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THE HAWAIIAN REVOLUTIONS.

A few years ago Hawaii engaged in a little revolution which was a complete success as far as it went; it did not greatly change the then existing order of things, but it served to bring King Kalakaua to terms and make of him thereafter the merest figurhead in the possession of the veriest of sinecures. He did not live very long after that, probably would not have done so even if the overturning which consigned him to a continual *dolce far niente* had not taken place, as he was something of a voluptuary and more than any modern monarch known of addicted to "burning his candle at both ends." His successor, Queen Liliokalani, seems to be made of sterner stuff and to have determined that the crown should be taken from the shelf and worn as an emblem of authority, not merely as an ornament on extra occasions. If all accounts by the American and other foreign residents on the islands be true, she has been planning in an insidious way to make life so unpleasant to them that they would one by one if not in bulk fold up their tents and take a final departure. The scheme culminated, as we are advised, in the determination of her dusky majesty to deprive foreigners of the franchise, whereupon they arose as one man and called upon her to abdicate, which she then and there immediately did. A provisional government consisting of a committee composed exclusively of foreign-born citizens with one exception and he of American parentage—S. B. Dole, chairman and therefore provisional president—was formed and it took possession and was administering the functions of administrative authority when the steamer left. This reminds us that a Hawaiian cable, a pressing necessity for years, is an imperative one now.

Perhaps in the case of the queen it was an instance of vanishing ambition overleaping itself and perhaps there were others in the conspiracy—if such it was—who laid the plans and only made use of her as a means of executing them. However that may be, she is deposed now and as it seems effectually. Personally we have heard her spoken of as a rather amiable woman of considerable mental attainments who desired to rule her people in her own way with no interference from abroad. There was nothing unpatriotic in this, however injudicious it may have been and however much she may have been incapable of giving practical life to her peculiar conceptions.

Of the gentlemen composing the new government but little is known over here as yet. Undoubtedly they are men of character and determination, the two indispensable prerequisites in

the accomplishment of a work such as they have so signally succeeded in. And in its accomplishment but one life was lost. It is idle to take a sentimental view of the case and look upon it as a lot of intruders and interlopers gaining ground gradually but firmly, and finally, like the camel in the fable, intruding his whole person in where only his nose was contracted for and thrusting the owner out. But for the transfusion of foreign blood to the islands they would be a rather uninviting field today; enterprises of great magnitude, splendid buildings, elegant residences, well-built towns and cities, newspapers and a governmental system of modern methods are all the direct or the resultant effects of the foreign population. Through the taxes which they have paid and caused to be created the kings and queens have been enabled to live in palaces and in luxury and affairs generally put on the highway to advanced civilization. A foreign admixture is a benefit to any country, and to none has it been more pronouncedly so than to Hawaii.

The revolution being successful and the form of government changed, the question now arises, what disposition of a permanent nature shall be made of the islands? There are not over 60,000 people all told in Hawaii and the desire seems to prevail to be entirely independent in a local and financial sense, and thus that they should be attached politically to some strong power acting as a protectorate at least. To this end a commission is now on the way to Washington to ask officially for annexation to the United States; failing in this, they will appeal to Great Britain. While it would doubtless be a good thing for Hawaii it might prove a "white elephant" to the nation availing itself of the proffered gift, and it is already being discussed pro and con from a diplomatic point of view. We can only wait and see what the upshot of it all will be, but incline to the opinion that a guarantee to the islands of strict non-intervention and complete autonomy will most likely be decided upon; next to annexation to the United States this seems to be the best thing that could be done. Certainly our government will permit no other to establish dominion there.

THE HOME RULE BILL.

After a delay prolonged beyond the point at which curiosity ceases, Mr. Gladstone has his home rule bill ready for presentation. Only a synopsis has been cabled and this will be found in the proper place in today's News. We presume it was not sent in *extenso* because the cables had other business which had to be attended to, and so "multitudinous" is the Grand Old Man when it is a matter of "words, words, words" that is to be dealt with, that the transmission of the bill entire would have monopolized the working for the greater part of the day.

At this distance the bill looks very much like the design was to accomplish radical changes without upsetting conservative principles; to grant a boon to Ireland without taking anything away from England; to establish a local parliament for the sons of Erin whose enactments would be subject to the same espionage and

disposition as are those of the Utah legislature—that is, the queen would have the veto power; in short it looks like an effort to do what is right by Ireland without in any material sense relaxing British authority or tampering with British traditions. It is to a great extent we fear an endeavor to simultaneously ride two horses going in opposite directions, a performance which can have but one result, the one who attempts it will fall unceremoniously to the ground.

It may be that Mr. Gladstone has outlived his usefulness, that the wearing experiences of a long and active life have now when he is least able to support them become a burden too great to be borne, and that his intellect is weakening under the strain. We all know that he is a well-meaning man, that his life has been devoted to the accomplishment of what he regarded as needed reforms and that he has been neither backward nor timid in such work; but he seems to have forgotten that there is a limit to the power and activity of man in his best estate and that in the natural course of things he must have passed that point some time ago. His countrymen, or a majority of them, seem to have forgotten it too. However, the reader is referred to the bill itself, or rather the outlines thereof, with the invitation to form a conclusion for himself.

LOSSES BY RAILWAYS.

We must be just to the railways and to everything and everybody else. They (the railways) are a power in the land for good, and when they lend their energies in the direction of oppression they are just as great a power for evil. It is when this latter condition prevails that they are to be resisted, but at other times they are an indispensable factor in the advancement and welfare of the nation. They kill rather more than their share of people and animals, but this we may attribute to unavoidable circumstances oftener than otherwise; but they have their own misfortunes and drawbacks to contend with, and it is only fair that these should be generally known and understood.

The *Railway Age* has made up a table of railway foreclosures and receiverships for the past year that is quite interesting. During the year twenty-eight railways with an aggregate mileage of 1922 miles, and a capitalization of \$95,398,000, were sold under foreclosure. This is better than the record for the preceding year, but the record of the new receiverships is extremely discouraging to investors in this kind of property. Only twice in the last nine years have more railroads been found unprofitable and turned over to be operated by receivers than in 1892. Thirty-six companies with 10,508 miles of road and a capitalization of \$358,000,000 have found their way to the insolvency court. In 1891 but 2159 miles were involved, with a capitalization of \$84,379,000. This great increase is explained as being due to the breaking up of the Richmond Terminal project which had 5500 miles of road and a capitalization reaching the enormous figure of \$155,000,000.