

IT WILL RAISE THE REVENUES.

Passage in the House of the Bill for Financial Relief.

DONE BY A PARTY VOTE.

During the Debate There Was an Arraignment of Democratic Management.

MATERIAL INCREASE IN TARIFF.

One Important Step to Check the Chronic Deficit in the National Treasury.

WASHINGTON, D. C., Dec. 26.—The promised debate on the revenue measure prepared by the Committee on Ways and Means attracted to the House to-day an attendance which filled the galleries to their utmost and filled the seats with many more than a quorum of members.

Immediately after the reading of the journal Dingley (R.) of Maine reported from the committee a bill "to temporarily increase the revenue to meet the expenses of the Government and provide against a deficiency" together with a statement of the reasons why the bill should be passed.

Crisp (D.) of Georgia explained that the minority of the committee had no opportunity to prepare their views in opposition to the bill.

Henderson (R.) of Iowa offered a resolution from the Committee on Rules providing for a vote on the revenue bill, just reported, at 5 o'clock this afternoon. He stated that he supposed the gentlemen understood that another bill from the Committee on Ways and Means would be reported to-day, he said, in no sense a general revision of the tariff, but one to provide revenue needed at once. The President had aroused public sentiment by sending two messages to Congress, and the money centers were desirous that something should be done to allay the excitement caused by the feverish declarations from the White House. The House differed from the President probably as to what was necessary to be done to relieve the country and the financial situation, but the bill under discussion contained what the House, or a majority thereof, believed to be necessary.

Crisp (D.) of Georgia said members of the House should not blindly follow the dictates of the rule, but vote upon it as they deem to be best for the interests of the country. The bill reported was a general revision of the tariff, whatever might be said to the contrary, for it affected every schedule in the bill. The rule brought in deprived the House of the right to consider the bill in committee of the whole, as well as of the right to discuss it under the general rules of debate under the five-minute rule, and also of offers to amend it. Every Republican member was expected to vote blindly for the bill without knowing anything about it or its probable effects upon the people represented by them.

Dalzell (R.) of Pennsylvania, a member of the Committee on Rules, said there was no man within the sound of his voice who did not know that ever since March 4, 1893, the revenues of the Government had piled up a steadily increasing deficiency. The President and the Secretary of the Treasury had been alarmed and the former turning to a party in Congress not his own, had asked it to act speedily for the relief of the public, even going so far as to require it to forego the usual holiday recess. It was not, he asserted, a general tariff revision, but an emergency revenue measure. Did Mr. Crisp not remember that the present tariff bill with more than 600 amendments, none of which were considered in committee, was driven through the House in two hours by the terms of a rule prepared by the gentleman himself? [Applause.] It was, he said, the Republican party always did, to rise above party prejudice or passion and in response to the President's appeal to give the country the relief he had asked. [Applause.]

McMillin (D.) of Tennessee followed. He said he would give the answer to Dalzell's question, which that gentleman had failed to do. It was to pass a general tariff bill affecting every one of the 4000 articles on the dutiable list, except sugar. The Republicans were in power again and proceeding as they had previously done. "Go ahead, gentlemen," McMillin said, "the same power which deprived you of place and authority will do it again." [Applause.]

Turner (D.) of Georgia pleaded for time in which a respectful discussion of the momentous issues involved could be had.

Henderson (R.) of Iowa, concluding the argument for the adoption of the rule, said this was a business proposition for the relief of a business people. When the President's resolution was under discussion in the House the other day, Henderson said the Republicans were taunted by Crisp with fear to take the responsibility.

"We'll show him to-day," he shouted, "whether we are afraid to take the responsibility." [Applause.] Whether a Republican or a Democratic President sits in the executive chair; whether we are threatened with ballots or bullets; whether we are confronted with a deficiency or a surplus, Republicans are always ready to assume all rightful and necessary responsibility. When the Democratic ass falls into a pit of its own making, with the burden of National responsibility upon its back, the Republicans will work on Sunday to get it out and set the country on its feet again." [Laughter.]

"The gentleman from Georgia" [Crisp], said Henderson, "had said this was a bill to tax the people. My God!" he exclaimed. "The House of Representatives hasn't the power to vote to pay back the people the millions of which they have been deprived since the Democratic party came into power on the 4th of March, 1893. Linney (R.) of North Carolina asked

Henderson if the rule could not be amended so as to permit Democrats to offer amendments.

Henderson replied that it was not practicable; that differences were dangerous.

Crisp said the gentleman from North Carolina was a new member that had not yet learned the kernel of the situation.

The resolution providing for a vote on the revenue bill at 5 o'clock was agreed to—ayes 213, noes 89.

The following Republicans voted against the rule—Connelly of Illinois, Heiner of Pennsylvania, Linney of North Carolina and Wilber of New York. Otherwise the vote followed party lines.

The bill was then read in full and at 1:30 p. m. the debate upon it commenced, with three and a half hours to run, the time to be divided equally between the two sides of the House.

Dingley (R.) of Maine opened the debate on the side of the majority. He said that when the President's special message was read at the clerk's desk last Saturday, informing Congress that there existed a serious condition in the finances of the country and in the Federal treasury, and appealing to the Senate and House not to take a recess until relief was afforded, every member felt that there was imposed upon the House not only a special responsibility, but an urgent demand for immediate action, and that it was the duty of the House to remain in session until some measure of legislation was passed that would afford relief to the exigent state of the treasury.

The Committee on Ways and Means had taken the matter up and proceeded to consider what measures of relief should be proposed. The first thing that had attracted the attention of the Committee on Ways and Means was that for two years and a half there had been a constant deficiency of revenue until that want had become chronic. He knew that the gentlemen on the other side claimed that the revenue was sufficient, but the fact was that from the 1st of July, 1893, up to to-day there had been an insufficiency of revenue to cover the current expenses of the Government to the aggregate amount of \$123,000,000. The deficiency for the current year was over \$18,500,000, and for the current month of December the deficit approximated \$3,000,000. What, then, did the gentlemen mean and what did the Secretary of the Treasury mean in saying there was no need of additional revenue? They meant that with the proceeds of the sale of bonds and the use of the greenbacks received for them the receipts exceeded the expenditures. It seemed to him and to the majority of the Committee on Ways and Means that the first course to be taken was to legislate so as to provide sufficient revenue to meet the expenditures of the Government.

Dingley went on to discuss and to uphold the bill in detail, and said that if it became a law it would not only increase the revenue by over \$40,000,000 a year, but would also give to the business interests of the country the moral influence of a Government which was solvent, which paid its debts, and whose credit was second to no Government on the face of the earth. [Republican applause.]

Crisp said that the bill, in order to be responsive to the request of the President, ought to be in line with the suggestions that come from that source. He insisted, from Secretary Carlisle's report, that the cash balance in the treasury on the 1st of December, 1895, was \$170,000,000, being \$98,000,000 in excess of the gold reserve and \$7,000,000 in excess of any sums necessary to build up the gold reserve. There was, therefore, (quoting Mr. Carlisle), "no reason to doubt the ability of the Government to discharge all its current obligations during the present fiscal year and have a large cash balance at its close, without imposing additional taxation in any form on the people."

His friend from Maine, Dingley, knew—no one better—that there was in the treasury to-day, over and beyond the gold reserve, more free money—three times over—than any deficiency which might occur during the fiscal year. It was not a question of borrowing money to meet expenses. The money was already borrowed and was in the treasury; and the question was whether it should be used now or whether the House should rush, post haste, to impose additional burdens on the people in order to pile up money in the treasury.

Crisp went on to taunt the Committee on Ways and Means with reporting a bill for a horizontal rise of duties after all the ridicule which had been cast on Morrison's bill for a horizontal cut, and he said that the effect of the pending measure was to declare that the McKinley tariff act was 60 per cent right and 40 per cent wrong. [Laughter.]

He quoted McKinley's criticism of the Morrison bill as patchwork and a proof of indolence, and said that on the issue of pending measure the parties would go before the people in the next Presidential campaign and he had no doubt that the people would respond, as they had always responded, in favor of themselves—that was in favor of low taxes. [Democratic applause.]

Wheeler (D.) of Alabama spoke against the pending measure. Payne (R.) of New York, a member of Committee on Ways and Means, said that the Republicans in the House, being ready to meet the responsibility which was on them to-day, had presented a bill to increase the revenue. Two years from now, however, they would meet the responsibility of that hour and would present to the House and Senate and to a Republican President a bill for the protection of American labor and American agriculture and would write it on the statute books. [Applause.]

The gentleman from Georgia (Crisp) had said that there had been a deficiency of revenue under the tariff act of 1890. He (Payne) asserted, however, that the act had produced sufficient revenue, not only to meet all the expenditures of the Government down to the 1st of November, 1892, but to put into the treasury a surplus of over \$38,000,000. He could not stop to describe the other benefits of the tariff act of 1890, which were "known and read of all men." The gentleman from Georgia spoke of a deficiency in November, 1892; but he seemed to have forgotten what occurred in November, 1892, when the Democracy was put in power in the White House and at both ends of the Capitol, and when its destructive hands were cast like a shadow over every industry in the broad land. [Republican applause.] It was that shadow which had brought the deficiency of revenue in November, 1892. That was followed by the inauguration of a Democratic President in March, 1893, and from that day and hour to this there had been a deficiency of revenue to meet the expenses of the Government. It was true that for two months the

THE AMERICAN DAVID AND THE BRITISH LION.



And David said unto Saul, Thy servant kept his father's sheep, and there came a lion and took a lamb out of the flock.

And I went out after him and smote him, and delivered the lamb out of his mouth. And when he arose against me I caught him by his beard, smote him and slew him.

—I Samuel xvii: 34-35.

BATTLED THE WAVES.

Two Hundred and Five Souls Escaped Destruction Island.

AIDED THE STRATHNEVIS

The Miowera Fought Bravely for the Disabled Vessel, but Could Not Hold Out.

TWO MONTHS IN A WILD SEA.

Success Finally Attained by the Miowera, Which Towed the Vessel Into Port.

PORT TOWNSEND, WASH., Dec. 26.—The Northern Pacific line steamer Strathnevis is now in this harbor, looking externally little the worse for wear as a result of her two months' battle with the wind and waves of the Pacific Ocean.

The story told by the commander, Captain James Pattie, sounds more like a romance than reality, and is but another illustration of the old adage that "truth is stranger than fiction." As for the 205 souls on board it is safe to guess that no company of men in the world ever experienced a merrier Christmas than they did yesterday, for only three short days ago they were fully prepared to meet death on the rocky and desolate shore of Destruction Island, and the island seemed to them to have been rightly named. The very seas seemed inviting them to death as they piled up against the rocky banks.

The Strathnevis broke down on the morning of October 20 at 9 o'clock in about 164 west and 49 14 north. Without a moment's warning the big shaft broke off as smooth as though it had been cut with a knife, and the big steamer was at once at the mercy of the wind. Northerly gales were blowing at the time, and the limited amount of canvas aboard was quickly spread, the vessel then heading for the south and west. Slow progress was made, however, and in two days' sailing only

115 miles were covered. Then on the third day the wind shifted and the vessel tacked and stood to the eastward. Calms and gales alternated from the time the ship refused to obey the helm, and knocking about in the trough of the sea whenever the breeze stiffened up advantage of it was taken and the vessel was steered in an easterly direction, the captain heading for the American coast.

When out at sea little or no apprehension was felt as to the safety of the vessel, and there was perfect order and discipline on board among both crew and passengers, all hands keeping a sharp lookout for passing vessels. It was not until November 19 that another vessel was sighted, that being the John Gambies already reported. After she had passed on there was a weary time of it, riding the billows till Wednesday morning, December 18, when the Canadian-Australian liner Miowera hove in sight on her way westward and at once approached the disabled vessel, connecting her line with little difficulty.

This was in latitude 43 deg. north, longitude 132 degrees, and the steamer headed for Cape Flattery. After twelve hours the hawser parted, and on account of the gale and heavy seas running at the time it was thirty-six hours before another hawser was connected. This one lasted just thirty minutes before it parted. But within a short time two hawsers were connected with the steamer, and once more the two vessels headed for the cape. At 11 o'clock Monday morning, when just fifteen miles off Cape Flattery, the Miowera's two hawsers parted, and in the terrible sea that was running it seemed that it would be impossible to again get hold of the disabled steamer.

Accordingly it was arranged that the Miowera was to stand by and save life when the Strathnevis went ashore, as it seemed certain she would do in a very short time. A heavy swell then came on, the weather being so thick that even the Miowera's electric lights were invisible to those on board the other steamer. When the squall had passed, at 4 o'clock in the morning, the Miowera was nowhere to be seen, and there was consequent consternation on board the Strathnevis. The captain did not think so seriously of the disappearance of the other vessel, because Captain Stott had told him that his steamer would be able to tow him only three days with her limited coal supply, and even made arrangements to take part of the Strathnevis coal cargo when they arrived in Victoria in case there would be delay in waiting for coal at the bunker there.

This morning Captain Pattie was very much surprised to learn that the Miowera has not yet reported and said that he feared for her safety, being unable to account for her failure to return to Victoria for coal. He refuses to criticize Captain

Stott in any manner, for, he said, the Miowera did everything possible for him when alongside. By noon on Monday the Strathnevis was thirty miles off Destruction Island, making slowly but surely for the rocky shore, and it seemed to all on board the steamer that their doom was sealed.

As they approached nearer and nearer the shore with the wind behind them, all hands began making final preparations for the expected dashing of the steamer to pieces on the rocks, but when within seven miles of the island the wind shifted to the north and, to the delight of all, the anchor which was heaved over held fast. The chain soon parted, however, and the second and only anchor on board was sent down. That proved successful, for it held fast. About 9 o'clock Tuesday morning Purser McDonald and Second Officer Barnes and three Japanese sailors were sent off to the island in a boat with the hope that they might reach a telegraph station and wire for assistance. The men are still on the island.

At noon the same day the collier Mineola, Captain Pillsbury, hove in sight and bore down on the Strathnevis, soon getting a hawser on board and heading for land. It was slow work getting around the cape, and when in the straits off Race Rocks the hawser parted, and in getting another connected an able seaman fell fell overboard from the Mineola, but, being an expert swimmer, was saved from drowning.

When the Strathnevis arrived here last evening the wires were drawn and there seemed no way of sending the news out. Captain J. B. Libby, manager of the Puget Sound Tugboat Company, volunteered to send United Press dispatches to Seattle by the tug Tye, and by this means the news was given to the world twelve hours earlier than it could otherwise have been.

There are thirty-seven members of the crew of the Strathnevis and she has 108 Chinese and Japanese passengers on board. Among the Chinese are several wealthy merchants who had started home to purchase Christmas goods for the Pacific Coast trade. There are also five Japanese Yale College students on board who started home to spend Christmas. Captain Pattie said that to the Chinese merchants and Japanese students on board he was indebted for general discipline and order on the steamer, one merchant in particular taking charge and exercising wonderful control over all his fellow-countrymen. There was plenty of food on board and at no time was there any danger of going dry.

The Mineola will put in a claim for salvage of \$100,000 probably, although this will not be definitely determined until her charterer, the Southern Pacific Railroad Company, is heard from. The Strathnevis was taken on to Tacoma to-night. SEATTLE, WASH., Dec. 26.—Of 120 or more Chinese aboard the Strathnevis, bound for China, about thirty were from this city, the others hailing principally from Boston, New York and Chicago. Local Chinese merchants received advices this afternoon to the effect that the supply of rice ran out during the sixty-six days' wandering and disability of the Strathnevis, and that the Mongolian passengers suffered much in consequence.

FEARS FOR THE MIOWERA.

Experienced Seamen and the Agents Still Have Hope for Her Safety.

SEATTLE, WASH., Dec. 26.—Private dispatches received in this city this afternoon say that the steamship Miowera has in all probability been lost off Cape Flattery. John H. Carter, accountant of the Boston National Bank, and several other Seattle people were passengers.

Captain Harry Struve, a seaman of many years' experience, scouted the idea that a ship so seaworthy as the Miowera could be lost off the straits in such weather as prevailed recently. The Miowera he said is one of the staunchest vessels afloat and that she left Vancouver well coaled, well loaded and prepared for perilous voyages so common at this season of the year. Five days tussling with the Strathnevis Captain Struve alleged could not have materially depleted the Miowera's coal supply.

John H. Carter, one of Seattle's passengers on the Miowera, is a near relative of the late Hawaiian Consul Carter of this city. He is accompanied by his sister, Mrs. Edith Carter, whose home is in Honolulu. They left here to visit their mother, who resides in Honolulu.

VANCOUVER, B. C., Dec. 26.—The Canadian-Australian steamship officials are not willing to confirm the view taken by Captain Pattie of the Strathnevis that the Miowera has foundered. During the night following the parting of the Strathnevis and the Miowera a living gale was blowing. The officials here think that the Miowera had to stand off in the opposite direction to which the Strathnevis was drifting, on account of the dangerous proximity to land, and that, by daylight next morning, the supposition is but reasonable that they would be lost to each other's view, particularly as the weather was not very clear.

The Miowera, no doubt thinking the Strathnevis was beyond all aid, tacked her head in the direction of Honolulu and continued her journey. As to the report that the Miowera would have to return to British Columbia for coal, Steamship Superintendent Fullerton says 1300 tons of coal were put aboard before leaving, sufficient to carry the Miowera to Suva, and for five days' lost time.

The worst phase of the case to the minds of the officials here is the anxiety that is consequent upon the uncertainty and the length of time that must elapse before it is relieved. Seven or eight days from last Tuesday will take the Miowera to Honolulu, and after that nothing can be known until word reaches San Francisco or Vancouver of the vessel's fate. The agents of the company, in order to allay the fears and anxiety of those having friends on board, will ask the Government to dispatch a boat to the waters where the Strathnevis and Miowera parted company and see if any trace of a wreck of the latter is to be found.

THE MIOWERA'S HISTORY.

A Fine Vessel Accustomed to Disastrous Voyages.

The Miowera is a steel screw boat of 3345 tons gross, measuring 340 feet in length between perpendiculars, or 360 feet over all, 42 feet in breadth and 25 feet in depth, fitted with engines of 4700 horsepower. She is built on what is known as the three-deck grade and has a long poop-deck, which extends over her engines and boilers, with a long topgallant forecastle and complete system of water ballast on the cellular double-bottom principle. All the arrangements for the discharge of cargo are on the

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NOW SEEKING AN ALLIANCE.

Salisbury Is Negotiating With Holland and France.

SPAIN ALREADY AGREES.

European Nations Asked to Take Action Against Cleveland's Policy.

PROTECT THEIR POSSESSIONS.

Countries That Appear Not at All Willing for Enforcement of the Monroe Doctrine.

LONDON, Eng., Dec. 26.—The Daily News will to-morrow publish a dispatch from Vienna stating that Lord Salisbury, the British Prime Minister, is negotiating with France and Holland with a view to adopting common action against the policy of President Cleveland.

Spain, the dispatch adds, has already agreed Great Britain of her agreement with the latter on the question. It is believed that Great Britain, France, Holland and Spain will form an alliance to protect their American possessions against the United States.

The Daily News to-morrow, commenting upon the report that Secretary Olney has forwarded a private dispatch to Lord Salisbury, will say:

"There is nothing incredible or surprising in such an announcement. On the contrary, it would be highly honorable to him. There is no reason to believe that in pushing the Monroe doctrine Secretary Olney has any design of insulting or annoying England."

The paper discredits the various far-fetched explanations of President Cleveland's policy and says he meant no harm by his message to Congress. Whatever mischief he did he has since conscientiously and laboriously endeavored to undo.

PEACE IS DESIRED.

Cable Sent by the Edinburgh Chamber of Commerce.

NEW YORK, N. Y., Dec. 26.—The following cable dispatch was received to-day by the Chamber of Commerce:

EDINBURGH, Dec. 26, 1895. Chamber of Commerce, New York: The Edinburgh Chamber of Commerce expresses earnest desire that the present difficulty may end in continuance of peaceful relations between both countries so closely allied by kindred language and mutual interests.

THOMAS CLARKE, Baronet, President.

CONGRATULATION IN PERU.

Minister McKenzie Replies to the Resolutions.

NEW YORK, N. Y., Dec. 26.—The Herald's special telegram from Lima says: James A. McKenzie, the United States Minister, formally replied yesterday to resolutions of congratulations which were offered by the deputation of the National Society of Peru in connection with the attitude of the President of the United States on the Venezuelan question.

Minister McKenzie told the delegates of the society that they deserved strong commendation for their expression of patriotic ideas and their quick recognition of the spirit of justice which inspired the President of the United States to assume the position outlined in his message to the Congress.

It was impossible, added Minister McKenzie, that the great republic of the North should forget the fact that she was the bulwark of the liberty of America, or that she should lose sight of her noble traditions and abandon her post of honor. The National Society has organized a grand reception in honor of the United States and Venezuela, to which all American diplomats in South America will be invited.

REGARDED AS GOSSIP.

Mr. Lincoln and the Venezuelan Commission.

CHICAGO, ILL., Dec. 26.—At the offices of Isham, Lincoln & Beale this morning considerable doubt was expressed as to the appointment of Lincoln on the Venezuelan commission—in fact it was stated that there was probably no truth in the rumor, which was regarded as newspaper gossip.

VENEZUELAN BOUNDARY.

Where Some Information May Be Obtained.

DENVER, COLO., Dec. 26.—Ex-Senator S. W. Dorsey of this city is responsible for the statement that when General Robert C. Schenck was Minister to England under Grant, he made a thorough investigation of the Venezuelan boundary question under instructions from Secretary of State Hamilton Fish, which covered a period of twelve months.

General Schenck went to the Hague and to Madrid to search through the archives for facts bearing upon the question, and in many conversations subsequently with Dorsey, General Schenck stated that the English claim to all lands up to the Schomburgk line were well founded, and that serious doubts existed as to tracts westward as far as the Orinoco delta.

Later, in Washington, General Schenck confided to Dorsey that "Venezuela's pretensions had finally been disposed of."

Not everybody knows everything. That's why Crockers' haven't all the fine engraving to do. 227 Post street 215 Bush street

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THE UNLUCKY STEAMER MIOWERA.

[Reproduced from a photograph.]