

TELEGRAPHIC. SAILORS STARVED.

The Shipwrecked Crew of the Sea
Banger in Sitka, Alaska.

AID REFUSED BY CAPTAIN LUDLOW.

The Outraged Conduct of a Naval
Officer Reported in
Washington.

New Bedford, Mass., June 23.—Three officers on the wrecked whaling bark Sea Banger arrived at this port today from Fort 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 Banger 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 would do nothing for them. They wanted food, but money. Here in the harbor of Sitka there were three United States cutters and two American men-of-war. Captain Foley of the Sea Banger was taken to the city and the authorities refused to do anything to aid the men in procuring food and other necessities. He told Captain Foley he could keep the men and take him to draw on the treasury of the Sea Banger. Captain Foley by signing for \$30 worth of rations for one week for the crew was able to keep them from starving.

The steamer City of Tokyo from Fort Townsend arrived at Sitka June 23rd. The Captain refused to take them to Fort 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 to Sitka, where they thought at least get something to eat and shelter. Captain Ludlow was again asked for aid, but would do nothing without pay. Captain Foley passed the ship's chronometer and managed to get enough money to take himself, five officers and men to Fort Townsend on the City of Tokyo. 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 was refused. Captain Foley, Rogers says, has reported the matter to the authorities at Washington.

WASHINGTON ITEMS.

The populist agitation and financial questions.

WASHINGTON, D. C., June 23.—The Star this evening has a long interview with J. Sterling Morton on the subject of the populist agitation and financial questions. The secretary expresses the opinion that the populist party is disintegrating and that the populist party have committed to politics not in accord with the teachings of the populist. Morton says he has no alliance with them. The secretary said he did not know whether or not the populist law would be accepted or not. He hoped for the repeal of the law and saw no objection in the 10 per cent tax on state banks as compared with those who want more currency.

RECESSION'S PRESENT.

Princess Eulalia today presented to Robert A. Parker, passenger agent of the Pennsylvania railroad, a beautiful and costly earring, highly ornamental and inlaid with jewels. Mr. Parker had personal charge of the train in which the princess traveled with in this country.

THE NAVAL REVIEW.

Paymaster General Stewart has completed the statement of the expenditures of the naval review. The total expense of the review was \$70,000, and the appropriation was \$250,000, leaving a balance of \$180,000.

THE EXPOSITION.

Preparations for the celebration of the nation's day.

CHICAGO, June 23.—The Exposition officials have taken hands with the city fathers of Chicago and propose to make the Fourth of July celebration an event which will be remembered for generations. Neither money, science nor skill will be prepared. Knowledge will be in the air, the air will be filled with all directions, and the pyrotechnic and electrical display in the evening will surpass anything before undertaken.

ELABORATE PREPARATIONS are being made for the reception of the carnival fleet which is expected to arrive here next week.

THE SENATE CONGRESS.

Silver and Anti-Silver Men Give Their Views.

CHICAGO, June 23.—The announcement that the silver question would be discussed at the fall of the A. T. institute, where the business leaders of the country will be present, and both silver and anti-silver men were present and gave their views.

James H. Platt of Colorado, who is a firm believer in silver, stated his views today. He said that the remedy for the present evil was the restoration of silver to its place as money.

"For eleven years," said he, "the United States carried the double standard silver money. During that time we were the most prosperous nation in the world. At the very time when the business was introduced which took the silver privilege from silver, we were told that it was a source of silver. The inquiry, however, of the law was passed in the confusion of a late session."

Mr. Platt said he was sure that while the question was not more than six years and not one man. Platt asserted that the double standard was raised in England and sent over here by a confidential agent to secure the disintegration of silver. While the speaker disclaimed that the money was used to corrupt members of Congress, the same opinion was retained.

James H. Platt of New York said that he had seen silver and gold coins in the hands of the law of supply and demand. He said that silver was not more than six years and not one man. Platt asserted that the double standard was raised in England and sent over here by a confidential agent to secure the disintegration of silver. While the speaker disclaimed that the money was used to corrupt members of Congress, the same opinion was retained.

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THE VICTORIA DISASTER.

The Ship Said to Have Shown Weakness in Her Steering Gear.

Professed Amusement Caused by the News at the Navy Department at Washington.

LONDON, June 23.—A dispatch received at 2 o'clock this (Saturday) morning from Bombay says the collision occurred at 4 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, estimated away, and were rescued by boats from the Camperdown and several other vessels. The sea 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 eight minutes of water. 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 and is being towed to the harbor. Temporary repairs will be made and she will then start for home.

CONTENTS OF THE DISASTER.

An interview was had today with Lord George Hamilton to ascertain the views of the disaster. He said without doubt the Camperdown's ram cut away the plating on the Victoria's side at several of her transverse bulkheads. Had this not been the case the bulkheads would have been closed and the water kept in one or, at most, in two compartments, and the vessel would still have floated.

An interview was had with Mr. John Arthur Brown, a well known naval officer, who was formerly secretary to the admiralty. He said that it was a matter of fact that the Victoria had not been damaged by the collision, but that a longitudinal bulkhead running through her below a number of transverse bulkheads was cut away. He said that the Victoria had been damaged by the collision, but that a longitudinal bulkhead running through her below a number of transverse bulkheads was cut away.

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AFTER ONE MONTH

After Treating Her for a Month at the Naval Hospital, the Victoria is Reported to Have Recovered.

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