

Congress has been subjected to a revision of the Democratic House of Representatives, and the acts of the executive department to its scrutiny and investigation. A Democratic national administration was succeeded by a Republican administration and the freshness of events has given unusual facilities for fair comparison and judgment. There has seldom been a time, I think, when a change from the declared policies of the Republican to the declared policies of the Democratic party involved such serious results to the business interests of the country. A brief review of what has been done and of what the Democratic party proposes to do will justify this opinion.

THE REPUBLICAN PARTY,

during the great civil war, devised a national currency consisting of United States notes issued and redeemable by the government and of national bank notes based upon the security of United States bonds. A tax was levied upon issues of State banks, and the intended result that all such issues should be withdrawn, was realized. There are men among us now who never saw a State bank note. Notes furnished directly or indirectly by the United States have been the only safe and acceptable paper currency of the people. Bank failures have brought no fright, delay or loss to bill holders; notes of an insolvent bank are good and current as treasury notes, for the credit of the United States is behind it. Our money is all national money; I might almost say international, for our bills are not only equally and indiscriminately accepted at par in all the states, but in some foreign countries.

The Democratic party, if entrusted with control of the government, is now pledged to repeal the tax of State bank issues with a view to putting into circulation again, under such legislation as the states may adopt, a flood of local bank issues. Only those who in the years before the war experienced the inconvenience and loss attendant upon the use of such money, can appreciate what a return to that system involves. The denomination of the bill was no indication of its value. A bank detector of yesterday was not a safe guide today as to credit or values. Merchants deposited several times during the day, lest the hour of bank closing should show a depreciation of the money taken in in the morning. The traveler could not use in a journey to the East issues of the most solvent banks of the West, and in consequence a money changer's office was a familiar neighbor of the ticket office and lunch counter.

The farmer and laborer found the money received for their products and labor depreciated when they came to make their purchases, and the whole business of the country was hindered and burdened.

CHANGES MAY BECOME NECESSARY

but the material system of our currency is safe and acceptable throughout the whole country. It is fruit of bitter experience, and I am sure our people will not consent to the reactionary proposal made by the Democratic party. Few subjects elicited more discussion or attracted more general interest than that of the recovery by the United States of its appropriate sphere of the

ocean carrying trade. This subject touches not only our pockets but our national pride. Practically all the freight transportation to Europe, the enormous annual supplies of provisions furnished by this country, and the large manufacturing products has for many years been paid to foreign ship-owners.

Ten thousand immigrants annually seeking homes under our flag, have been denied the sight of it until they entered Sandy Hook, while increasing thousands of American citizens bent on European travel had each year stepped into foreign jurisdiction at the New York docks. Merchandise, the real balance of trade, the treasury books show is largely reduced by the annual tribute which we pay for freight and passage money. Go look at the ships, the fastest upon the sea, which are now in peace profiting by our trade. They are in a secondary sense war ships of their respective governments, and in time of war would, under existing contracts with those governments, speedily take on guns for which their decks are already prepared, and enter with terrible efficiency upon the destruction of our commerce. The undisputed fact is, the steamship lines of Europe were built upon and are now in part sustained by direct or indirect government aid, the latter taking the form of liberal pay for carrying mails or of an annual bonus given in consideration of agreements to construct the ships so as to adopt them for carrying armament and turn them over to the government on demand upon specified terms. It was plain to every intelligent American that if the United States would have such lines, a similar policy must be entered upon. The Fifty-first Congress enacted such a law, and under its beneficent influences sixteen American steamships, of an aggregate tonnage of 5400 tons, and costing \$7,400,000, have been built or contracted for in American shipyards. In addition to this it is now practically certain we shall soon have under the American flag one of the finest steamship lines sailing out of New York for any European point. This contract will result in the construction by American yards of

OUR NEW PASSENGER STEAMSHIPS

of 10,000 tons each, costing about \$8,700,000, and will add to our national resources six steamships, the fastest upon the seas.

Special interest has been taken by me in the establishment of lines from our South Atlantic and Gulf ports, and, though my expectations have not as yet been realized, attention has been called to the advantages possessed by those ports, and when those people more fully awake to their interests I do not doubt they will secure the capital needed to enable them to profit by their great natural advantages. The Democratic party found no place in their platform for any reference to this subject and has shown its hostility to the general policy by refusing to extend the appropriation made during the last administration for ocean mail contracts with the American lines. Patriotic people, workmen in our shops, capitalists seeking new enterprises, must decide whether great ships owned by Americans which have sought American registry, shall again humbly ask a place in the English naval register. Great ships now on

the designer's table go to foreign shops for construction. The United States has a brightening opportunity of recovering a place commensurate with its wealth, the skill of its constructors, and the courage of its sailors in the carrying trade of all the seas. Another related measure, as furnishing increased foreign traffic for our ships and of great and permanent benefit to farmers and manufacturers as well, is the reciprocity policy declared by section 8 of the tariff act of 1878, now in practical operation with five nations of Central and South America, San Domingo, the Spanish and British West India Islands, and with Germany and Austria, with several trade arrangements with each. The removal of the duty on sugar, and the continuance of coffee and tea on the free list, while giving great relief to our own people by cheapening articles used increasingly in every household, was of such enormous advantage to countries exporting these articles as to suggest the continuation thereof if reciprocal favors should be shown in their tariffs to articles exported by us to their markets. Great credit is due Mr. Blaine for the vigor with which he pressed this view upon the country. We have only begun to realize the benefit of these trade arrangements, work of creating new events and adapting our goods to new markets. It has necessarily taken time, but the results already shown are such, I am sure, as to establish a rule in favor of the policy of

RECIPROCAL TRADE

upon free importation of such articles as do not compete with the products of our own farms, mines and factories, in exchange for free or favored introduction of our products into their countries. The obvious efficacy of this policy in increasing the foreign trade of the United States at once attracted the alarmed attention of European trade journals and boards of trade. A British board of trade presented that government a memorial asking for the appointment of a commission to consider the best means of counteracting what is called the commercial trade of the United States.

At a meeting in March last of the associated chambers of commerce of Great Britain the president reported that exports from Great Britain to the Latin-American countries during last year decreased \$23,750,000, and this is due not to temporary causes, but directly to the reciprocity policy of the United States. Germany and France also have shown a startled appreciation of the fact that a new and vigorous contestant has appeared in the cattle markets and already secured important advantages. The most important work of the commercial strength of our position is found in the fact that Great Britain and Spain found it necessary to make special trade agreements with the rest of her West Indian colonies and that Germany and Austria have given us important concessions in exchange for the continued free importation of their beet sugar product.

A few details as to the increase in our trade can be given here. Taking all the countries with which arrangements have been made, our trade to June 20, 1892, had increased 23.78 per cent. With Brazil the increase was nearly 11 per cent. With Cuba during