

DINGLEY LETS THE CAT OUT OF THE BAG. WITH THIRTEEN DEAD.

What Tariff Bill Really Means.

It Is to Create a Surplus Revenue.

To Seize and Impound Greenbacks.

Millions of Dollars Taken from the People.

Whole Plot of the Republicans Is Revealed at Last.

By James Creelman.

WASHINGTON, May 9.—Chairman Dingley, of the Ways and Means Committee, in regard to how a sufficient revenue would protect the reserved Treasury, said:

"Where there is revenue sufficient to pay the current expenses of the Government and leave a small surplus, and a run takes place upon the Treasury reserve by the presentation of greenbacks for redemption, these notes do not have to be paid out to meet deficiencies, and are held in the Treasury either for exchange for gold or for the payment of bonds. The difficulty of the past four years has been that we have had a constant deficiency, amounting to over two hundred millions of dollars, or fifty millions per annum, and to meet this deficiency the greenbacks presented and redeemed have immediately been paid out again, thus placing



NELSON W. DINGLEY.

(From a photograph taken especially for the Journal.)

them in a position requiring a second and even a third redemption. Thus, as a matter of fact, while we have borrowed about two hundred and ninety-three millions of gold by issuing bonds during the past four years, ostensibly to maintain the gold reserve, yet, as a matter of fact, over two hundred millions of that has in the last analysis been borrowed to meet the deficiency of revenue and only ninety-three millions to maintain the gold reserve. The result has been that we have had the endless chain of which Secretary Carlisle has spoken, and this endless chain is possible so long as there is insufficient revenue to meet current expenditures.

What Caused the Distrust and a Run.

"While a deficiency of revenue may not have of itself created the distrust which caused a run on the Treasury, yet it greatly strengthened the distrust and made it chronic. If we had had sufficient revenue to meet the current expenditures of the Government in the fiscal year beginning July 1, 1893, unquestionably a sale of fifty millions of bonds would have been sufficient to maintain the reserve, as in that case the redeemed greenbacks would have been kept in the Treasury, and before fifty millions had been redeemed there would have been such a scarcity of legal tender notes that the holders of gold would have been glad to present it to the Treasury and obtain the more convenient greenbacks for use. This is neither a theory nor a speculation, because from 1879, when we resumed specie payments, up to 1893, during which period we had an abundant revenue, there were comparatively few United States notes presented for redemption in gold, every one recognizing the fact that the Government had it in its power to hold these notes in its reserve to any extent, because none of them was required to meet current expenditures.

No Danger of Greenbacks Being Presented.

"Unquestionably, if we can now secure abundant revenue to meet all expenditures and leave a small surplus to gradually reduce the principal of the war debt, there will be little danger of any serious prolonged presentation of greenbacks for redemption. Not only because the fact that we have a solvent Government will aid in maintaining confidence and the credit of the Government, but also because every one will recognize the fact that the Government will be able to hold greenbacks redeemed so long as there is a tendency for a run on the Treasury. It is for this reason that the revenue legislation now pending, designed to secure sufficient revenue to carry on the Government, is of itself a fundamental step in maintaining the credit of the Government and averting any danger of a depreciation of the currency.

Currency Would Not Be Contracted.

"In reply to the objection that the holding of greenbacks in case of a run on the Treasury, except for the purpose of exchange in gold, would tend to contract the currency, it is only necessary to say that every dollar of greenbacks redeemed and temporarily held lets out a dollar in gold, and therefore, that the amount of money outstanding is not disturbed. If, for example, we have one hundred and fifty millions of gold held in our reserve and fifty millions of greenbacks are presented for redemption, there goes out at the same time fifty millions of gold. In ordinary times, when confidence reigns supreme, business is good and the revenue sufficient to meet all expenditures and leave a considerable surplus, there will be no run upon the Treasury and necessity for holding greenbacks to protect our reserve. Then the surplus will be used to reduce the principal of the interest bearing debt just as it was from 1879 to 1893."

MR. DINGLEY'S EXTRAORDINARY STATEMENT.

NOT since the close of the great struggle for the Presidency has there been an utterance so important and far reaching as the extraordinary statement which Mr. Dingley, the acknowledged leader of the Republican party in Congress, makes to the public through the Journal to-night. It is a daring and unqualified declaration that the real purpose of the Tariff bill is to create a surplus and to seize and impound the greenbacks. Hundreds of millions of dollars are to be taken from the pockets of the people, and at the same time there is to be an enormous contraction of the already scant supply of money. The secret has been well kept until this moment, but Mr. Dingley boldly proclaims the hitherto hidden purpose of the emillioned party of trusts in his carefully revised statement.

The mask is off at last. It is not a tariff for honest revenue, but a tariff for a surplus, a tariff to contract the currency, a tariff to do what Congress refuses to authorize. Read the first two paragraphs of Mr. Dingley's statement and the whole Treasury plot of

Continued on Second Page.

Mallory Line Steamer Leona Returns to Port Bearing a Ghastly Cargo.

Caught Fire Off Delaware Breakwater at an Early Hour Yesterday.

One More Than a Dozen of Her Steerage Passengers Were Burned or Suffocated to Death.

With thirteen charred bodies stretched out among the charred timbers of the remains of her fore-castle, the Mallory Line steamer Leona steamed back to port at 11 o'clock last night.

She had left for Galveston, Tex., on Saturday afternoon. A sudden, swift fire in the steerage had eaten up the forward deck and part of the fore-castle. The bodies were those of steerage passengers.

An insipient mutiny among the Italian stokers, who fought to desert the vessel and had to be beaten back to their posts, added to the vivid coloring of the tragic voyage, which extended no further than the Delaware Breakwater.

It was 2:30 yesterday when First Mate Wallace discovered the fire in the steerage quarters. The women and men and children there were well-nigh demented with fright.

The mate rushed up the companionway to warn the captain and then down again to try to beat down the flames and prevent the women from throwing themselves into the sea.

In the cabin were fifteen passengers. The steward—his name is Rondor—went the rounds of their state room doors and knocked—knocked loud enough to awake but not loud enough to alarm.

"The captain would like you to dress and assemble in the saloon," was his formula, uttered in a quiet tone. "There is a slight fire in the steerage, and it is as well to have all hands mustered, you know."

And so the saloon passengers gathered together, while their fellows in the steerage were facing death—but they did not know it at that time.

Italians in a Panic. With the first alarm of fire the Italian stokers in the hold rushed up on deck, and, tumbling into one of the lifeboats, were about to swing it off the davits when First Mate Wallace, on his way to awaken the cabin passengers, saw them. Calling the captain to his assistance, he pulled the Italians out of the boat and they were sent forward to assist the other members of the crew in fighting the fire. The flames rapidly gained headway, and Captain Wilder sent up signal after signal for assistance.

The fire burned its way through the fore-castle to the pilot house and the captain's quarters, but as the wind was not strong, the crew succeeded in confining the fire to the bow of the steamer.

As the men and women in the saloon canvassed the situation they grew impatient for news. They were tired of being assured that there was no danger, when the tramping of feet forward and crackling of flames told them that at least something serious was happening.

"Let us go out and help fight the fire!" exclaimed the men.

"There's no necessity. We have it well in hand," was the response.

But as if to give the lie to the reassurance, burned, wounded creatures began to arrive from the burning forepart of the steamer—steerage passengers who had

alongside the burning steamer and the passengers were notified to prepare to leave the Leona.

It was not until then that the passengers realized the extent of the fire or the danger of their position, and but for the presence of the captain, who continually advised the passengers to keep cool and hasten into the boats, a panic would have followed.

The Passengers Transferred. The passengers were all transferred to the City of Augusta in safety, and then the work of fighting the fire was continued. About 9 o'clock in the morning the fire was under control and the steamer out of danger. The passengers were sent back to the Leona and the City of Augusta continued on her way to Savannah. The Leona put about and returned to port under her own steam. When off the South Scotland Light, at 7 o'clock last night, she was met by the Merritt wrecking steamer returning from the steamer Francis, which was burned off Egg Harbor.

Captain Wilder signalled that there was a fire aboard, but that he needed no assistance. Subsequently Captain Wilder accepted assistance from the tugboat Manganley, and arrived at her pier about 11 o'clock last night. On her way back to port three members of the crew who had been overcome by the smoke in attempting to force their way into the steerage, died, and the bodies of the several steerage passengers who had been burned to death were taken out.

Part of the Leona's cargo consisted of matches which were stored near the wheelhouse, and it is supposed that the fire was caused by the matches.

S. V. Winslow, a cabin passenger on the Leona said that not one of the passengers was aware of the fierceness of the fire until they were ordered to prepare to be transferred to the City of Augusta. "The steward aroused every one quietly," said Mr. Winslow and said that there was a little fire forward, that it did not amount to much, but that it would be better for the passengers to be ready to leave the steamer in case the fire spread.

There were four women and five or six children in the cabin, and they behaved

her, and a battle royal between officers and crew before all hands took to the boats.

The ship was the Francis, of New Bedford, Mass., bound from San Francisco to New York with a cargo worth half a million dollars. Wines, liquors, silks and chips and many bales of cotton contributed to the richness of the vessel's freight, even, bit of which went skyward in smoke in full view of the excited Jerseymen who lined the shore.

It was nearly four months ago that the Francis sailed out of the Golden Gate and pointed the majestic woman's figure that served her for a figurehead to the south. It was a sad trip for the skipper, Captain A. S. Smith, whose home is in Boston, for on the voyage from the Atlantic coast to San Francisco his wife had died.

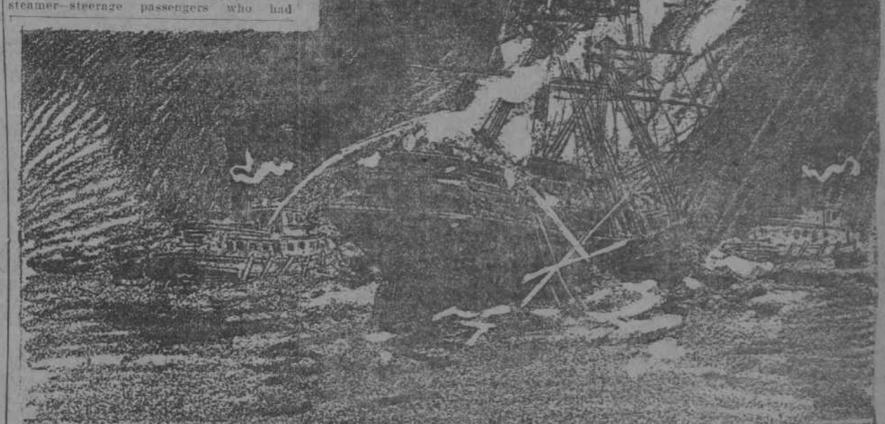
Everything favored the passage while the Francis ploughed the Pacific. Even the dreaded Horn was rounded without mishap of any kind. After that, however, head winds set in and the ship was driven out of her course. Last Friday, when the Abasco light was sighted, the Francis was one hundred and nine days out. Again she ran into a tangle of unfavorable gales, and yesterday she was battling with bad weather off Atlantic City.

Captain First Smelled the Smoke. It was at 4 o'clock yesterday afternoon when the fire was discovered. Smith smelled smoke. It came to whatever part of the vessel he

It was the sharp odor of burning coal.

The alert skipper needed no alarm list of goods. An alarm was sounded, and all hands were ordered out to fight fire. The flames were among the cotton bales in the hold, just aft of the lavatory. There was no fire apparatus in the ship's equipment, with the exception of a pair of pumps, so the crew of twenty men was organized into a bucket brigade and tried to save the ship by that rather primitive means.

The moment the men invaded the hold, however, such a blast of white smoke puffed in their faces and swirled upward that they had to retreat in disorder. From the opened hatchway rose a column that was soon tossed in eddies over the sur-



Burning of the American Ship Francis Off the New Jersey Coast.

been snatched from the flames in time to live, though not in time to escape suffering.

Reassuring Saloon Passengers. The spectacle of this havoc caused the saloon passengers to plead for release, that they might help to save life. This time they were given another—a more portentous excuse.

"It is better," said the officers, "that you should all be here in readiness to leave the ship if that should be necessary."

Thus the small hours passed in terror. Rockets were sent up every few minutes, but no answering signal could be seen. Of the loss of life that had occurred in the quarters of their poorer fellow passengers those in the saloon knew nothing. Of the three brave seamen who had been overcome by smoke while trying to save life they were kept in ignorance. They did not know that the entire forward part of the steamer was a fiery furnace.

About daybreak the signals for assistance were answered by the steamer City of Augusta, which left this port shortly after the Leona on her way to Savannah. A half hour later or about 5 o'clock in the morning, the City of Augusta dove to

nobly. Two of the children were a little peevish at being awakened, but as the captain refused all offers of assistance from the cabin passengers and assured them that the crew was able to fight the fire, the cabin passengers did not suppose that the fire amounted to much.

There was a little excitement when the passengers were being transferred to the City of Augusta. The women and children screamed and were apparently more afraid of the small boats than they were of the fire. The passengers were returned to the Leona when the fire was extinguished and returned to this city aboard her. It was not until late in the afternoon that any of the passengers learned that any lives had been lost in the fire.

SHIP FRANCIS BURNED. American Clipper Totally Destroyed with a Rich Cargo Off the New Jersey Coast.

Atlantic City, N. J., May 9.—A handsomely equipped American clipper was burned to the water's edge off the north shoals of Little Egg Harbor, yesterday, after heroic efforts

face of the water for far and wide around. Water was poured into the hold as fast as the buckets could be filled. Those of the crew who ventured too near the seat of the conflagration were overcome by smoke, and had to be pulled into the open air by their comrades.

Darkness fell, and a tremulous pink glow that waxed and waned like an aurora told the watchers on shore that the fire was gaining headway. At 9 o'clock the captain saw that his ship was doomed. With all sail set, she was headed for the black outline of the coast. Captain Smith himself took the tiller, and guided the flaming monster as she rose and fell on the swell in the direction of the rocks. At 9:30 she struck upon the north shoals of Little Egg Harbor inlet.

That gave the life savers a chance. They had been watching the Francis since darkness had set in, only too anxious to help. No sooner had the Francis struck than the men from the Little Egg Harbor Life Saving Station were alongside. By that time the flames were raging fore and aft. The life savers and the crew of the Francis worked valiantly to save the vessel, or at least a part of her cargo, but their labor was thrown away. The tug James M. Wood, of Philadelphia, was attracted by