

prosperity on which, as a nation, we have entered. The latent power and force inherent in the field naturally tributary to New Orleans, as well as the intense energy and activity of the people inhabiting it, alike make for startling achievements.

To properly develop the trade of this country we must seek the long-neglected foreign markets of the South and the Orient. To control this trade will require a large merchant marine. The recent territorial acquisitions, the contemplated Nicaragua canal, and the large appropriations made by the last congress, for a larger and more efficient navy should stimulate ship-building in the United States.

The policy of our statesmen on this subject must be a broad and liberal one. Our national government must aid in the upbuilding of our marine. Subsidies to steamships are analogous to land grants to railroads. One is now of as much national importance as was the other in its time. The same liberality which, within a generation, gave us the largest railway mileage in the world, will bear yet richer fruits, when intelligently applied to commerce with foreign nations.

The products which our railroads carry to the seaboard for export should be transported in our own vessels. At the present time vessels with foreign flags streaming from their peaks fill our harbors. Of the total foreign trade conducted in 1897 only 9 per cent in value was carried in vessels flying the Stars and Stripes. When it is remembered this trade amounted this year to over \$1,800,000,000 worth of goods it will be seen how great is our yearly loss. Since our decline as a maritime power thousands of millions of dollars in freight money have been paid to European shipowners. Had our merchant marine kept pace with our internal growth this nation would hold the commercial supremacy of the world today. Our ships, as constructed today, are not outclassed by those of any other nation, nor do they cost more to build.

When, in 1882, we commenced to build a navy the English press scoffed at the idea of our producing either hull or engine. In a short time we produced two of the largest and fastest cruisers in the world, the Columbia and Minneapolis. Europe was astounded; England was amazed; our ships aroused her jealousy; she produced the Powerful and the Terrible to outclass them. The whole world today acknowledges our supremacy in building and handling ships of war. Russia, since the outbreak of the Cuban war, has placed orders for several warships to be built in Philadelphia. The record of the St. Louis and St. Paul as fast Atlantic liners, challenge the admiration of all shipbuilders.

See the record of our internal resources which will provide the means to

profitably employ such a mercantile marine.

The value of our staple crops, other produce and live stock, for 1897-98, reached the enormous figures of \$5,116,000,000, being an increase of \$809,000,000 over that of two years previous. The total gain to agriculture for a period of a little more than two years was \$1,000,000,000.

The farm indebtedness paid off during the past two years is estimated at \$100,000,000.

The value of the last two wheat crops of themselves was \$861,000,000. This was a gain of \$401,000,000 over the two previous crops.

For the past year we sold to foreigners \$871,000,000 of agricultural products. In the same time we sold in the markets of the world more than we purchased therefrom by upwards of \$600,000,000.

Our strides in manufactures have been no less. From a total of \$102,000,000 exported in 1880, we have risen to \$280,000,000 in 1897, an increase of \$187,000,000, or over 183 per cent.

Our net imports of gold the past year were over \$100,000,000. From the resumption of specie payments up to July, 1898, the United States imported \$50,000,000 more gold than it exported. When to this is added the products of American mines, which amount to from thirty to fifty millions yearly, the query may be pertinent—"Is the United States a creditor nation?" With such achievements, with such resources and wealth, what is to be our destiny?

In his tribute to America in 1878, while contrasting the commercial future of England with that of the United States, Mr. Gladstone said:

"It is she alone who, at a coming time, can and probably will wrest from us that commercial primacy. We have no title; I have no inclination to murmur at the prospect. If she acquire it, she will make the acquisition by the right of the strongest, but in this instance the strongest means the best. She will probably become what we are now, the head servant in the household of the world, the employer of all employed, because her service will be the most and ablest."

STUYVESANT FISH.

**BISMARCK ON COLONIES.**

In view of the ill-judged craze for the annexation of the Philippines, etc., the following quotation from Moritz Busch's "Bismarck," vol i., p. 414, may not be out of place. Speaking of the proposed cession of Pondicherry as part of the war indemnity from France to Germany in 1871, Bismarck said:

"I do not want any colonies at all. Their only use is to provide sinecures. That is all England at present gets out of her colonies, and Spain too. And as for us Germans, colonies would be exactly like the silks and sables of the Polish nobleman who had no shirt to wear under them."

**A QUEER STORY.** The Ladies' Home Journal tells an anecdote of a gentleman who has become famous as an evangelist. He was playing cards with his wife in their room at a hotel, when in came a messenger boy with a telegram. "Won't you sit down and have a game of authors with us, my boy?" says the evangelist; and when the youth had declined and withdrawn, and his wife asked him what he meant by making such a crack, he explained that if he had not done so all the morning papers would have told that he had been found playing cards.

Now the question is, is this a moral story? And if so, what is the moral?

**OUR TRUE MISSION.**

Our true mission as a nation is one of peace. Our missionary efforts are best, and will prove, in the future as in the past, most effective, by our demonstration to the peoples elsewhere of a wise, peaceful, and beneficent administration of a great, free government, based upon the free choice of its people, without the exercise of external force as expressed in the burden of a great standing army and a great navy.—Ex-Congressman Stewart (rep.) of Vermont.

If war for any purpose was not always a calamity to men and nations, the swift and energetic and almost magical preparation for it which the most powerful and the most enlightened country on the globe is making would be simply magnificent.

The Nebraska City CONSERVATIVE, in spite of early predictions, would seem at last to be launched upon a successful career. The admirable papers of Mr. J. Sterling Morton on financial and economic matters are still perhaps its most prominent feature, and are widely read, especially among those who appreciate close reasoning and strong, clear-cut logic, and who are fully alive to Mr. Morton's exceptional familiarity with all branches of his favorite subjects. As was probably foreseen, however, to restrict the scope of a paper closely to these abstruse themes did not tend to swell the subscription list. So the more frivolous work of lighter hands became gradually to be apparent, and THE CONSERVATIVE, although one would not characterize it as more interesting, became interesting to a wider and more diverse number of readers.

In this connection it will doubtless interest those who knew Mr. A. T. Richardson, a brother of Mr. F. M. Richardson of The Excelsior during his residence here several years ago, to learn that the descriptive article on the Indian Congress at the exposition, which first appeared in THE CONSERVATIVE and was at once copied into The Bee and then into the American Review of Reviews, is his work.—Omaha Excelsior.