The Easton Gazette.

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DIFFUSIBLE TONIC GOES FOR CHILLS

THE MESSAGE.

President Harrison on the State of the Nation.

THE WORK OF FOUR YEARS.

Parting Discussion of Important Public Questions.

Pensions, Elections and the Treasury—New Mail Subsidies Urged—Also Continued Work on the New Navy—Chief Accomplishments of the Departments.

To the Senate and House of Representatives:

In submitting my annual message to Congress I have great satisfaction in being able to say that the general conditions affecting the commercial and industrial interests of the United States are in the highest degree favorable. A comparison of the existing conditions with those of the most favored period in the history of the country will, I believe, show that so high a degree of prosperity and so general a diffusion of the comforts of life were never before enjoyed by our people.

The total wealth of the country in 1860 was $16,159,616,068. In 1890 it amounted to $62,610,000,000, an increase of 287 per cent.

The total mileage of railways in the United States in 1860 was 31,623; in 1890 it was 167,741, an increase of 448 per cent., and it is estimated that there will be about 4000 miles of track added by the close of the year 1892.

CENSUS FIGURES.

The official returns of the Eleventh Census and those of the Tenth Census for 75 leading cities furnish the basis for the following comparisons:

In 1860 the capital invested in manufacturing was $1,232,853,676.

In 1890 the capital invested in manufacturing was $2,900,595,884.

In 1860 the number of employes was 1,301,986.

In 1890 the number of employes was 2,251,124.

In 1860 the wages earned were $501,965,-775.

In 1890 the wages earned were $1,221,173,-454.

In 1860 the value of the product was $2,-711,579,899.

In 1890 the value of the product was $4,-860,286,837.

I am informed by the Superintendent of the Census that the omission of certain industries in 1890, which were included in 1860, accounts in part for the remarkable increase thus shown. But, after making full allowance for differences of method and deducting the returns for all interests not included in the Census of 1860, there remain in the reports from these seventy-five cities an increase in the capital employed of $1,522,745,694; in the value of the product of $2,424,236,106; in wages earned of $675,-962,924, and in the number of wage-earners employed of 876,029. The wage-earners not only show an increased aggregate, but an increase per capita from $986 in 1860 to $347 in 1890 or 41.71 per cent.

The new industrial plants established since October 6, 1890, and up to October 22, 1892, as partially reported in the American Economist, number 245, and the extension of existing plants, 168; the new capital invested amounts to $40,449,050, and the number of additional employes to 37,285.

The Textile World, for July, 1892, states that during the first six months of the present calendar year 135 new factories were built, of which 40 are cotton mills, 48 knitting mills, 23 woolen mills, 15 silk mills, 4 plush mills and 2 linen mills. Of the cotton mills 21 have been built in the Southern States. Mr. A. B. Shepperson, of the New York Cotton Exchange, estimates that the number of working spindles in the United States on September 1, 1892, at 15,200,000, an increase of 660,000 over the year 1891. The consumption of cotton by American mills in 1891 was 2,351,009 bales, and in 1892 2,384,000 bales, an increase of 188,000 bales.

From the year 1870 to 1892, inclusive, there has been an increase in the consumption of cotton in Europe of 92 per cent., while during the same period the increased consumption in the United States has been about 157 per cent.

The report of Ira Ayer, special agent of the Treasury Department, shows that at the date of September 30, 1892, there were thirty-two companies manufacturing tin and terne plate in the United States and fourteen companies building new works for such manufacture. The estimated investment in buildings and plants at the close of the fiscal year, June 30, 1893, if existing conditions were to be continued, was $5,000,000, and the estimated rate of production 200,-000,000 pounds per annum. The actual production for the quarter ending September 30, 1892, was 10,972,775 pounds.

The report of Labor Commissioner Peck, of New York, shows that during the year 1891, in about six thousand manufacturing establishments in that State embraced within the special inquiry made by him, and representing 67 different industries, there was a net increase over the year 1890 of $31,315,153.68 in the value of the product, and of $6,377,935.09 in the amount of wages paid. The report of the commissioner of labor for the State of Massachusetts shows that 3745 industries in that State paid $139,4 6,248 in wages during the year 1891, against $126,681,136 in 1890, an increase of $3,335,945, and that there was an increase of $9,932,490 in the amount of capital and of 7346 in the number of persons employed in the same period.

During the last six months of the year 1891 and the first six months of 1892 the total production of pig iron was 9,710,819 tons, as against 9,202,703 tons in the year 1890, which was the largest annual production ever attained. For the same twelve months of 1891-'92 the production of Bessemer ingots was 3,878,581 tons, an increase of 189,710 gross tons over the previous unprecedented yearly production of 3,688,871 gross tons in 1890. The production of Bessemer steel rails for the first six months of 1892 was 772,493 gross tons, as against 742,099 gross tons during the last six months of the year 1891.

EXPORTS AND IMPORTS.

The total value of our foreign trade (exports and imports of merchandise) during the last fiscal year was $1,857,089,610 an increase of $128,283,634 over the previous fiscal year.

The value of our exports during the fiscal year 1892 reached the highest figure in the history of the Government, amounting to $1,030,278,148, exceeding by $145,707,338 the exports of 1891 and exceeding the value of the imports by $232,875,085.

COASTWISE AND INTERNAL TRADE.

In our coastwise trade a most encouraging development is in progress, there having been in the last four years an increase of 16 per cent. In internal commerce the statistics show that no such period of prosperity has ever before existed. The freight carried in the coastwise trade on the Great Lakes in 1890 aggregate 28,295,959 tons. On the Mississippi, Missouri and Ohio Rivers and tributaries in the same year the traffic aggregated 59,405,045 tons, and the total vessel tonnage passing through the Detroit River during that year was 21,634,000 tons. The vessel tonnage entered and cleared in the foreign trade of London during 1891 amounted to 13,480,767 tons, and of Liverpool 10,941,800 tons, a total for these two great shipping ports of 24,422,538 tons, only slightly in excess of the vessel tonnage passing through the Detroit River.

SAVINGS OF THE PEOPLE.

Another indication of the general prosperity of the country is found in the fact that the number of depositors in savings banks increased from 693,870 in 1860 to 4,-258,899 in 1890, an increase of 513 per cent., and the amount of deposits from $149,277,-504 in 1860 to $1,524,844,596 in 1890, an increase of 921 per cent. In 1891 the amount of deposits in savings banks was $1,623,074,-749. It is estimated that 90 per cent. of these deposits represent the savings of wage-earners. The bank clearances for nine months ending September 30, 1891, amounted to $41,049,399,858. For the same months in 1892 they amounted to $45,189,691,947, an excess for the nine months of $4,140,291,139.

There has never been a time in our history when work was so abundant or when wages were so high, whether measured by the currency in which they are paid or by their power to supply the necessaries and comforts of life. It is true that the market prices of cotton and wheat have been low. It is one of the unfavorable incidents of agriculture that the farmer cannot produce upon orders. He must sow and reap in ignorance of the aggregate production of the year, and is peculiarly subject to the depreciation which follows overproduction.

VALUE OF FARM PRODUCTS.

The value of our total farm products has increased from $1,363,047,865 in 1860 to $4,-500,000,000 in 1891, as estimated by statisticians, an increase of 229 per cent. The number of hogs January 1, 1891, was 53,625,-126 and their value $240,193,925; on January 1, 1892, the number was 52,398,019 and the value $241,631,415. On January 1, 1891 the number of cattle was 34,875,648 and the value $544,127,908; on January 1, 1892, the number was 37,651,230 and the value $570,-744,155.

If any are discontented with this state here; if any believe that wages or prices, the returns for honest toil, are inadequate, they should not fail to remember that there is no other country in the world where the conditions that seem to them hard would not be accepted as highly prosperous. The English agriculturist would be glad to exchange the returns of his labor for those of the American farmer, and the Manchester workman their wages for those of their fellows at Fall River.

A WORD FOR PROTECTION.

I believe that the protective system, which has now for something more than thirty years continuously prevailed in our legislation, has been a mighty instrument for the development of our national wealth and a most powerful agency in protecting the homes of our workingmen from the invasion of want. I have felt a most solicitous interest to preserve to our working people rates of wages that would not only give daily bread but supply a comfortable margin for those home attractions and family comforts and enjoyments without which life is neither hopeful nor sweet.

They are American citizens—a part of the great people for whom our Constitution and Government were framed and instituted—and it cannot be a perversion of that Constitution to so legislate as to preserve in their homes the comfort, independence, loyalty and sense of interest in the Government which are essential to good citizenship in peace, and which will bring this stalwart throng, as in 1861, to the defense of the flag when it is assailed.

It is not my purpose to renew here the argument in favor of a protective tariff. The result of the recent election must be accepted as having introduced a new policy. We must assume that the present tariff, constructed upon lines of protection, is to be repealed, and that there is to be substituted for it a tariff law constructed solely with reference to revenue; that no duty is to be higher because the increase will keep open an American mill or keep up the wages of an American workman, but that in every case such a rate of duty is to be imposed as will bring to the Treasury of the United States the largest returns of revenue.

The contention has not been between schedules, but between principles, and it would be offensive to suggest that the prevailing party will not carry into legislation the principles advocated by it and the pledges given to the people. The tariff bills passed by the House of Representatives at the last session were, as I suppose—even in the opinion of their promoters—inadequate, and justified only by the fact that the Senate and House of Representatives were not in accord and that a general revision could not, therefore, be undertaken.

I recognize that the whole subject of tariff revision be left to the incoming Congress. It is matter of regret that this work must be delayed for at least three months; for the threats of great tariff changes incident to much uncertainty that an amount, not easily estimated, of business inactivity and of diminished production will necessarily result. It is possible also that this uncertainty may result in decreased revenues from customs duties, for our merchants will make cautious orders for foreign goods in view of the prospect of tariff reductions and the uncertainty as to when they will take effect.

Those who have advocated a protective tariff can well afford to have their dissections forecasts of a change of policy disappointed. If a system of customs duties can be framed that will set the wheels running in Europe in unison and crowd our warehouses with foreign-made goods, and at the same time keep our own mills busy; that will give us an increased participation in the "enormous trade of the world" of greater value than the home market we surrender; that will give increased work to foreign workmen upon products to be consumed by our people without diminishing the volume of work to be done here; that will enable the American manufacturer to pay to his workmen from fifty to a hundred per cent. more in wages than is paid in the foreign mill and yet to compete in our market and foreign markets with the foreign product; that will further reduce the cost of articles of wear and food without reducing the wages of those who produce them; that can be celebrated, after its effects have been realized, as its expositions have been, in Europe as well as in American cities, the authors and promoters of it will be entitled to the highest praise.

We have had in our history several experiences of the contrasted effects of a revenue and that of a protective tariff; but this generation has not felt them, and the experience of one generation is not highly instructive to the next. The friends of the protective system, with undiminished confidence in the principles they have advocated, will await the results of the new experiment.

LABOR AND THE TARIFF.

The strained and often distressful relations existing between employers in our great manufacturing establishments have not been favorable to calm consideration by the wage earner of the effects upon his daily life of any system. The facts that his wages were the highest paid in the callings in the world and that a maintenance of this rate of wages, in the absence of protective duties upon the product of his labor, was impossible, were obscured by the passion evoked by these contests. He may now be able to review the question in the light of his personal experience under the operation of a tariff for revenue only. If his experience shall demonstrate that present rates of wages can be maintained or increased, either absolutely or in their purchasing power, and that the aggregate volume of work to be done in this country is to be increased even materially, so that there are more or as many days' work in a year at as good or better wages for the American workmen as has been the case under the protective system, every one will rejoice.

A general process of wage reduction can not be contemplated by any patriotic citizen without the gravest apprehension. It may be, indeed I believe it is, possible for the American manufacturer to compete successfully with his foreign rival in many branches of production without the defense of protective duties, if the pay rolls are equalized; but the conflict that stands between the producer and that result and the distress of our working people when it is attained are so imminent to contemplate, The Society of the Unemployed, now holding its frequent and threatening parades in the streets of foreign cities, should not be allowed to acquire an American domicile.

FOREIGN RELATIONS.

Our relations with foreign nations are now undisturbed by any serious controversy. The complicated and threatening differences with Germany and England relating to famous affairs, with England in relation to the seal fisheries in the Bering Sea, and with Chile growing out of the Baltimore affair, have been adjusted.

There have been negotiated and concluded under section 3 of the tariff law, commercial agreements relating to reciprocal trade with the following countries: Brazil, Dominican Republic, Spain for Cuba and Puerto Rico, Guatemala, Salvador, the German Empire, Great Britain for certain West Indian Colonies and British Guiana, Nicaragua, Honduras and Austria-Hungary.

The alarmed attention of our European competitors for the South American market has been attracted to this new American policy and to our acquisition and their loss of South American trade.

THE BERING SEA TREATY.

A treaty providing for the arbitration of the dispute between Great Britain and the United States, as to the killing of seals in the Bering Sea was concluded on the 29th of February last, this treaty being accompanied by an agreement prohibiting pelagic sealing pending the arbitration, and a vigorous effort was made during this season to drive out all poaching sealers from the Bering Sea. Six naval vessels, three revenue cutters, and one vessel from the Fish Commission, all under the command of Commander Evans, of the Navy, were sent into the seas, which was systematically patrolled. Some seizures were made, and it is believed that the catch in the Bering Sea by poachers amounted to less than 500 seals. It is true, however, that in the North Pacific, while the seal herds were on their way to the passes between the Aleutian Islands, a very large number, probably 35,000, were taken.

The existing statutes of the United States do not restrain our citizens from taking seals in the Pacific Ocean, and perhaps should not, unless this prohibition can be extended to the citizens of other nations. I recommend that power be given to the President, by proclamation, to prohibit the taking of seals in the North Pacific by American vessels, in case either as the result of the findings of the tribunal of arbitration, or otherwise, the restraints can be applied to the vessels of all countries. The case of the United States for the tribunal of arbitration has been prepared with great care and industry by the Hon. John W. Foster, and the counsel who represent this Government express confidence that a result substantially establishing our claims and preserving this great industry for the benefit of all nations will be attained.

CANADA AND THE UNITED STATES.

The controversy as to tolls upon the Welland Canal, which was presented to Congress at the last session by special message, having failed of adjustment, I felt constrained to exercise the authority conferred by the act of July 26, 1892, and to proclaim a suspension of the free use of St. Marys Falls Canal to cargoes in transit to ports in Canada. The Secretary of the Treasury established such tolls as were thought to be equivalent to the exactions unjustly levied upon our commerce in the Canadian canals.

If, as we must suppose, the political relations of Canada and the disposition of the Canadian Government are to remain unchanged, a somewhat radical revision of our trade relations should, I think, be made. Our relations must continue to be intimate, and they should be friendly. I regret to say, however, that in many of the controversies, notably those as to the fisheries on the Atlantic, the sealing interests on the Pacific, and the canal tolls, our negotiations with Great Britain have continuously been the policy of concentration is obviously the right one. The reorganization and enlargement of the Bureau of Military Information which the Secretary has effected is a work the usefulness of which will become every year more apparent. The work of building heavy guns and the construction of coast defenses has been well begun and should be carried on without check.

CLAIMS AGAINST THE GOVERNMENT.

The aggregate of claims pending against the Government in the Court of Claims is enormous. Claims to the amount of nearly $4 0,000,000 for the taking of or injury to the property of persons claiming to be loyal during the war are now before that court for examination. When to these are added the Indian depredation claims and the French spoliation claims an aggregate is reached that is indeed startling. In the defense of all these cases the Government is at great disadvantage. The claimants have preserved their evidence, whereas the agents of the Government are sent into the field to rummage for what they can find. The difficulty is peculiarly great where the fact to be established is the disloyalty of the claimant during the war. If this great threat against our revenues is to have no other check certainly Congress should supply the Department of Justice with appropriations sufficiently liberal to secure the best legal talent in the defense of these claims and to pursue its vague search for evidence effectively.

POSTAL AFFAIRS.

The postal revenues have increased during the last year nearly $5,000,000. The deficit for the year ending June 30, 1892, is $8,848,-341 less than the deficiency of the preceding year. The deficiency of the present fiscal year, it is estimated, will be reduced to $4,-553,423, which will not only be extinguished during the next fiscal year, but a surplus of nearly one million dollars should then be shown. In these calculations the payments to be made under the contracts for ocean mail service have not been included.

There have been added 1550 new mail routes during the year, with a mileage of 8563 miles; and the total number of new miles of mail trips added during the year is nearly seventeen millions. The number of miles of mail journeys added during the last four years is about seventy-six millions, this addition being twenty-one millions of miles more than were in operation in the whole country in 1861.

The number of postoffices has been increased by 3793 during the year, and during the past four years an increase of 16 per cent. in the number of postoffices has been nearly nine thousand. The number of free-delivery offices has been nearly doubled in the last four years, and the number of money-order offices more than doubled within that time.

For the three years ending June 30, 1892, the postal revenue amounted to $197,741,339, which was an increase of $21,261,150 over the revenue for the three years ending June 30, 1889, the increase during the last three years being more than three and a half times as great as the increase during the three years ending June 30, 1886.

A wholesome change of policy and one having in it much promise, as it seems to me, was begun by the law of March 3, 1891. Under this law contracts have been made by the Postmaster-General for eleven mail steamers, the expenditure involved by these contracts for the next fiscal year approximates $845,123.33. As one of the results already reached 16 American steamships of an aggregate tonnage of 57,470 tons, costing $7,400,000, have been built or contracted to be built in American shipyards.

No subject, I think, more nearly touches the pride, the power and the prosperity of our country than trade with the dependencies of our own continent. The completion of the Nicaragua Ship Canal. It is impossible to overstate the value from every standpoint of this great enterprise, and I hope that there may be time, even in this Congress, for such legislation as will insure the early completion of the canal and secure to the United States its proper relation to it when completed.

INTERNATIONAL SILVER.

The Congress has been already advised that the invitations of this Government for the assembling of an International Monetary Conference to consider the question of an enlargement of silver was accepted by the nations to which they were addressed. The conference assembled at Brussels on the 22d of November and has entered upon the consideration of this great question. I have not doubted that action would be taken to express that basis, as well in the invitations issued for this conference as in any public messages, that the free coinage of silver upon an agreed international ratio would greatly promote the interest of our people and equally those of other nations. It is too early to predict what results may be accomplished by the conference. If any temporary check or delay intervenes, I believe that very soon commercial conditions will compel the now reluctant Governments to make such terms as this movement to secure the enlargement of the volume of coined money needful for the transaction of the business of the world.

THE TREASURY.

The report of the Secretary of the Treasury will attract especial interest in view of the many misleading statements that have been made as to the state of the public revenues. Three preliminary facts should not only be noted, but emphasized, before looking into details: First, that the public debt has been reduced since March 4, 1889, $239,074,230, and the annual interest charge $11,614,402; second, that there have been paid out for pensions during this administration up to November 1, 1892, $432,564,178.70, an excess of $114,466,336.60 over the sum expended during the period from March 4, 1885, to March 1, 1889, and third, that under the existing tariff up to December 1 about $93,-000,000 of revenue, which would have been collected upon imports subject to it when the bills were passed,