

tors never saw any figures at all. A little scene occurred when the Registrar announced that he would adjourn the proceedings till Tuesday next.

Some question has arisen as to the identity of the woman recently murdered at Wormwood Scrubs. Witnesses have recognized the body as that of Mand Lockley; but Mand Lockley has, it is said, been traced to Malvern Link, where she had been sent by the Police Court Mission. Police-constable Cooke was again remanded at the West London Court yesterday, on the charge of murdering the woman whose body was found.

Charles Thew, a shellac manufacturer of Snow's-fields, was yesterday committed for trial by Mr. Slade at the Southwark Police Court on the charge of attempting to set fire to his premises. Evidence was given to show that in November last the Sun Fire Insurance Company paid compensation to the prisoner for a fire, and that during the past six months several judgments had been entered against him.

In the Queen's Bench Division the hearing of a summons, under section 10 of the Companies Winding-up Act, 1890, against Sir Henry Isaacs and others for alleged misfeasance was commenced. The matter arose out of the affairs of the Anglo-Austrian Printing and Publishing Union. A large sum was sought to be recovered by the Official Liquidator of the Company.

Mr. Justice Barnes, in the Divorce Court yesterday, gave his decision in the case of Macfarlane v. Macfarlane—the petition being that of Mr. H. J. Macfarlane, of country Down, for the restitution of conjugal rights. His lordship said he had come to the conclusion that the petitioner and his wife had agreed to fix their matrimonial home in England. He therefore granted the decree asked for, and condemned Mrs. Macfarlane in the costs.

According to the Registrar-General's return 2,682 births and 1,491 deaths were last week registered in London, the former being 46 below and the latter three above the average numbers in the corresponding weeks of the last ten years.

The death-rate per thousand was 18.1 as against 17.7 and 17.6 in the preceding fortnight, but the record for the month was 1.1 below the mean rate for the last decade. There was a fall in the number of deaths from small-pox. Those from measles and whooping cough were below their corrected averages, those from scarlet fever, diphtheria, and diarrhoea showed an excess, while those from enteric fever corresponded with the average.

THE LOSS OF THE «VICTORIA» LONDON, JUNE 24. The Lords Commissioners of the Admiralty have received, with the deepest regret, the following telegram, dated 23rd June, Tripoli, Syria, from Rear-Admiral Markham:—

«Regret to report, whilst manœuvring this afternoon off Tripoli, Victoria and Camperdown collided; Victoria sank 15 minutes after in 80 fathoms, bottom uppermost. «Camperdown's ram struck Victoria before the turret starboard. «Following officers drowned:— Commander-in-Chief, Clerk Allen, Lieutenant Munro, Chaplain Morris, Chief-Engineer Foreman, Engineer Harding, Assistant-Engineers Dearden, Hothersell, Seaton, Gunner Howell, Boatswain Bernard, Carpenter Beall, Midshipmen Inglis, Grieve, Fawkes, Lanyon, Henley, Gambier, Scarlett, Naval Cadet Stokes, Assistant-Clerk Savige, Fleet-Postmaster Rickwood.

«255 men saved; will report their names by telegraph. Injury to Camperdown not yet fully ascertained, but damage so serious as to necessitate docking. Propose to send survivors to Malta at once Await instructions.

«MARKHAM.» BEYROUTH, JUNE 23. Intelligence has reached here of a terrible disaster. The British Mediterranean squadron, under the command of Sir George Tryon, was yesterday afternoon, towards five o'clock, executing some manœuvres at sea, about seven miles from Tripoli, when H.M.S. Camperdown ran down the Admiral's flagship H.M.S. Victoria. The side of the latter vessel was cut open by the ram of the Camperdown, and the Victoria sank in a few minutes.

How the disaster happened, or with whom the responsibility lies, has not yet been established. The two ships were almost at right angles when the collision occurred. On board the Camperdown was Rear-Admiral Markham, her commander being Captain Johnston.

Admiral Sir George Tryon was on board the Victoria, which was under the command of Captain the Hon. Maurice Bourke.

After being struck the Victoria heeled over, the water pouring in, and sank before the eyes of the Squadron. Sir George Tryon and about 370 officers and men went down in her. The number of saved is given as 280. Among the latter are Capt. Bourke and Flag-Lieutenant Lord Gillford.

grief the terrible news of the awful catastrophe in the Mediterranean, resulting in the loss of the ironclad Victoria, and of the lives of so many officers and men, and especially of the distinguished Commander-in-Chief, Vice-Admiral Sir George Tryon, whom she knew well, and who had served many years ago as lieutenant on board the Royal yacht Victoria and Albert, and her heart bleeds for the many homes which have been plunged into mourning and deep affliction by this dreadful misfortune. Her Majesty instantly countermanded the State Ball for this Friday evening.

The disaster which we record this morning is, with one exception, the most terrible of its kind in the present century. That exception was the loss of the Captain in the Bay of Biscay. In the last century, the disaster to which it may be compared was the loss of the Royal George, in smooth water, at Spithead. These have been the two great disasters. But since the loss of the Captain in the storm off Cape Finisterre, twenty-three years ago, when 472 lives were lost, there have been several memorable calamities. The Vanguard was lost in September, 1875, off the coast of Wick, by the collision with the Iron Duke, but her crew was saved. The Eurydice sank in a gale off the Isle of Wight, in 1878, and three hundred men were drowned. Eight years ago the gunboat Wasp was lost off Tory Island, and fifty-two of her crew perished. In November, 1890, the Serpent went to pieces on the Spanish coast, and about 270 men went to the bottom with her. The Captain cost 440,000l. The Camperdown's hull, hydraulic machinery gun mountings, propelling machinery &c. cost 769,456l. The Victoria's hull has cost 612,522l, and machinery 112,333l. The Captain went down in a storm. The Victoria went down on the afternoon of Thursday off Tripoli, in consequence of a collision between her and the Camperdown. She went down, with the Commander-in-Chief of the manœuvring squadron, of which she was the flagship, and with upwards of 440 officers and men, and in about fifteen minutes after the blow was struck. On board the Camperdown was Rear-Admiral Markham, second in command, his own proper flagship, the Trafalgar, being in dock at Malta. It is believed that no lives were lost on board the Camperdown, but the damages which she has sustained are so severe as to necessitate her being docked. Tripoli, the scene of this disaster, is not the town of the same name on the African coast. It is a seaport on the Eastern shore of the Levant—the Syrian coast—and is opposite the island of Cyprus. The squadron was engaged in its periodical summer cruise and manœuvring, and was making its way to the Western Mediterranean.

The movements of the squadron during the week or two preceding Thursday's operations may be shortly chronicled as follows. At the beginning of the month, Sir George Tryon, with the First Division of the Fleet, comprising the Victoria, the Camperdown, the Inflexible, the Sans Pareil, the Dreadnought, Colossus, and the Amphion, were cruising off the bay of Nauplia in Southern Greece. On the second and third of the month the First Division was joined by the Second Division, which comprised the Nile, Edinburgh, Collingwood, and Edgar; also by the Scout and the Fearless; and then the two divisions started on their eastward cruise. The Squadron thus concentrated under Sir George Tryon's command was the finest of its kind the world's navies can show—finest alike in the mechanical equipment of its component ship and in the quality of its seamen. The command of the Mediterranean Squadron is the most important post which an English naval officer can fill. Its dignity and responsibility are enough to satisfy any ambition. To this enviable position Sir George Tryon was appointed somewhat less than two years ago, namely, in August, 1891. But not until the middle of the following month did he assume the actual command, in succession to Admiral Sir Anthony Hopkins, K. C. B., who is now First Sea Lord of the Admiralty. On Thursday last, therefore, Sir George Tryon had been just twenty-one months in command. Those twenty-one months of service will be remembered by the authorities at the Admiralty. They were months of strenuous effort on the part of the Commander to bring the magnificent «fighting machine» under his care to the highest pitch of efficiency. He was proud of his opportunity, and he turned it to account. Strict disciplinarian though he was, he was loved as well as respected by his officers and men. Justice and considerateness always tempered the Commander's rigid discipline.

Admiral Sir George Tryon, who thus, at the age of sixty-one, has perished with so many of his officers and crew, was the ideal of an English seaman—firm as his native oak, brave, resolute, and alert, a stickler for discipline, and withal as kindly and genial a man as ever trod a quarter-deck. Only experts—his comrades in his noble service—are fully aware of his great capabilities as a sea captain. In their opinion Sir George Tryon had he had the opportunity of proving in a great war, the stuff he was made of, would have taken rank among the foremost heroes of the English navy. In such opportunities as he did receive he achieved all the distinction that was possible for him. As a youth of twenty-one he made his first reputation with the Naval Brigade in the dreary, deadly trenches before Sebastopol. In the whole of that long, hot business before the famous fortress young

Tryon was conspicuous for his dash and daring, and that reminds us that in those days also, and in the same scenes, another young sailor—destined to rise to the top of the service—was making his first mark in the history of war. We mean Admiral Sir William Hewett—now gone to his rest—who, in his combination of bluntness with fact, of strictness—almost sternness—with kindness, and in his frank geniality, bore resemblance to the distinguished subject of this brief sketch. Young Tryon returned from the Crimea with more than the ordinary share of medals and decorations. He won additional distinction in the Abyssinian Expedition, in which, by the way, another young officer—destined to become one of the most famous soldiers of the Victorian age, and to be known as Lord Roberts of Kandahar—was also serving. His year or two's service on the Australian station really gave his talents but little opportunity for exercise. Subsequently, however, during the manœuvres of 1888-9, which we described fully at the time, he bore ample evidence of his native gifts as an intrepid and singularly resourceful commander.

Tobacco, «Pioneer Brand.» Sole Agents, Danckelmann and Schrader. Calle 25 de Mayo 233.

COMMERCIAL

STOCK EXCHANGE. Montevideo, July 19, 1893. Business to-day was very slight. Prices remain steady. \$35,000 Cédulas went in second ring at 25 to 25.20, closing at the latter. \$10,000 Mortgage Certificates at 24.80 \$1,000 Interior Debt at 30.50. The London quotation of Consolidated has fallen to 31, which looks as if fears were entertained about the August coupon.

London 90d/s. 50 1/2. 50 3/4. 51 Paris. 90 d/s. 5.32 5.35 Antwerp 90d/s. 5.33 5.36 Rio Jan. nom. nom. Buenos Aires 1/2 dis. 1/2 dis. DISCOUNT. 7 to 8 1/2 VALES. con.

Table with columns: Sales, Interior Debt, 2nd Ring, Cédulas A., Mortgage Certificates, EXCHANGE, Bank, Commercial.

Business Notes. The following were the exports from Montevideo for the first fortnight of July—19579 dried and 13627 salted hides. 36 bales hair. 2323 bales wool. 1250 bales sheepskins. 14649 bales jerked beef. 672 pipes and 862 bales tallow. 5000 sacks flour. 250 sheep. 25,000 saladero horns. 3 cases mercuric iodine. 210 bales broomstraw. 2688 bags wheat. 668 bags horns. 18 cases ostrich feathers. 3 cases essences. 56 casks and 300 cases grease. 191 casks tallow. 283 parcels various. 604 sacks pizzas. 9 bales kip skins. 7000 dried ditto. 4 cases pork. 500 sacks beans. 950 sacks maize. 100 sacks birdseed. 10 cases plants. 21 bales ipecaco. 1 bale deerskins. 2 bales carpincho skins. 7 cases preserved tongues. 7 cases preserved meat. 13 cases meat extract. 100 tins tallow. 20 herrings ditto.

Gold opened in B. Aires on Tuesday at 327 and closed at 326.50. Yesterday it opened at 328.50 and closed at 327. It is said that general telegraphic communication with Brazil will be reopened in a few days. The «Cosmos» brought yesterday from Colon \$80 to J. J. Hore, from Mercedes \$320 to J. Martinez, \$450 to J. Collando, \$260 to A. Vista, \$400 to R. Penadze, \$200 to Coruchet, \$472 to L. Rodister, \$200 to P. Diarino, from N. Palmira \$600 to Corbacho, from B. Aires \$2000 to B. Tejada. Total \$4983.—The «Rivadavia» brought from Salto \$349 to J. Brandao, from Guaviyú \$1000 to Alvarez.

Buenos Aires, July 10. Gold, cash, 327.60. Do. end of month, 327. Empréstito Nacional Interno, cash, 75.50. Fondos Públicos 1892, cash, 71.50. Denda Municipal 1892, cash, 63. Muella Catalinas, cash, 10.20. Do. end of month, 10.10. Cédula 8%, cash, 25.80. Do. G. cash, 23.80. Do. L. cash, 25.90. The Montevideo sails.

MARITIME

ARRIVALS AND SAILINGS. Montevideo, July 18, 1893. —Str. Cosmos from Salto, 83 pass. —Str. Rivadavia from Salto, 62 pass. —Str. B. Aires from B. Aires, for Hamburg. —Str. Attivita from B. Aires, for St. Vincent. —Str. Dordogne from B. Aires, for Bordeaux. —Str. P. Teresa from Santos, for B. Aires. —Str. Hilda for Rio Janeiro. —Str. Operopicos for Antwerp. —Str. Cosmos from Salto, 42 pass. —Str. Silex for Asuncion, 5 pass. —Str. Rosario from Hamburg. July 19. —Str. Eolo from B. Aires 104 pass. —Str. Vittoria from La Plata, for Genoa, 60 pass. —Str. Baltimore from B. Aires, for Bremen.

Botica Inglesa «Hutchinson» (ENGLISH DISPENSING CHEMISTS) Large assortment of English, French and American Patent Medicines. Sunlight Soap (for washing clothes). Monkey Brand Soap and Sapoline. Cadbury's Cocoa, 8 ounce tins. Robinson's Oatmeal, 7 lb. tins, at reduced price. Lapsing Souchong Tea, the very best imported in the market, in 1/2 and 1 lb. packets and original boxes of 12 lbs.—20 ops DISCOUNT ON FORMER PRICES. Calle 25 de Mayo, corner of Calle Ituzaingó. Sucursal—Calle Rivera, corner of Calle Defensa.

Oriental & Platense Telegraph Co. Calle 25 de Mayo, Corner of Zabala, opposite English Bank. Direct Communication with Brazil and all parts of the Argentine Republic. INTERNATIONAL TELEGRAPHIC CONFERENCES. Telegrams for Europe and North America by three distinct routes.—Via Galveston, by the Central & S. American Telegraph Co. Via Recife, by the S. American Telegraph Co., and the Brazilian Submarine Telegraph Co. Via Antilles, by Le Societé Française des Cables Submarines. There will shortly be a reduction of the tariff for all parts. E. JONES, General Manager.

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REV. G. C. GRUBB'S MISSION. Sunday, 16th July. HOLY TRINITY CHURCH 10 a.m. (Address to Children) Mr. E. C. Millard 11 a.m. and 8 p.m. Rev. G. C. Grubb, M.A. AMERICAN CHURCH 12.30 p.m. Address to Children, Mr. E. C. Millard. 6.45 p.m. Mr. H. H. Bidlake. Monday, 17th July. LAFONE MEMORIAL HALL. 8.30 a.m. Prayer Meeting. 2.45 p.m. Bible Exposition. 8 p.m. Mission Service. Tuesday, 18th July. LAFONE MEMORIAL HALL. 8.30 a.m. Prayer Meeting. 2 p.m. Address to Children, Mr. E. C. Millard. 2.45 p.m. Bible Exposition. 8 p.m. Mission Service. Wednesday, 19th July. LAFONE MEMORIAL HALL. 8.30 a.m. Prayer Meeting. 2.45 p.m. Bible Exposition. AMERICAN CHURCH 7.45 p.m. Address to Spanish by interpretation, Rev. G. C. Grubb. Thursday, 20th July. LAFONE MEMORIAL HALL. 8.30 a.m. Prayer Meeting. 2.45 p.m. Bible Exposition. 8 p.m. Mission Service. HYMN BOOKS PROVIDED PLEASE BRING YOUR BIBLES

NO COLLECTION. —Str. Montevideo from Genoa, for B. Aires. —Str. Rosario from B. Aires. —Str. Sirio from Genoa, 55 pass. —Str. Labrador for Salto. —Str. Eolo for B. Aires. —Str. Rivadavia for Salto. —Str. Rio Grande from Rio Grande.

AMUSEMENTS Nuevo Politeama (CORNER QUEGUAY AND COLONIA) M. CHARLEY'S GRAND FRENCH COMPANY OF OPERA AND OPERETTA. Subscription now open for 12 performances at 20% discount. Debut Shortly. Cibils Theatre SKATING RINK. OPEN DAILY.

MAIL STEAMERS LEAVING TO-DAY —The str. SAN MARTIN will leave TO-DAY for Buenos Aires and intermediates to Asuncion. Correspondence at G. P. O. till 4 p.m. maritime agency 4.30 p.m. —The str. DIAMANTINO will leave TO-DAY for B. Aires and intermediates to Cuyabá. Correspondence at G. P. O. till 2 p.m. maritime agency 2.30 p.m. —The str. SETOS will leave TO-DAY for Havre and Hamburg. Correspondence at G. P. O. till 10 a.m. maritime agency 11 a.m. —The str. THEBEN will leave TO-DAY for Hamburg. Correspondence as above.

ADVERTISEMENTS CONFERENCIAS DE SAN VICENTE DE PAUL.—(CATEDRAL). Se avisa a las personas que tengan números de la Rifa del Cuadro «Lungo la Spiaggia» del pintor Oriental Don Roberto Castellanos, que el sorteo tendrá lugar el Sábado 22 del corriente a las 3 p.m., en casa de la Sra. de Marquez Ituzaingó 107. La Secretaria. TO LET.—FURNISHED APARTMENTS, with or without board. English family. Calle Treinta y Tres 181 corner of Sarandi, 2nd story. 583. TO LET. Sitting-room with stove, and bedroom, suitable for married couple. Also, another sitting room and bedroom. Board if required. Calle Queguay 302. 1498. June 16.

Emulsion de Scott El Doctor José R. Mestre compranda perfectamente el mérito de la Emulsion de Scott. Véase lo que escribe este facultativo: Montevideo, Setiembre 10 de 1891. «La administración del aceite de hígado de bacalao presenta dificultades, a veces invencibles, a causa de su gusto y olor intolerables para muchos enfermos. Siendo un agente terapéutico de tanta importancia—especialmente para el tratamiento de las manifestaciones escrofílicas del raquitismo, de las enfermedades de la piel, etc., se comprende el valor de la Emulsion de Scott que presenta este remedio bajo una forma que no solo lo hace agradable al paladar, sino que por su extrema división facilita notablemente su absorción. Me place, pues, añadir este testimonio al sin número que que» British Consulate General. NOTICE is hereby given that Her British Majesty's Legation and Consulate General have been removed to 116 CALLE CERRITO (antes Alred Gronjell H. B. M. Acting Consul General. July 14, 1893.

PACIFIC STEAM NAVIGATION CO. FORTNIGHTLY LINE OF STEAMERS BETWEEN Liverpool, The River Plate, and Valparaiso New Accelerated Itinerary FOR EUROPE FOR THE PACIFIC Potosi Captain A. McWatt 27th July, 1893 for Rio Janeiro, Bahia, Pernambuco, Lisbon, Bordeaux, Plymouth and Liverpool. Britannia Captain H. Brown 17th July, 1893. for Sandy Point, Coronel, Talcahuano, and Valparaiso. Galicia Captain A. J. Cooper 16th August, 1893. for Rio Janeiro, Lisbon, Vigo, Bordeaux, Plymouth and Liverpool. Sorata Captain C. Adey 2nd August, 1893. for Sandy Point, Coronel, Talcahuano, and Valparaiso. The s.s. «Orellana» and «Orcana» will not take second class passengers.

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LLOYD BRAZILEIRO LINEA DEL SUD Salidas los días 1, 12 y 25 de cada mes EL EXPLÉNDIDO PAQUETE BRAZILEIRO DESTERRO Saldra el 27 de Junio, a las 5 p.m., con destino a Rio Grande, Pelotas, Porto Alegre, Santa Catalina, San Francisco, Itajahy, Paranaguá, Antonina, Cananea, Iguapé, Santos y Rio de Janeiro. LINEA DE MATTO GROSSO Salidas los días 12 y 27 de cada mes. Servicio con los vapores «Rapido», «Diamantino» y «Ladarios». EL PAQUETE. RAPIDO Saldra el 27 de Junio a las 5 p.m., con destino a Buenos Aires, Rosario, Paraná, La Paz, Esquina, Goya, Bella Vista, Corrientes, Asuncion, Cumbá y Cuyabá. Recibe pasajeros, carga, encomiendas y dinero a flete. Por informes dirigirse a la agencia. 129—CALLE PIEDRAS—129. HENRIQUE SA.—Gerente. 181 pm.

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The Entertainment Society. Season 1893. Members of the above Society are notified that their subscriptions for the year 1893 are now due, and they are requested to pay the same at their earliest convenience to the Hon. Treasurer, Mr. O. Scoones, Misiones 134. Ladies and Gentlemen desirous of becoming members of the Society should give notice to the Hon. Secretary, at the above address. Subscription, Gentlemen \$2 per year; Ladies free.

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SUCURSAL EN MONTEVIDEO, ZABALA 85
Gira letras de cambio sobre las siguientes plazas
Lóndres, Gijón, Milán, Currie, Co.—PARIS Mallet Frères y Ca.—HAMBURGO Los señores J. B. Gosset y Ca.—AMBERES, Banque d'Anvers.—GENOVA, Giasset Brown y Ca.—DEMAS PUNTOS DE ITALIA. Varios correspondientes.—SUCURSALES EN: NUEVA-YORK, Oporto, LISBOA, PARA, PERNAMBUCO, BAHIA, RIO JANEIRO, SANTOS, SAN PAULO, RIO GRANDE, MONTA, PORTO-ALGORE, BUENOS AIRES.—DEMAS PUNTOS DEL BRAZIL, Varios correspondientes.
Dá cartas de crédito sobre Lóndres, Paris, Portugal, Brazil y Nueva York.
Se encarga del cobro de letras sobre plazas.
Recibe dinero en cuentas corrientes.
En depósito a plazo fijo y a retirar con 30 días de aviso.
ABONA POR DEPOSITOS FIJOS.
Por 3 meses a razón de 4 1/2% anual. — Por 6 meses a razón de 4 3/4% anual. — Por 9 meses a razón de 4 1/2% anual. — Por 12 meses a razón de 4 1/2% anual. — 77 pm.

Agencia Inglesa de Seguros
DE
N. GODDARD
53 CALLE SOLIS 53 (ALTOS)
Seguros Contra Incendio.
COMPANIA
NORTH BRITISH AND MERCANTILE
SEGUROS MARÍTIMOS Y FLUVIALES
Compañía British & Foreign
78 pm

Twyford & Co's English Store.
Corner of 25 de Mayo and Treinta y Tres.
Clearance Sale of Winter Goods at Great Reduction.

ORDINARY PRICE	CLEARANCE PRICE
Dress cloth \$ 0.70	\$ 0.60
Do. " 0.60	" 0.50
Do. " 0.50	" 0.40
Velveteen " 0.50	" 0.30
Do. " 0.70	" 0.50
Do. " 0.90	" 0.60
Do. " 1.10	" 0.80
Do. " 1.30	" 1.00
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