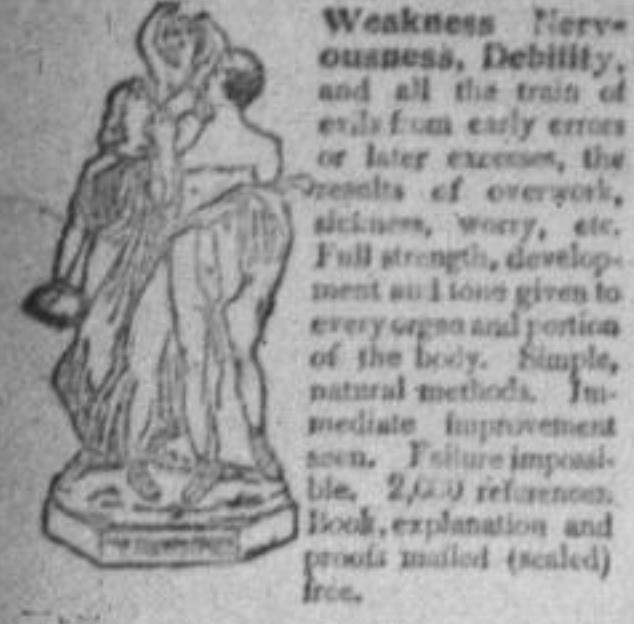


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AFTER THE BALL"

SONG.

THE VERY LATEST, AT
HERLOCK'S MUSIC STORE.

10 WILLING TO STREET.

PARLIAMENT A BEDLAM

Disgraceful Scenes in the British
House of Commons.

HOME RULE PASSES COMMITTEE

Amid Riot and Disorder the Obnoxious
Measure is Put Through—Members
Indulge in a Free Fight—
"Tay Fay" the Cause
of the Melee.LONDON, July 28.—On the Government
programme, last night was the hour
of trial for the Home Rule bill. The
members of the bill left over for the discussion of
the last week and for the divisions this even-
ing were the new financial clauses, the
schedules and the preamble. The proceedings
ended early in the evening were John
Gladstone, the Member for West Lancashire,
who moved an amendment to the effect that
the Imperial Government should guarantee to Ireland
500,000 pounds annually during the
present period of six years. Mr. Gladstone
said the apology was most ample and that
the bill could easily be carried by a vote of 312 to 391.The rest of the schedules were adopted
without noteworthy incidents. When the
committee rose, Mr. Chairman Mellor re-
ported the bill, presented by Mr. Pease, and
the House voted to adjourn. The Speaker
cheered after the vote was given, and all
the Liberals and Irish who were
represented by the Unionists with counter
cheers. The report stage was fixed for
August 7, and the House adjourned.

SURVIVORS ACQUITTED.

The First Adversary to Blame to Blame
for the Loss of the Vessel—So Decides
the Court-Martial.VALLETTA, Malta, July 28.—The court
that was appointed to inquire into
the loss of the battleship Victoria has
rendered its decision in the case of the Hon.
Maurice A. Bourke, captain of the Victoria.The court found that no responsibility
could be attached to Captain Bourke for the
loss of the vessel without first giving an account
of what he did.Mr. Goschen, Chancellor of the Ex-
chequer in the last Salisbury cabinet, also
spoke against Mr. Clancy's motion.Then Joseph Chamberlain rose to de-
liver the final broadsides of the Opposition.He began by giving his opinion of the
closure as applied by the Government.The members, he said, were about to witness
the second scene in a disastrous farce.
The debate on the financial clauses had
been mere sham. The Government had
done nothing.The financial clauses under discussion he
said proved fully for the equitable,
even liberal treatment of the new Irish
Government. If the estimates which had
been made with the greatest care were
realized, there would be £32,000 million
available.The prosecution closed yesterday and Capt.
Bourke began at the opening of the
court this morning to defend his defense.The court adjourned at length to pay more
attention to testimony that had been given,
regarding the responsibility for the
disaster. He said that the question was
whether he, with Vice-Admiral Tryon be-
side him on the chart-house of the
Victoria, had done what he acted independently.The vice-admiral had not been present
when the collision took place, but he had
been present when the collision took place.At this point the captain was overcome
by grief and it was some time before he
could proceed. After the decision was
rendered, Capt. Bourke paid an elo-
quent tribute to the behavior of everybody
on board the Victoria, especially of the
young officers who had been cut off at
the moment of the collision, and concluded by
expressing the deep sympathy of survivors
at the loss of Vice-Admiral Tryon.Capt. Bourke added that when he was
talking with Vice-Admiral Tryon just before
the collision he told him that eight cable
lengths would be a better distance to
have observed than two and a half or six
cable lengths.The vice-admiral did not consult him
about maneuvering. Capt. Bourke left the
cabin not knowing what was going to happen.
He was apprehensive of the result
and when he got back to the Victoria he
told Vice-Admiral Tryon his fears.Meantime the clock struck ten. Capt.
Bourke tried to put the blame on the
other side, but he could not hear and the
ship had not been heard.Then came a scene unprecedented in
parliamentary history. Mr. Mellor gave
in a voice loud enough to be heard in the
chamber.The court expressed regret that Rear
Admiral Markham, who on the day of the
disaster was on the Camperdown, in com-
mand of the port column, did not carry
out his orders to quit the Victoria and ignore
the signal displayed by the Victoria. The
accident was entirely due to the order given
by Vice-Admiral Tryon. Not only Capt.
Bourke but all the other survivors were
surprised at all blame.Continuing Capt. Bourke said, "I urged
the vice-admiral repeatedly, when a collision
was imminent, to turn away."At this point the captain was overcome
by grief and it was some time before he
could proceed. After the decision was
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