

HUNDREDS DROWNED

Greatest Naval Disaster of Modern Times on the Mediterranean.

BRITISH BATTLE SHIP VICTORIA SUNK

Struck by the Ram of a Companion During Naval Manoeuvres.

OFFICERS AND CREW GO DOWN WITH HER

No Time to Save Themselves Before the Ship Turned Over.

GALLANT ADMIRAL TRYON AMONG THE LOST

Great Excitement Caused in London by the News of the Catastrophe—Queen Victoria Postpones the State Ball—Gladstone's Tribute to the Dead.

LONDON, June 23.—Advices from Tripoli Syria, report a frightful occurrence during the manoeuvres of the British Mediterranean squadron. The battleship Camperdown ran her ram into the battleship Victoria on the starboard side, forward of the turret, tearing a great hole, from which she sank so quickly that it was impossible for most of those on board to escape, and more than 400 of the officers and crew went down with her. Among the lost is Vice Admiral Sir George Tryon, K. C. B., commander-in-chief on the Mediterranean station.

The Victoria lies bottom upward in eighteen fathoms of water. The Camperdown is seriously damaged. Rear Admiral Markham telegraphs that twenty-one officers of the Victoria were drowned and 256 men saved.

The Victoria was a twin-screw battleship of 10,470 tons, 14,000-horse power and mounted fifteen guns. The vessel carried 718 officers and men.

List of the Dead Officers. The officers drowned, in addition to Tryon, include: CHAPLAIN MORRIS, LIEUTENANT MUNRO, FLEET PAYMASTER RICKFORD, FLEET ENGINEER HARDING, ASSISTANT ENGINEER DEADMAN, ASSISTANT ENGINEER HATHERLY, ASSISTANT ENGINEER SEATON, GUNNER HOWELL, ROATSWAIN BARNARD, CAPTAIN BRILL, MIDSHPMAN INGLES, MIDSHPMAN GRIEVE, MIDSHPMAN FAWKES, MIDSHPMAN HENLEY, MIDSHPMAN GAMBIER, MIDSHPMAN SCARLETT, CADET STOKES, CLERK AYLEN, CLERK SAVAGE.

No Chance to Save Them. The water came in so fast that it was impossible to close the collision bulkheads and the great weight caused the vessel to turn over while the men were trying to shut them.

The news of the accident created the greatest excitement, not only in official circles, but among the friends and relatives of the drowned men. The crowd gathered around the admiralty offices was so great, seeking information, that it took a squad of police to restrain them.

The queen has postponed the state ball at Buckingham palace tonight. Gladstone in announcing the calamity to the House of Commons, paid a high tribute to the gallantry of the officers and men. He said that in all there were 718 souls on board of whom it appeared that 430 were lost.

Admiral Tryon was a famous naval officer, having been in the service since 1833 and held many important posts. Had no Chance for Their Lives. A dispatch received at 2 o'clock this morning from Beyroot says that the collision occurred at 6 o'clock yesterday afternoon about seven miles from Tripoli. The vessels were almost at right angles when the Victoria was struck. Those on the Victoria's deck at the moment of the collision 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 reeling of the Victoria caused her to begin to fill immediately, and no escape was possible, and she went down in ninety fathoms of water. It is difficult to obtain the names of the rescued, as they are aboard several vessels, and so far all efforts have been devoted to recovering bodies.

Shortly after the collision five bodies were taken from the water, on the body of the chief paymaster. They were buried last evening with military honors at Tripoli. It is said here that several times the Victoria had made signs of weakness in her steering gear. One theory is that on account of this weakness she became unmanageable and could not be gotten out of the way.

Sinking of the Royal George. The foundering of this latest type of war ship calls to mind a somewhat similar accident as far as the loss of life is concerned that befell the English line of battle ship Royal George in 1782. In that case the Royal George carrying 107 guns was lying off Spithead. She had been keeled over for repairs, when a sudden gust of wind caused her to heel over until she entered the open ports. She filled and went down with all on board, including Rear Admiral Kempenfelt. A number of women were on board at the time and they too were drowned. Altogether about 600 persons lost their lives in the disaster. The accident has never been equaled in point of lives lost in the annals of history.

Cause of the Accident. Kt. Hon. Arthur Bower Forwood, a well known ship owner, former partner of the firm of Leach, Harrison & Forwood and formerly secretary to the Admiralty, said in an interview that it was a wonder that such an accident had not occurred before. The Victoria had a longitudinal bulkhead running through her, besides a number running across ship. She was thus divided into compartments on each side of the longitudinal bulkhead, without communication between them. In his opinion what had occurred was this: The Camperdown had struck the Victoria a rimping blow, glancing alongside and opening out the plates above several of the compartments. The water was then admitted into a number of the compartments on one side of the ship, causing her to capsize by its weight. The squadron, headed by the Camperdown, had been manoeuvring in a series of parallel lines, leaving a small area for each vessel to move in. A misunderstanding of signals might have caused the accident.

Sympathy from William. The duke of Edinburgh has received this dispatch from Emperor William. Words cannot express our horror. We all sympathize with our British comrades. As a token of our sympathy your ensign is flying from the mainmast of our vessels, with our own ensign at half-mast, according to our orders.

The duke of Edinburgh replied: The British government, as well as its navy, feels deeply the sympathy expressed by your majesty and our other vessels of the German navy for us in this great disaster.

In discussing the disaster this evening, Lord Brassey, one time secretary of the Admiralty, said that the sinking of the Victoria supplied a strong argument against building a big man-of-war. He was, he said, that the Victoria was a first-class man-of-war. He thought it was wiser to distribute the country's naval strength among many less pretentious men-of-war, rather than among a few monster battle ships.

A court circular issued this afternoon says that the queen received the news with the deepest grief and that "her heart bled for the many homes plunged in mourning."

The queen will publish tomorrow a special letter of condolence with the families afflicted by the disaster. The queen has sent Colonel Carrington to express her sorrow and sympathy to Lady Tryon.

On the evening following the afternoon of the disaster Lady Tryon, who arrived from Malta three weeks ago, was holding her first reception of the season. Two hundred guests were present. When the news of her husband's death was received she fell in a faint. Her functions have been postponed. The lord mayor has opened a relief fund for the benefit of the families of the men lost in the disaster. The newspapers all publish leaders extending condolence to the friends of the drowned men. Every leader eulogizes Admiral Tryon.

The Times says that the inquiry into the cause of the Victoria's loss must be searching and exhaustive—the punishment, if blame be found to exist, adequate and unflinching.

Comment on Naval Officers. The loss of the Victoria is looked upon as confirming the opinion of many naval officers that the monster war ships of the present day are decidedly too unwieldy for serious manoeuvring off seaboard. Naval engineering has not advanced as rapidly as naval architecture and the stupendous mass of a 10,000-ton warship cannot be controlled with the ease that a navy officer generally desires. There is but little doubt that the loss of the Victoria was mainly due to this defect. It is probable that either the Camperdown or the Victoria could not lessen the impetus received from its engines when running.

It is a fact that is generally commented on that while so much has been done to nullify the deadly effect of the ram, naval engineers have given hardly as much thought to life boats, a proof of which is seen in the immense loss of life in connection with the sinking of the Victoria. Taking it altogether, the a disaster is regarded by naval people as a severe lesson to the navies of the world.

HOW IT HAPPENED. Probable Cause of the Accident Explained by a Naval Officer. (Copyrighted 1893 by James Gordon Bennett.) LONDON, June 23.—(New York Herald Cable—Special to The Bee.)—An officer of high rank in the royal navy, who is unusually well posted in naval evolutions and news, told me tonight that the collision between the Victoria and Camperdown probably occurred under the following conditions: The fleet consisted of nine battle ships, the Victoria, Camperdown, Inflexible, Scourge, Dreadnought, Colossus, Nile, Edinburgh and Collingwood, being in double column, the Victoria, Vice Admiral Sir George Tryon's flagship, leading the left hand column and the Camperdown, Rear Admiral A. H. Markham's flag ship, leading the right hand column. The signal was likely made to the squadron to change positions, familiarly known in the British navy as the "red-iron" evolution. In this the vessels of the port column put helm a port, and the vessels of the starboard column to starboard, each vessel passing her mate in the opposite column and exchanging places with her after which the double column order is resumed. In doing this the Victoria made a sharp turn to the right and the Camperdown should have made an equally sharp turn to the left, passing each other on the starboard side. The distance between the columns is only four cable lengths, 2,400 feet. Probably the Victoria swung around promptly, but the Camperdown which has the reputation of being an erratic steerer, failed to execute the maneuver quickly enough, and forging ahead too fast, struck the Victoria on the starboard side, the Victoria's bow striking the Victoria's stern, which separated the Victoria's bow from the rest of the ship. The Victoria's bow struck the Victoria's stern, which separated the Victoria's bow from the rest of the ship. The Victoria's bow struck the Victoria's stern, which separated the Victoria's bow from the rest of the ship.

Why She Turned Over. Forward were a turret and barbettes bearing eighteen-inch armor and two 11-ton guns, with many tons of ammunition, while there were no corresponding weights aft. The forward compartments filled instantly, and the ship went down by the bows until the stern was raised high. The weight of the water right hand side gave the ship a heavy list to starboard and caused her to careen clear over on her turtle. As the stern sank, she went down bottom up.

Commenting on the effect of the news in London, my informant said no flags were hoisted at half mast because the people had not yet realized the importance of the disaster. It was like a naval defeat, not only in the loss of the ship and men, but above all in the loss of the gallant Admiral Tryon, probably the most able flag officer in the British navy. They would have better spared two or three ships than such an admiral.

The scene of the disaster was off Tripoli, a town on the coast of Syria, a short distance north of Beyroot, and not as many suppose near Tripoli on the north west of Africa. The flower of the British navy has long been kept in the Mediterranean waters, within easy reach of Sicily and Egypt, and even for the coming navy manoeuvres there has been no intention of bringing these ships out of the Mediterranean. Indeed, the new first-class battle ship Hood, just put in commission, sailed last night to reinforce Admiral Tryon's fleet.

The injured Camperdown has 1,100 miles (CONTINUED ON SECOND PAGE.)

COST OF INSPECTING PORK

Secretary Morton Thinks the Detection of Trichina Comes Pretty High.

SOME FIGURES ON MICROSCOPY ALONE

Showing of the Ratio Between the Expense of Maintaining the Bureau and the Value of the Product Exported During Recent Months.

WASHINGTON BUREAU OF THE BEE, 213 FOURTH STREET, WASHINGTON, June 23.—(Special to The Bee.)—Secretary Morton prepared a statement of the cost of the department of microscopy, which is only one of the expensive features of meat inspection and does not include the cost of tazers and the various other officers necessary to carry out the scheme of meat inspection. The result is shown in the following figures as applied to six of the large packing cities of the country on the one export of pork alone. For the twelve months ending May 31, 1893, the value of the meat export is computed at 12 cents per pound. In two cities, Pittsburg and Nebraska City, not a single pound of pork was exported, while the cost for microscopy in these two cities was more than \$100,000. But the following speaks for itself.

Table with columns: City, Value of Meat Export, Cost of Microscopy. Rows include Pittsburg, Nebraska City, and other cities.

Secretary Morton's statement shows that the entire value of pork exports to countries requiring certificates of inspection for the eleven months ending May 31, 1893, was \$3,777,433.60, and that the cost for microscopy was \$29,000. Great Britain, which requires no certificate of inspection, bought \$34,000,000, or nearly ten times as much in the same period, without any expense on the part of the United States government for microscopy.

Secretary Morton recently addressed to the German government, through the State department a communication, asking a number of questions on the subject of meat inspection. He expects when this reply is received to have official evidence that American pork exports to Germany are not affected by the inspection in this country, for the reason that our exports are not admitted into Germany on a certificate of inspection until they have undergone a thorough inspection by the German government.

Pension Boards Dismissed. Latest developments in the Iowa and eastern Minnesota pension scandal, in which Pension Agent Augustus H. Burt so extensively, indicates a belief on the part of Judge Lechner that a number of medical boards were either in collusion with Vanhook or were very careless. Special examiners have been at work in that district and upon their reports several of the old boards have been summarily removed.

Met a Violent Death. FREMONT, June 23.—(Special to The Bee.)—E. R. McCarthy, ticket agent for the Elk River, left this morning for Chautauq, Ia. For the remains of his brother John, who had been arrested by being run over by a train. Deceased was working for the Missouri, Kansas & Texas. He was for many years a stenographer in the office of the superintendent of the Elk River here.

Hold Up by Thugs. BEATRICE, June 23.—(Special Telegram to The Bee.)—A man giving the name of John Minto from Mahaska, Kan., claims to have been held up by a quartet of thugs near the Rock Island bridge last night and robbed of three hundred dollars. Minto has not been able to identify any of them as his assailants.

Fatally Burned. BROOKINGS, Neb., June 23.—(Special to The Bee.)—Miss Minnie Kline was fatally burned at noon. Her dress caught fire and the blaze was not extinguished until her clothing had been burned off.

Burt County's Good Crops. TEXARKAN, June 23.—(Special to The Bee.)—A good rain visit, according to reports, Burt county's outlook for a bumper crop was never better. The county has never had a failure of crops.

MIDDLETON IN THE REAR. All the Cowboy Racers Leading Doe at Fort Dodge, Ia.

Fort Dodge, Ia., June 23.—(Special Telegram to The Bee.)—Doe Middleton, the last of the cowboy racers, arrived here at noon today and left about an hour later. His horse is in good condition. Albright and Smith arrived last evening. Smith did not stop. Albright left at 4:30 last evening and left at 9:30 this morning. Stephens, Berry and Gillespie registered at Iowa Falls this afternoon.

WATERLOO, Ia., June 23.—Agent Tatro of the Humane society, Minneapolis, Harvey Weil, Chadron, Neb., manager of the cowboy race, and Major Burke of Chicago came in tonight in advance of the riders. Berry, the leader, left Iowa Falls, forty-nine miles west here at 9:40 this evening. Gillespie and Stephens left Iowa Falls at 10:40 this morning. Jones left at 8:40 p. m., and Campbell, Smith and Albright are somewhere between Fort Dodge and Iowa Falls.

Jones is looked upon as the probable winner. He has a fresh horse and the advantage of the relation to the track. Jones left Chadron June 13 and has covered about 700 miles. They expect to reach Chicago on Thursday. Of the ten starters, all but two to complete the distance. Berry is riding under protest, registering by affidavit before a notary. He is protested because he made a map of the route. A large crowd is expected at the arrival of the riders. The agent of the Humane society says he has so far no cause for interference with the race.

Dudes Hat This with Joy. SEATTLE, Wash., June 23.—The United States circuit court decided that the state anti-dog law is unconstitutional, being in contravention of the constitution of the United States.

Strike vs Will Return to Work. BUFFALO, N. Y., June 23.—The Tonawanda strike is over. The locked-out lumber shoveler will go to work next Monday, having accepted the terms of the lumbermen.

She Has the Last Words. Mrs. Frank Leslie Gets the Best of Mr. Wilde to the Extent of Several Sentences.

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"In the first place," she said, "I wish to insist as strongly as I can upon the fact that the alleged interview with me which appeared in the Recorder was an absolutely fictitious one. I think the Recorder was the only New York paper whose representative I did not see at the time of my divorce suit. Mr. Wilde, forsooth, accuses me of having taken pains to draw public attention to a most respectable affair, in which I was an unwilling participant. My only answer to that is the conclusive one that I incurred at the expense of many thousand dollars an order to have the trial take place at Newbury instead of New York, my only reason being that I desired to avoid publicity.

"Mr. Wilde wisely confines his rejoinder to a not very explicit denial of the charge of infidelity. As a matter of fact, I attached no very great importance to this charge, which was one forced upon me by the legal exigencies of the case. As to the minor and trivial charges which the Recorder put into my mouth, I agree with Mr. Wilde, thinking them unworthy of attention.

"Mr. Wilde is silent as to the real and major cause of the proceedings, which I was forced to bring. I have no desire to hurt his feelings or to inflict pain upon the man whose name I once consented to bear. I have for his talents and intellectual powers even now a sincere admiration, but I am quite sure he will be adopting the wisest course in his power if he cultivates such gifts as silence may possess. If he draws me too far I shall not hesitate to make use of the weapon of attack which he has placed in my hands. At present I can only say I grieve Mr. Wilde the choice of becoming temperate. I did not even demand total abstinence or losing his wife. He selected the latter course. His choice was entirely his own. If his desire for oblivion as regards this wholly unpleasant matter is as sincere as mine do not think much more need be said, but let me warn him that throughout my whole career I have never hesitated to fight when attacked. As regards the public I only hope it can be induced to believe that I will agree with Mr. Wilde in calling vulgar disclosures, put into my mouth by an irresponsible writer, are such as never could have been uttered by me under any circumstances. I had almost sooner be accused of murder than bad taste."

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ELIQUET MR. FAELPS. PARIS, June 23.—Hon. E. J. Phelps of counsel for the United States today continued his closing arguments before the Berling case tribunal of arbitration. Mr. Phelps is displaying in his speech remarkable eloquence and great aptness in choosing illustrations.

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SAYS THE INTERVIEW WAS A FAKE

Denies Ever Having Seen the New York Reporter and is Quite Willing No More Shall Be Said of the Divorce Suit and Its Causes.

(Copyright 1893 by James Gordon Bennett.) LONDON, June 24.—[New York Herald Cable—Special to The Bee.]—I saw Mrs. Leslie this afternoon at her hotel within an hour of her arrival at Southampton on the Augusta Victoria. She was not a little surprised to see me for, as she was careful to explain, she had taken every precaution in her power to keep her movements secret. However, when I showed her a copy of the European edition of the Herald containing W. C. Kingsbury Wilde's interview, she read the whole document very carefully, not once, but twice, breaking off her pursuit at intervals to indulge in running commentary upon her late husband's attack. Finally she composed herself an answer at length to the statements therein contained.

"In the first place," she said, "I wish to insist as strongly as I can upon the fact that the alleged interview with me which appeared in the Recorder was an absolutely fictitious one. I think the Recorder was the only New York paper whose representative I did not see at the time of my divorce suit. Mr. Wilde, forsooth, accuses me of having taken pains to draw public attention to a most respectable affair, in which I was an unwilling participant. My only answer to that is the conclusive one that I incurred at the expense of many thousand dollars an order to have the trial take place at Newbury instead of New York, my only reason being that I desired to avoid publicity.

"Mr. Wilde wisely confines his rejoinder to a not very explicit denial of the charge of infidelity. As a matter of fact, I attached no very great importance to this charge, which was one forced upon me by the legal exigencies of the case. As to the minor and trivial charges which the Recorder put into my mouth, I agree with Mr. Wilde, thinking them unworthy of attention.

"Mr. Wilde is silent as to the real and major cause of the proceedings, which I was forced to bring. I have no desire to hurt his feelings or to inflict pain upon the man whose name I once consented to bear. I have for his talents and intellectual powers even now a sincere admiration, but I am quite sure he will be adopting the wisest course in his power if he cultivates such gifts as silence may possess. If he draws me too far I shall not hesitate to make use of the weapon of attack which he has placed in my hands. At present I can only say I grieve Mr. Wilde the choice of becoming temperate. I did not even demand total abstinence or losing his wife. He selected the latter course. His choice was entirely his own. If his desire for oblivion as regards this wholly unpleasant matter is as sincere as mine do not think much more need be said, but let me warn him that throughout my whole career I have never hesitated to fight when attacked. As regards the public I only hope it can be induced to believe that I will agree with Mr. Wilde in calling vulgar disclosures, put into my mouth by an irresponsible writer, are such as never could have been uttered by me under any circumstances. I had almost sooner be accused of murder than bad taste."

PERUVIAN AFFAIRS. Rumors of an Invasion by Bolivia Not Groundless. (Copyright 1893 by James Gordon Bennett.) LIMA, Peru, (via Galveston, Tex.), June 23.—(By Mexican Cable to the New York Herald—Special to The Bee.)—The government has fined a Peruvian corporation \$5,000 for non-compliance with the terms of its contract. Ex-President Pirola, it has been learned, is on board the steamer Scotia, which is said to be from Guayaquil. It is expected he will arrive at Callao tomorrow.

Rumors of an invasion from Bolivia are unfounded. It is known that the government of Bolivia favors the Cacerist party, which has the support of administration and military circles of Peru. Lima's intendente is determined on crushing Dr. Barrios a leader, the newspaper of which Dr. Barrios is editor. He today imposed a fine of \$20,000 on Dr. Barrios and the same on the printing department of the newspaper. The fines were not paid and both were sent to jail. Friends of Dr. Barrios immediately brought the case to the attention of the criminal court which ordered their discharge. As they left the prison they were enthusiastically cheered by a large crowd.

GEAYAC, Ecuador, (via Galveston, Tex.), June 23.—(By Mexican Cable to the New York Herald—Special to The Bee.)—Senator Seminario, private secretary to ex-President Pirola of Peru, today shot Colonel Varela, a Peruvian. It is believed Varela's wound is fatal. Seminario was arrested. Pirola, at the time of the shooting, was about to leave Guayaquil on board the steamer Scotia.

OWNS IT WAS A FORGERY. Denunciation of Coard's Great Sensation Sounds Rather Flat. (Copyright 1893 by James Gordon Bennett.) PARIS, June 24.—[New York Herald Cable—Special to The Bee.]—A negro named Norton, who says that he is an employee of the British embassy, is the man who gave the alleged stolen documents to M.