# "TOLL FOR THE BRAVE!"

## H. M. S. "Victoria" Run Down by the "Camperdown" and Sunk.

## Admiral Tryon and Over Four Hundred Men Go Down With the Ship.

## Great Sensation in England—Her Majesty Condoles With the Afflicted Families.

LONDON, June 23.—The British battleship Victoria of the Mediterranean squadron, which flew the flag of Vice-Admiral Sir George Tryon, K.C.B., was run into off the coast of Tripoli by the British battleship Camperdown, also one of the Mediterranean squadron, and under command of Captain C. Johnstone. The Victoria had an enormous hole torn in her side, through which water poured in torrents. The immense hull of the Victoria at once began to settle, and before those on board could cast loose in small boats she went to the bottom, carrying down with her nearly all on board. Among those lost is Vice-Admiral Tryon. The first reports of the disaster stated that about 200 men had been drowned, but later despatches show that the loss of life was far greater; not less than 400 of the officers and crew of the Victoria having gone down with their ship.

Rear Admiral Albert H. Markham, of the Trafalgar, the flagship of the rear admiral in the Mediterranean, telegraphed to the admiralty from Tripoli to-day as follows: "I regret to report that while manœuvring off Tripoli this afternoon the Victoria and Camperdown collided. The Victoria sank in fifteen minutes in eighteen fathoms of water. She lies bottom uppermost. The Camperdown's ram struck the Victoria forward of the turret on the starboard side. Twenty-one officers were drowned. Of the crew 255 were saved. The injury to the Camperdown has not yet been fully ascertained, but it is serious and will necessitate her going into dock for repairs. I propose to send the survivors to Malta."

The Victoria was a first-class armored twin-screw, both ships mounting fifteen powerful guns. She was the flagship of Vice-Admiral Sir George Tryon, K.C.B., Flag-Lieutenant, Lord Gillford; Captain, Hon. Maurice A. Bourke (brother to the Earl of Mayo); Commander, John R. Jellicoe; Lieutenants, F. Inglefield, Arthur C. Leveson, Herbert L. Heath, Frederick G. Loring, Cresswell J. Eyres, Robert L. H. Armstrong, Phillips H. Munro and Charles J. Collins; Staff Commander, Hawkins Smith; Major of Marines, Arthur C. Smyth; Captain Marine Artillery, George G. Aston; Chaplain and Naval Instructor, Rev. Samuel S. O. Morris, M.A.; Fleet Surgeons, Herbert M. Ellis and Thomas Bolster; Fleet Paymaster, Valentine D. J. Rickcord; Fleet Engineer, Felix Foreman. Sub-Lieutenants, Montagu L. Hutton, and Hugh D. R. Watson; Surgeons, Basil R. Clarke, John K. Robinson, Ernest D. Minter and Joseph A. Nixon. Her complement of officers, crew and marines was 718.

All official telegrams regarding the loss of the ship were ordered to be sent at once to the Queen at Windsor Castle. As soon as Her Majesty received Rear Admiral Markham's dispatch, which was immediately forwarded to her, she gave orders for the postponement of the State ball that was to have taken place at Buckingham palace to-night.

Mr. Gladstone was greatly shocked when he was informed of the sinking of the Victoria and the great loss of life. He informed the House of Commons of the calamity, and paid a most glowing tribute to the worth of Vice-Admiral Tryon, who, he said, was one of the oldest and most esteemed officers in the service of Her Majesty. Mr. Gladstone said that there were 611 officers, seamen and boys, and 107 marines on board the ship. It was feared that of the 718 souls, 430 had been lost. He was sure the deepest sympathy of the House would be expressed for the brave men who had found an early grave while serving their country, and that it would be extended to their relatives and friends.

In discussing the disaster this evening, Lord Brassey, some time Secretary of the Admiralty, said that the sinking of the Victoria supplied a strong argument against building more big men-of-war. It was evident, he said, that the Victoria's armor afforded her no protection from the Camperdown's ram. While not convinced that smaller vessels were safer than the large ones, he thought it wiser to distribute the country's war strength among many less pretentious men-of-war rather than among a few monster battle-ships. It was poor policy to put so many eggs in one basket.

A court circular, issued this evening, says that the Queen received the news with the deepest grief, and that "her heart bleeds for the many homes plunged in mourning." The Queen will publish, to-morrow, a special letter of condolence with the families afflicted by the disaster.

A despatch received at two o'clock this morning from Beyrout says that the collision occurred at five o'clock on Thursday 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 the boats from the Camperdown and several other vessels. The men below had no time to reach the deck. The sudden heeling of the Victoria caused her to begin to fill immediately and no escape was possible. She went down in eighty 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 recover 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 on Thursday 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 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 main masts of our vessels, with our own ensign at half-mast, according to my orders." The Duke of Edinburgh replied: "The British navy and nation feel deeply the sympathy expressed by your Majesty and our brother officers of the German navy for us in this great disaster."

The Queen has sent Colonel Corrington to express her sorrow and sympathy with 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 reached her. She fell in a faint. The State concert and other royal functions on the programme for next week have been postponed. The Lord Mayor has opened a relief fund for the benefit of the needy families who lost members in the disaster.

The morning newspapers are filled with articles describing the vessels, and with obituaries of the most conspicuous officers lost. All publish leaders extending condolence to the friends of the drowned men. Every leader eulogizes Admiral Tryon.

The Daily News says editorially: "America will thrill at the news, coming as it does when the New York cheers for our squadron have barely died away. Are we to pay so much in millions and broken hearts only to learn that the compartments system is a delusion and a snare?"

The Times says: "The inquiry into the causes of this disaster must be searching and exhaustive; and the punishment, if blame be found to exist, adequate and unflinching. Only so can the lesson of the great calamity be turned to account. The true lesson is not that manœuvres at sea are too hazardous, but that only by the constant practice of evolutions at high speed can the navy be fitted for the necessities of war."

The Victoria was paid off and recommissioned at Malta on April 1st, many of her officers exchanging with those on the Achilles. Admiral Tryon, who was Commodore of the Mediterranean station, was only lately made a vice-admiral.

The Camperdown is a first-class armored twin screw battle ship, having ten guns. She is of 10,600 tons and of 11,500 horse-power. She is in command of Capt. Charles Johnstone.

The first dispatches concerning the accident led to the belief that the disaster had occurred off the coast of Tripoli in northern Africa. Later advices show that the scene of the calamity was in the Levant, near Tripoli, a port on the eastern Mediterranean, 50 miles northeast of Beyrout, not far from the Island of Cyprus.

LONDON, June 24.—The feeling that everywhere prevails in the United Kingdom in regard to the calamity that has befallen the country through the loss of the flagship Victoria off Tripoli, Syria, and the drowning of so many of her officers and crew, is of the most intense description. This tragedy is not equaled in fatal results since the sinking of the Royal George in 1782, when 600 souls found a shroud in ocean waves. Fifteen minutes after the Victoria received the fatal blow the water had closed over her, and the 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.

The loss of this ship, with the attending terrible sacrifice of life, is looked upon as confirming the opinion of many naval officers concerning the monster warships of the present day. Naval engineering, they point out, has not progressed as rapidly as naval architecture, and the stupendous mass of a 10,000-ton warship cannot be controlled with the ease a naval officer generally directs. Taking it altogether, the disaster is regarded by naval people as a severe lesson to the navies of the world. It is not believed that the full story of the sad affair can be obtained until the arrival at Malta of the vessels belonging to the British Mediterranean fleet conveying survivors from the Victoria.

Funds are being started in different parts of the country to aid those who have lost their supporters. Gratifying subscriptions are being made to these funds, and it is believed that large sums of money will be raised. Among the prominent subscribers to the fund started by the Lord Mayor of London, Queen Victoria has donated one hundred pounds to aid the stricken families. Vice-Admiral Sir George Tryon was picked up shortly after the foundering of his warship, and carried on board the battle-ship Edinburgh, one of the fleet under his command, where he died shortly afterwards.

It is stated this morning that no attempt will be made to recover the bodies of those who went down in the Victoria. The vessel lies in 460 feet of water, and it would be an almost impossible task to recover them. It is probable that in the course of a few days a number of the bodies will float out from the hull, and these will be watched for and given burial on land.

It is reported by survivors that as soon as the officers of the Victoria saw the ship foundering orders were given to close the collision bulkheads to keep the water in the compartment into which the Camperdown shoved 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 her immense guns and heavy top hamper, turned over and carried them down. As soon as the news of the disaster became known in London, the Duke of Edinburgh, admiral of the fleet, visited the admiralty and conferred with the officials, a telegram of instructions being sent to Rear Admiral Markham.

Shortly after the collision five bodies were taken from the water. One of them was 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 has shown signs of weakness in her steering gear. One theory is that on account of weakness she became unmanageable and could not be got out of the Camperdown's way.

In an interview with Lord George Hamilton, he said: "Without doubt the Camperdown's ram cut away the plating on the Victoria's outside of several of her transverse bulkheads. Had this not been the case the bulkhead could have been closed and the water kept in one or at most two of the compartments, and the vessel would still have floated."

Hon. Arthur Bower Forwood, the well known ship owner, formerly secretary to the admiralty, said: "It was a wonder that such an accident did not occur before. The Victoria had a longitudinal bulkhead running through her, besides a number running across ships. She was thus divided into compartments on each side of the longitudinal bulkhead, without communication between them. The Camperdown probably struck the Victoria a ripping blow, opening the plates over several of the compartments. Water was thus admitted into a number of compartments on one side of the ship, causing her to capsize by the great weight. Longitudinal bulkheads are a good thing in their way, but it did not seem to avoid a disaster."

In its Illustrated Handbook and Souvenir of the Royal Navy exhibition the Pall Mall Gazette published, in June, 1891, the following contrast between the Victory (Lord Nelson's flagship) and the ill-fated Victoria. From this it appears that, whereas the Victory was a three decker, 186 feet in length and 52 feet in breadth, with a displacement of 3,500 tons, the Victoria had a length of 340 feet and a bredth of 70, with a displacement of about 10,500 tons, and an indicated horse power of 14,244. The Victory carried an armament of 102 guns, consisting of 30 forty-two and thirty-two pounders, 30 twenty-four pounders, 40 twelve pounders, and 2 sixty-eight pounder carronades; the heaviest of her guns being a forty-two pounder. The Victoria had 2 one hundred and ten ton 16¼ inch guns, 1 thirty ton 10 inch gun, 12 five ton 6 inch guns, 12 six pounder and 9 three pounder quick firing guns, 2 machine guns and 6 torpedo guns. While the heaviest gun on board the Victory was a little over 3 tons, the heaviest on the Victoria was a little over 110 tons.

As for the guns of the Victory, with the exception of a few small brass guns, they were mere blocks of cast iron, a large proportion consisting of carronades which threw a shot of large diameter from a light gun, with a low charge. The largest charge used on board the Victory was ten pounds, the largest on the Victoria close on a thousand pounds. The heaviest shot used on the Victory was sixty-eight pounds, but on the Victoria it was eighteen hundred pounds. The weight of metal discharged from the broadside of the Victory was 1150 pounds, but from the Victoria it was 4750 pounds. And, while the broadside fire from the Victory only consumed 355 pounds of powder, that from the Victoria consumed 3120 pounds. Moreover, the Victoria has no less than eighty-eight engines, which serves to indicate the amount of machinery involved. This is exclusive of the machinery on the torpedo boats. The total cost of the Victory complete, with her armament and all stores, was not more than £100,000, while the cost of a first-rate man-of-war of the present day, similarly complete, would be nearly £1,000,000. The Victory had a complement of nearly 900 men, the Victoria having, as was stated in the House of Commons, 718 souls on board.

In the Chicago Exposition is a model of the Victoria, the largest in the exhibition, showing all the accessories of a complete battle ship. It was in the Armstrong gallery, London, and has fittings in exact resemblance of the original, even to the torpedo nets. It cost about £2,000. As soon as the loss of the Victoria was confirmed the Admiral's flag and the Union Jack on the model were lowered to half mast. People crowding around so that a large force of guards had to be called to keep them moving.

The Camperdown, which has hardly so formidable an armament as the Victoria, is in many respects of similar proportions, but is of what is known as the "Admiral" class.

WASHINGTON CITY, June 24.—The news of the sinking of H.M.S. Victoria caused a profound sensation. People who saw the beautiful and stately Blake, the flagship of the British squadron at the naval review, thought she was a great ship, but she was of secondary importance when compared with the ill-fated Victoria, for while the Blake was a large armored cruiser, the Victoria was a full-fledged battleship, nearly 1,000 tons larger than the Blake. Naval officers here feel that one result of the catastrophe will emphasize in a striking manner the terrible efficiency of the ram as a weapon of naval offense, for although there was no intention of using it offensively, the ships being engaged in simple maneuvers, its availability in time of war has been amply demonstrated.

This morning the following cablegram was sent to the U. S. Ambassador in London:

WASHINGTON, June 24, 1893.

*"Bayard, Ambassador, London.*

"Convey to Her Majesty the expression of the heartfelt sorrow of the President and the people of the United States by reason of the appalling catastrophe to the Victoria.

"(Signed) GRESHAM."

Thursday's catastrophe in the Mediterranean, the news of which brought sadness to every land where the English tongue is spoken, came home to the hearts of Victorians more perhaps than to the people of any other Canadian city. The merchant shipping in harbor yesterday displayed their colors at half mast; the warships anchored at Esquimalt were given over to the discussion of the terrible calamity. On board the Royal Arthur and the Champion are many who had near and dear friends on the ill-fated Victoria, while several of the flagship's company claim relatives among the lost. Of course the names of the saved have not yet reached Admiral Stephenson, and on board ship no more is known of the disaster than has been already published in the newspapers. The official tribute to the dead has not yet been arranged, but the mourning of every man in the Pacific squadron is genuine and sincere; the men lost with the Victoria were brother British seamen, and they died on duty.

In almost all of the city churches to-day, special reference will be made to the calamity that has cast its gloom over the Empire, the Episcopalian churches in particular. At the Church of Our Lord (Reformed Episcopal) Right Rev. Bishop Cridge will make the disaster the subject of his morning sermon, while the clergy of all denominations—Roman Catholic and Protestant—will join in petitioning the All Wise Ruler of the Universe to comfort and console those who have been more especially bereaved by the terrible occurrence. In Esquimalt the services at St. Paul's (Episcopal) and St. Joseph's (Roman Catholic) will be particularly impressive, the seamen of the ships in port attending in the morning. Rev. Father Van Nevel will officiate at the latter church, celebrating a special mass for the repose of the souls of those who went down with the Victoria, at 10 o'clock.

## PROPERTY IN SEALS.

PARIS, June 23.—Hon. E. J. Phelps to-day continued his closing argument before the Behring Sea tribunal of arbitration. Mr. Phelps is discussing Sir Charles Russell's definition of international law, which the British counsel has given to the tribunal. Mr. Phelps held that the assent of nations to a new question of international law may be inferred when, as here, the proposition is established by the civilized world or where it is obviously just and right. The interest of the United States in the seals in her territory and in the industry founded on the seals constitutes property right, which was entitled to the protection of municipal and international law.

Mr. Phelps developed at length his views of the rights of property according to municipal law. He said all useful animals that have subjected themselves or have been subjected to human control on land to which they have a constant "animum revertendi," and on which they constitute the basis of an industry, become, to a certain extent, the property of the citizens of that land under the provisions of international law, also marine animals becoming the basis of any industry in maritime territory, must be regarded as the species of property belonging to the persons controlling this territory. Such property, he said, had hitherto been held sacred by general consent of the nations of the civilized world.

SAN FRANCISCO, June 23.—To-morrow afternoon the coast defence vessel Monterey will leave for the North, starting from Mare Island.

## CAPITAL NOTES.

### Duke of York and Bride Accept a Sleigh from Women of Canada.

### B. C. G. A. Appointment—Imports and Exports—Mercier's Little Move Miscarried.

(From our own Correspondent.)

OTTAWA, June 23.—The Duke of York has cabled to the Countess of Derby that a sleigh would be acceptable to himself and the Princess May as a wedding present from the women of Canada.

The imports for the eleven months showed an increase of $10,100,000, the duty collected having increased $1,789,000. The imports for the month increased $2,750,000. The exports for the eleven months increased $5,250,000. The May exports increased $1,170,000.

There was great disappointment yesterday among the French Liberals—at least among those who were supporters of the Mercier administration—for the ex-Premier of Quebec arrived here at noon with the intention of capturing the convention at the eleventh hour, when most of the delegates had left for home. The defeated ex-Premier was too late. Immediately on his arrival Mr. Mercier had an interview in the Russell house with Hon. Messrs. Laurier, Fielding, Langley and Blair and many others of the Liberal delegation, and did not hesitate to express his regret that the convention was over. The intention of the Mercierite party in Quebec had been to delay matters, in order that Mr. Mercier, who had been lecturing in Massachusetts, might take part therein. Unfortunately for the scheme the Western men had gone on their way, and the convention finished twelve hours before Mr. Mercier arrived.

The Atlantic fisheries continue good—far better than for many years.

F. G. Gregory will to-morrow be gazetted a Second Lieutenant provisionally in the B. C. artillery at Victoria.

OTTAWA, June 24.—The regulations governing the admission of petroleum in tanks takes effect on Dominion Day. The points in British Columbia at which oil may be imported are: Vancouver, Kamloops and Westminster. Owing to their insular position, Victoria and Nanaimo, and on Prince Edward Island, Charlottetown and Summerside, receive no direct benefit from the change, and it is suggested that the concession might extend to oil in tank vessels, and that petroleum in packages of 50 gallons, or less, may enter any customs port.

The new quarantine regulations have been submitted to all the customs officers, and received unanimous endorsement. They embody the best that is contained in the British and United States quarantine regulations. They also empower the Government, on emergency, to stop railway trains crossing the frontier.

The Canadian Thousand Islands are to be sold on August 2, by auction, without conditions as to residence.

Regret is expressed here that the suggestion of a sleigh as a wedding present should have been made to the Duke of York.

The deposits in the post office savings banks for May were in excess of the withdrawals $123,000. In the Government savings banks the withdrawals exceeded the deposits by $31,000. The balance to the credit of depositors in the Victoria bank on May 31 was $683,000.

New post offices were opened in British Columbia on June 1, at Havellere, Westminster, Thunder Hill and Mara, Yale.

The Controller of Customs has received a novel proposition with reference to the suppression of smuggling in the Gulf from the inventor of a sub-marine vessel. The inventor claims that his vessel will travel under water at the rate of fifteen miles an hour and thinks he could get quite close to any vessel without being seen, and then rise to the surface. He wants Government to give him a subsidy to perfect his invention.

The Supreme court handed out a number of judgments to-day, but none concerning British Columbia.

## PANAMA SCANDAL.

### Official Report of the Commission of Inquiry—A Very Comprehensive Document.

### De Freycinet and Floquet Exculpated from All Blame in the Matter.

PARIS, June 23.—Ernest Valle presented in the Chamber of Deputies to-day, the report of the Commission of Inquiry into the Panama scandals. The report covers 300 pages and is divided into seven chapters. Among the captions under which the most important matter is given, are those concerning the relations of the company's lobbyists to the Deputies; the canal company's general history; the loans contracted and the operations of the guarantee syndicates. Legal opinions as to the company's operations are quoted at length. The report exculpates from all blame M. de Freycinet, ex-minister of War; and M. Floquet, ex-president of the Chamber of Deputies. In pronounces false in every particular, the story that 108 Deputies were bought with Panama money.

## GERMAN SECOND BALLOTS.

BERLIN, June 23.—The second ballot in Elbery Field resulted to-day in the election of Friederich Harm, Social Democrat and the last deputy for the city, over Ernest Daham, moderate anti-Semite, in favor of the Army bill. Harm received 22,630 and Daham 20,189. The Social Democrats' gain since 1890 is 4,157 votes.

At Solingor to-day George Schumacher, Social Democrat, received 11,764 votes, and was elected to succeed himself. Herr Roemer, National Liberal, received 8,138 votes. The Social Democrat gain since 1890 is 1,868 votes. Herr Roemer polled almost the full strength of all parties except the Social Democrats, and obtained 4,408 votes more than were cast for the most popular non-Socialist candidate at the last general election.

In Leipsic to-day Dr. Hasse, National Liberal, was elected with 16,242 votes over Herr Pinkau, Social Democrat, with 14,226 votes. The Social Democratic votes show a gain of 457 since the second ballot in 1890.

SAN FRANCISCO, June 23.—Conservative estimates value the estate of Senator Stanford at over $34,000,000.

## THE WHISKEY TRUST.

### Its Answer to the Action to Bring About Its Disfranchisement.

CHICAGO, June 23.—The Whiskey Trust made answer to-day to the information filed by Attorney-General Moloney, directed toward the disfranchisement of the corporation. After protesting that the allegations in the information are insufficient, the defendant enters specific denial to each of the counts and asserts that the real object of the prosecution is the settlement of disputes over private rights and the reinstatement of certain individuals in the possession of properties which have been paid for by the trust, namely, Messrs. Woolner, Schwabacher and Francis, of Peoria. It is averred by the Whiskey Trust that the company manufactures only seventy per cent. of the liquor mad in the United States, and is not in the nature of a trust, because sufficient competition exists to make the market close and the prices are lower than they were ten years ago. A dismissal of the suit is asked.

## THE MONEY QUESTION.

### Secretary Morton's Views on the Repeal of the Sherman Law.

### No Advantage in Cheaper Funds—It Drives Away the Trade.

WASHINGTON, June 23.—In an interview to-day, on the money question, Secretary Morton expressed the hope that the Sherman law would be repealed by Congress. In reply to the query whether he thought the advocates of the repeal would have to accept a compromise, the Secretary said: "I do not know about that. I am a little uncertain as to just how Congress will stand on that question. I am hopeful of the repeal of the Sherman law and think it may be repealed, though there is an element of doubt. I have no objection to the repeal of the ten per cent. bank tax as a means of supplying the increased currency which it is claimed is needed. I am opposed to that tax chiefly because it was tried under false pretences and has no right to exist. It is a prostitution of the taxing power, because, under the pretense of raising revenue, it was never intended to raise revenue, but to prevent the issuance of State Bank currency. I do not think there is any danger of wild-cat banking, for only that currency will circulate which is based on sound security, unless it is in the locality where it is issued, and nowhere can it be forced into circulation, for no State can give its currency a legal tender. The National Government can make a currency legal tender.

"Under one condition an absolutely free coinage of silver and gold alike might be agreed to as a compromise. That is, if they both were deprived of their legal tender quality. The stamp of the Government would then signify no more than merely that the coin was of a certain weight and fineness, and the people could take what coin they pleased, and refuse either if they did not like it. The two sorts of coin would then be placed on their merits, and we would soon find out what the people want. Without the legal tender quality—deprived of the fiat element—silver would have to depend on supply and demand for its value, and it is not difficult to judge which metal the people would want as long as the difference between the denomination value and the bullion value of the coin is so great." Touching upon another branch of the question, the Secretary continued: "There is no advantage to the farmer or the laborer in a redundancy of cheaper money. It raises the price of farm products in cheap money, cutting off the export trade and narrowing the market. With a fictitious price set upon wheat, through the cheapness of the money with which it is purchased, the foreign purchaser cannot afford to deal with our farmers, but goes to India, Russia or the Argentine Republic for his wheat. The consequence of this is hard times here and the export of gold from the country. As soon as our wheat gets down to a price where it can find purchasers abroad, as soon as we begin to sell to foreign purchasers, the supply and demand alone regulating the price, the gold begins to come back to us. The turn in the tide of gold noticeable the past few days was due to the sales of wheat which had been brought about by the necessity the holders were under to raise funds."

## CABLE NEWS.

BERLIN, June 23.—Much interest has been aroused by the announcement that Professor Emnerich, of Munich, and his assistant, Prof. Tauboi, of Tokio, have discovered that Asiatic cholera is essentially a poisoning with nitric acid, generated by Kock's comma bacilli.

LONDON, June 23.—The Prince and Princess of Wales received at Marlborough House, to-day, Hon. Thomas F. Bayard, the new U. S. ambassador and Mrs. Bayard.

PARIS, June 23.—The steamer Widdington, from St. Louis, France, arrived at Malta, last night, with cholera on board. Three persons had been stricken, and two had died, during the voyage. A week's quarantine has been imposed at Malta on all arrivals from French ports. The official reports say that three persons have died of cholera in Calais, and two in Cette, since Wednesday.

BUDA-PESTH, June 23.—Recent rains improved the Hungarian wheat crop 50 to 75 per cent. Rye has fully recovered and beets and potatoes are in excellent condition. The meadows are improving so rapidly as to remove all anxiety on the part of farmers regarding the hay crop.

VALPARAISO, June 23.—A correspondent in Rio Janeiro telegraphs that Sarah Berhhardt was robbed of jewels to the value of 300,000 francs in the Brazilian capital.

VIENNA, June 23.—Great excitement has been caused at Andrychow, a town of about 4,000 inhabitants in Austria, by the riot of a number of Socialists. The mob had full possession of the place for a time, and took advantage of the opportunity to loot a number of stores, despoiling the proprietors of goods and money. The robberies would have been more extensive had not the military finally intervened to protect the defenseless shop-keepers. When the troops arrived, they charged on the mob without ceremony, and some of the rioters were killed and a number were wounded. The mob was forced to disperse, but did so sullenly, and troops are now stationed in various parts of the town to guard against a repetition of trouble.

## PARNELLITE MANIFESTO.

### Address to the People of America—Reflections on the Existing National Representation.

### The Attitude of Both Parties Severely Criticized—The Most Dangerous of Crises.

LONDON, June 24.—The following appeal by the leaders of Parnellite section of the Irish Parliamentary party explains itself:—

*To the Irish People in America:*

Relying upon your devotion to Ireland, and mindful of the generous part you have taken in building up and maintaining the struggle for the nation under the leadership of the late Charles Stewart Parnell, we venture to address you at this moment of extreme peril to our country's cause, and in the face of a danger during which it would be a betrayal of the trust imposed on us to refrain from communicating with you in regard to the loyal feeling and brotherhood among the good men of our race in America. Respect for the national character has hitherto prevented an attempt on our part to involve you in the unhappy controversy, unpleasantness and strife the desertion and betrayal of Mr. Parnell have given rise to. We feel that the time has now come to place the facts before you and to enlist your sympathy in our endeavor to save from shipwreck the movement on which the future of our common country and the hopes of her children largely depend. The surrender of Mr. Parnell, in obedience to English dictation, by the men who only the day before had vowed to uphold him against the world, was the abandonment of the sacred principle of Parliamentary agitation, which was making the Irish cause to be respected throughout the world—the principle of the absolute independence of all English parties. That had been followed by a warfare in Ireland, cruel and relentless, against everybody refusing to participate in the betrayal or to surrender the right of independent judgment on Irish politics, backed by the wealth and influence of a great English party interested in the cause.

You will readily understand how the Irish Whigs succeeded in driving from Parliamentary life, at the last election, sterling representatives, whose names are familiar through all the years of our strugele, who had borne their part in every endeavor to secure Irish liberty, and whose offence consisted of a steadfast adherence to the principle of loyalty to the leader who had served Ireland well and faithfully. Their places in the Nationalist ranks were filled with men of no training or experience, who mostly had never contributed a day's service to the National movement, their sole qualification having been ready obedience to every order of the English Ministry and the security that they cannot, and will not, bring an independent judgment to any concession that Ireland is offered. Had we been enabled at the general election to return twenty members of the House of Commons, who would have stood independent of both the English parties, and, who would have judged the proposals of the policy of each by the good which it promised, Ireland's thousands of evicted tenants, for whom nothing had been done, would have been restored to their homes; political prisoners who have amply expiated any offence of which they may have been guilty, would have been set at liberty and the Home Rule bill which is now being discussed in the House of Commons would have been a different measure from what the present bill is likely to be.

We observe with pain that even in your ranks English influence has asserted its way, and that Irish Americans who formerly prided themselves on their nationality, now deem it the better fashion to do humble duty to the Irish tail of the English party. They are donating funds to help the reactionaries in Ireland, and have endeavored to do them service by spreading calumnies regarding us in America. Two statements it is our duty to notice: the first that we are opposed to the principle of the Home Rule bill; the second that the American fund is intended for the use of both sections of the Irish representatives, they do not contain a particle of truth. So far from sharing in the funds raised by the National Federation, they have been employed in forcing us to expensive contests, and, when asserting the right of a free election, we petitioned against the return of Mr. Michael Davitt, and Mr. Patrick Fullam, both became bankrupts in order to deprive us of the costs awarded by the court. Our attitude on the bill introduced by the Liberals, so far as it fell short of the National requirements, has been one of constant vigilence to amend its provisions and extend its scope. Our opponents have been silent while restriction after restriction has been grafted on the bill. Our endeavors to secure the name of Parliament, and to the lower chamber the title House of Commons, was supported by many English Radicals, while the Irish representatives, claiming to be the depository of the National feeling, defeated them by going over in a body to the Government and the Tories.

Now the climax has come, the Prime Minister has announced to the House of Commons that he intends to withhold from Ireland, for six years after the passage of the bill, the power of imposing, controlling or interfering with her own taxes. They are to be regulated by Imperial authority. Ireland is to be compelled to contribute one-third of her whole revenue towards Imperial charges in addition to a possible war tax. The announcement of this proposal caused the House of Commons to stand aghast. It was received without protest by the men who sacrificed Mr. Parnell for an English alliance. It was left to us to protest in the name of the Irish people against a proposal involving national humiliation and calculated to reduce the Irish Legislature to impotence and bankruptcy. These facts made it clear that, if the Home Rule bill be carried, it must be rendered worthy of acceptance by the Irish, and that the fight for nationality, both of Ireland and her Parliament must be maintained with vigor. We commit to you the solemn duty of donating your share to work in which we are engaged. We appeal to you in a great crisis, that is more dangerous than any that has heretofore threatened the national life of Ireland within our memory. The resources of your people at home, and their position to make a stand for freedom of political thought and action are severely taxed. The combined forces against which we are compelled to struggle are ever potent to delay the day of freedom. Whether they may not succeed to-day as in the past depends in no small measure upon your exertions and the aid you may be able to offer us in maintaining the struggle."

(Signed in behalf of the Independents.)

JOHN E REDMOND,
TIMOTHY HARRINGTON,
JOSEPH E. KENNY.

## U. S. CUSTOMS CIRCULAR.

WASHINGTON, June 24.—The following instructions were sent out to-day from the Treasury department to Collectors of Customs throughout the country: "In view of the scandals which have resulted from maladministration in the Puget Sound district, I desire to impress upon you the necessity for the exercise of great care in the selection of your subordinates. None but men of unblemished character and undoubted fitness for the work to be done should be nominated by you, no matter what pressure may be brought to bear on behalf of persons not possessed of these indispensable qualifications. J. G. Carlisle, secretary." This circular has especial reference to the Chinese opium smuggling frauds on the Pacific slope, but, as will be seen, is general in its application.

## HOME RULE BILL.

### A Number of the Original Provisions Omitted from the Latest Draft.

### The New Financial Clauses—Revenue to Consist of General and Special Funds.

LONDON, June 23.—The new financial proposal in connection with the contemplated establishment of an Irish Parliament was issued to-day. The original clauses, 10—relating to separate consolidated fund and taxes; 11—relating to hereditary revenues and income tax; 12—relating to the financial arrangements as between the United Kingdom and Ireland, and 13—relating to the Treasury account of Ireland, are omitted from the proposal. The new scheme provides that the revenue shall be divided into two classes, general and special. The general revenue shall consist of the gross taxes, Ireland's portion of the hereditary Crown revenue and a certain amount of customs and excise duties collected in England on articles consumed in Ireland. The residue of the general class of revenue, after Ireland's imperial contribution shall have been paid, shall form the special revenue. Ireland shall bear her own civil charges, have a separate exchequer and consolidated funds shall be established. The taxes imposed by the Irish Parliament shall form part of the special revenue to be applied to the public service of Ireland. The postage duties in Ireland, until the Imperial contribution shall have been revised, shall be imposed by the Imperial Parliament. If the post office revenue shall be less than the expenditures, the deficiency must be paid to the Imperial exchequer out of the Irish exchequer. An illustrative statement, based on the receipts and expenditures of 1892 93, shows a surplus of £512,000.

## CANADIAN FINANCE.

### The General Business of the Country on a Sound, Conservative Basis.

### Bank Managers in Their Reports Unite in Extremely Hopeful Statements.

MONTREAL, June 23.—(Special.)—The annual meetings of most of the larger banks in Canada have been held, and the different managers in their reports unanimously agree in stating that, the general business of the country is on a sound and conservative basis, and that there is no weak, inflated spot anywhere. The bank statements show the banks to be carrying very large cash reserves, and all speak hopefully of the coming year. There is a very large export produce movement just starting to Great Britain and the continent, and ocean freights are advancing in consequence. Large quantities of last year's hay are being purchased for export, and contracts are being made for this season's crop. Liquidation on the local stock markets seems to have run its course and good dividend paying stocks have passed into investors' hands and are difficult to purchase, except at advancing prices.

## CANADIAN NEWS.

(Special to the COLONIST.)

BRANTFORD, June 23.—The Canadian Order of Odd Fellows continued in session to-day. The committee reported an increase of 950 members during the past year.

TORONTO, June 23.—Yesterday, as the Grand Trunk train was nearing the Humber bridge near this city, Henry Clark, of Toronto, a plasterer, aged 50, fired two shots into his head from a revolver and threw himself in front of the approaching train. The train passed over him, severing the head from his body.

TORONTO, June 23.—The Supreme lodge of A.O.U.W. spent the day in discussing the report of the committee on law. It recommended, among other things, the exclusion of those engaged in the manufacture of gun powder, dynamite and other exploeives used in blasting, mining and the operation of circular saws, also mariners, sub-marine divers, locomotive engineers, firemen, switchmen and brakemen on freight trains, be made mandatory. These recommendations were defeated. There was a fight over the proposed exclusion of wholesale liquor dealers. It was contended that if it was made mandatory instead of optional with the Grand lodge jurisdictions, it might result in the exclusion of druggists who sell liquor. The proposal was finally defeated by nearly four to one. A minister from Missouri who had twenty-five votes to cast for his state created some amusement by polling 12½ each way. The recommendation that any member of the Order who engages in the business of selling liquor by retail after August 1 next shall be expelled, was carried by a vote of 372 to 72. The proposal to refuse all applications from retail liquor dealers henceforth was carried unanimously.

## KILLED AT LACROSSE.

MONTREAL, June 23.—(Special)—The boy Edwards, charged with causing the death of James Howden by striking him on the head with a lacrosse stick, has been committed to stand his trial at the court of Queen's Bench, September term, on a charge of manslaughter. The jury could not agree on a verdict, so the coroner committed the accused. He was released on $4,000 bail.