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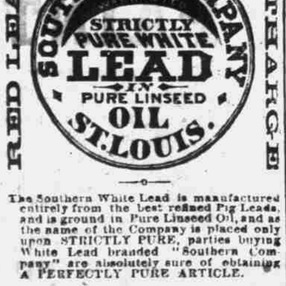

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LAST NIGHT'S NEWS.

Great Speech by Hon. A. G. Thurman on the Tariff Question.

Further Particulars of the Sinking of the "City of Chester."

Fifteen Nominations for Probate Judges in Utah Sent to the Senate.

By Telegraph to the NEWS.]

UTAH PROBATE JUDGES.

Their Names Sent to the Senate by the President.

WASHINGTON, Aug. 15.—The President sent the following nominations to the Senate:

Indian Agents—Joseph W. Preston, of Georgia, at Mission, Tulee River Consolidation Agency, California; Thos. McCunliff, of Colorado, at the Southern Ute and Jacarilla Agency, in Colorado.

Charles F. Templeton, of Dakota Territory, Associate Justice of the Supreme Court of the Territory of Dakota for the eighth judicial district.

Judges of Probate in the Territory of Utah—

Francis A. Hammond, in San Juan County.
Francis L. Daggett in Washington County.
S. J. Harkness in Emery County.
William G. Stark in Piute County.
T. B. Kinney in Sevier County.
William T. Stewart in Kane County.
Jacob Johnson in Sanpete County.
George Vile in Millard County.
Wm. Goodwin in Cache County.
Charles A. Herman in Tooele County.
C. R. Foot in Juab County.
S. V. Frazier in Rich County.
Henry Shields in Summit County.
Thomas H. Watson in Wasatch County.
Samuel Francis in Morgan County.

SPEECH BY THURMAN.

The "Old Roman" Treats on the Tariff.

PORT HURON, Aug. 23.—At Pine Grove Park a large crowd awaited the exercises of the afternoon. J. G. O'Neill introduced Judge Thurman, and in so doing made a comparison between the "Grand Old Man" of England, and the "Old Roman" of America. After the applause had subsided,

JUDGE THURMAN SPOKE

as follows:

Ladies and Gentlemen:—I know that the people of Michigan are taking the deepest interest in the questions that are being discussed this year. In the brief time that I shall speak, I will occupy myself mainly with one of these questions in which so much interest is now taken, and upon which so much is now being said through the public press. It is not necessary for me before I proceed, to speak of the President of the United States and his administration more than a few words. I defy any man who has a regard for the truth to say that Grover Cleveland has not made a good President—a brave, intelligent, level-headed noble man. He has had a clean and an upright and successful administration. In the canvass that preceded his election, his opponents predicted all manner of evil in case he should succeed. Where is the ruin that was to follow his election? Where is the disgrace that was to follow his election? On the contrary the country has been more quiet, peaceable and prosperous than for many years. I know that well. A more upright and wise man I do not believe dwells in the United States. He has a noble band of counselors around him, and not the least among them is a distinguished citizen of your own state. He knows how to choose good constitutional advisers.

I presume there is not a person within the reach of my voice who does not know what is meant by the tariff, and yet it may aid us today if I give a clear and precise definition of what tariff is.

TARIFF IS A TAX

levied upon every article of commerce that comes into the United States and that is intended for sale within her borders, and which incidentally raises prices, and therefore becomes a tax or burden on every article of domestic manufacture of like nature with those which pay a tariff tax. We have, according to the last advices, about $110,000,000 so-called surplus revenue, that is, taxes collected from the people beyond the government's necessities, in the Treasury of the United States, of no service to any human being, drawing no interest, earning no profits, but taken from the pockets of the people, where it properly belongs. The democratic party says that this is a wrong condition of affairs. The democratic party says this surplus revenue which is produced in the main by tariff taxes ought to be reduced and that the taxes should be reduced and this surplus will not continue to accumulate. Our opponents say it is better to let the surplus accumulate; that it is better to take money from the pockets of the people and pile it up in the vaults of the Treasury; that it is better to do this than touch the tariff laws of the United States. We say, on the contrary, to relieve an overtaxed people, we ought to reduce taxes; we say that the way to treat the people honestly, fairly and wisely is to take no more taxes out of their pockets than the government actually needs. The issue is then fairly made up between the parties. It is between high taxation on the one hand and reasonable taxation on the other. It is between taking the money of the people out of their own control, or leaving it where it belongs, in the pockets of the people.

I have never witnessed such audacity as I have witnessed this year on the part of the advocates of a high protective tariff. There seems to be a singular disregard of truth that has suddenly affected them. We are told that high tariff makes the country richer, as if it were possible to make a country rich by oppressively taxing the people. Aint that a new way to make a man rich? To run your hand

INTO HIS POCKET

and take out what you find without any just reason whatever. And yet that is precisely the plan these people tell us to adopt to enrich the country. Again, they have the audacity to say this tariff tax is not paid by the consumers of the articles which are taxed. If the consumers do not pay the tax I would like to know who does. Do these protectionist orators pay it? Do the manufacturers pay it? No my friends the tariff taxes are paid by the consumers of the articles which are taxed and of the domestic articles of like kind which are manufactured in the United States. It is a curious thing and one of the worst things about the tariff tax, that while the government gets one dollar resulting from the tax the domestic manufacturer gets five. Well how does it happen? A man called an importer brings goods into the United States to be sold. He cannot sell a yard or a pound until he pays this tariff tax. He pays the tax therefore and then sells to the wholesale merchant. Of course he must get this tax back in the price for which he sells or he would lose money. He therefore puts the tax on to the original price on the goods and with that price added and with the cost of transportation and his reasonable commercial profit he sells those goods to the wholesale merchants. The wholesale merchant sells to the retail merchants, and of course this tax which enters into the price, continues in the price, and to it is added the profit of the wholesale merchant. Then the retail merchant sells to you, and of course he must keep within this price, for otherwise he would sell for less than he gave for the goods. Therefore the tax is in when the cloth is sold to you, and you in the price you pay this retail merchant for goods, pay the whole of the tariff, the importer's profit, the wholesale merchant's profit and the retail merchant's profit, besides the interest on their money. If I were a schoolmaster and teaching a boy twenty years old, and he could not understand that in ten minutes' instruction, I would give him up as a hopeless idiot.

Well, now, how much do they say the amount of

DUTIABLE GOODS

imported in the United States were? In value they were $450,325,322. The tariff duties collected were $212,032,424. There were therefore in that single year taxes levied in the United States by the operation of this tariff law of $212,032,424, which went into the treasury of the United States. But that, as I have told you, was the least part of the burden. The domestic manufacture of the same kind of commodoties for that year amounted to $5,369,579,191, that is in other words five thousand three hundred and sixty-nine millions of dollars which is the price of those goods, was raised by the tariff in nearly equal proportions to the price of goods that were imported into this country. The amount which the people had in those nigh prices of what they had to buy and use amounted to about one thousand millions of dollars, or five times as much as the tax received by the government for the use of the government. In other words, the whole country was taxed about one thousand million dollars for the benefit of a comparatively small portion of the country, and that is said to be justice, that is said to be fair play, that is said to be for the benefit of Americans. Why don't they carry it out when they find in Port Huron a lawyer whose profession dont afford him a comfortable support? Why don't they tax you all for his benefit, so as to protect him? Why don't they? They do ask a man sometimes to take medicine that he is obliged to take. I remember one of the most satisfactory votes I cast when in the Senate of the United States. It was to abolish the tax on quinine, so that a man with the fever and ague could have his quinine without being robbed of his means of subsistence. I have said the consumer pays the tax. If you want authority let me refer you to the men who have spoken on the subject. First, I will go back to John Quincy Adams. In 1832 he was the chairman of the House committee on manufactures. In the report made by him he said:

"THE DOCTRINE

that the duties of import seem to cheapen the price of the articles on which they are levied seems to conflict with the first dictates of common sense. The duty constitutes a part of the price of the whole mass of the articles in the market. It is substantially paid upon the article of domestic manufacture, as well as upon that of foreign production. We say so long as the importation duty must lie in the purchase price of the article, the effect must be to increase the price of the article to the extent of an additional duty."

President Arthur, in his annual message in 1883, said: "I recommend an enlargement of the free list, that is, of goods that pay no duty, so as to include within it numerous articles which yield an incontiderable revenue, and a simplification of the complex and inconsistent schedule of duties upon certain manufactures, particularly those of cotton, iron and steel, and as a substantial reduction of duties upon those articles, and upon sugar, molasses, wool and wool goods."

That is precisely what the Mills bill attempts to do, and yet these gentlemen who are howling around about the benefits of protection and the evil that the democrats are bringing on the country tell you that this thing which President Arthur recommended only so lately is nothing but free trade. They are more afraid of free trade than they are of rattlesnakes. [Applause.] The Mills bill calls for the most moderate reduction of tariff duties that has ever been attempted. The average duty levied under the present tariff is 47 per cent, and under the Mills bill the average would only be about 40 per cent. The duty is taken off a number of articles call raw material, which are used by the manufacturer in the fabrication of their products, and as they receive this great benefit of having their raw material free, or with a comparatively small duty, the bill wisely provides that the articles manufactured by them when brought into this country shall pay a lower rate of duty than they did before, but that is nothing more than a compensation for taking off the duty from raw material.

THESE ADVOCATES OF PROTECTION

are all at once seized with wonderful solicitude for the laboring man and they want a high protective tariff not to benefit the capitalist, not to benefit the monopolies, not to benefit the manufacturer, according to their statements, but to benefit the laboring man. He is the man they seek to protect. I would like to know how taxing a laborer on everything from the crown of his head to the sole of his feet is going to enrich him. Yet this is exactly what this tariff tax does, and they say that it is for the benefit of the laboring man. How is he to get high wages because the capitalist employer will make more money and can pay higher wages? Did you ever know him to do it? The tariff has been raised again and again and I have never heard of an increase in the price paid to laborers. We have for twenty-seven years had the highest tariff we ever knew, and during that time has the laboring man grown rich? Every year we hear of strikes of laboring men because they cannot live on the wages received, and every year we hear of lockouts because the employers can't afford to pay more wages. Why these strikes and lockouts? Why such organizations as the Knights of Labor and other organizations for the protection of the laborers, if the tariff gives protection to the laborer? They say the tariff does not raise the prices. If that is a fact why are the manufacturers in favor of it? Do they want a high tariff to order to lower the prices? If it don't increase the prices you may be sure that the manufacturers and capitalists would not want it. They are afraid of our getting things cheaper in this country than they can be manufactured here, as they say, by reason of the pauper labor, as they call it, of the European laboring class.

I want to call your attention to

THE NEGROES.

The result of the war was to free about 4,000,000 negroes, and I am very glad they were freed. They have increased now to about 6,000,000. Now how do these negroes make a living in this country? The negro makes what he gets by the cultivation of the earth throughout the whole South, whether he cultivates his own land or whether he rents it. The crops he gets from it are the remuneration that he gets for his toil. That crop is mainly cotton. How can a high protection tariff benefit that negro who raises cotton? There is no tariff at all on cotton. It comes in free as the air. The price of cotton is not raised as they say or lessened by this tariff tax, and yet here is all the negro has for his labor. He can't get a cent more for his cotton by reason of any high protective tariff. He had to sell it at a price made by the foreign market, but on the other hand everything he buys is taxed by this protective tariff and there can be no pretense whatever that the tariff is anything but an unmitigated injustice to him.

Our republican friends should take this under consideration. They say they freed the negro from slavery but perhaps the two million democratic soldiers in the army would have something to say about it. The republican party after claiming to have freed the negro would make them slaves again by compelling them to pay high taxes on everything they use which goes to benefit some one else. Isn't it enough that they make him a slave by requiring him to vote for them and swear not to vote for the democrats?

While I am on the subject of labor let me speak of the American laborer as compared with the laborer of other countries. In America laboring men generally receive more pay in money than they do in foreign lands, but not by any means to the extent you may suppose."

The speaker then quoted statistics showing that the average wages per day in Great Britain were 97½ cents, in New England $1 02, Ohio $1 05, Colorado $1 45, and the whole United States $1 15, and that the wages varied according to the density of the population and competition among the wage earners.

Continuing he said: "You hear a great deal about the

PAUPER LABORER

of England because our chief imports are from Great Britain and yet in our prosperous manufacturing State of Massachusetts the wages are only about 4 cents more than in England. But if you take the purchasing power of money the wages are as high in England as in Massachusetts. I am willing to admit as a general rule that wages are higher here than in other countries but labor is more effective here on account of the superior skill and can be better paid for.

I am not going to say whether labor unions and the Knight of Labor are a benefit or not, but I do say that they have done more to secure reasonable wages to laboring men than all the tariff laws that have ever been passed in the world. That high protective tariff does not increase the wages of laboring men is shown in the fact that the laborers in the unprotected industries are as well paid as those in those protected. It has been estimated that the laborers in the protected industries number about one million. There are eight times as many whose industries and occupations are in no wise protected, and therefore if protection is for the protection of the laboring man, the wages of this million engaged in protected industries ought to be higher than the wages of men employed in the unprotected industries, and that is not the fact. In round numbers the laborers in the unprotected industries receive as high wages as those in the protected industries. If you take the comforts and cost of living into account, the agricultural hand in the state of Ohio receives quite as good wages as the laborers in the protected industries of the country. Nothing is more common than to hear protectionist orators say that protection is a benefit to the farmer. How can it benefit the farmer? It have never been able to see. We had a low tariff from 1846 up to to the breaking out of the war. I was in the House of Representatives at the time and voted for it. From 1850 to 1860, while that tariff was in force, farm lands in the United States, according to the census report, increased in value 103 per cent. Then came the

HIGH TARIFF

of 1862, and from 1866 to 1880 the increase in the value of farm land in the United States was only 80 per cent. Under a low tariff there had been 103 per cent. increase of value in ten years. Under this high tariff it was only 80 per cent. But it may be said that it includes a period of war and don't make a fair comparison. I grant the force of that to some extent, but the war ended in 1865 and we can compare the next ten years from 1870 to 1880, and by these same census reports it appears that in these ten years of profound peace from 1870 to 1880 the value of the farming lands of the United States has increased nine per cent. under the highest protective tariff that was ever inflicted on this country. They have increased but nine per cent, while under the low tariff of 1849, in the ten years from 1850 to 1860, a period of profound peace, they increased in value 103 per cent.

Before I conclude I want to ask your attention to the Chinese question—the question of the importation of Chinese labor into this country. What I think upon this subject cannot better be expressed than by reading what I said to my constituents in Cincinnati in 1870, five years before the legislature of California memorialized Congress on this subject of Chinese immigration.

An extract from Judge Thurman's speech delivered September 10, 1870, was then read as follows:

"I do not think that a large Chinese immigration is desirable. On the contrary, I think it would be a seriously disturbing element. In race, civilization, habits, education and religion the Chinese are widely different from our people, so different as to form a very striking contrast. The European immigrants are of the same race, religion and civilization as ours, and therefore benefit the country and deserve encouragement. Not so with the Chinese. They never become one people. Were they to dwell here for centuries they would probably be as distinct from the white race as the gypsies in Spain are from the pure blooded Spanish. We are destined to have a

GREAT COMMERCE WITH ASIA,

and the natural result will be a voluntary immigration from this continent of a limited number of business men. I see no objection to that. It will not interfere with our merchants or laborers, will not disturb our social or political system, while it will tend to an increase of our commercial connections and add to our commerce and wealth. But that is a wholly different thing from the Coolie immigration that is now going on and which if not stopped must alarmingly increase. This immigration is a kind of Chinese slave trade. Instead of an independent self-reliant body of freemen it introduces a class of ex-slaves working at half wages by command of a taskmaster. In thirty years from now we will have one hundred million people without counting the Chinese. We are in no danger of scarcity of laborers nor do I think low wages a blessing to any country. I have, therefore, no sympathy with the cry of cheap labor and low wages. That country is likely to be most happy and free where the annual production of wealth is being justly distributed and the laborer obtains a fair reward."

"These, my friends, were my opinions years ago, and four years ago, and every day has served to verify their correctness. They are my opinions today."

Thurman then devoted some time to the decline of the agricultural interests and commerce with foreign countries under a high tariff and said:

"I hope what I have said may give you some occasion for reflection, and may lead you to support that grand party which was founded by Jefferson, upheld by Jackson, and has prospered under Grover Cleveland."

TERRIBLE MARINE DISASTER.

Sinking of the "City of Chester" in San Francisco Bay

SAN FRANCISCO, Aug. 21.—One of the most terrible marine disasters that ever occurred on the Pacific Coast happened in the Bay of San Francisco, a short distance from the Golden Gate, about 10 o'clock this morning. The steamer *City of Chester* left her dock here and started on her regular trip for the northern coast of California. An unusually large number of passengers stood on the decks and waved adieu to their friends who had gathered on the dock. The *Chester* steamed slowly down the bay. When within two miles of the Heads it encountered a thick fog, which is so peculiar in that locality. Captain Wallace, of the *City of Chester*, began blowing his steam whistle to warn all vessels of his approach. The *Chester* proceeded cautiously on her course till off Fort Point, when the hoarse sound of another whistle floated across the water. Capt. Wallace answered the signal and the proper warning to the stranger to pass on the port side. This was evidently understood, for in a moment those on board saw the huge prow of the Occidental and Oriental steamer *Oceanic* emerge from the fog. The *Oceanic* had just arrived from Hong Kong and Yokohama and was moving up the bay to her dock. The huge steamer was so close to the *Chester* there was no possibility for the cutter to escape. The cabin passengers were nearly all on deck, and the captain, seeing the danger, called to them to prepare for a shock. A panic ensued at once, particularly among the women and children, of whom there was a large number. The *Oceanic* struck the *Chester* on the port side at the gangway and the shock was terrific.

HER PROW CUT INTO

the *Chester's* upper works and then crushed down to the bulwarks starting the great timbers and iron plates and breaking into the state rooms and cabins. The wildest confusion prevailed among the passengers. The passengers crowded together some shrieking with fear and others praying for help. The bow of the *Oceanic* crushed into the middle section of the *Chester*, cutting her almost into halves and causing her to reel under the terrible blow. When the vessels were locked a number of the *Chester's* passengers were passed up over the *Oceanic's* bow and rescued in this way, but as soon as the large steamer could clear herself she swung around and immediately began to lower her boats. At the moment of the shock most of the officers and crew of the *Chester* seemed to lose possession of their senses and several passengers stated afterwards that some of the crew took the first opportunity to climb aboard the *Oceanic* and left the passengers to cut away the boats, and one of these was lowered as soon as possible and a number of passengers taken off into it. Others provided themselves with life preservers and jumped overboard. The greater portion, however, were compelled to remain on the steamer which began to settle. Immediately after the collision torrents of water rushed into the hold and in five minutes after the collision the *Chester* disappeared and

SANK IN FIFTY FATHOMS

of water. Those of the passengers and crew who came to the surface were picked up by the *Oceanic's* boat, but the greater number were drawn under by the rushing water, and never appeared again. As soon as it was known around the bay that a collision had occurred, a number of tugs and boats of all descriptions went to the assistance and rendered what service they could in picking up the living or dead floating among the wreckage. The greatest loss of life appears to have occurred among the steerage passengers, of whom there were twenty-three aboard, and only two are accounted for late this afternoon, and it is believed the others were lost. They were in the hold or lower decks of the steamer at the time of the collision, and there was no opportunity to warn them of their danger or render them any assistance afterward. The cabin passengers numbered seventy, and of these ten are lost. Three of the crew were also lost.

The names of the cabin passengers lost are as follows: G. W. Anderson, Oakland; Mrs. T. E. Prather, San Diego; Mrs. C. H. Paves, Eureka, California; J. A. Hampton and wife, Virginia, Nev.; C. T. Davis, Springville, California, and Miss Davis his niece; J. Greer, Napa, California; Mrs. Meech and Mrs. Porter.

The following members of the *Oceanic* were lost: E. R. Chambers, steward; R. Fulton and Adam Richmond.

None of the survivors were landed until after 1 o'clock and at a late hour this afternoon there was still much doubt as to the number lost.

Capt. Wallace, master of the *Chester*, was among those who had

A NARROW ESCAPE.

He said:

"I was standing on the bridge and the *Chester* was feeling her way out through the fog, blowing her whistles regularly. When the *Oceanic* whistles were heard we answered her and I supposed we would get clear all right. I had an idea she was on our port side somewhere and I answered her accordingly. I took the proper steps to avoid her and I supposed she was clear of us. Suddenly her great, black hull came out of the fog. There was no human possibility of getting out of the way and the passengers were not ready for the shock and many screamed with fright. The shock on the *Chester's* side was something horrible. The *Oceanic* struck us on the port side near the gang plank. After the shock I hardly knew what happened. I saw that the upper works of the *Chester* were apparently knocked off and the cabins were splintered into kindling wood. The wreck was scattered about in every way. I had a hard struggle to get through the crowd and the people seemed unmanageable. It was a difficult matter for the *Oceanic* to pick up the people, but her officers did splendid work. It was not four minutes after the collision that the *Chester* went down. She filled so rapidly it was impossible to get the passengers on the *Oceanic*, and when she started to go down she went with a rush. I was among those on her who had to go down. Like the rest of us I was lucky in getting hold of wreckage. I went under. The next I knew I was at the surface with wreckage of every conceivable sort about me. On every side of me people were in the water, some of them doing their best, others wildly struggling. I do not think many of these people were saved. I was picked up. I don't see how the disaster could have been avoided. The vessels came together in such a thick fog it was impossible to see."

CAPTAIN METCALF,

of the *Oceanic* made a statement: "We were entering port this morning with the weather foggy. I was on the deck myself as is customary entering port. We were steering amid the channel course when I observed a steamer about two points on the starboard whose whistle we had heard some time previous. She was going at a high rate of speed, while we were proceeding slowly. I immediately gave orders to have starboard helmed and gave two short blasts of the whistle, which were responded to, but through some mistake she ported instead of starboarded, and the collision occurred. The *Oceanic* was going slow at the time. The steamer, which we then recognized as the *City of Chester*, had in some manner turned broadside, and we struck her on the port side abaft the foreriging. The passengers on board immediately made a rush and many clambered on board, we in the meantime throwing over life bouys and lowering the boats. By this means we rescued some fifty or sixty persons. In about five minutes after the collision the *Chester* went down, taking one of our boats in the whirlpool. The third officer was in command, and the crew came up and were picked up, but the lady they had previously rescued never came up again."

Allen Curtis, one of the

RESCUED PASSENGERS

of the *Chester*, told the following story:

"I was standing amidships on the left hand side and saw the *Oceanic* bearing down toward us. She was fully 100 yards distant. She struck us 40 feet from the bows on the left hand side. As she struck there was a rush of passengers toward the *Oceanic*, and for a time there was a horrible tumult. It was a most horrible sight. People who got there first, and who were the strongest, clambered on board the *Oceanic*. I made a rush for a boat and helped to lower it. It was the first boat lowered, and into it I threw my wife and child. Some fifteen people immediately made a leap from the vessel. We had hardly got clear of the vessel when the *Chester* went down head first."

J. L. Munse, another passenger, said:

"I also helped to cut away a boat. The crew of the *Chester* deserted the passengers, and only thought of saving themselves. The *Chester* went down in about 15 fathoms, and it is not probable that she will be seen again. The undertow at this position is strong while numerous currents and eddies lie beneath the surface."

The *City of Chester* was an iron steamer that had been in the coast trade for many years. She was built at Chester, Pennsylvania, in 1875. She is the property of the Oregon Railway and Navigation Company and formerly ran to Portland. She was valued at $150,000, and was insured in San Francisco and other companies for about half that sum. She had about 3000 tons of assorted cargo in her hold worth about $40,000.

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