene Mixer, Madeline Mixer, Emile Cook, Rev. N. Weiss, Mrs. H. and G. Spafford, James Bishop, Charles Crestew, Misses Breedin, Francisco Dado, Hyppolite Vaile, R. A. Wither, Jr., F. Marconel, Fanny Binniger, Alfred Barbazon, Xavier Perguignot, Mr. Laurainx, C. Burritt Waite, Cornelia Edgar, Mrs. Maria Buckley, Wm. R. Swift and wife, Andrew B. McCree, Mr. Cramer, Henry Belknap, and Legrand, probably Bongrand. Among the passengers were the following members of the late Evangelical Alliance, returning to their homes: Rev. Antonio Carrasco, of Spain, Prof. E. Provriere, of Geneva, and Rev. N. Weiss, Emile Cook and Wm. Lorriere, of Paris; Alfred Barbazon, of the Belgian legation at Washington, was also a passenger. The *Ville de Havre* was formerly the *Napoleon Third*. She was altered and enlarged last winter, and came here for the first time as the *Ville de Havre* on the ninth of April, making the passage from Brest in nine days and twenty-three hours. With the exception of the *Great Eastern*, she was the largest steamer that ever entered this port. Her dimensions were 430 feet by forty-eight feet; her carrying capacity was three thousand five hundred tons weight and measurement. Her main saloon was fitted up with marble wainscoting of three varie-

ties; the upholstery was velvet and the workwork was carved in the most unique designs. Her engines were compound, direct acting, 3,300 horse power, made in England.

The survivors of the *Ville de Havre* reached Bristol to-day. There is great excitement in London over the loss of the vessel.

The ship *Lochere* was so badly damaged by the collision with the *Ville de Havre* that the persons rescued by her from the wreck requested to be put on the *Tri-mountain*; all were safely transferred with the exception of three persons who were too badly injured to be removed. After the transfer the *Lochere* put about for Queenstown, at which port she was due about the 29th ult; nothing has been yet heard of her.

The following additional particulars of the loss of the *Ville de Havre* have been gathered from the officers and passengers at Cardiff. The *Ville de Havre* experienced a thick fog until the 20th. At the time of the collision the weather was clear. There was little wind, but a heavy sea. The captain had just retired and the second officer was in charge. The lights on the steamer were all right. The collision was wholly unexpected. The *Lochere* struck the steamer amidships and made a chasm twelve feet deep and from twenty-five to thirty feet wide. The exact position of the *Ville de Havre* at the time was lat. 7.21, longitude 35.41. A panic took possession of the passengers. Five minutes after the collision the main and mizzen masts fell across two large berths which were filled with people.

The boats which were ready for launching were crushed to pieces, and many of the occupants killed or injured. In the brief interval between the collision and the sinking of the steamer the crew were able to launch only the whale boat and the captain's gig. The *Lochere* went a mile before stopping. She then got out four boats to pick up the people struggling in the water. In the meanwhile the whale boat, under the command of the second lieutenant of the *Ville de Havre*, picked up one load of those who were clinging to planks, spars, &c., and took them to the *Lochere*. She returned to the scene and rescued another load. Captain Surmont, who remained on the deck to the last, was rescued by this boat three quarters of an hour after the collision. One of his officers swam a mile to the *Lochere*, and was hauled on board with a rope. The boats continued to search in the vicinity of the disaster until there was no hope of saving more lives. The cold was intense, many of the survivors were immersed two hours and were almost lifeless when rescued. The ship *Tri-mountain* sighted the *Lochere* at 8 a. m., six hours after the sinking of the steamer, and received the survivors, as before reported. The saved speak in the highest terms of the kindness of Captain Urquhart, her commander. There were six stowaways on board the *Ville de Havre*. Later accounts make the date of the collision the 22nd instead of the 23rd ult. A vessel which arrived at Bristol reports speaking with a schooner with ten survivors of the *Ville de Havre* on board.

HAVANA, 1.—The iron-clad *Ma-hopac* and *Ossipee* touched this port on Saturday.

The *Tribune's* cable special, dated London 1, says the purser of the steamer *Ville de Havre* gives the following account of the disaster:

"The steamer was struck on the starboard side, the main mast and rigging were carried away; the long boat was not crushed on the deck, but after being lowered the mizzen mast fell upon it and killed nearly all its occupants. The main mast fell after the mizzen, toppling over on the deck and killing many persons. In a few minutes the ship began to sink, amidst great disorder, panic and terror. The scene was awful beyond description. The air was rent with shrieks, but some were heard, saying calmly, 'As we must die, let us die nobly.' The water rushed into the hold with incredible velocity. I undressed myself, and with a companion jumped overboard, and swam toward the *Lochere*, then half a mile distant, and when I left I heard the ship cracking, and looking back, saw her go down with one plunge forward. For a moment the shrieks were terrible, then all was silent. It was the silence of death. The captain remained on the *Ville de Havre* during the

whole time and went down with the ship. He was picked up an hour afterward. All the officers who were rescued were saved in a similar manner except the first lieutenant, whom the captain had sent to the *Lochere* to see if she was in a sinking condition, or if she were able to receive the passengers of the *Ville de Havre*. I swam half an hour and finally reached the *Lochere*, but missed the ropes thrown for me, and remained in the water for another quarter of an hour, but was eventually rescued. Among the passengers on the deck of the *Ville de Havre* was a French gentleman of remarkable coolness and presence of mind. He comforted many by his words. A priest asked 'Are you a Roman Catholic?' 'Yes,' was the answer. 'Repent,' then said the priest, 'and I forgive your sins.' With the last words the priest sank in the waves. The penitent was saved. The boats crossed and re-crossed the scene of disaster, searching for the survivors until ten a. m. Further efforts were then abandoned as hopeless. The survivors remained in the *Lochere* until three p. m., when they were transferred to the *Tri-mountain*."

The following is Captain Urquhart's narrative: "On Saturday morning, Nov. 22, being in lat. 47 deg. 23, long. 25 deg. 20, we sighted a vessel on our weather beam, with her bowsprit gone and sails flying. We hoisted and saw signals of distress flung out. On coming nearer the ship proved to be the *Lochere*, eight days out of London, for N. Y. Coming alongside, the captain asked the survivors of the *Ville de Havre*, which had been sunk by the *Lochere* at 2 a. m. that morning, and after consultation it was deemed advisable to transfer all the rescued people but one French clergyman, who had become deranged; another of the party was left to take care of him. The survivors were crowded into the small cabin in a pitiable state. They were heart-broken, ill clad and destitute, but amidst their grief they expressed their gratitude to the captain and crew of the *Lochere* for saving them from a watery death. I supplied them with all the clothing which could possibly be spared on my ship, and with other requisites, nevertheless some were almost naked, and others badly injured by fragments of the wreck. After receiving all on board the *Tri-mountain* I cruised about the scene of the wreck, the search was continued until nearly dark that night, but we saw only two casks floating and the search was finally relinquished and we proceeded on our voyage to Bristol. I wanted to land at Queens-town, but a favorable wind enabled us to reach Cardiff. The survivors attach no blame to the officers of the *Lochere* for the catastrophe, but say they did everything they possibly could to prevent the sacrifice of life. The *Lochere* was very badly damaged. Her bowsprit was clean gone, and a great hole cut above the water line. The passengers of the *Ville de Havre* say that Captain Surmont, during many days of the fog, took every precaution, and was constantly on the bridge of the steamer. No one explains how the collision occurred." The *Tribune* says that men, women and children rushed on deck in their night clothing, and all was confusion. The *Lochere's* bow had cut a fissure in the deck of the *Ville de Havre* twelve feet deep, and the iron plating on her side was crushed in for a distance of thirty feet. Most of the passengers were too scared to save themselves. Many prayed and many lay down in the calmness of utter despair; some hearing the water pouring into the ship never quitted their state rooms, and whole families thus went down together. Among the survivors was one lady, whose husband and four children perished in the sea. Three young ladies lost their father and mother, one young man lost his father, mother and sister, and another gentleman lost his sister, whom he was taking to France for her health.

WESTERN.

SAN FRANCISCO, 1.—The American ship *Cultivator*, from New York, was towed into port to-day, by the revenue cutter *Oliver Wolcott*. Her Captain, his wife, officers, and the entire crew, were down with scurvy; several of the latter are at the point of death. The cutter found the ship about forty miles from the Golden Gate.