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THE LAST MESSAGE.

PRESIDENT HARRISON SENDS A LONG AND STRONG

Message to the Last Session of the 52d Congress—Retaliation Upon Canada is Advocated—A Characteristic Stand on Tariff and Silver—Department Reports

To the Senate and House of Representatives in transmitting the last message of Congress I take great satisfaction in being able to say that the general business and industrial condition of the American industrial interests of the country are in a highly satisfactory condition. A comparison of the existing conditions with those of the industrial world at the beginning of the year, we think, will show that no high or important interest has been injured by a diffusion of the comforts or life were never before enjoyed by our people.

The total wealth of the country in 1890 was $65,037,091,197. In 1890 it amounted to $72,610,000,000, an increase of 297 per cent.

The official returns of the eleventh census and those of the tenth census for seventy-five leading cities furnish the basis for the following comparisons: In 1880 the capital invested in manufacturing was $947,232,639; in 1890 the capital invested in manufacturing was $2,860,046,411, an increase of 202 per cent.

The number of employes was 1,301,832; in 1890 the number of employes was 2,251,554, in 1890 the wages earned were $501,965,778; in 1890 the wages earned were $1,017,991,083, in 1880 the value of the product was $2,790,272,606; in 1890 the value of the product was $4,712,670,866; in 1890 the value of the product was $5,369,579,191.

The new industries established since October 1890, and up to October 22, 1892, as partially reported in the American Economist, number 1,738, the extension of existing plants, 168; the new capital invested amounts to $95,649,000; the number of additional employes to 37,268.

The Textile Worker for July, 1892, states that during the first six months of the present calendar year there were built, of which 40 are cotton mills, 8 knitting mills, 8 silk mills, 3 woolen mills, 4 plush mills and 2 linen mills. Of the 40 cotton mills 21 have been built in the Southern States. Mr. A. H. Stephenson, of Boston, in the Textile Exchange, estimates the number of working spindles in the United States on the first of July, 1892, at 15,200,000, an increase of 600,000 over the spindles of July, 1891. The consumption of cotton by American mills in 1891 was 2,596,000 bales, and it will be allowed to an increase of 168,000 bales.

The report of Isa Ayer, special agent of the Treasury Department, shows that at the date of September 30, 1891, there were thirty-two companies manufacturing tin and terne plate in the United States and fourteen companies being actively engaged for such manufacture. The estimated investment in buildings and plants at the close of the fiscal year June 30, 1891, if extended and used for a term of years, would be $5,000,000, and the estimated rate of production, when in full operation, 300,000 tons. The actual production for the quarter ending September 30, 1891, was 15,000 tons.

During the last six months of the year 1891 and the first six months of 1892 the production of tin and terne plate was 31,000 tons, against 9,209,263 tons in the year 1890, which was the largest previous production ever attained. For the same twelve months of 1891 the production was 19,000 tons, against 3,476,551 tons, an increase of 19,179 gross tons, or 547 per cent, as compared with a yearly production of 3,500,000 gross tons in 1890. The production of Bessemer steel ingots for the six months of 1892 was 772,436 gross tons, as against 792,000 gross tons during the last six months of the year 1891.

PORCELAIN CLAY.

The total value of our foreign trade (exports and manufactures) during the last fiscal year was $1,030,278,027, an increase of $128,283,604 over the previous fiscal year, the greatest annual value of exports and imports of merchandise for the ten fiscal years from 1882 to 1891 inclusive. It will be observed that our foreign trade for the fiscal year 1892 has a total average value by $109,548,921, an increase of 12 per cent, and the increase and value of this increase are shown by the fact that the total value of trade of 1892 over 1891 was wholly in the value of exports, for there was a decrease in the value of imports of $17,513,754. The value of our exports for the fiscal year 1892 reached the highest figure in the history of the government, amounting to $1,050,278,146, exceeding by $126,757,758 the exports of 1891, and exceeding the value of the imports of 1892 by $523,499,292, leaving of the value of our exports for 1892 with an excess over imports of $526,778,854, as against in 1891 shown an excess of $398,142,496, or of 34.6 per cent.

IMPORTS.

The value of our imports of merchandise for 1892, which was $503,497,562, also exceeded the annual average value of the imports prior to 1891 by $135,235,946, leaving the fiscal year 1892 the value of imports free of duty amounted to $117,992,853, the largest aggregate in the history of the commerce. The value of the imports of merchandise entered free of duty in 1892 was 34.35 per cent of the total value of imports, as compared with 43.34 per cent in 1891 and 32.96 per cent in 1890.

THE COASTWISE TRADE.

In our coastwise trade a most encouraging development is in progress, thus having been in the last four years an increase of 16 per cent. In internal commerce the statistics show that during the period of prosperity has ever before existed, the freight carried on our railways trade of the great lakes in 1890 aggregated 26,315,762 tons, on the Mississippi, Missouri and Ohio rivers and their tributaries it reached 10,000,000 tons, aggregated 28,605,946 tons, and the total vessel tonnage passing through the Sault Ste. Marie River during that year was 21,684,000 tons. The total tonnage of vessels cleared in the foreign trade of London during the 1890 was 14,745,000 tons, of Paris and of Liverpool 16,941,800 tons, a total of these two great shipping ports of 31,686,800 tons, or a little more than half the vessel tonnage passing through the Detroit River. It is estimated that during the season for the Detroit River was but 22,000 tons, while the total tonnage of Liverpool the season was for the entire year. The tonnage of vessels passing through the St. Mary's Canal for the season of 1892 was 21,000,000 tons, of which the freight tonnage of the Detroit River amounted to 9,000,000 tons, against 22,399,019 tons in 1891. The aggregate tonnage of vessels for the year 1891 amounted to 794,828,029 tons of freight, compared with 765,507,767 tons in 1890, an increase of 12,954,172 tons.

DEPOSITS IN SAVINGS BANKS.

Another indication of the general prosperity of the country is found in the fact that the deposits in savings banks in savings banks increased from $92,870 in 1869 to $1,524,926 in 1891, an increase of 1,641 per cent, and the amount of deposits from $149,277,000 in 1869, to $1,858,000,000 in 1891, an increase of 921 per cent. In 1891 the amount of deposits was $1,858,000,000, or $1,000 per capita. It is estimated that 90 per cent of the deposits represent the savings of wage-earners.

WORK AND WAGES.

There has never been a time in our history when work was as abundant or when wages were as high as they are measured by the currency in which they are paid or by their power to supply the necessaries and comforts of life. In 1892 the market prices of cotton and wheat have been lower than for many of the able incidents of agriculture that the farmer cannot control, yet even in the most sow and reap in ignorance of the aggregate production of the world. It is peculiarly subject to the depreciation which follows overproduction, yet while the fact I have stated is true, as to the comparatively low market prices of prices has been such as to give to agriculture the benefit of a high general prosperity. The value of our total farm products has increased from $2,460,107,000 in 1880, to $4,500,000,000 in 1891, as estimated by statisticians, an increase of 83 per cent. The number of hogs January 1, 1892, was 62,630,000, and the value, $251,183,000, as against January 1, 1892, the number was 52,305,000, and the value, $201,071,000. January 1, 1891, the number of cattle was 36,293,000, and the value, $544,397,000, on January 1, 1892, the number was 37,651,000, and the value, $570,749,000. If any are discontented with the results of the year, I believe that wages or prices, the returns for honest toil, are inadequate, it 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 the farm laborer of the American farmer, and the Manchester operative would be honored to share of their fellows at Fall River.

The American protective tariff system, which has now for something more than a generation been accepted as the law of our legislation, has been a mighty instrument in the hands of industry, in the creation of wealth and a most powerful agency in protecting the home market for the home from the invasion of want. I have felt anxious that the interests of the laborer, our working people rates of wages that would not only give them bread, but supply a comfortable margin for those comforts and family comforts and enjoyments which make life a neither hopeful nor sweet.

THE TARIFF.

It is not my purpose to renew here the arguments in favor of a protective tariff. The result of the recent election must be taken to be as having introduced a new policy. We must assume that the system of tariff, constructed upon the line of protection, is to be dismantled, and that there is to be substituted for it a tariff law framed upon the line of revenue.

I recommend that the whole subject of tariff revision be left to the incoming Congress. Much of the preliminary work of this work must be delayed for at least three months for the threat of a great and changed introduces so much uncertainty that an amount, not easily estimated, of business inaction and of diminished production will necessarily ensue. It is probable also that this uncertainty may result in decreased revenues from customs duties, for, if our merchants will hesitate to import under the existing law 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 be patient in the discussion of a change of policy disappointed. If a change of policy should be so unfortunate that will set the idle wheels and looms of Europe in motion, and fill our ports and houses with foreign-made goods, and at the same time keep our own mills busy; that will give us an increased participation in the commerce of the world and greater value than the home market, we give place, will gladly welcome our rivals to foreign workmen upon products to be consumed by our people, and, while wishing the amount of work to be done by our people, that the manufacturer to pay his workmen from 50 to 100 per cent more than is paid in the foreign mill, and yet compete in the markets of the world with the foreign producer; that will further reduce the wages of our workmen to those which produce the goods which they have helped, in the effects, have been realized, as its expectation has been, in highest degree beneficial. Whatever the authors and promoters of it will be remembered as the benefactors of the land in our history several experiences of the contradictory results of the experiment of a protective tariff; but this generation has not felt them, and the experience of one generation is not highly instructive to the next. Some of the most active system, with undiminished confidence in the benefit which they have anticipated, will await the results of the new experiment.

WAGES AND THE PROTECTIVE SYSTEM.

The strained and too often disturbed relations existing between the employes and employers in the great manufacturing establishments have not been sufficiently taken into consideration by the wage-earner of the effect upon wages of the protective system. The fact that the American manufacturer to compete successfully in the markets of the world, branches of production without the degree of protection afforded by the tariff duties are equalized, but the conflict that would result, and the distress of our working people from the lowering of their wages and to contemplate. The Society of the Tompkinsville Statue of Liberty, and threatening gardens in the streets of public parks, should not be allowed to acquire an abiding domicile.

WORK OF THE ADMINISTRATION.

The work of the Executive and several executive departments, which are briefly included in the following pages, included a review of the whole work of the administration with the exception of the last fiscal year. The attention not only of Congress, but of the country, is invited to the work of the administration, which have been pursued, and to the results of the legislation of Congress. Public revenues amounting to $1,414,079,000 have been collected and disbursed without loss from misappropriation, without a single defalcation of such importance as to attract the public attention, and at a cost of less than one per cent of collection. The public business has been conducted with a high degree of efficiency, and with a view to giving to the people the fullest possible degree the benefits of a service established and maintained for their convenience and comfort.

FOREIGN RELATIONS.

Our relations with other nations are now undisturbed by any serious controversy. The complaint and threatened difference with Germany and England relative to the Samoan affairs, and relative to the seal fisheries in the Bering Sea, which at the date of the opening of the Baltimore affair, have been adjusted.

RECIPROCAL TRADE RELATIONS.

There have been negotiated and concluded, since the date of the last report, commercial agreements relating to reciprocal trade with the Germany, Austria-Hungary, Brazil, Dominican Republic, Spain for the Spanish West Indies, Guatemala, Great Britain, the German Empire, Great Britain for British Guiana, Nicaragua, Salvador, Austria-Hungary, Great Britain, three, these with Guatemala, Salvador, Austria-Hungary, Great Britain, Nicaragua, Honduras and Austria-Hungary, have been concluded since my last annual message. Under these trade arrangements, a free or favored admission has been secured for our products of important list of American products. Reciprocal trade has been secured for our markets for farm products, in order to relieve the agriculture interests of the depression which the lack of an adequate market has been long and severely felt. An opening has also been made for manufactured products.

BERING SEA DISPUTE.

A treaty providing for the arbitration of the controversy arising out of the claim of the United States as to the killing of seals in the Bering Sea was concluded on the 29th of February last. This treaty was promptly advised by the Senate, and ratifying protocols sealing pending the arbitration, and a modus vivendi was agreed during this season to drive out all pouching vessels in the Bering Sea, and the naval vessels, three revenue cutters and one vessel from Pan American Company, while the command of Commander Evans, of the navy, were sent into the Bering Sea, which was eventually the cause seizures were made and it is believed that in the case of the British sealing schooners amounted to less than 60 miles from the shore, in the waters of North Pacific, while the seal herds were starting to the Aleutian Islands, and the Aleutian Islands, a very large number of seals were taken, and the sealing statutes of the United States do not extend to the waters of the Bering Sea and in the Pacific Ocean, and perhaps should not extend, but it is probable that be extend to the citizens of other nations. I recommend that power be given to the President, by proclamation, to prohibit the killing of seals in the Bering Sea by American vessels, in case either as the result of the findings of the tribunal of arbitration, or of the negotiations, it shall be applied to the vessels of other countries.

RELATIONS WITH CANADA.

During the last session of Congress was received through the British Minister that the Canadian government would be pleased to confer as to the possibility of a larger, good terms of mutual advantage, the commercial relations of Canada and of the United States, and a commission was appointed, and the Senate, by resolution, with Mr. Blaine acting for this government, and the Canadian Premier, Sir John Macdonald, and three members of the Dominion Cabinet, acting on the Canadian side, to confer upon the subject of other national trade relations. The commission was instructed to be given to the President, by proclamation, to prohibit the importation of the products of Canada by American vessels, in case either as the result of the findings of the tribunal of arbitration, or of the negotiations, a treaty shall not be applied to the vessels of other countries.

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If, as we must suppose, the political relations of Canada will not be disturbed, the Canadian Government are to remain indefinitely in a state of uncertainty as to our trade relations should, I think, the friendly relations must continue to be intimate, and they should be freely regret to say, however, that in many of the controversies which have arisen in the fisheries on the Atlantic, the sealing industries on the Pacific, and in the recent negotiations with Great Britain have complaints of Canada, and have been by unreasonable and unfriendly objection and protests from Canada. The business of the canal tolls, our treaty rights were contemplated by the treaty of 1871, and made to say that the Canadian Pacific, connecting other railroads, and the great northern boundary, are sustained by commerce having their origin in Canada or both, in the United States. Canadian manufacturers and shippers in the United States for our traffic, and without the restrictions of the Canadian Government. Their cars pass almost without detention or inspection, and are free.

There is no disposition on the part of the United States to interfere in the internal affairs or the political relations of Canada. The business is wholly under her own people. It is time for us, however, to consider whether the present state of things and trend of things is not injurious to the interests of the people of land transportation should not be put in a different basis and our entire independence of Canadian canals and of the St. Lawrence so as to make the secured by the construction of an American canal around the Sault Ste. Marie, and the opening of ship communication between the lakes and the ocean, if it supports. We should not hesitate to avail ourselves of the advantages which we possess. We should withdraw the support of our coastwise trade, our coastwise shipping lines of Canada by a traffic regulation, or by a tax upon the tonnage or furnish the carrying which follows the contraction of our trade, the enormous, public subsidies that have been given to Canadian lines.

THE CHILIAN AFFAIR.

Congress at the last session was kept aloof of the progress of the serious, and for a time, threatening differences between the United States and Chili. It gives me now great gratification to report that the differences between the two great friendly and honorable spirit, has terminated and all the claims of citizens of families of the subject of the Baltimore affair, and for the injuries to the citizens of the City of Valparaiso, the sum of $75,000. This has been accepted, not only as an indemnity for the injuries, but as a full and satisfactory evidence that the Government of Chili highly appreciates the friendship of the United States, to act in a spirit of absolute fairness and friendliness in our intercourse with the Chilian people.

CENTRAL AND SOUTH AMERICA.

I have endeavored to every way to assure our sister republics of Central and South America that the Government and its people have only the most friendly disposition and feelings. We do not covet their territory. We have no disposition to be overreaching or unfair in our dealings with any of them, even to the extent of surrendering what seems for them all life in the direction of stable government and of the growth of the largest development of their great commercial interests, and the development of enlarged commercial exchanges and of a more familiar and intimate acquaintance and of the sympathies we do desire, and in this have sought their friendly co-operation. I have been pleased to find this holding these sentiments in the greatest sincerity, that we must limit upon a just responsibility for any injuries inflicted upon our citizens or ourselves or upon our citizens. This insistence, kindly and firmly, but firmly made, will, I believe, promote peace and mutual respect.

HAWAII.

Our relations with Hawaii have been such as to attract an increased interest, and must continue to do so. I deem it of great importance that the projected Pacific marine cable, a survey for which has been made, should be promoted. Both for naval and commercial uses we should have quick communication with Honolulu. We should before that have avoided ourselves of the concession, made many years ago to this government, for a harbor and naval station at Pearl River.

AMERICANS IN TURKEY.

The treatment of the religious and educational establishments of American citizens in Turkey has of late called for more than a usual share of attention, unusually to the dividends of foreign shipment. The balance of the books of our custom houses has been very largely reduced and the revenue altogether extinguished by this constant drain. In the year 1891 the value of our imports were brought in American vessels. These great foreign lines are maintained by our traffic are many of them under contracts with the foreign live governments by which in time of war they will become a part of their armed naval establishment. Profiting by our commerce in peace, they will become most formidable destroyers of our commerce in time of war. I have felt and felt it my duty to call the attention of the condition of things was both injudicious and discourage. A wholesome change of policy, and one having in it much promise, was in force when the fiscal year of March 2, 1891. Under this law contracts have been made by the Postmaster General for eleven mail routes. The expenditure under these contracts for the next fiscal year approximates $64,000. As one of the results of this, we reached, sixteen American steamships, of 10,000 tonnage, and of the value of more than $7,000,000, has been built, or contracted to be built, in American shipyards.

The estimated tonnage of all steamships required under existing contracts, which shall be under the full service required by these contracts is established there will be about 200,000 tonnage, and the estimated cost thereof, with the $1,000,000 of the contracts, will be $15,000,000, of the financial and Argentine service.

I recommend a continuance of the policy inaugurated by this legislation, and that the Congress should be asked to meet the obligations of the government under existing contracts, and that the lines that have entered into these contracts