

**QUESTIONS OF THE DAY. - III. OUR
MERCHANT MARINE; HOW IT ROSE,
INCREASED, BECAME GREAT, DECLINED
AND DECAYED, WITH AN INQUIRY INTO
THE CONDITIONS ESSENTIAL TO ITS
RESUSCITATION AND FUTURE PROSPERITY**

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Questions of the Day. - III. Our Merchant Marine; How It Rose, Increased, Became Great, Declined and Decayed, with an Inquiry into the Conditions Essential to Its Resuscitation and Future Prosperity by David A. Wells

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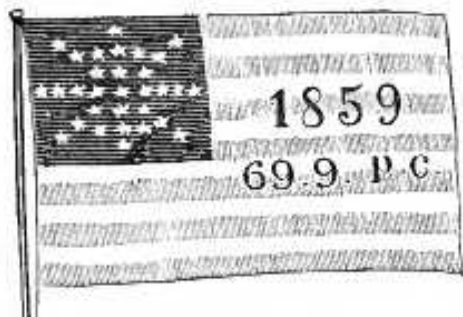
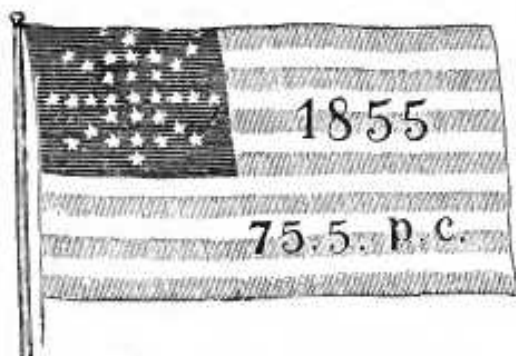
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DAVID A. WELLS

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Proportionate size of the flag of the American Merchant Marine to the domestic export and import business covered by it, at different periods since 1855. Prospective size in 1890? See page 24.

QUESTIONS OF THE DAY.—III.

•OUR

MERCHANT MARINE

HOW IT ROSE, INCREASED, BECAME GREAT,
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WITH

AN INQUIRY INTO THE CONDITIONS ESSENTIAL TO ITS
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"Navigation and naval power are the children, not the parents—the effect, not the cause, of commerce."—McCulloch.

The United States treats commerce upon the ocean as an enemy to domestic industry. Great Britain fosters commerce as an aid to her home industries, and as the carrier that provides markets for her manufactures.

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PREFACE.

THE expulsion of the Moors and Jews from Spain under Ferdinand and Isabella and their successors, and the repeal of the "Edict of Nantes," which deprived France of her best artisans and industries, have been accepted by all historians and economists as the two most striking and exceptional examples in modern times, of great national industrial disaster and decay directly contingent on unwise and stupid, but at the same time deliberately adopted, state policies. It has been reserved for the United States, claiming to be one of the most enlightened and liberal nations of the world, after an experience of near three hundred years since the occurrence of the above precedents, to furnish a third equally striking and parallel example of results contingent on like causes, in the decay and almost annihilation of her merchant marine and ocean carrying trade, — a branch of her domestic industry which formerly, in importance, ranked second only to agriculture. It is proposed to tell, in the following pages, the story of this happening, and to endeavor to deduce from a record of sad and mortifying experience, what changes in federal statutes and national policy are essential to resuscitate and again make prosperous our shipping interest.

The narrative and arguments embodied in this volume were

originally prepared at the suggestion and request of W. H. Hurlburt, Esq., editor of "The New-York World," and first appeared in the columns of that journal, in the early part of 1881. As now presented, they have been carefully revised, and in great part re-written, and made to include the results of more recent experiences and continued investigations.

NORWICH, CONN., May, 1882.

CONTENTS.

CHAPTER	PAGE
I. THE PERIOD OF DEVELOPMENT AND PROSPERITY	1
II. THE PERIOD OF DECADENCE	20
III. THE CAUSES OF THE DECADENCE OF THE AMERICAN MERCHANT MARINE	45
IV. OUR NAVIGATION LAWS, AND HOW THEY ORIGINATED	58
V. THE PROVISIONS OF OUR NAVIGATION LAWS	75
VI. HOW AND WHY GREAT BRITAIN REPEALED HER NAVIGATION LAWS, AND THE RESULTS OF REPEAL	95
VII. THE DISCUSSION OF REMEDIES.	109
VIII. OBJECTIONS TO THE REPEAL OF OUR NAVIGATION LAWS STATED AND CONSIDERED	128
IX. OBSTACLES IN THE WAY OF THE RESTORATION OF THE MERCHANT MARINE OF THE UNITED STATES, OTHER THAN OUR NAVIGATION LAWS	171
X. THE FUNDAMENTAL CAUSE OF THE DECAY, AND THE PRESENT MAIN OBSTACLE IN THE WAY OF THE RESUSCITATION OF THE MERCHANT MARINE OF THE UNITED STATES	194
CONCLUSION	208

