

Now For Retaliation.

A Message from the President on the Fisheries Question.

CANADA GIVES FAIR WARNING.

The Administration Calls for Increased Powers, so That It Shall Not Have to "Send a Boy to Mill."

WASHINGTON, Aug. 23.—The President sent the following message to congress this afternoon:

To the Congress: The rejection by the senate of the treaty negotiated for the settlement and adjustment of the differences existing between the United States and Great Britain concerning the rights and privileges of American fishermen in ports and waters of British North America seems to justify a survey of the condition to which the pending question is thus committed.

The treaty upon this subject concluded in 1818, through disagreements as to the meaning of its terms, has been a fruitful source of irritation and trouble. Our citizens engaged in fishing in waters adjacent to Canada have been subjected to numerous vexations, interferences and annoyances; their vessels have been seized upon pretext which appeared to be entirely inadmissible, and they have been otherwise treated by the Canadian authorities and officers in a manner inexcessively harsh and oppressive.

This conduct has been justified by Great Britain and Canada by the claim that the treaty of 1818 permitted it, and upon the ground that it was necessary to proper protection of Canadian interests. We deny that treaty agreements justify these acts, and further maintain that, aside from any restraints of a disputed interpretation, the relative positions of the United States and Canada, as near neighbors, the growth of our joint commerce, and the development and prosperity of both countries, which amicable relations surely guarantee, and above all the liberality always extended by the United States to the people of Canada furnished more than adequate reasons for kindness and consideration, at least under the terms of the treaty.

While keenly sensitive to all that was expediting their condition, and by no means indisposed to support the just complaints of our injured citizens, I still deem it my duty to attempt, by negotiation, to remedy the existing wrongs, and finally to eliminate, by a fair and just treaty, those ever-recurring causes of difficulty. I fully believe that the treaty just rejected by the senate was well suited to the exigency, and that its provisions were adequate for one security in future from vexatious incidents, and for the promotion of friendly neighborhood and intimacy, without sacrificing in the least our national pride or dignity. It is of importance to note that this has been effected without any apparent disposition on the part of the senate to amend its provisions, and with the evident intention that no negotiation should be concluded touching the matter at issue.

Now for retaliation. I am by no means disposed to abandon the interests and rights of our people in the premises, or neglect their grievances, and therefore turn to contemplation of the plan of retaliation as the mode which still remains of treating the situation. I am not unmindful of the gravity of the responsibility assumed in adopting this line of conduct, nor do I fail to appreciate its seriousness. It will be impossible to injure our Canadian neighbors by retaliatory measures without inflicting some damage upon our own citizens. The policy of retaliation embraces the infliction of the greatest harm upon those who have injured us, with the least possible damage to ourselves, and above all things, a plan of retaliation, if entered upon, should be thorough and vigorous. These considerations lead me to invoke the aid and counsel of congress, and its support, in such further grant of power as seems necessary and desirable to render effective the policy I have indicated. Congress has already passed a law providing that in case American fishing vessels being in or visiting in the waters or at any of the ports of the British dominions of North America should be or have been lately deprived of rights to which they were entitled by law, or if they were denied other privileges therein specified; the president might delay to vessels and their masters and crews, of the British dominions of North America any entrance into the waters, ports or harbors of the United States, and also deny entry into any of the United States of such vessels, or other coming from there to the States.

I shall not hesitate, upon occasions, to enforce this act, if it seem necessary to suggest that an enforcement is limited in such manner as shall result in the least possible injury to our own people, it would probably be entirely inadequate to the accomplishment of the purpose. I deem it my duty, therefore, to call the attention of congress to certain particulars in the action of the authorities of the Dominion of Canada, in addition to general legislation already made, which appear to be in such marked contrast to the friendly position of our country, as, in my opinion, call for such legislation as will, upon the principle already stated, properly supplement the power to inaugurate retaliation already vested in the executive. Actuated by the generous spirit which has characterized our legislation, our tariff laws have, since 1866, been so far waived in favor of Canada as to allow free duty the transit across territory of the United States of property arriving at our ports and destined to Canada, or exported from Canada to other countries.

THE TREATY OF WASHINGTON.—[The president here quotes the 29th article of the treaty of Washington between the United States and Great Britain, negotiated in 1817, which he says, was largely a modification of the treaty of 1818, in which the privileges referred to were made reciprocal and given by Canada to the United States. Continuing, the president says:]

During the last six years imports and exports of British Canadian provinces carried across the United States under privileges granted by our laws amounted in value to about \$270,000,000, nearly all of which were goods of dutiable value under our tariff laws. By far the larger part of this traffic consisted of exchanges of goods between Great Britain and her American provinces, brought to and carried from our ports in our own vessels. The treaty stipulation entered into by our government was in harmony with the laws were then on our statute books, and are still in force.

I recommend immediate legislative action conferring upon the executive power to suspend by proclamation the operation of all laws and regulations permitting the transit of goods, wares and merchandise in bond across or over territory of the United States to or from Canada. There need be no hesitation in suspending those laws arising from a supposition that their continuation is secured by the treaty, for it seems quite plain that article 29 of the treaty of 1817, which was the only article incorporating such laws, terminated in July, 1885. The article itself declares that its provisions shall remain in force for the term of years mentioned in article 33 of this treaty. Turning to article 33, we find no mention of the 29th article, but find a provision referring to articles 18 to 25 inclusive, and article 30. I am of the opinion that the "term of years" referred to in article 29 means the period which commonly 18 to 25, inclusive, and article 30 commonly called the "fishery article," shall continue in force.

In addition to other satisfactory evidence supporting the constitution of the language of article 28, it will be found that a law passed by congress March 1, 1873, to carry the treaty into effect, furnishes conclusive proof of the correctness of such construction. THE TREATY UNDOUBTEDLY TERMINATED.—[After quoting the act of March, 1873, the president says:]

Here, then, is a distinct act of congress limiting the duration of this article of the treaty to the time that articles 18 to 25 inclusive and article 30 should continue in force. There appearing to be no conflict or inconsistency between the treaty and the act of congress last cited, it is not necessary to invoke the well settled principle that in case of such conflict the statute governs the question. Whether the law of 1873 constrains the treaty or governs it, sections 29 of such treaty, I have no doubt, terminated with the proceedings taken by our government to terminate articles 18 to 25 inclusive and article 30 of the treaty.

The proceedings had their inspiration in the joint resolution of congress passed May 3, 1883, declaring that these articles ought to be terminated, and directing the president to give the notice to Great Britain provided for in article 33 of the treaty. Such notice having been given, two years prior to the 1st of July, 1885, the articles mentioned were absolutely terminated on that day; but the statutes granting to the people of Canada valuable privileges of transit for their goods, which had been passed prior to the making of the treaty of 1817 and independently of it, remained in force, and ever since the abolition of the treaty the people of the Dominion have enjoyed, without limit, the advantages of our liberal and generous laws.

Without basing our complaint upon violations of the treaty, it is nevertheless true that such refusal of transit, and other injurious acts which have been resorted to, constitute a provoking interference upon rights, neither mitigated by the amenities of national intercourse nor modified by recognition of our liberality and generosity. The history of events connected with this subject makes it manifest that the Canadian government can administer its laws and protect the interests of its people without a manifestation of unfriendliness and without unneighborly treatment of our fishing vessels, of which we have justly complained, and whatever is done on our part shall be done in a hope that the disposition of the Canadian government may relieve the occasion to resort to the executive power now sought to be brought about.

I wish to call the attention of congress to another subject, involving such wrongs and unfair treatment, our citizens, in my opinion, requires prompt action. The navigation of the great lakes, and immense business and carrying trade growing out of the same have been treated broadly and liberally by United States government, and made free to all mankind, while Canadian railroads and navigation companies share in our country transportation upon terms as favorable as are accorded our own citizens. The canals and other public works built and maintained along the line of the lakes, are made free to all. In contrast to this condition, and evincing a narrow and ungenerous commercial spirit, every dock and canal which is public work in Canada is subject to tolls. By the treaty of 1871, provision was made to secure to citizens of the United States the use of the Welland, St. Lawrence and other canals in the Dominion of Canada on terms of equality with the inhabitants of the Dominion; and yet evidence has for some time been before congress, showing that tolls charged on cargoes destined to Canadian ports are not only refunded, while cargoes bound for American ports are not allowed such

advantage. I recommend that such legislation be had as will give Canadian vessels navigating our canals and their cargoes the same advantages granted to our vessels and cargoes upon Canadian canals, and that the same be measured by exactly the same rule of discrimination.

These are subjects which partisanship should not disturb or confuse. Let us survey the ground calmly, and having put aside other means of settlement, if we enter upon the policy of retaliation let us pursue it firmly, with a determination to subvert the interests of our people and maintain the high standard and becoming pride of American citizenship.

GROVER CLEVELAND.

BAGS AND WHEAT.

The Examiner's remarks about June have brought our esteemed contemporary, the Chronicle, into a painful state of mind. Yesterday it represented a farmer contemplating two sacks, one labeled "Protection wheat, 1 cent lb." and the other "Free trade wheat, 1 cent lb." It neglected to state, however, where the "protection wheat" was grown.

Does our contemporary really rate the agricultural intelligence so low as to think it incapable of seeing through a millstone so plainly perforated as this does it think there is a farmer in California who does not know that the price of his wheat is fixed in the free market of Liverpool, and that it sells much higher there than here!

The Chronicle attempts to scare the agriculturists by picturing the rush of mill operatives into the farming business when a reduction in the price of sacks has reduced the profits of the Drexler syndicate. If it will investigate the feeling in the interior, it will learn that the old settlers there are by no means averse to having their neighborhoods fill up with new farmers, who help to pay taxes and raise the value of real estate.

It is agriculture, not the protected industries, that can absorb without friction the vast flood of immigration that is pouring into California. But for the receptive power of the farms, wages in this State would be forced down to the Eastern level within two years. And the power of the farms to keep up the rate of wages would be greater than it is, but for the taxes that reduce the profits of farming.

Our contemporary has much to say about the value of the home market to the farmer, and it protests against the Examiner's plan of balancing the profits and losses of the just tax against each other. The home market is not due in the remotest degree to the tariff. It was larger proportionately in 1860, under the lowest duties of the century, than it is to-day. The "protected" industries still include, as they always have included, an insignificant fraction of the workers of the country, and that fraction the worst paid.

Our esteemed contemporary will find the California farmer remarkably well informed regarding his own interests. It will not gain anything by assuming him to be as ignorant as it admitted itself to be when it expressed the opinion that "Parsee Moore" was the only man in the country who had read the amendments to the Mills bill.

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Continued from 1st page.

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High, worldly marriage is not necessary for woman, or marriage of any kind, in order to her happiness. Celibacy has been honored by the best being that ever lived and his greatest apostle—Christ and Paul. What higher or honor could single life on earth have! But what you need, O woman, is to be affianced forever, and forever, and the banner of that marriage I am this moment here and now ready to publish. Let the angels of heaven bend from their galleries of light to witness, while I pronounce you one—a loving God and a forgiven soul.

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