

The Dalles Daily Chronicle.

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EASTERN OFFICE—230 to 234 Temple Court, N. Y. City. E. KATZ, Agent.

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THE HAWAIIAN QUESTION.

William R. Castle, late Hawaiian minister in Washington, writing concerning the all-important Hawaiian situation, presents, in a lengthy, but able article, a strong argument in favor of annexation. We print the article in part. He says:

"A good deal is said in these days about the annexation of Hawaii, or the Hawaiian Islands, and there is much misrepresentation by enemies of the movement, with consequent misunderstanding.

"Some say it is unconstitutional. That question was settled when Louisiana was annexed. The principle that foreign territory may be annexed has been acted upon by the United States several times since then, and has been affirmed by the supreme court more than once. The question of constitutionality need trouble no one. Have any but good results followed the annexations of Louisiana, Texas, California or Alaska? Would any loyal American undo any of that work?"

"The only question in the case is one of policy. Will the United States receive any benefit by annexing Hawaii? This, you will observe, is wholly distinct from the matter of whether Hawaii wants to be annexed. There is no doubt on the latter question. The Americans here earnestly desire it. This view is shared by most thoughtful Hawaiians, as well as many others of different nationalities. It will be commercially better for Hawaii, but what is more, it is absolutely necessary in order to keep this stronghold of the north Pacific within the lines of modern civilization. Without it American ideas and European enlightenment must succumb to orientalism, to the great and enduring injury of the United States. Let me explain why.

"Hawaii was civilized and Christianized by America. It is the western outpost of our civilization. Because America was first on the field it was able to accomplish this, and it has been an object of the foreign policy of the United States ever since to maintain American influence paramount. With this in view the treaty of reciprocity was negotiated and ratified in 1876. It had the hoped for effect. Americans were induced to seek investment here. While all of Hawaii prospered, Americans received the greatest benefit. They had developed the resources of the country, opened its ports to a broad commerce. Here only, in the whole world of foreign trade and commerce, is America foremost in everything. Let a few figures make the showing:

"In 1896 Hawaii imported \$7,164,561.40 in value, of which \$5,464,298.20 was bought in the United States. It exported \$15,515,230.13, and of this the United States took \$15,460,098.15; that is 92.26 per cent of our whole trade and commerce was with the United States. Great Britain had 3.33 per cent; Germany .065, or less than one per cent. China and Japan had 2.56 per cent, although they number over 40,000 out of a population of 110,000. American ships carried \$18,717,542.85 of this trade, or 82.52 per cent, and yet it is said that the flag of the United States has nearly disappeared from the sea! It is not true here, for the reciprocity treaty has made that flag supreme. Hawaiian vessels carried \$1,194,058.68, or 5.26 per cent, and many ships under the Hawaiian flag were built in the United States and are here owned by Americans. Right here it may be noted that nearly every one of the large fleet of steamers carrying on the internal trade

were built in the United States. One important exception might be noted. The steamer Claudine was built by a very prominent member of the sugar trust in Scotland, probably because it could be done cheaply, and brought here with the intention, so it is said, of competing in the island trade; but she was subsequently bought by one of the Hawaiian companies and now is under our flag. Within a year past we have built four steamers in the states, none elsewhere.

"All of our lumber, bricks, lime and other building material come from the Pacific coast of the United States. The farmers of that locality also share in the benefits of the treaty, for all our flour and other forms of cereal foods, as well as hay and grain to feed our cattle and other animals, is bought there. St. Louis, Fort Scott and other places east of the mountains, as well as San Francisco, have their share in these benefits, for much of our sugar machinery and other hardware comes from those places.

Concluded in next issue.

The bone of contention in the Uncompaghe Ute reservation, mystifying to the general reader, is the large deposit of asphalt and gilsonite, estimated at 24,000,000 tons and valued at \$200,000,000. Senator Vilas, who did effective work in bringing out points of weakness in the Morgan Nicaragua canal bill, opposed the opening of the reservation, alleging that it was a scheme of certain speculators to grab the lands, but the Indian bill has now passed both houses with the Uncompaghe clause in it. The other end of the story is found in the proposal that asphalt, now on the free list, shall pay from \$1.50 to \$3 per ton duty. Of course, if the reservation is opened, somebody will get the land, and if asphalt is protected, those who have asphalt for sale will probably be benefited to some extent. Neither of these disasters, however, is unbearable. That a country should prosper or individuals make money is deplorable and damnable only in Democratic eyes.—Oregonian.

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