The Sun.

THURSDAY, JANUARY 31, 1884.

Amusements Today.

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A Noble and Statesmanlike Idea.

Mr. TOWNSHEND of Illinois has introduced in the House of Representatives a joint resolution which is inspired by a higher purpose and cut upon a larger pattern than most of the measures that are proposed in our legislative bodies:

"Joint resolution regarding the President to invite the cooperation of the Governments of American Nations in securing the introduction of free commercial intercourse among these Nations and an American Customs Union.

"Whereas, The establishment of free commercial intercourse among the nations now existing upon the continent of America will promote the friendly political relations, internal commerce, and industry, and secure a more extensive market for the surplus products of each of said nations; therefore

"Resolved, By the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, requested to invite the cooperation of the Governments of the American nations in securing the establishment of a commercial league to and between the said nations, to be known as the Customs Union of America, the arrangement of a common basis of import duties from other countries than those which may compose said league, and that the commercial intercourse among the people of all the American States may be freed from the payment of any customs or other dues whatever, and that a common system of weights and measures may be also established for the purpose of facilitating such intercourse."

This proposition has an idea in it that is destined to live long. It would be a great thing if the nations of America could be united in one Confederation after the manner proposed by Mr. TOWNSHEND.

The Elections in Peru.

It is now known at Washington that the voting which took place throughout Peru on the 13th of this month for members of the National Convention called to consider the provisional treaty made by Gen. IGLESIAS with Chili has resulted in a sweeping victory for the peace party. In view of this decisive proof of the will of the Peruvian people, the time has come to ask on what pretext our State Department, having failed to defeat or even materially weaken by its unfriendly attitude the friends of peace at the recent elections, will further defer an act of international comity and duty which it ought long ago to have performed. Will Mr. FRELINGHUYSEN recognize the IGLESIAS Government now that it has been sustained by an imposing majority at what was probably the fairest election held in Peru for half a century? Or will he, with a suspicious excess of caution not easily distinguishable from ill will, insist upon still waiting until the national Congress has, by a formal vote, legitimated the present Executive, as if the essential significance of a general election in Peru or in the United States could not be manifest before the actual meeting of the assembly chosen?

There are good grounds for pronouncing the election of Jan. 13 the most trustworthy expression of the wishes of the people of Peru that has been given since the war for independence. When like appeals to the country have been made on previous occasions, the executive for the time being has had at its disposal unlimited means of corruption and coercion, having command of all the pecuniary and military resources of the nation. But Gen. IGLESIAS is too poor to corrupt or coerce anybody, even if it were not a libel to impute the desire to do so to the one eminent Peruvian who has shown a disinterested love of country. He has not even money enough to pay the monthly stipend of $400,000 to the Chilian army of occupation, which is called for by the provisional treaty; indeed, he has merely been able to furnish a sixth part of that sum. Only, too, with the utmost difficulty has he found means to defray the cost of maintaining the small force needed to preserve order in Lima and Callao. Why is it, then, that every city and large town throughout Peru, from Truxillo and Cajamarca in the north to Cuzco, Puno, and Arequipa in the south, had declared with enthusiasm for Gen. IGLESIAS before the elections took place, and made evident to every candid observer what the purport of the coming plebiscite must be? Because he represented a profound popular conviction and embodied the awakened hope of a people which, till he came forward, had been plunged in ruin and despair. It is, indeed, a noble figure, this of IGLESIAS, who, for the sake of freeing the national soil from the invader, has consented to bear all the odium of the necessary sacrifices, and to confront the martyrdom to which, there is too much reason to fear, he may be subjected when his patriotic work is done.

It is matter for deep regret that in his patriotic efforts Gen. IGLESIAS has had no assistance, no encouragement, from the United States. To this our State Department has persistently denied the recognition which was so cordially and promptly bestowed on the *de facto* Government of the usurper, PIEROLA, and on the Chilian regime manufactured by CANEVARO. Even after the last remnant of the CALDERON faction had been expelled from Arequipa by a popular uprising, and the inhabitants of that city had embraced with fervor the cause of the peace party, Mr. FRELINGHUYSEN still declined to give IGLESIAS such evidence of respect and sympathy as would be involved in an official recognition of his authority. This unfriendly and unkindly attitude on the part of our State Department placed it at last in an absurd quandary, when Señor ELMORE, who had for some three years represented here the previous CALDERON-MORTINO machine, abused his connection with his former employers, and accepted a commission from Gen. IGLESIAS. Still in charge of front on his part, Señor ELMORE is extremely awkward for Mr. FRELINGHUYSEN, for it was the latter in the [illegible] to recognize Señor ELMORE [illegible] representative of a majority of the people of Peru, whose authority [illegible] Peru, [illegible] diplomatic [illegible] Mr. FRELINGHUYSEN [illegible] to be [illegible] in the [illegible].

In the [illegible] Secretary of State [illegible] the Peruvian [illegible] Mr. FRELINGHUYSEN [illegible] as the sole [illegible] to be [illegible] as the sole representative of Peru, [illegible] Mr. FRELINGHUYSEN [illegible] the facts which [illegible] the contrary.

It is very fortunate to contrast our present attitude with that of the British yards. In the [illegible] contrasts the American figures [illegible] report of the Bureau of Navigation, and they refer to the twelve months from June 30, 1882, to July 1, 1883. The British figures are from a summary published a few days ago in the London *Times*; they refer to the twelve months from January to December, 1883:

New tonnage of the year in the United States	265,429
New tonnage of the year in the United Kingdom	1,256,829

On the Clyde alone the total tonnage constructed during the year was 417,850—all in ships of iron or steel. On the Kennebec the total production was 43,519 tons, all wooden vessels. The London *Times* says: "Wood has practically, if not absolutely, gone out of existence as shipbuilding material." Yet the Maine builders keep up the fight for wood; and, although a yard has been established at Bath with a view to the production of iron vessels, we believe that no iron bottom has yet gone into the Kennebec.

New Evidence of Emotional Insanity.

A careful study of the expert testimony taken in the course of recent American murder trials shows how extremely varied are the indications of emotional insanity.

Ordinary people might suppose that when a man seeks out another for the avowed purpose of inflicting bodily violence upon him, the fact that the avenger arms himself fully with a great variety of weapons would tend to establish a premeditated intent to use the weapons against the person to be attacked.

They would find no indication of insanity in the mere number of arms he carried, provided these did not overload him.

Experts, however, view such evidence differently. One of the medical witnesses in the Batavia murder trial assigns as a reason for regarding the prisoner as insane that "no sane man would take such a multitudinous number of weapons" as he carried.

After this we may look for an increase in the number of arms carried by murderers. The more deliberate they are the more careful will they be to bear upon their persons abundant evidence of emotional insanity in the shape of a large battery of weapons.

An Absent Democrat.

The House of Representatives is now acting under the rules of the last Congress, as they were modified by KEIFER, REED, and ROBESON. The Committee on Rules is composed of five members, namely, the Speaker, Mr. BLACKBURN, Mr. RANDALL, Mr. KEIFER, and Mr. REED.

Mr. BLACKBURN has been for several weeks in Kentucky, and the House has extended his leave of absence indefinitely while he is seeking to be elected Senator in place of Mr. WILLIAMS. The committee is therefore tied by this absentee.

Meantime Mr. BLACKBURN draws his salary with remarkable punctuality, he lobbies vigorously, he makes speeches in his own behalf, and he recommends himself for the Senate by a flagrant neglect of his duties as a Representative. All this is taken as a matter of course in Washington.

In the last Congress the record shows that two-thirds of either House were rarely present, and only on urgent occasions. The common experience exceeded little over half the full number of members, and one of the largest appropriation bills was passed at the close of the last session without a quorum. This thing ought to stop.

The Case of Fitz John Porter.

To Gen. FITZ JOHN PORTER the Government of the United States has done the greatest wrong that can be inflicted on a citizen. It has condemned him and punished him for an offence of which he was not guilty. It has condemned him for treason and treachery as a military commander, when he was innocent thereof. The intensity of the injustice is increased by the baseness and shame of the offence thus falsely imputed.

The House of Representatives has for some days been discussing the question of righting this enormous wrong, and the conclusion is still uncertain.

It would, we think, be a great misfortune and a great dishonor for the people of the United States if justice should not be done in this matter while Gen. PORTER is still among the living.

Mr. ALEXANDER, the colored cadet at West Point, has made a creditable start in his career. On the January showing there are but eight men above him in his class, against ninety-one below. He is also really not only No. 9 out of 100 members, but out of 141, the latter being the number originally enrolled. Should he gain a few more places, the colored cadet will be entitled on graduation to a commission in the engineer corps.

If the class should rank from the other end Cadet J. A. LOGAN, Jr., son of the well-known Senator, would stand No. 2. As it is, he is beaten in the rush for the post of rear guard by an Ohio comrade.

BURNHAM WARDWELL of Worcester, Mass., seems to be in need of help. He is a good man, with none but the best intentions. His pulses all beat for humanity.

The CESNOLA trial draws to a close to-day, and the concluding performances of Messrs. CHOATE and BANGS suggest that it would have been a very dull and tedious affair all along but for the alternate knocking-outs in which these gentlemen have indulged. It seems an admirable thing that an advocate should identify himself with his client's cause and become part and parcel of it, but if the process is to be further developed in the direction indicated by the counsel in the CESNOLA case the dignity of the bar will vanish into a dim tradition.

It would appear from the termination yesterday of the proceedings in the case of Mr. WILLIAM MCGLORY that that eminent citizen is about to retire for a brief term to the seclusion of the archipelago in the East River. A season of retirement in the spot so beautifully described by the excellent dramatist and poet, Mr. EDWARD HARRIGAN, as that "from which one sees the Boston boats go by," will do Mr. MCGLORY a great deal of good. There is no little comfort in the reflection that the law has been neither perverted nor defeated in dealing with citizens of the class of which Mr. OWEN GEOGHEGAN, Mr. ALEXANDER SPENCER, and Mr. WILLIAM MCGLORY are such conspicuous ornaments.

There are numerous individuals who desire to emulate the example of Mr. TOM WILSON, and endure for honor, glory, and a pecuniary consideration a limited manipulation by Mr. JOHN L. SULLIVAN of Boston. The latest serious proposition that has been brought to Mr. SULLIVAN's notice is that of Mr. WILLIAM MILLER, late of Australia, who enjoys the agreeable reputation of being the toughest-looking gentleman at present engaged in the fistic arena and who contends for a solid matter of cash that Mr. SULLIVAN of Boston cannot knock him out in six rounds. Mr. SULLIVAN's friends are confident that he will dust the amphitheatre with the person of Mr. MILLER in the second round; but Mr. MILLER is a large and able gentleman himself, and is said to mean business of the most businesslike kind.

It is said that young Mayor LOW's intended removal of Gen. JOURDAN as Police Commissioner is based upon the ground that the General has large private business interests to look after. The General's omission to have a father to attend to his private business interests is no public, but cannot be repaired at this late day.

A New Adirondack Bill.

Mr. GRINS of this city introduced into the Senate on Tuesday a bill intended to preserve the Adirondack forests, and protect the most important streams of this State. In this particular the new bill, which has the approval of the Chamber of Commerce of this city, differs essentially from the Adirondack bill already before the Assembly, that bill being rather adapted to hasten the destruction of the forests and streams than to preserve them from danger. Mr. GRINS's bill covers many of the most important points embraced in the DODGSHEIMER bill, but its operations are confined, so far as it provides for taking land necessary to insure the protection of watersheds, to those streams whose waters flow toward the south. It provides for the care by Commissioners of the lands already owned by the State on both of the Adirondack slopes, but it does not undertake to purchase any land to protect streams flowing northward into the St. Lawrence.

The Chamber of Commerce feels that the commerce of the State, in any large sense, is dependent only upon the Hudson, the Mohawk, and the Erie Canal, and that its efforts, as representing such great interests, should be restricted to saving these streams from ruin; and that, as the rivers flowing north from the wilderness are local in their influence, any movement looking to securing land necessary to preserve these streams should originate in the communities directly interested in them. These views, inasmuch as they greatly reduce the difficulty and expense of preserving the forests essential to maintain the flow of the most important streams, are, no doubt, eminently sensible. The owners of land, however, on the north slope of the Adirondack plateau, the owners of mills situated upon streams flowing north from the wilderness, the manufacturers of Watertown, Malone, and the other cities of the St. Lawrence basin will, if they are wise, hurry to Albany and endeavor, through cooperation with the proposers of this bill, to arrange for the preservation and protection of the whole wilderness. The future of these people, as THE SUN has often pointed out, is bound up in these forests. If they disappear all prosperity must disappear with them from the northern part of the State. The people of the northern counties will, therefore, if they are wise, consent to purchase enduring prosperity at the cost of some present sacrifices.

Under the new bill, the Commissioners whom it appoints are authorized, after a careful investigation of the whole question, and an examination of the actual condition of the forests and streams, to stop at their discretion all lumbering operations upon any lands situated upon the headwaters of the Hudson, the Mohawk, and the Black rivers, upon the filing of proper maps showing the position and extent of the lands thus taken possession of, provided, however, that the total value of all lands thus taken does not exceed the sum of $500,000. The power of the Commissioners, however, stops here; they cannot finally acquire these lands without the approval of the next Legislature. They can stop lumbering when, in their opinion, it is absolutely necessary to do so, and where it would not be safe to delay doing so until further legislative action could be obtained; but they cannot involve the State in any great expenditure of money without the consent of the Legislature. This seems to be a perfectly safe and proper scheme. The taxpayers are not placed at the mercy of a Commission, and the Legislature retains its control over the whole business. The people, indeed, should feel themselves most fortunate if, with an expenditure of only half a million dollars for the purchase of lands in addition to those already owned by the State, they can secure forever an abundant flow of water in the Hudson River and the Erie Canal. Money so spent will be the best investment the State can possibly make, and there should not be a moment's hesitation about the passage of Mr. GRINS's bill.

And yet there will be long hesitation and very determined and serious opposition to the passage of this bill, or any bill looking to the preservation of the Adirondack forests. There is a class of people who do not want these forests saved, or any investigation made into the actual condition of the Adirondack wilderness, or what is now taking place there. They have presented the LANSING bill in order to head off all serious attempts at forest preservation, and they will make an eager and determined fight to secure its passage and the defeat of the GRINS bill, or any other bill looking to preserve these forests.

This contest is the most important in its results, immediate and future, the State has ever seen, and it will be watched with the deepest interest by persons in every part of the United States who have at heart the future development and prosperity of this country.

The Exiled Ships.

In regard to our figures about American ships printed the other day, the esteemed *Boston Journal* remarks:

"THE SUN expresses the sensible desire that Congress 'get to a settlement making shipbuilders, shipowners, and ship laborers to what extent rest of legislation are really needed for the revival of this once prosperous industry.' One reason which, however, suggests itself first, is how it happens that nearly one-third of American ships have been sold to other nations. It may be a simple one to answer, but it may trouble those loud advocates of free trade in ships who insist that the capital and enterprise of this country are anxiously waiting an opportunity to purchase a fleet of foreign built ships."

A very large part of the American-built ships now sailing under foreign flags are old vessels. The following table will show the *Journal* just when they were built:

From 1840 to 1849	7
From 1850 to 1859	58
From 1860 to 1869	74
From 1870 to 1880	19

The oldest of the exiled American ships dates back forty years, and there are 29 which are at least thirty years old. The period from 1854 to 1857, inclusive, the golden age of American shipbuilding, produced 49 of the 158 ships. The period from 1860 to 1864, inclusive, produced 18. During the past ten years only 10 ships have gone from our yards to foreign ownership.

As we have no record of the dates of the changes in ownership, we can only infer that the greater part of the older ships were sold during the panic created by the Anglo-Confederate cruisers. In the four years 1862-65, more than 771,000 tons of American-built shipping passed out of our merchant marine service. No doubt many of the ships whose names we are considering must be included in this tremendous exodus. Since then we have been selling less to foreigners. Last year the total was 37,355 tons; in 1882, 18,257 tons.

Our esteemed contemporary will see that no conclusion favorable to the power of American shipbuilders to compete under present conditions with the shipbuilders of Great Britain for the business of the world can be drawn from the facts which it has so kindly called to attention.

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MID-WEEK ECHOES.

Although it is generally supposed that Wall street is but a small factor in the life of New York, the first half of this week proved that sometimes the whole city is full of Wall street business. There has been within the last few days but little talk of anything outside of the last coup of Jay Gould and the proposed moving of the Stock Exchange up town. The appointment of a committee of the Exchange to consider the future habitation of that institution is the subject of general comment. It was some six or seven years ago that the question was first mooted whether the Exchange should not move up to Union square. The decision of the committee wavered for some time in the balance, but the successful construction of the elevated railroad settled the question in the minds of all sensible men. Up town and down town became words as full of meaning as The West End and The City are in London. All the Exchanges, as, for instance, the Cotton and Produce Exchanges, are building palatial edifices down town, and the idea of the Stock Exchange attempting to open a fresh field up town with a new lot of branch banks, both speculative and certificating, seemed absurd. The truth is that brokers very properly desire to see lower office rents in the neighborhood of the Exchange, and that they would gladly purchase the block of houses between the entrance to the Stock Exchange in Wall street and that in Broad street at a reasonable price, and the committee on the removal looks very much like a bluff. If the Stock Exchange had been really anxious to acquire larger premises, all they had to do was to raise the floor of the Long Room to the height of the Board Room and banish the chess and checker players to the basement or to the top floor.

Wall street is famous for getting up all sorts of queer stories, and one of the latest is that Jay Gould's new deal in the ex-Villard stocks was the result of a tacit understanding between him and Mr. T. J. Coolidge and Mr. W. Endicott, Jr. The former gentleman is now President of the Oregon Navigation Company, and the latter President of the Oregon Transcontinental. They are also both of them directors of the Chicago, Burlington and Quincy Railroad Company, which is the great rate fighter of the Northwest. Mr. Gould knew that he could not possibly sustain the market in the face of a Western railroad war, and the two above-named Yankee gentlemen knew that he knew it. So when the O. T. came last week to the point of being declared a bankrupt, they went to Mr. Gould and asked his assistance, in exchange for their efforts to settle the Northwestern difficulties amicably. Gould, of course, immediately grasped the situation, and with the assistance of Russell Sage and a few other friends, who keep heavy banking accounts for just such emergencies, went boldly into the new combination. He has no more use for the stock of the Oregon Navigation, Oregon Transcontinental, or Northern Pacific than THE SUN has for the stock of the *Tribune* or the *Evening Post*. But he bought these stocks for the sake of preventing a collapse in the general market which would have been sure to take place had the loans of the O. T. not been made good on Saturday last and the collaterals thrown upon the market. Apart from that, he saw a chance to squeeze the shorts in these stocks and to make a turn which was likely, at least partially, to refund him for the outlay. He has so far fully succeeded in this new enterprise, and a number of bears, mostly hibernating in Exchange place, seem to have got severely hurt.

The story goes that Mr. Woerishoffer, among them, was heavily short of the various ex-Villard stocks, especially of the Oregon Navigation. Upon hearing on Saturday of the difficulties the O. T. was placed in, he sent a Mr. Knobloch to bid for a large amount of stock, and offered rather higher figures than Mr. Gould did. But his offer was refused, and the stocks were sold to Mr. Gould's syndicate. On Monday, so the story continues, the same Mr. Woerishoffer offered $100,000 to be let out of his short contracts, but he received the answer that the proper place to settle such things was on the floor of the Stock Exchange, and $700,000 is said to have been the price he paid for the stock wanted.

Jay Gould is not likely to lose anything by the transaction, while he is sure to make a handsome thing out of a rise in the general market and the consequent chance given to him to get rid of such stocks as he has got to spare in his vaults. The only two questions arising now are: (1) Whether Mr. Coolidge and Mr. Endicott, as mere members of the Board of Directors of the C. B. and Q., can so influence the settlement of the Western railroad imbroglio as to satisfy Mr. Gould, and (2) whether the directors of the O. T. had the right to dispose of a large portion of their assets at figures much below the market price.

Time will answer both these questions. Meanwhile the curious fact remains that the more assets the O. T. sells or pledges the higher the stock goes. It had a rise of some six points within the last few days, and an Irish-American, who has not yet lost all the wit of the land of his forefathers, is credited with saying that "the rise was quite natural, for the more assets they sell or pledge the lighter becomes the concern, and up it must naturally go."

Of the minor questions which Congress is handling just now, one, at least, has created a little sensation among men interested in the shipping business in this country. It appears that the Commercial Committee of the Senate has unanimously voted the repeal of the law compelling American vessels to carry mails free of charge. Should the law be repealed the Pacific Mail Steamship Company will, it is said, be a big winner. The Panama Canal business has already immensely increased the traffic of the Pacific Mail Company. A statement from official sources published a few days ago declared that its earnings were equal to seven per cent. upon its capital stock, and that the company would begin paying dividends in April next. There is no reason why this old and formerly ill-fated favorite should not, under the present revival of the Panama, China, and Australian trade, become once more the leader of American shipping interests. Only a few weeks ago the stock was a drug in the market at $32 a share. Yesterday it sold above $46, and shrewd men seem to be quietly picking it up at every decline.

Our old friend Col. Thomas Porterhouse Ochiltree has been spreading himself in his usual style about the relations between Mexico and the United States. What the value of the imports from Mexico is may be gathered from the fact that only two months ago the Mexicans tried to kidnap the Hon. Tom and hold him for an enormous ransom. Luckily the Texan Congressman escaped, and we are not involved in a treaty for ransom with our sister republic. But when the Hon. Tom tries to persuade the impetuous people outside Texas that Mexican trade is remarkably valuable, and that Gen. Grant has no interest in the ratification of the treaty by the Senate, he asks too much. Gen. Grant went to Mexico amid the curses of the Mexican people. *Puerto al Gen. Grant!* greeted him in the capital of the Montezumas when he arrived there, and only large escorts of *rurales* prevented a lynching affair whenever he went outside the city limits. On his return to New York and his defeat at the Chicago Convention, he posed as the champion of Mexico, or rather of the United states in Mexico. He told at the now famous dinner at Delmonico's how the ignorant Mexicans would cart their dye woods and sugars and coffees up the 9,000 feet to the top of the plateau, and send them overland to New York on the new railroads. The price of the bonds of these roads is a sufficient index to what the public think of this enterprise. Twenty million dollars' worth of produce, said Gen. Grant, would tumble pell-mell into the United States as soon as a broad communication was opened between the city of Mexico and the United States. Last week, three years ago, exploded the reason why the peoples' opinion of the Mexican republic prevented the entrance of Mexican civilization. It is doubtful if the people of Mexico and of Texas are ready for that civilization yet. But the time is coming when the products of the Gulf coast will be shipped to the Atlantic States when they can be shipped at one-tenth the expense from Vera Cruz by the Alexandre and other lines of steamers.

AT THE NATIONAL CAPITOL.

Services Over the Remains of the Late E. W. M. Mackey—Business Before Congress.

WASHINGTON, Jan. 30.—The Woman's Christian Temperance Union is making a determined fight before Congress in behalf of prohibitory legislation. Many petitions to that end have already been forwarded by it, and to-day Mr. Blair presented similar petitions from the District of Columbia and the Territories of Washington, Dakota, and Idaho. Mr. Blair declared that an impression was widely prevalent among the people that the Capitol itself had come to be used as a sort of national groggery. If this impression was an error it should be corrected, and if founded on fact the fact should be promptly and effectively dealt with. What Congress had thought fit to do for the Capitol it had no reason for refusing to do for the District in which the Capitol was situated.

There was an earnest discussion over the report of the conference committee, which recommended that the Senate recede from its amendment to the Greely relief bill requiring that only volunteers should be sent out on the expedition. Mr. Sherman and Mr. Saulsbury were not in favor of authorizing either the President or the Secretary of the Navy to order any man outside his duty to go upon such a dangerous expedition. Mr. Hale declared that any man who would decline to render this service for the rescue of his suffering comrades was unfit to remain in the navy of the United States. He had heard that a well-known, indeed quite a distinguished, officer of the navy had been written to, not by a Secretary, that the command of this expedition might be given to him, and his reply was that, if ordered to that service, he would fly every means in his power to seek to have the assignment annulled, that he might remain at home.

Mr. Ingalls hoped that the Senate would not recede. He strenuously objected to the unvarying course of committees on conference on the part of the Senate coming in and reporting that they had yielded to the committee of the House of Representatives. The Senate might as well at once abdicate its functions and let the Senate Committees on Appropriations and Naval Affairs be considered annexes of the House of Representatives. The uniform course of the House in these matters was an affront to the Senate.

Consideration of the subject was not ended.

In the House, Mr. Rogers, from the Committee on Post Offices and Post Roads, reported a resolution calling upon the Postmaster-General for all reports made by special agents of the Post-Office Department to the Postmaster-General during 1881 having reference to the Star route investigation, and which have not heretofore been published. Adopted.

A bill to establish a Bureau of Animal Industry and prevent the spread of contagious diseases among domestic animals was favorably reported, as was a bill fixing the rate of postage on second-class mail matter at letter carrier offices at 2 cents a pound.

In the afternoon the funeral services for the late Representative E. W. M. Mackey of South Carolina were performed in the House, the Senate attending in a body. As the Senators filed into the chamber at 1 o'clock the members of the House remained standing. The coffin was placed in front of the Speaker's desk. Selections from the Bible were read by the Rev. Dr. E. D. Huntley, and an address was made by the Rev. Dr. Shipman of the Unitarian Church.

After the services both Houses adjourned.

MR. CONKLING ON THE PRESIDENCY.

His Conclusive Reasons for Keeping Silence at Present.

PHILADELPHIA, Jan. 29.—It is quite probable that the most devoted and enthusiastic friend President Arthur has in New Jersey is Col. James M. Scovel of Camden. In addition to doing all that one man could possibly do toward setting up New Jersey for President Arthur, the zealous Scovel was anxious to "set up" New York's greatest orator and statesman also on the side of his candidate; and, as a preliminary thereto, Col. Scovel, who is an editor of distinction as well as soldier and politician, published an editorial in the *Camden Courier* in which the great merits of Roscoe Conkling as a citizen, lawyer, and statesman were presented with a force and eloquence worthy the pen of a Prentice.

The editorial in question was mailed to Mr. Conkling with a suggestion that it only needed the influence of Mr. Conkling to secure the nomination of Gen. Arthur by a majority that would be irresistible and overwhelming, and it would delight Col. Scovel beyond measure to be able to convey to the President that Mr. Conkling's influence would be exerted in his behalf.

Mr. Conkling's reply would seem to indicate that he is too busy attending to important law cases to give that comprehensive consideration to the question of a successor to President Arthur that its importance merits at the hands of such an eminent citizen. As a score or more of Presidential candidates and fifty millions of American citizens are anxious to know just how Mr. Conkling stands in relation to the next Republican candidate for President, I give a copy of his letter:

2 WALL STREET, NEW YORK, Jan. 17, 1884.

The Hon. James M. Scovel.

MY DEAR SIR: Your kindness toward me is phenomenal on these times—phenomenal and much esteemed. Your pleasant words in the *Courier* came evidently from the heart, and there is no other place in which such words, in such a case, could come. Many thanks.

When the Persian embassy was about to take leave of the ancient sages, some in other time they asked and received some message from each of the personages present. When the turn of Zeno came he said: "Tell your master that you saw a gray haired old man in Athens who has enough to hold his tongue."

Please accept my acknowledgment for Zeno and his teachings by silence touching your forecast of my action in the politics of the future. Cordially yours,

ROSCOE CONKLING.

England's Corrupt Public Service.

From the Chicago Tribune.

LONDON, Jan. 10.—Will the truth ever be believed—by this time it certainly ought to be known—about the relative purity of public and civil service life in England and America? Things are done daily in official life in all European countries that would not give the doers of them, if in America, rest day or night till they were hurled from power.

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Revenue Reform—Advice that Should be Heeded.

From the Boston Herald.

The surplus revenue this year will be from $100,000,000 to $120,000,000. After the arrears of pensions are paid off it will rise to $200,000,000. This cannot go on, of course.

There are two ways to reduce the revenue. One way is to sweep away the whole internal revenue system, which will yield about $50,000,000. That could be done, and with a little necessary to the administration there would be no difficulty. There is much to say for that plan. It would reduce the Government machinery and disband a whole army of officeholders.

Another plan is to reduce the tariff, adding to the free list a large number of articles which are now taxed, and [illegible] to the level of the Mexican protective tariff, which has [illegible] until the warehousing business is almost ruined.

These two plans should be honestly discussed in Congress this year, and the question decided. It would be a great relief to the people. To adopt neither is simply to drift.

AT THE NATIONAL CAPITOL.

Services Over the Remains of the Late E. W. M. Mackey—Business Before Congress.

WASHINGTON, Jan. 30.—The Woman's Christian Temperance Union is making a determined fight before Congress in behalf of prohibitory legislation. Many petitions to that end have already been forwarded by it, and to-day Mr. Blair presented similar petitions from the District of Columbia and the Territories of Washington, Dakota, and Idaho. Mr. Blair declared that an impression was widely prevalent among the people that the Capitol itself had come to be used as a sort of national groggery. If this impression was an error it should be corrected, and if founded on fact the fact should be promptly and effectively dealt with. What Congress had thought fit to do for the Capitol it had no reason for refusing to do for the District in which the Capitol was situated.

There was an earnest discussion over the report of the conference committee, which recommended that the Senate recede from its amendment to the Greely relief bill requiring that only volunteers should be sent out on the expedition. Mr. Sherman and Mr. Saulsbury were not in favor of authorizing either the President or the Secretary of the Navy to order any man outside his duty to go upon such a dangerous expedition. Mr. Hale declared that any man who would decline to render this service for the rescue of his suffering comrades was unfit to remain in the navy of the United States. He had heard that a well-known, indeed quite a distinguished, officer of the navy had been written to, not by a Secretary, that the command of this expedition might be given to him, and his reply was that, if ordered to that service, he would fly every means in his power to seek to have the assignment annulled, that he might remain at home.

Mr. Ingalls hoped that the Senate would not recede. He strenuously objected to the unvarying course of committees on conference on the part of the Senate coming in and reporting that they had yielded to the committee of the House of Representatives. The Senate might as well at once abdicate its functions and let the Senate Committees on Appropriations and Naval Affairs be considered annexes of the House of Representatives. The uniform course of the House in these matters was an affront to the Senate.

Consideration of the subject was not ended.

In the House, Mr. Rogers, from the Committee on Post Offices and Post Roads, reported a resolution calling upon the Postmaster-General for all reports made by special agents of the Post-Office Department to the Postmaster-General during 1881 having reference to the Star route investigation, and which have not heretofore been published. Adopted.

A bill to establish a Bureau of Animal Industry and prevent the spread of contagious diseases among domestic animals was favorably reported, as was a bill fixing the rate of postage on second-class mail matter at letter carrier offices at 2 cents a pound.

In the afternoon the funeral services for the late Representative E. W. M. Mackey of South Carolina were performed in the House, the Senate attending in a body. As the Senators filed into the chamber at 1 o'clock the members of the House remained standing. The coffin was placed in front of the Speaker's desk. Selections from the Bible were read by the Rev. Dr. E. D. Huntley, and an address was made by the Rev. Dr. Shipman of the Unitarian Church.

After the services both Houses adjourned.

MR. CONKLING ON THE PRESIDENCY.

His Conclusive Reasons for Keeping Silence at Present.

PHILADELPHIA, Jan. 29.—It is quite probable that the most devoted and enthusiastic friend President Arthur has in New Jersey is Col. James M. Scovel of Camden. In addition to doing all that one man could possibly do toward setting up New Jersey for President Arthur, the zealous Scovel was anxious to "set up" New York's greatest orator and statesman also on the side of his candidate; and, as a preliminary thereto, Col. Scovel, who is an editor of distinction as well as soldier and politician, published an editorial in the *Camden Courier* in which the great merits of Roscoe Conkling as a citizen, lawyer, and statesman were presented with a force and eloquence worthy the pen of a Prentice.

The editorial in question was mailed to Mr. Conkling with a suggestion that it only needed the influence of Mr. Conkling to secure the nomination of Gen. Arthur by a majority that would be irresistible and overwhelming, and it would delight Col. Scovel beyond measure to be able to convey to the President that Mr. Conkling's influence would be exerted in his behalf.

Mr. Conkling's reply would seem to indicate that he is too busy attending to important law cases to give that comprehensive consideration to the question of a successor to President Arthur that its importance merits at the hands of such an eminent citizen. As a score or more of Presidential candidates and fifty millions of American citizens are anxious to know just how Mr. Conkling stands in relation to the next Republican candidate for President, I give a copy of his letter:

2 WALL STREET, NEW YORK, Jan. 17, 1884.

The Hon. James M. Scovel.

MY DEAR SIR: Your kindness toward me is phenomenal on these times—phenomenal and much esteemed. Your pleasant words in the *Courier* came evidently from the heart, and there is no other place in which such words, in such a case, could come. Many thanks.

When the Persian embassy was about to take leave of the ancient sages, some in other time they asked and received some message from each of the personages present. When the turn of Zeno came he said: "Tell your master that you saw a gray haired old man in Athens who has enough to hold his tongue."

Please accept my acknowledgment for Zeno and his teachings by silence touching your forecast of my action in the politics of the future. Cordially yours,

ROSCOE CONKLING.

England's Corrupt Public Service.

From the Chicago Tribune.

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