The Sun.

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THE SUN, New York city.

Hawaii in the House.

To upright and patriotic Democrats, who believe that not their party but the President should be held responsible for the policy of infamy, it is a grievous thing to read the resolution reported by Mr. McCREARY from the Committee on Foreign Affairs to the House of Representatives. It asserts what, in the absence of a thorough and impartial investigation, it has no right to assert; and it leaves unsaid what the country expected it to utter. Whatever may be the fate of this doubly wrongful resolution, he who offered it and they who vote for it will be summoned to a day of reckoning by the people whose indignant protests they let pass unheeded, and whose interests they betray.

Sins of commission and omission are branded on the face of this truckling resolution, whose presentation is an insult to men of candor and common sense. It condemns ex-Minister STEVENS for his alleged participation in the overthrow of the Hawaiian monarchy in January 1893, and it says not a word about the iniquitous demand made by Minister WILLIS in December last for the abdication of a friendly Government which had been repeatedly recognized by our Federal Executive. The Committee on Foreign Affairs had no right to ask the House of Representatives to pass judgment on the acts of ex-Minister STEVENS, for it had made no investigation of the subject. On the other hand, it was not only its right, but it was its duty, in view of the President's own admissions and the undisputed wrongdoing of his agent, Minister WILLIS, to rebuke him for a violation of international law and a usurpation of the war-making power which belongs to Congress under the Constitution. The committee refrained from making an inquiry on what seemed the reasonable ground that such an inquiry was already in course of prosecution by the Senate Committee on Foreign Relations, which might be trusted to elicit all the facts and arrive at just conclusions. Unless this plea was delusive and treacherous, it implied that the House committee would defer any expression of opinion until the Senate inquiry was completed and its conclusions had been made known. Having refused to take testimony, and thus to obtain an authentic and independent basis for judgment, the House committee had no right to forestall the results of the Senate inquiry and report a resolution founded exclusively on *ex parte* evidence and assumptions.

Yet it is just this iniquitous and insolent thing which has been done. The House of Representatives is invited to condemn ex-Minister STEVENS on the *ex parte* evidence of Paramount Commissioner BLOUNT, which has long since been discredited throughout the country, and which, as the report of the Senate committee will show, has been met by an overwhelming mass of counter testimony. Why did not Mr. McCREARY play the part of an honest man, and report that his committee, having made no independent inquiry, must, in equity and decency, await the outcome of the Senate investigation? We will tell him why he dared not wait. Because he knew or suspected that the Senate report would riddle his flimsy allegations; because it was his dishonest purpose to steal a snap judgment from the House; because he was conscious that only thus could he prevail upon his fellow Democrats to cheat the people and disgrace the Democratic party.

We pass to the equally flagrant sin of omission in the resolution; an omission inspired by base subservience to the President, and dictated by motives of which even cuckoos should be ashamed. Silence gives assent, and, by its failure to allude by so much as a syllable to the subject, the McCREARY resolution has the impudence to ask the House to approve of the gross wrong committed by Minister WILLIS on Dec. 19. Here there was no need of taking testimony; all the evidence requisite lay before the committee in the shape of admissions and confessions extorted from the foiled and humiliated President. The proof of the bloodthirsty intentions of the woman whom Mr. CLEVELAND had determined to place upon a throne; the text of the instructions which Minister WILLIS carried out on Dec. 19; the report of that preposterous performance transmitted without a word of extenuation or regret: here was exhaustive and indisputable evidence which it was the committee's solemn duty to consider in the light of conscience and of their oaths to preserve inviolate the Constitution. With such testimony before them, the members of the committee were bound to record their deliberate judgment whether the act committed by WILLIS on Dec. 19 was not an infringement of international law and of the constitutional rights of Congress. The duty was more imperatively binding on the Democrats than on the Republicans, because the Democrats are in power, custodians of the country's interests and honor; and it is with bitterness and sinking of the heart that Democrats who truly love their party see that duty treated with scornful disregard by the Democratic members of the House committee. It is they who are responsible for the McCREARY resolution, which says not a word about the shameful act of WILLIS on Dec. 19; which has neither the courage to approve it nor the decency to condemn it; which shirks, dodges, and sneaks away from the subject altogether, and grovels at the knees of a President who has never scrupled to avow his contemptuous opinion of Congress.

It is but imperfect consolation to those who are Democrats as well as patriots to know that the Republican members of the House Committee on Foreign Affairs saw their duty in the premises and did it, and pronounced upon the conduct of Minister WILLIS the judgment which it deserved. What the great mass of the Democracy desire is to see their especial representatives stand forth, as they have stood in the past, the foremost champions of the rights reserved to Congress and the people against Executive usurpations and misdeeds. What the Democracy want and are resolved upon, is to be relieved from the unmerited stigma of the policy of infamy; and, if their chosen leaders in the House of Representatives abandon them, they will know how to absolve themselves and punish their betrayers at the ballot box.

Abolish the Bonding Fraud.

Our great railway corporations one after another are passing into the hands of receivers. It is to be feared that some of our transcontinental systems will be broken up and their efficiency very much lessened before the financial condition of the country is restored to its normal prosperity. Other of the transcontinental lines would no doubt be forced into bankruptcy but for the courage and financial ability of their leading officers, who have personally advanced the funds required to meet maturing obligations. Under these conditions a continuance of the present bonding system as applied to Canadian railways is a gross injustice to our own lines, and should be abolished without delay, root and branch.

Canadian railways under the present system divert at least $20,000,000 of earnings annually which legitimately belong to our own roads, while they have not contributed one dollar to create, promote, or protect railway traffic in this country. They have simply diverted traffic created by our own lines. In this policy they have been aided and financially assisted by the Government of Canada, as well as by the Imperial British Government.

To aid the Grand Trunk Railway Company to construct a line from Port Huron direct to Chicago for the express purpose of diverting American traffic to Montreal, the Government of Canada paid it $1,500,000 for its line from Quebec to Rivière du Loup, which had always been operated at a serious loss. The purchase of this line by the Government was made conditional upon the expenditure of the purchase money to construct the Chicago and Grand Trunk. The Government of Canada also gave the Grand Trunk Railway Company a cash bonus of $375,000 to enable it to raise the capital to construct the tunnel under the Detroit River at Port Huron, that it might be better able to compete for American traffic against our own lines. But for the American traffic that was diverted to the Grand Trunk Railway by its Chicago connection, it would long ago have gone into bankruptcy.

The construcion of the Canadian Pacific was a deliberately planned scheme to deflect American traffic to Canadian ports. Not a single promoter of the Canadian Pacific Railway was simple enough to expect that it could even earn operating expenses, if confined to Canadian traffic. The charter of the Canadian Pacific and the subsequent railway legislation of Canada were deliberately intended to secure for it a monopoly of Canadian traffic for many years, and at the same time leave it free to prey upon American business. The general Railway act of Canada was expressly amended to permit the Canadian Pacific Railway Company to make discriminating charges against Canadian shippers, whenever this might be necessary in order to divert American traffic to its lines. This policy of the Government of Canada not only justifies, but requires that the Government of the United States should now promptly exercise all lawful powers to protect and defend our own transcontinental lines against this Canadian competition.

The amended Railway act of Canada contains the following clause (Act of 1888, clause 226), which was intended to meet the demand of the granger element of Canada for Government supervision of railway freight charges without in the slightest degree embarrassing Canadian railways in cutting rates to secure American traffic:

"226. The company, in fixing or regulating the tolls to be demanded and taken for the transportation of goods, shall, except in respect to through traffic, or traffic to and from the United States, adopt and conform to any uniform classification of freight which the Governor in Council, on the report of the Minister, from time to time prescribes."

It will be observed that under this clause, while attempting to protect Canadian citizens from unjust discrimination by a railway between points in the Dominion, the Canadian Government directly authorizes the railways of Canada to make such discrimination as they choose, in order to secure "through traffic, or traffic to and from the United States."

Clause 232 of the same act is as follows:

"232. No company, in fixing any toll or rate, shall, under like conditions and circumstances, make any unjust or partial discrimination between different localities; but no discrimination between localities, which by reason of competition by water or railways it is necessary to make to secure traffic, shall be deemed to be unjust or partial."

In 1890, before the Canadian Pacific had proper facilities for transcontinental traffic, it demanded $500,000 of the American Transcontinental Traffic Association for withdrawing from the traffic of the single city of San Francisco for one year. While it could not carry the traffic if offered to it, it could make a rate that would destroy the value of the business to our own railways, and therefore that sum was paid to it. It was nothing more or less than blackmail. A bonding system which makes it possible for a foreign railway corporation to rob American railway companies, is a gross injustice to American interests and should be at once abolished. Such a system cannot be defended. It is not only anti-American in spirit, but seriously destructive of American investments in railways. It is a direct contribution forced from our own railways to aid in building up British power upon this continent. The destructive effect of this clearly anti-American policy is plainly indicated by the value of the stocks of our transcontinental lines as compared with the stock of the Canadian Pacific Railway. The latest quotations upon the New York Stock Exchange of the stock of the Canadian Pacific Railway is 71½, while that of our own transcontinental systems is as follows:

Northern Pacific	4½	Atchison, Topeka and	
Union Pacific	19⅝	Santa Fe	11⅝
Central Pacific	12½	Denver & Rio Grande	10½
Missouri Pacific	24	Texas Pacific	5⅝
Southern Pacific	20⅛		

Why should the Government of the United States maintain a policy so antagonistic to American railway investments? The effect is to destroy the efficiency of American roads to serve the American public, and to prevent capitalists from constructing additional lines.

The stock of the Canadian Pacific Railway would not be worth one dollar if the privilege was denied to it of preying upon American traffic, which it has done nothing to promote. It is paying to its shareholders money as dividends which justly belongs to shareholders of our own transcontinental companies, and is thereby driving our own lines into bankruptcy. It is greatly injuring the credit of American railway securities in European markets. It has received from the Governments of Canada and Great Britain subsidies in various forms to the value of $150,000,000.

The Canadian Pacific Railway was a political necessity to save the Confederation from dissolution; and now the bankruptcy of that concern would force a collapse of the Dominion.

It is also a military highway for England to her colonies in the Pacific, which by our bonding system we are financially aiding her to maintain or rather compelling our own railways to maintain. It is also a highway between British fortifications at Halifax, Quebec, and Esquimalt, all of which are connected by cable with the Imperial War Office. And still again it is a military highway for England along our entire northern frontier.

The Canadian Pacific Railway was built to strengthen and prolong British power upon this continent, and also to aid England in securing as much as possible of the traffic between the Pacific Ocean and Europe. Our bonding system directly aids her at the expense of our own people. The Canadian Pacific Railway Company is the most arrogant anti-American corporation upon this continent. It is about to apply to the Parliament of Canada for a guarantee upon $15,000,000 of its bonds, to enable it to continue its warfare upon American railroads; and as it contributes largely to the corruption fund of the Tory party, and its support is an absolute necessity to the continuance in power of the present Government of Canada, while its bankruptcy would seriously cripple British power upon this continent, its demand for help will no doubt be granted. By continuing the bonding system we are practically aiding the Government of Canada and Great Britain to destroy American investments in transcontinental railways.

We very wisely and properly secure to American vessels freedom from competition from foreign vessels in our coasting trade upon the sea and the lakes. We do not permit a foreign vessel to carry a cargo from one American port to another, as, for example, from New York or Boston to San Francisco, or from Chicago to Buffalo. But by our bonding system we specially authorize Canadian railways to do what our laws prevent foreign vessels from doing.

We tie the hands of our railway managers with the Inter-State Commerce law, which forbids them to make discriminating charges against any class of American shippers; and then we permit Canadian lines, which are specially authorized by the Parliament of Canada to discriminate against Canadian shippers, to prey upon the legitimate traffic of our own roads. Had the Northern Pacific and Union Pacific had the earnings which the Canadian Pacific Railway has been permitted to divert from them during the past four years, they could have easily met all their obligations and avoided all proceedings in bankruptcy.

The fact that the Canadian Government denies to American fishermen the privilege of landing a cargo of fish at a Canadian port, and shipping it in bond over Canadian railways to the United States, would justify the immediate and unconditional abolition of the present bonding system. Simple justice to American railway credit and investments demands it.

The abolition of this anti-American system is not a question of partisan politics; far from it. It involves the earning power and credit of 100,000 miles of American railways, costing not less than $6,000,000,000. It destroys the confidence of capitalists in American railway securities. It retards railway construction in this country. It delays the development of the resources of our trans-Mississippi States. Its abolition would compel the Canadian Pacific Railway Company to abandon its anti-American policy, and exert its power and influence to consummate continental union. It would largely increase the exodus from Canada to the United States. We should, no doubt, secure several hundred thousand most desirable citizens from Canada more than we shall obtain if the present policy is continued. It would cause the collapse of the monarchical party in Canada and hasten very much the solution of our future relation to the northern half of the continent. It would open the eyes of the Canadian people to see how inextricably they are bound to the United States, geographically and commercially, and how absolutely their prosperity is dependent upon free intercourse with us.

The Tory Government of Canada has antagonized American interests whenever an opportunity was offered. It has no claims upon us to justify a continuance of the bonding system. We are well pleased to learn that a determination to do justice to American railways pervades both Houses of Congress, and that there is a probability that a positive decision upon this question will be formulated at an early day. Again we say, Abolish the bonding fraud!

Beaten by an American Woman.

The explorer who writes about places he has visited without knowing even the names of those who had preceded him or what they had described or discovered, labors under some disadvantage and invites interesting comparisons. Dr. LENT's recent visit to Lake Chala has its humorous aspects. The learned Doctor demonstrates the impossibility of navigating that lake in two sections of a copper pontoon which he found while poking around the shores. His demonstration will be most enjoyed by those who have before them a photograph exhibited in a recent American book, showing an American woman and her escort of three men paddling over the placid waters in that same uncouth and not highly desirable craft.

Dr. LENT is a member of the German scientific station recently established on one of the slopes of Mount Kilima-Njaro. A while ago he made a journey to Lake Chala. It is a wonderful lake, filling the bottom of an extinct crater. It is about seven miles in circumference, and no one knows how deep it is. The lava walls of the crater rise above the water almost perpendicularly from 250 to 800 feet. The surface of the lake is more than 3,000 feet above the sea. Missionary NEW managed to reach the water's edge in 1871; but years later, the famous explorer THOMSON wrote: "I saw no place that I dared descend, not even if I could have swung from creeper to creeper like a monkey."

In 1891 Mrs. M. FRENCH-SHELDON, the American traveller, put to shame explorers of the sterner sex who had stood on the heights above the lake only to sing "Thou art so near and yet so far." She proved that THOMSON's examination of the crater wall was not exhaustive, for, though her descent to the water's edge was thrilling and even a little perilous, she was not required to emulate the gymnastic accomplishments of the African monkey; and as she proposed not merely to reach the lake but to take a pleasure trip on its surface, she had her porters carry, for a distance of twelve miles, two sections of a copper pontoon that had been abandoned at Taveta by the TELEKI expedition. After she had circumnavigated the lake she buried the clumsy boat in a bed of leaves.

The only discovery Dr. LENT appears to have made was this strange-looking craft. He knew that it was a part of TELEKI's pontoon, and erroneously says that TELEKI carried it down to the lake, the fact being that Count TELEKI did not see Chala at all, but passed southeast of its environing wall. Apparently LENT had never heard of the plucky American woman who had pushed out over the surface of the crater lake in the craft he now proceeded to launch.

This is as far as the worthy Doctor got. He says the cylindrical sections of the boat showed a depraved tendency to turn over. The craft did not leak, and he had no fault to find with it except that its use involved a feat in balancing which neither he nor his men cared to undertake; and so he stood at the edge of the water, beaten by an American woman who had skilfully handled the clumsy craft and made it serve her purpose while she was taking a round of views of the beautiful lake and its towering walls. Dr. LENT regretted his inability to take soundings. Mrs. FRENCH-SHELDON was unable to reach the bottom of the lake with a plummet and line 250 feet long.

Dr. LENT is a good and careful writer. His description of what he saw of the lake confirms the accuracy of the American woman. But if his friends will send him Mrs. FRENCH-SHELDON's story of her descent into the crater basin and of her journey around the grim walls that overshadow it, he will learn some interesting things about the lake that he could not possibly see as he stood wistfully at the water edge, sighing now for a rowboat and now for a strand affording a shore route along which he might pursue his explorations.

Why Not Call the Electors Together?

By the law of 1792, the second Wednesday of February, succeeding each national election, is the date upon which the two Houses of Congress must be in session to accept the formal declaration of the electors chosen in November. At that joint assemblage, one year ago, the returns were received from 277 Democratic electors designated by the authority of the Democratic party, and acting under its pledges to the people, to select a President and Vice-President. These electors were chosen by the direct vote of the people of the States participating. The President and Vice-President were selected by the electors, these electors having been designated by the various State Conventions which sent delegates to the Chicago Convention.

Now, in an audacious, unexpected, and wholly indefensible manner, the pledges made by that National Convention have been violated by the professed Democrats in Congress, and a system expressly disavowed and specifically declared to be unconstitutional, has been adopted as Democratic. Popular confidence in the party has been impaired and the validity of the most solemn pledges annihilated.

What, then, is the matter with these 277 electors getting together at some central point—Chicago is at an easy railroad distance to a large majority—there to reiterate, avow, and explicitly state the principles and purposes of the Democracy, so that there may be no further mistake about them? Perhaps there could be no more fitting date for such a gathering than the second Wednesday of February, 1894.

The Mad Scene from "The Professor."

The scene at the end of Mr. WILSON's closing speech was worthy of the absurd mountebank character of the bill to which it was devoted. Among such wild cheers as hail the greatest feat of the prize clown in the circus, Professor WILSON ended his speech. The Hon. CLIFTON R. BRECKINRIDGE of Pine Bluffs and the Ways and Means Committee, gave way to the emotional Arkansas temperament, and fell upon the Professor's bosom, presumably much to that gentleman's surprise. The Hon. WILLIAM JENNINGS BRYAN, the Boy Orator of the Platte, and the Hon. HENRY ST. GEORGE TUCKER of Virginia, who has all the playfulness of a boy of forty, led the rush forward and grabbed Brother WILSON, and with the aid of other enthusiasts bore him in triumph on their shoulders to the committee rooms where his great bill was born. It was a dignified and seemly performance, and must have given deep joy to the Professor.

Who can read without wonder of the crazy exultation of the so-called Democrats in the House over the passage of a bill that dishonors the Democracy, and perhaps condemns it to disaster for years? What the country thinks of the WILSON bill was shown in the Congress elections in this city last Tuesday. The House gave no heed to the warning, but went on to pass the WILSON bill; and so-called Democrats disported themselves like madmen.

There are plenty of historical parallels for this infatuation digging its own grave.

Mr. GEORGE R. SINNING of Buffalo favors us with his ideas concerning eternity, written out on the back of a postal card:

"What constitutes eternity? Suppose a million worlds and each one a million times larger than our earth, and suppose all of these were pulverized into fine grains of sand, and suppose once in a million of years a bird would carry away one grain of sand from these pulverized worlds and so on until every grain of sand were carried away; even this vast space of time would not embrace eternity."

No, there would still be left time enough for the Democracy to forget the shame and disgrace of 1893 and 1894.

The Chickasaw language is said to be very strong, plain, and natural; and we are told that the message in that language sent by Governor WOLFE to the Chickasaw Council at Tishemingo losses a good deal of its force by translation into English. Yet his words upon the "great question" are impressive. "This question," he says, as put in the English, "relates to our action upon the policy of allotment and Statehood, both of which things should be justily resisted by each and all of the five civilized tribes. The enforcement of this policy would be a grievous wrong to us, and result in the destruction of the tribes. We desire to retain our tribal forms of government; we desire to hold our lands in common, as we have ever held them." The Council, having heard WOLFE's words of gravity, chose two delegates to defend their rights at Washington.

It is the white people in Oklahoma and the adjacent regions of whom the Chickasaws are afraid. These people desire that the Indian reservations shall be incorporated with the Territory of Oklahoma, which is now pressing Congress to enact a law elevating it to Statehood, and that the Indian lands shall be held in severalty, as white men hold land. It is probable that, in the course of time, the Indian custom of holding lands in commonalty may be changed in the case of the five tribes, as it has been changed in the case of other tribes; but we do not think there is any immediate danger of interference with their hereditary privileges; and there would be still less danger if they would take some means of preventing white land-grabbers and "squaw men" from settling in their reservations.

The feebleness of the support which Mr. CLEVELAND's followers are giving him in the House is no fault of theirs. They are pleading a cause which is shocking to common sense and to the instincts and traditions of the American people.

It is well to recall again Mr. WHEELER H. PECKHAM's remarks when the Senate Committee on the Judiciary reported adversely on the nomination of Mr. HORNBLOWER for Associate Justice of the Supreme Court:

"Petty revenge is the only cause I am able to discover for the action of the majority of the Senate committee. That is the most significant comment I can make. I am confident that the committee was actuated by a spirit of petty spite."

That was on Jan. 9. To-day the men accused of petty spite in HORNBLOWER's case by Mr. PECKHAM will pass upon the case of Mr. PECKHAM himself.

Nobody hoisted Professor WILSON aloft at the Trade and Transportation dinner; and yet the Hon. CHARLES EMORY SMITH managed to let him down easily.

Some of the Paris novelists have a way of advertising a forthcoming book by giving the critics an account of its theme, its plot, and its characters. ZOLA "works the racket" more skilfully than any of his brethren. It must be nearly a year since he began to tell about a "triad of novels" for which he has been gathering the raw material, and which he is preparing to work up, and which are to be fascinating. We are not aware that any of our American novelists has adopted this method of exciting the public curiosity. We don't believe it would be successful in this country. Paris is the place for novels and plays.

FOR INCOME TAX COMMISSIONER.

Johnny Davenport Nominated.

TO THE EDITOR OF THE SUN—*Sir:* I suggest that the post of Chief Commissioner for the Income Tax be handed over to Mr. John I. Davenport, who was put to sleep by THE SUN's vigorous fight against the Force bill. He is the best man for the place, and his thugs, bullies, and heelers are trained in all the arts of sneaking and terrifying.

The iron cage can be restored to the Post Office building, and as soon as possible after the passage of the infamous income tax we shall see a gang of ruffians haling "suspects" down Broadway to that cage.

Our forefathers were opposed to income taxes, port bills, stamp acts, and other measures passed by the rulers of that day, and they fought manfully against them, shoulder to shoulder with Washington, Jefferson, and others of glorious memory. We cowardly heirs of a noble inheritance sit still and see the enemy spoiling our possessions without striking a blow for freedom or right.

G. WILFRED PEARCE.

NEW BRUNSWICK, Feb. 3.

JAPAN AND THE REST OF THE WORLD.

How the Old and Yet Young Nation is Tied Hand and Foot.

TO THE EDITOR OF THE SUN—*Sir:* The comments of Mr. Stevens on the news sent out by English journalists from Japan for American consumption, should perhaps be supplemented by reference to that shameful chapter of diplomacy and greed which underlies all the troubles and perplexities of Japan to-day. It is a somewhat significant and instructive story.

It was about 1858, when the war with China had ended in favor of the opium traders of Hong Kong, that the English Government turned its eager gaze toward the newly opened empire of Japan. Might it not be possible to beguile this simple and confiding nation into signing a treaty of absolute free trade by representing that policy as the first step toward the new civilization which they so much admired? Might they not even be persuaded so implicitly to confide in the truth and honor of Christian nations as to make their treaty irrevocable except by the consent of all parties concerned? Such a treaty was drawn up and signed by representatives of various European nations and the United States. By it the manufactures of the world were admitted to Japan at the nominal duty of five per cent. ad valorem; and the Oriental empire, full of hope and confidence, began patiently to await that flood of prosperity which she had been assured by her English friends ever follows the adoption of the principles of Adam Smith.

It did not take many years for Japan to realize that she had been bound hand and foot by treaties which she not only did not at the time fairly comprehend, but of the full import of which it was intended she should be ignorant. She had been lured into surrender of one of the first principles of national existence, the right to raise her revenue to suit herself. The poverty and distress of her people increased, until finally she asked for such revision of her treaties as would merely restore to her that right of self-government of which she had been so unjustly deprived. This act of justice she has asked for years, and in vain. Shylock demands his pound of flesh. The greed of Christian Europe still refuses to a sister nation the revision of a purely commercial treaty into which she was designedly lured, and by which she gave away, without the least compensation, part of her national rights.

What should Japan do under such circumstances? We know what Americans would do, or how even Canada or South Africa would act. It was the advice of Gen. Grant that Japan should make an appeal to the civilized world explaining how her ignorance had been skilfully used to place her in a position of humiliation, and that then, coincident with this appeal, she should assume that full and complete sovereignty over her own affairs, of which she has been so unjustly deprived. But this course she hesitates to adopt. "A treaty is a sacred and holy thing," cries the English trader encamped on her soil; and she wishes to give no excuse for the landing of an English army on her shores.

And so, to-day, Japan is agitated by contending political parties, all eager alike for the nation's independence from foreign control, but differing as regards the wisest method by which it may be attained. To American sympathy Japan has peculiar claim, for we helped to fasten upon her limbs the fetters which render her to-day the prey of foreign greed.

ALBERT LEFFINGWELL.

SUMMIT, N. J., Feb. 3.

No, We Don't Know It.

TO THE EDITOR OF THE SUN—*Sir:* Don't you know that the programme in Washington is to let the Peckham confirmation go by default, leaving the Supreme Court place still vacant, then nominate Carlisle for Supreme Court Justice in order to get him out of the Cabinet, and make Fairchild secretary of the Treasury? The action of the Kentucky Legislature is on this line, and it is believed was imported from Washington. A

NEW YORK, Feb. 3.

The People and the Speedway.

TO THE EDITOR OF THE SUN—*Sir:* There seems to be a misunderstanding on the part of some of the members of the Park Board. This may arise from the fact that they take mistaken views of what this public highway ought to be. It seems to me that Commissioners Tappen, Straus, and Clausen view it as a speedway, while Mr. Dana views it as a speedway and something more. If we look at it as a mere trotting course, no landscape gardener is required. When a man gets behind a fast horse he very seldom takes time to admire the scenery by the wayside. But if we view it as a speedway and a promenade, we ought to have a first class landscape gardener, as the location is very beautiful and beautiful.

Mr. Dana is right. If we spend a million dollars we ought to get all we can for it. We ought to get not only a driveway, but the finest walk. Where we could get fresh air and where we could admire the beautiful.

The people of this city understand this, and that is why they back up Mr. Dana. JAMES HAMILTON.

244 East 112th Street, New York, Feb. 3.

Cause of Paramonia.

TO THE EDITOR OF THE SUN—*Sir:* Your recent correspondent does not tell the whole story about pneumonia, which is becoming more and more fatal in New York, though among Catskill wood choppers it seldom causes death. The principal cause for this, in my judgment, is found in our overheated houses, stores, and vehicles, and still more, bad ventilation. Foolish ways like a sword, and a draught through a keyhole is worse than a gale in the open. People of sedentary habits come out of an office, store, or apartment heated like a hothouse and are chilled by the sudden change in temperature. In the crowded elevated cars it is a choice whether to be exposed to alternate roasting in warm stifling air and chill each time the doors are opened, or to crowd into the front or rear cars and breathe impurities the entire trip. For my part I prefer the draught to what Prof. Huxley grimly calls the "atmosphere of other persons." We do not more of our people seem content to inhale despite all that has been said about the contagiousness of consumption and other diseases.

Twenty years ago there was a universal outcry against furnace heat, now we must start a crusade against slow roasting by steam, which seems to be the common lot of humanity and educate the public to appreciate pure air. YOUNG GROW. CHAS. E. WOODS.

New York, Feb. 3.

MANIFEST DESTINY.

We Need Hawaii and Shall Have It, as We Shall Have Canada and Cuba.

From Senator Teller's Speech in the Senate on Jan. 29.

Those islands are productive. The population is 100,000 in round numbers, or less. On Saturday night I asked a gentleman who is acquainted with the islands how much the population could be increased. He said: "Beyond question, readily and easily at least to a half million." But it is not the great number of people that we expect to get there that interests us; it is the relation of the islands to the commerce of the world. To-day an American ship is absolutely an American tramp. It has not a place on the ocean where it can go and be at home. Of coaling stations there are practically none. There is the place for the commerce of the world to stop and coal. There is the place where all the whaling ships that go out of our ports must pass and stop and refit and refurnish. There is the point where every pound of freight that goes to Australia and the South Sea must stop.

If we build the ship canal across the Isthmus that we propose to build, and which undoubtedly will be built in the near future, possibly not under the arrangement now proposed, but under some other, what benefit will it be to us if we lose those islands? We are willing to pay $100,000,000 for a ship canal. Those Hawaiian Islands are indispensable for a proper use of that ship canal.

I did not intend to discuss at length the question of annexation. I am in favor of the annexation of the islands. I am in favor of the annexation of Cuba. I am in favor of the annexation of the great country lying north of us. I expect in a few years to see the American flag floating from the extreme north to the line of our sister republics on the south. I expect to see it floating over the isles of the sea—not only these, but in the great Gulf and in the West India seas.

Mr. President, is there anything in the organization of a republic that makes it any more difficult for it to maintain the integrity of a country with noncontiguous territory than there is under a monarchy? Does not a republic contain within itself all the powers and energies that any nation can possess for self-defense, for self-protection, for acquisition that a monarchy does? If it does not, then a monarchy possesses some advantages over us that we have never been willing to admit.

Mr. President, I said that I expected to see the Canadian country come into the United States. I expect to see, by their consent and with their approval, a union between the English-speaking people on the north and the people of the United States. I regard that as a thing of the utmost importance to us. It is very desirable that those people who are like unto ourselves should become a part and parcel with us of this republic. Canada to-day is not a disturbing cause with us, but when there are on that border, as there ultimately will be, twenty-five or thirty million of people of our own stock and of our own race, with all the progressive character of the Anglo-Saxons, there will be difficulty. You cannot maintain a line of 3,000 miles long with a different revenue system on one side from that on the other without more or less friction.

If the Canadians will never choose to come to us we shall never get them, but if we so manage affairs that they can see ultimately that it is to their interest to become a part of the United States, they will certainly gladly come to us. I look for the time not far distant when, as I repeat, not only that country, but other sections of the country that lie in this section of the hemisphere will be with us in governmental affairs. I do not mean by that that I want to take an inch of any territory where the people do not voluntarily come to us. I do not believe that by conquest we should take anything. We took in the Mexican territory, not by request, but by concession, by purchase, and we took it stripped practically of people, and those few who were there have assimilated themselves to the condition of affairs in this country. No man living doubts now the wisdom of the acquisition of Texas. No man doubts the wisdom of the acquisition of that great gold and silver bearing region that has put into our coffers since its annexation more than two thousand million dollars of the precious metals. And nobody doubts now the wisdom of the acquisition of Alaska.

And yet when we acquired Alaska there was no active opposition to it. There was a degree of quiet ridicule about it; and a great many people felt that we could afford to pay the Russian Government $7,000,000 for the Territory because of its friendly attitude toward us heretofore. And yet very few people believed that it was a valuable purchase. But to-day everybody knows that it was a most valuable acquisition. It has paid back the Government more than it originally cost, with fair interest on its cost.

I doubt whether anything would be gained by a general discussion, or an attempt to annex the islands at the present time. I doubt whether they could be annexed, simply because of the hostility of the executive department of this Government to annexation. I do not know whether the legislative department, that would perhaps have to pass some laws to carry out the annexation if it should take place, would be friendly to it; but with the Executive against it, it is morally certain that the islands cannot be annexed at this time. But there is one thing morally certain, that the policy and traditions of this country for fifty years touching the islands is not now to be changed. Those islands are to be annexed, to become our property. Whether they are to be a county in California, or ultimately to be a State, or to be treated as we may treat them, as a Territory, I do not now know and do not care to discuss, but it is morally certain that eventually they will come to us and we will throw over them the protection of our laws and our flag.

A Constitutional Direct Tax.

From the Rochester Union and Advertiser.

Let Congress lay a capitation, or head, tax, if duties, customs, and excises will not suffice, according to the last census or enumeration. That would be a fair, just, and equal tax. It need not be laid upon and collected from individuals, but the states, in proportion. New York has 5,997,853 people, and would pay over to the Federal Government $5,997,853 annually. Mississippi has a population of 1,320,000, of which, in round numbers, 650,000 are white and 750,000 are black, and would annually pay over to the Federal Government $1,320,000. Instead of resorting to unconstitutional taxation to practically exempt southern states from Federal taxation, $150,000,000 of which annually is on account of pensions for which those States are alone responsible, and practically impose an undue burden upon Northern States, Congress should lay its direct tax equally upon all the people of all the States.

An Object Lesson for Mr. Cleveland.

From the Lockport Daily Sun.

How many more object lessons like the recent special Congress elections in New York city are needed to convince the leaders at Washington that the present programme is not popular with the Democratic party? Democrats must get together, in Congress and out of it. Present tactics are driving them farther apart day by day.

It must not be held to be a crime to have been a Democrat. Successful leadership and organization of the Democracy in many a hard struggle must not be considered cause for punishment. Blows at organization and discipline in one state are felt in every State.

What Truly Great Artist Has Not?

From the Providence Journal.

Mr St Gaudens may be a great sculptor and all that, and his design for the World's Fair medal may be a very artistic effort, but there is no doubt from several matters connected with his art work that he has a highly fanciful predilection for nudity.

Honesty the Best Policy.

From the American Tinner Recorder.

Under the head of "Honesty is the Best Policy" THE SUN which shines for all puts before the country a simple, plain, and wholly Democratic tariff bill.

Truth in Two Dozen Words.

From the Atlanta Freeman.

The Democratic House of Representatives has decreed the Democratic party a fraud and its platform a lie by passing a tariff for deficit only.

The February number of *Romance* is especially interesting, for the reason that it contains a story by Miss Mary E. Wilkins. This magazine, which is edited by Mrs. Kate Upson Clark, supplies each month a series of stories, of wholesome tone and character, by well-known writers. With the issue the publication begins its fourth year.

SUNBEAMS.

—There is a little island in Delaware Bay long famous as the place to which one of the early Quakers retreated as a religious recluse seeking asylum from the too noisy world of his little State. He had fallen in with the Labadists, and accepted their peaceful doctrines in so practical a spirit that nothing satisfied but self-isolation. This he found in his island retreat.

—Annapolis, Md., which celebrates next month the 200th anniversary of its creation as the capital of this province, has been a chartered city since 1708. Queen Anne granted the charter and the grateful inhabitants reciprocated the place in honor of the queen. It had once been named in honor of Anne Arundel, wife of an early Lord Baltimore, and herself the daughter of a nobleman.

—A surprising feature of the east side, more especially of the German quarter, is the large number of seemingly well-to-do old men and women. The former drop in at the quiet wein stubes now and then to take a glass of wine, a smoke, and a bit of broad talk. The old ladies are distinguished by rich furs, bonnets, and the like, which are in strong contrast with the outer wraps usual on the east side.

—California abounds in horticultural prodigies, and the whole State is full of wonderful development of tree and vine, so common there as to attract little attention. Mention is incidentally made in a San Francisco paper of a single grapevine, seven years old, on the grounds of a private house in the city, which covers a space full seventy-five feet square and from which four tons of grapes have been gathered in one season.

—Odorless but resplendent orchid blossoms are seen and sold more often at the florists' now than ever before. The colors include almost everything found in the richest palette of the painter, the purples, mauves, and yellows being especially deep and rich. A single blossom, for a boutonniere, are sold at from 50 cents to a dollar, and although the price seems high, the flower, if it is fresh, will retain its color and shape for several days.

—Naval officers have little fads of their own to pass the time away while away time on board ship. Some are expert in photography. Others make a specialty of a collection immediately in the line of their profession. Many collect bric-a-brac and curios. These amusements are for the most part inexpensive and sometimes they are profitable. One officer usually picks up enough foreign postage stamps and strange coins on a tour of duty to bring in a neat little sum when he gets to some port where such things can be sold.

—A splendid sight at night is that of the great sugar refineries in Williamsburgh, from the river front. These immense hulks of brick and stone are lighted from top to bottom, and the steam that issues from hoist engines is turned into brilliant silver clouds by the rays of arc lamps on the piers. Tramp steamers and sailing ships throw their dark stacks and masts into relief against the lighted steam, and they too are illuminated, for the process of discharging and receiving freight often goes on through the night.

—The shifting about of the Admirals of the United States Navy necessitated by the approaching retirement of several now commanding in foreign waters is a thing of frequent occurrence, because no Rear Admiral ever long enjoys that rank on the active list. Of last year's six Rear Admirals only three remain on the active list. Few of the Rear Admirals can remain more than three or four years on the active list. Admirals Drum, Greer, Walker, and Stanton, who are among the latest promotions, have been in the service from 44 to 47 years.

—The conversion of the Southern Society into a club was always opposed by an influential element in the organization, and notwithstanding the flush of success with which the club started off, many members never ceased to discountenance the experiment. The disgrace of the shooting affray in which Wilton Randolph was an unwilling participant was keenly felt by sensitive members, and that affair doubtless strengthened the opposition to the club house. Members of the society have more and more frequented other clubs for several years past.

—Rear Admiral Benham was appointed to the navy from New York and became a midshipman in 1847. He was promoted through the grades of passed midshipman and master, both now abolished, and reached the Lieutenancy in 1855. He became Lieutenant-Commander in 1862, Commander in 1866, Captain in 1875, Commodore in 1885, and Rear Admiral in February, 1890. None of the Rear Admirals on the active list had passed beyond the rank of Lieutenant-Commander during the civil war. Rear Admiral Benham has had twenty-two and a half years' sea service.

—Everything within the shadow of old St. John's soaring spire seems in sympathy with the ruin that has overtaken the church itself. The ample brick mansions just under its eaves have been long shorn of their fashion and splendor, the enormous freight station opposite looks dingy and neglected. York street, which stops just behind the domed chancel, has three or four ruinous old houses