

TRAGEDY AT SEA.

Two British Battleships in Collision.

FLAGSHIP VICTORIA SUNK.

Four Hundred Lives Believed to Have Been Lost.

INCLUDING THE VICE-ADMIRAL.

The Vessel Goes Down Immediately After Being Struck.

RESPONSIBILITY FOR THE LOSS OF LIFE NOT YET FIXED.

The News of the Disaster Causes Intense Excitement Among all Classes of Population at London—Sir George Tryon, the Vice-Admiral Who Went Down, One of the Best Known of British Naval Officers.

Special to the RECORD-UNION.

LONDON, June 23.—A tragedy on the sea without parallel in naval annals occurred yesterday afternoon at 5 o'clock. The British battleship Victoria, flagship of the Mediterranean squadron, completed her checkered career by sinking off Tripoli after a collision with the Camperdown, a sister ship of the squadron, the tragedy resulting in the loss of 400 men, including the Vice-Admiral of the squadron. It has not been equalled in fatal results since the sinking of the Royal George in 1782, when 600 souls found their shroud in the ocean's waves.

Accounts of the disaster are meagre and the responsibility for the loss of life has not been fixed. Fifteen minutes after the Victoria received the fatal blow the water closed over her, and brave hearts that were prepared to battle with all enemies of their country had ceased to beat, because of the probable mistake of a friend more deadly than the design of a foe.

PARTICULARS OF THE DISASTER.

The Victoria Sunk Immediately After the Collision.

LONDON, June 23.—A frightful calamity has befallen the British battle-ship Victoria, the flagship of the Mediterranean squadron, and hundreds of lives have been lost.

The Victoria, which flew the flag of Vice-Admiral Sir George Tryon, K. C. B., was run into off Tripoli by the British battle-ship Camperdown, also belonging to the Mediterranean squadron, and under command of Captain Charles Johnston.

The Victoria had an enormous hole made in her side, through which the water poured in torrents.

The immense hull of the Victoria at once began to settle, and before those on board could cast loose their small boats she went to the bottom, carrying down nearly all on board. Some of the officers and crew managed to get out of the suction caused by the sinking vessel and were rescued. Among those lost was Vice-Admiral Tryon.

The first reports of the disaster stated that about 200 men had been drowned, but later dispatches show the loss of life was far greater, not less than 400 officers and crew of the Victoria having gone down with the ship.

The Victoria was a twin-screw battleship of 10,470 tons and 14,000 horse-power. She mounted fifteen guns.

The Camperdown is also a first-class twin-screw battleship of 10,000 tons and 11,500 horse-power, and carries ten guns.

Admiral Sir George Tryon was Commander-in-Chief of the Mediterranean station.

ant Munroe, Fleet Paymaster Rieckford, Fleet Engineer Foreman, Engineer Harding, Assistant Engineers Deadman, Hatherly and Seaton, Gunner Howell, Boatswain Barnard, Carpenter Beall, Midshipmen Ingils, Grieve, Fawks, Henley, Gambier and Scralett, Cadet Stocks, Clerks Aklen and Savage.

As soon as the officers of the Victoria saw there was danger of the ship foundering orders were given to close collision bulkheads to keep the water in the compartment into which the Camperdown struck her ram. The sailors tried to obey the order, but the ship was making water too fast to allow the closing of the bulkheads, and while the men were still trying to shut them, the vessel, with its immense guns and heavy top hamper, turned over and carried them down.

The details of the disaster are meagre and straggling, owing to the remoteness of the spot where the collision took place. A dispatch received from Beyroot says the collision occurred at 5 o'clock in the afternoon, about seven miles from Tripoli. The vessels were almost at right angles when the Victoria was struck.

Those on the Victoria scrambled away and were rescued by boats from the Camperdown and several other vessels. The men below had no time to reach the deck. The sudden keeling of the Victoria caused her to begin to fill immediately, and no escape was possible. She went down in eighty fathoms of water.

It was difficult to obtain the names of the rescued, as they were aboard several vessels, and so far all efforts have been devoted to recovering the bodies. Shortly after the collision five bodies were taken from the water, one of them the body of the Chief Paymaster. They were buried last evening with military honors at Tripoli. The Camperdown was severely damaged forward in the collision. Temporary repairs will be made and she will then start for home.

It is said here that several times the Victoria had shown signs of weakness in her steering gear. One theory is that on account of this weakness she became unmanageable, and could not be got out of the Camperdown's way.

THE NEWS AT LONDON.

Great Excitement Caused by the Terrible Calamity.

LONDON, June 23.—As soon as the news of the disaster became known in London the Duke of Edinburgh, lately promoted to the position of Admiral of the Fleet, visited the Admiralty and conferred with the officials. A meeting of the Admiralty Board was held and a telegram of instructions sent to Rear-Admiral Markham.

The news of the calamity caused the most intense excitement, not only among those who had friends on board the ill-fated ship, but among all classes of population. The Admiralty office in Whitehall was besieged by relatives and friends of the officers and crew, reporters seeking further details of the disaster, and throngs of people attracted by curiosity.

So dense was the throng in the vicinity that the Admiralty officials were compelled to summon the police to restrain the crowd.

No information has been received at the Admiralty since the receipt of Rear-Admiral Markham's first official telegram, above reported.

All official telegrams in regard to the loss of the ship were sent at once to the Queen at Windsor Castle. As soon as her majesty received Rear-Admiral Markham's dispatch, she gave orders for the postponement of the state ball, to have taken place at Buckingham Palace to-night.

Gladstone was greatly shocked when informed of the facts. He incurred the cost of a most glowing tribute to Vice-Admiral Tryon, who he said was one of the ablest and most esteemed officers in the service.

Gladstone said there were 611 officers, seamen and boys and 107 marines on board. It was feared that of this total of 718 souls 430 had been lost.

He was sure the deepest sympathy of the House would be for the brave men who found an early grave in the service of their country, and that it would be extended to their relatives and friends.

Right Hon. Lord George Hamilton, formerly First Lord of the Admiralty, indorsed everything Gladstone said, and expressed the deepest regret for the calamity that had befallen the country in the loss of so many brave officers and men.

The Victoria was regarded as a perfect example of a modern warship, and a silver model of her was presented to the Queen as a naval jubilee present.

In discussing the disaster this evening Lord Brassey, for some time Secretary of the Admiralty, said the sinking of the Victoria supplied a strong argument against building more big iron-armor ships.

He said, "The Victoria's armor afforded her no protection from the Camperdown's ram. While not convinced that smaller vessels are safer than large ones he thought it wiser to distribute the country's naval strength among many less pretentious men-of-war rather than among a few monster battleships."

VICE-ADMIRAL TRYON.

He Was One of the Best-Known British Naval Officers.

WASHINGTON, June 23.—Sir George Tryon, the Vice-Admiral who went down in his flagship, Victoria, was one of the best-known British naval officers. Commodore Chadwick, in charge of the naval intelligence office here, was well acquainted with him during his residence in London as United States Naval Attaché, and he speaks in terms of high praise of the Admiral's character and ability as a naval officer.

He was a man of vast experience, his experience beginning in the days before steam was a prominent feature in naval architecture and running through all the various phases of development marked by the substitution of steel for sail power, iron for wooden hulls, steam for iron, turrets for broadsides and armor for thin sheathing.

He was a man who earned the highest honors in the gift of the British nation. His name first appears on the naval list away back in the days of the Crimean War, where he served in the naval brigade before Sebastopol, during the winter of 1854. In the trenches, where he was wounded. He was present at all the operations before Sebastopol and the capture of Kinburn. He received medals of distinction and was specially mentioned in dispatches for services as Director of Transports during the Abyssinian War of 1868. He was Private Secretary to the First Lord of Admiralty from 1871 to 1874, received various orders of knighthood and approval from the Government for

THE PEOPLE'S DEAD.

Preparations for the Late Senator Stanford's Funeral.

S. M. WHITE WILL REPRESENT THE UNITED STATES SENATE.

Man Run Over by a Car at Vacaville and Fatally Injured—A Young Man From Fresno Arrested at Bakersfield for Passing Counterfeit Dollars.

Special to the RECORD-UNION.

MENLO PARK (Cal.), June 23.—There has been no change at the scene of mourning at the beautiful Stanford residence at Palo Alto. The body lies in the room where the Senator died, and Mrs. Stanford prolongs her vigil by its side and bears her grief with wonderful fortitude, many of the details of the funeral having been suggested by herself.

Her favorite niece, Mrs. Taylor, has been constantly with her. The remains will be placed in the coffin to-morrow morning. The funeral arrangements have been altered only in minor details since Wednesday, four names having been added to the list of honorary pallbearers, those of B. L. Steinman, Mayor of Sacramento, Fresno, Mendocino, William Brown and General Houghton.

Eight of the oldest Southern Pacific engineers will be among these. Actual body-bearers have been selected from among old and trusted servants of Senator Stanford, and they are H. R. Shackelford, George Woods, Patrick Mullin, W. J. McDonald, John Ewert, Al Meyer, A. E. Gallagher and Frank Erwin.

The funeral will be of the most private character. The only civil organization to attend as a body will be the Republican State Central Committee. Although Stanford was a Mason, he never was an active one, and such Masons as attend will do so in a private capacity. No invitations have been issued.

Special trains, consisting of forty cars, will leave Fourth and Townsend streets, San Francisco, at 10:40 o'clock to-morrow forenoon, the pall-bearers and personal friends being in the first train.

The funeral party will proceed to the quadrangle of the University, where the Episcopal burial service will be read by Bishop Nichol, assisted by Rev. R. C. Fouts, and music will be rendered by the Grace Church quartet. At the close of the service Rev. Horatio Stebbins will deliver the funeral oration. The cortege will then proceed on foot to the family mausoleum, where the remains of the dead Senator will find their last resting place, beside that of his son.

Numerous elaborate floral offerings are being prepared. The trainmen of the Southern Pacific Company have a floral locomotive, and these women at Palo Alto a floral horse. Telegrams and letters of condolence continue to pour in from all parts of the country.

SENATOR WHITE WILL ATTEND.

LOS ANGELES, June 23.—United States Senator Stephen M. White this morning received a telegram from Vice-President Stevenson, requesting him to attend the funeral of the late Senator Stanford as the representative of the United States Senate.

Mr. White left for the north on the 2 o'clock train and will reach San Francisco in time to take the train for Menlo Park to-morrow.

RESOLUTIONS OF RESPECT.

SAN FRANCISCO, June 23.—Lieutenant-Governor Reddick, Acting-Governor, has come down from Sacramento to attend the funeral.

At a special meeting of the Executive Committee of the Republican State Central Committee, held at chief rooms, the following resolutions were adopted: Resolved, That it is with feelings of profound sorrow that the Executive Committee of this State announces to the Republican party the death of the Hon. Leland Stanford, one of the Senators of the United States from this State of California.

Resolved, That in the death of Senator Stanford the party has lost one of its foremost leaders, the State of California a faithful and trusted servant, and the people a benefactor whose life was an enduring monument to perpetuate his name in honor in the hearts of countless generations to come. Be it further resolved, That this committee do extend and sympathy this committee do attend the funeral in a body; and be it further resolved, That these resolutions be spread upon the minutes of the committee, and that a copy of the same, suitably engrossed, be forwarded to Mrs. Leland Stanford.

ONE OF THEM SHOT.

A Posse Encounters a Gang of Thieves.

NEW WESTMINSTER (B. C.) June 23.—A gang of thieves, numbering half a dozen, came from the State of Washington into the Similkameen country, and sacked Thompson's store at Granite Creek. They went away and were followed by a posse, who came up with the thieves and exchanged a number of shots, the thieves retreating. Four of the party got safely away, but two, Matlock, the ringleader, and Brown, one of the posse, did not escape so easily. The posse came up with the two robbers somewhat suddenly, and the latter were compelled to retreat, swimming their horses to a small island in the river, where they were shot. The posse promptly returned the fire, and at the first volley Matlock fell, shot in the stomach. Brown attempted to swim his horse to the opposite bank amid a shower of bullets, but his horse was killed and Brown was carried down the stream by the current out of range, and when last seen was heading for the boundary across the hills. Matlock's recovery is doubtful.

PREACHER REAMS.

Another Effort to be Made for His Release.

VICTORIA (B. C.), June 23.—Unknown to but few persons, Lucey Reamer and her father left last night for their home in Merced by the steamer Kingston. It is

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SHIPWRECKED SAILORS

Treated Outrageously by White Men at Sitka, Alaska.

STORY TOLD BY ONE OF THE SEA RANGERS' OFFICERS

A Wealthy Citizen of Stockton, White Asleep, Walks Off a Moving Train Near Canyon City, Col., and is Instantly Killed—Perilous Undertaking of Two Members of the Geological Survey of Canada.

Special to the RECORD-UNION.

NEW BEDFORD (Mass.), June 23.—Three officers on the wrecked whaling bark Sea Ranger arrived at this port today from Port Townsend, Wash., by rail. One of them, John Rogers of this city, says he has been shipwrecked three times, but never before met with such outrageous treatment by white men as he and the crew of the Sea Ranger met with at Sitka, Alaska. When the thirty-six men reached Sitka they had nothing but what they carried on their backs. The authorities at Sitka could do nothing for them. They wanted food, not money. There were in the harbor of Sitka three United States cutters and two American men-of-war, the Mohican and Ranger.

Captain Foley of the Sea Ranger saw Captain Ludlow of the Mohican, and implored him to do something for the men in procuring food and other necessities. He told Captain Foley he could not keep us, and told him to draw on the owner of the Sea Ranger, Captain Foley by signing for \$30 worth of rations for one week for the crew was able to keep the men from starving.

The steamer City of Topeka, from Port Townsend, arrived at Sitka, June 10th. The Captain refused to take them to Port Townsend, as they had no money to pay their passage. The men became desperate, and began to plan to do some outrage in order to get in jail, where they would at least get something to eat and shelter.

Captain Ludlow was again asked for aid, but he would do nothing without pay. Captain Foley pawned the ship chronometer and managed to get enough money to take himself, five officers and son to Port Townsend on the City of Topeka. The remainder of the crew were left at Sitka. The night before leaving Captain Foley asked Captain Ludlow of the Mohican for food for the men he was obliged to leave behind, but he refused. Captain Foley, Rogers says, has reported the matter to the authorities at Washington.

BASEBALL.

Los Angeles Has an Easy Time Defeating the Friscos.

LOS ANGELES, June 23.—Los Angeles had an easy time beating the San Francisco team to-day's game by a score of 10 to 0. Batters pitched for the Southerners, and held Uncle Henry's men down to four hits, while McVicker, who was in the box for the Friscos, was very freely hit. The only run made by the Friscos was in the third inning, while the Angels bunched their hits whenever possible during the game. The feature was Hulien's strategy play in the second inning, when with a dropped infield fly the ball was put out at first and by first sprinting, Power was forced out at the home-plate.

Passed Counterfeit Dollars.

BAKERSFIELD, June 23.—Robert Williams, a young man about 23 years of age, who prides himself on being bred and born in Fresno County, was arrested last night after a desperate struggle with the officers, in which several shots were exchanged, for passing counterfeit dollars. Several were found on his person, and the information was telegraphed to United States Marshal Gard at Los Angeles, who replied to hold the prisoner and that he (Gard) would come on the next train.

Run Over by a Car.

VACAVILLE, June 23.—This evening Martin O'Brien was run over and probably fatally injured. O'Brien has a contract for being fruit cars, and was hauling a car with a horse to the icehouse. He was between the horse and car and caught his foot in a frog, and the car ran over his left leg just below the hip, at the same time breaking his right leg. He was conscious when aid reached him, but cannot live.

Evans and Sontag.

GOSHEN JUNCTION, June 23.—Evans and Sontag were removed to Fresno at midnight. They were taken in a closed carriage to Goshen, and then placed on the train. Sheriff Kay, Deputy Sheriffs Croder and Wray were the officers in charge. Four Deputy Sheriffs from Fresno also came down to assist in the transfer. The trip from Visalia to Goshen was made without incident.

Ex-Senator De Long Assigns.

SAN RAFAEL, June 23.—F. C. De Long, ex-Senator, has made an assignor to Henry Pierce of San Francisco. The amount involved is estimated at \$10,000.

Country Residence Burned.

YUBA CITY, June 23.—The residence of James Littlejohn, one mile west of here, was burned this afternoon. Loss, \$6,000; insurance, \$3,500.

THE BANKERS' CONGRESS.

FREE SILVER COINAGE ADVOCATED BY PLATT OF COLORADO.

A Universal Clearing House of the World Advocated by Rockwell of New York.

SPECIAL TO THE RECORD-UNION. CHICAGO, June 23.—The announcement that the silver question would be discussed filled the hall of the Art Institute, where the bankers held their congress, this afternoon. Both silver and anti-silver men were present and spoke for their beliefs. James H. Platt of Colorado, who is a firm believer in silver, stated his views boldly. He held that the remedy for present evils is the restoration of silver to its place as money.

For seven years, he said, the United States carried the double standard alone among the nations. During that time we were the most prosperous nation in the world. At the very time when the insidious amendment was introduced which took the minting privilege from silver we were being paid \$1.32 for an ounce of silver. The iniquitous Sherman law was passed in the confusion of a late session.

Platt said he was sure when the question of its passage was put there were not more than six votes aye, and not one no. Platt asserted that half a million dollars was raised in England and sent over here by a confidential agent to secure the demonetization of silver. While the speaker disbelieved that money was used to corrupt members of Congress, the same object was attained.

James Rockwell of New York argued in favor of free coinage. He held that gold and silver were commodities, such as wheat or whisky, and their value was regulated by the law of supply and demand. Rockwell advocated the establishment of a universal clearing-house of the world, where the value of gold and silver could be adjusted and their equilibrium maintained. He outlined this scheme at length. In the insurance, railway and other congresses interesting papers were read and discussed during the day and night.

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