

LEWISTOWN OWN GAZETTE

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POETRY.

Lines on the Death of Capt. I. Bush Alexander, of Lewistown, Pa.

Composed by a member of Company C. 16th Pa. Cavalry, after the Battle of Mine Run.

Mount the steed and away, 'tis the bugle's shrill call;
Bar the path of the foe with a live moving wall;
From the hat of the carbine, the strokes of the steel,
The grey columns of treason will filter and reel.

He flew to the van, as at Kelly's Ford fight,
Where the host of Fitz Hugh felt his young growing might.
As at Middleburg Wood and the red field of fame,
Where valor and glory embosomed his name.

Hear the faint bleeding hero—his duty well done—
His firm boys! press onward, remember Mine Run!
Ere the host of a hero ne'er crimson'd the land,
From the crest of Blue Ridge to the surf-beaten strand.

Though the eye of affection bedews each low'd urn,
Points the sword against traitors that caused us to mourn;
And with duty to Union and freedom will blend
The fall heart in the stroke for the men of the friend.

And the glory enstaring our young martyr's name,
Who gave youth's rosy years to his country and fame,
Like the pillar of fire, leads our Israel on,
Through the waste till the hope of the nation is won.

And whither the 16th bears the flag of the free,
Swords shall leap from their sheaths, Alexander, for thee.

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Swords shall leap from their sheaths, Alexander, for thee.

MISCELLANY.

Scarcity of Money in Utah.

You have tight money markets sometimes in the East. I have read of how semi-savage nations "barter." I saw it cited, as a curious fact in the newspapers, that in Georgia eggs are used as "small change," but in Utah I see around me a people, a prosperous people, doing the business of life almost without money at all. In Salt Lake City itself, right in the line of travel, there is some money; but in the country settlements which radiate thence into every valley and by every water course for a hundred miles, it is literally true that they have no circulating medium. Wheat is the usual legal tender of the country. Horse, harness, vehicles, cattle and hay are cash; eggs, butter, pistols, knives, stockings and whiskey are change; pumpkins, potatoes, sorghum, molasses and calves are "shinplasters," which are taken at a discount, and with which the saints delight to pay their debts (if it is ever a delight to pay debts). Business in this community, with this currency, is a very curious and amusing pastime. A peddler, for instance, could take out his goods in a carpet-bag, but would need a "bull" train to freight back his money. I knew a man who refused an offer to work in the country at fifty dollars a month, because he would need a "forty hundred wagon and four yoke of oxen" to haul his week's wages to the whiskey shop, theatre, &c., on Saturday evening. That was an inconvenience, truly. And yet the farmers in the country towns suffer from an exactly opposite grievance.—They cannot keep their big sons from sneaking into the granary at night and taking off a half bushel or so of wheat, carrying it to the dram shop and having a "high." When a man once lays out his money in any kind of property, it is next to impossible to reconvert it into money. There is many a man here, who, when he first came into the valley, had no intention of remaining more than a short time, but soon got so involved that he could never get away without making heavy pecuniary sacrifices. Property is a Proteus, which you must continue to grip firmly, notwithstanding his slippery changes, until you have him in his true shape—now you have him as a fine horse and saddle; presto, he is only sixty gallons of sorghum molasses; now he changes into two cows and a calf, and before you have time to think he is transformed into fifteen cords of wood up in the mountain canon; next he becomes a yoke of oxen, then a "shutler" wagon; ha! he is about to slip from you at last in the form of bad debts.—Late Letter from Salt Lake City.

A Child of the Forest.—A very curious event occurred in Hungary during a bear hunt. A very savage bear had just been mortally wounded, when all at once a young girl, about twelve years of age, rushed out of the thicket and threw herself upon the expiring beast, giving utterance to the most lamentable cries. After a good deal of difficulty this young savage was captured, by means of cords and nets. It had been discovered that a peasant woman, some twelve years ago lost her child, a little girl, on the confines of the forest, and has never since been able to gain any tidings of her. A certain Countess Erdoedi has taken the little girl under her care, and is obliged to feed her with roots, honey and raw meat—the usual food of bears. It will be most interesting to discover, when the child has received an education and her mental faculties begin to develop themselves, if she will remember her former state, and be able to give an account of her life in the forest.

Remarkable Cave in Westmoreland County.

About one mile southeast of the village of Hillside, a station on the Pa. railroad, in Westmoreland county, says the Blairsville New Era, there is a natural cave, called by the early settlers the Beer Cave, which name it retains to the present day. Why it has received this name is more than we can tell. We were fortunately one of a party who visited this cave some four years ago, and its features are indelibly impressed upon our memory. The party consisted of six persons, all of whom were provided with hook lamps, twine, fire-arms, and each an old suit of clothes for entering. Taking the train at Blairsville, we alighted at Hillside, and after a refreshing walk of half an hour up the gradual slope of the Chestnut Ridge to the south and east, reached the mouth of the cave, which at first sight appeared to be nothing more than an opening amid a large mass of towering, moss-covered rocks, into which the most timorous was reluctant to enter. Donning our old clothes, lighting our lamps, and tying the outer end of the twine firmly at the mouth of the cave, entered the subterranean passage, carrying the ball with us, unwinding it as we proceeded. After traversing a straight but narrow court or alley for about three hundred feet, you come to a room out of which lead a dozen or more passages, each one in a different point in the cave. We selected what appeared to be a most capacious one, and entered to the end of our twine, some 1,400 yards, or three-fourths of a mile.

The explorer is at once reminded of his insignificance, as he stands amid such wondrous works of nature, those massive rocks on either hand being capable of crushing him to death should a certain earthly agitation cause them to quit their places. Or, as he leans tremblingly over the verge of a deep and narrow chasm, listening to the faint sound of the gurgling water below, he feels a chill of horror as he contemplates his tragic end should a mishap hurl him into its depths. This cavern is of curious structure, being so formed as to admit of exploration either way you wish to go, to the right or left, up or down. Streams of pure spring water course down through rocky ledges, and nestle in artificial reservoirs at their base, giving an air of comfort to the dirt-begrimed explorer. The rocks forming the sides and ceilings of the different rooms and passages are set with the stalactites, shedding off a strange lustre when brought in contact with the light. The sandy rocks are literally covered with names from all parts of the country, and dated as early as 1820.

A number of years ago a lady from Pittsburg lost herself in the cave and being unable to regain the course to the mouth, perished; her whitened bones were found a few years afterward by an exploring party, being the only vestige left to tell of her unhappy fate. She had probably entered the cave unguided, and thus unthinkingly subjected herself to an awful death by starvation.

Nothing can be more striking to the lover of romance in nature, than this truly historic cave. The discoverer is not known, and it may be this was one of the accustomed haunts of a savage band of Indians, and more lately the rendezvous of a den of thieves, who infested this county in 1852. It has never been explored to its fullest extent, but it seems to cover a large area, as our party crossed their twine two or three times. For some distance, perhaps a rod or more in certain places, it narrows down to a small circular hole, perhaps two feet or more in diameter, and then into a large spacious room. Shaped in the rocks are to be seen the outlines of snakes, lizards, and other curious shaped reptiles, and occasionally the marks of human feet and hands in the solid rocks—once supposed to be of soft clay. Bats, both white and black, are found, which set up a terrible screeching upon the approach of the light, a thing to which they are unaccustomed.

A Man Blown Sixty Feet into the Air Comes Down to Tell the Story.

Mr. H. F. Brown, one of the injured passengers of the ill-starred Gen. Lytle, makes the following statement in regard to the frightful explosion on Monday last. We quote the exact language of Mr. Brown: "Was on the engine deck about ten minutes before the explosion; went down there from curiosity; saw no one attending the engines until the bell rang to check the boat. The striker ran from some part of the boat, and checked her partially; about half a moment afterwards a fireman came aft from the larboard side and said, in an exciting manner, 'this boat will blow up in five minutes.' The next thing I knew I was going up in the air, amid

smoke, steam, timbers and other parts of the wreck. The striker beat me going up, but I came in first. While going up I had perfect control of my senses, and I thought to myself, sixty feet in the air and no place to light, but soon found myself mistaken, when I landed on a plank in the water, bruising me quite badly. Saw a lady in the water and gave her all the assistance in my power. Her husband soon came to her. I called to the officers of the St. Charles to come alongside, that the boat was on fire. They promptly put on the hose and extinguished the fire. The officers and crew of the St. Charles did all in their power to aid our party. Just before the explosion I heard some one on the deck say 'she's running pretty well; she's got one hundred and eighty pounds on.' Am positive the boats were racing at the time of the explosion. After I got on board the St. Charles I enquired of one of the engineers who assisted me, 'will this boat blow up? How many pounds of steam are you carrying?' He replied 'there is no danger; we were tending to our business; they were not.' My companions, Hall and Thomas, were lying partly undressed. Did not see them until they got on board the St. Charles. My father who was on board came off all safe. Was formerly an engineer by profession, and think the explosion the result of culpable negligence on the part of those in charge of the engines.

Baltimore Items.

A friend furnishes us the following items from that city:

A Great Market.—On Saturday evening the Lexington market was crowded to overflowing with people, who had difficulty in forcing themselves along the extended lines of stalls and wagons. We have never witnessed in those market houses such a vast concourse of people, a majority of whom were women. The fruit and vegetable departments were the chief sources of attraction, and the prices were very low. Choice tomatoes from Anne Arundel county, the garden spot of the State, sold at twelve cents per peck, the largest tender green corn for six cents per dozen, cantaloups of the nutmeg species sold for one to six cents; whilst watermelons, known as the silver grey kind, sold for three cents. There were many huge piles of this delicious fruit, from which the purchaser might take his choice for five cents, the dealers declaring that they would not take any home again.

Fine Fishing.—Anglers of this city report that the fish are abundant in the favorite fishing grounds, and that they take the hook vigorously. At Spring Gardens, near the public establishments of Mr. Stowman and of Mr. Busch, white perch and rock have been taken in large numbers, whilst in the middle grounds and in Back River Neck they also abound. On Saturday afternoon Messrs. Lewis Ritter and Joseph H. Amey went to the grounds of Mr. Wm. Hengey, and after two hours' sport, succeeded in catching over fifty-seven dozen white and yellow perch, sun fish and rock.

Violent Assault upon an Officer by "Conservatives."—Yesterday evening, shortly after six o'clock, Policeman J. Sanders of the western district police, while passing the corner of Mulberry and Chatsworth streets, observed a crowd of about ten drunken young men obstructing the footway. He warned them of their conduct, when one of them, Francis McFadden, replied in rather rough language, and the officer caught hold of him for the purpose of taking him to the station house, whereupon the whole party rushed up, crying "Kill him"—"kill the damned Radical;" and another of them, John McCarty, caught hold of the officer and held him so tightly that the latter was compelled to release McFadden in order to arrest McCarty. At this juncture, while the crowd surrounded him, the officer was tripped and fell on the street, when McFadden ran up and kicked him over the left eye, bruising him severely. The policeman soon jumped up and ran after McFadden, but before he reached him policeman Garrison had caught him. Upon the way to the police station they said they were "Conservatives," and would meet the officers at the polls on election day. All of them are "active" members of the Johnson Club of the Thirteenth ward, one of them being the treasurer. They were locked up to await an examination this morning. The treasurer had \$22 30 in his pocket when his drunken frolic was brought to such a sudden close.

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LETTER

FROM

DANIEL J. MORRELL, ESQ.,

General Superintendent of the Cambria Iron Works, Johnstown, Pa., to the Secretary of the American Iron and Steel Association.

JOHNSTOWN, P., Aug. 19, 1866.

DEAR SIR: Your letter of 17th inst., is received, in which you ask me to furnish a statement of the taxes, direct and indirect, upon a ton of manufactured iron, and to give you such views as the subject may suggest to my mind.

In considering any topic connected with, or bearing upon, the great manufacturing interests of the country, it is necessary in the outset to disabuse the mind of the popular but erroneous impression, that the subject is agitated for the sole benefit of capitalists. Iron masters write and speak and memorialize on the subject of protection; they meet to discuss it, and combine to secure it, and it would seem, at a superficial view, to be a question solely between them and the Government. It is not so. They are a mouthpiece for innumerable workmen, who, thro' them, demand the right to labor and to live. The industry of these men has sustained, perhaps saved, the Government. They pay it directly and indirectly a large portion of their wages. By their aid the national credit has been maintained, and adequate protection will enable them to repair the waste of war and to insure the liquidation of the national indebtedness. The Government is in partnership with them, and dependent upon their prosperity. It must protect them, if it would protect itself. Does it do so?

In answer to your letter, I propose to show what proportion of its value every ton of American manufactured iron pays into the public treasury, and how much of this is a tax upon the laborer; and shall contrast this with the duty upon imported iron, to show the comparative regard of the Government for its own citizens, laboring for its support, and foreigners who have armed and aided a rebellion for its overthrow.

I shall endeavor, partially at least, to analyze a ton of iron, to show what it represents, and how its elements affect the common weal and are affected by the laws of the land.

It has been usual for ironmasters, in estimating the cost of a gross ton of ordinary bar iron, to consider it equivalent to the value of fifty days' average labor, and my observations have convinced me that this calculation is approximately correct. My experience in the manufacture of rails shows that an average of about thirty two days' labor is expended directly in the production of a gross ton of railroad bars—in taking the ore and coal from the mines, and delivering the finished iron from the mill ready for shipment. Add to this the wear and tear of furnaces, machinery, buildings, &c., interest on capital, and royalty for the minerals consumed, and it will appear that the estimate of fifty days' labor is not much too great, even upon a ton of rails, when a fair margin is allowed for profit.

Claiming no profit, and making no charge for interest on capital or for minerals, the net cost of a ton of rails may be fairly stated at forty days' labor. The natural advantages or disadvantages of location will vary this estimate somewhat; but as labor is generally less productive or more costly, where Nature has most lavished her favors, the actual cost of production remains nearly the same. Hence the cost of iron, in dollars and cents, depends upon the wages paid for the labor which produces it, and the value of the wages received by the workmen depends upon the cost of such articles as he needs to purchase for himself and family. These articles are now high in price, and wages must therefore be high. The exigencies of Government affecting the currency have enhanced the cost of the necessities of life, in the supply of which there is no competition from abroad. The price of the product of the workman's labor should be proportionally enhanced, and thus an equilibrium maintained; and this would be the case if there was no outside interference. Unfortunately for him, foreign labor, unaffected by the exigencies of our Government and bearing none of his indirect burdens, enters into competition with him and threatens his destruction. It should also be remembered in this connection, especially by the lawmakers of the land, upon whose enlightened action the welfare of the toiling millions of our people depends, that the workman of America aims to save something, and rightfully claims that he should be able to lay aside a portion of his earnings to secure the future of his family. That he may do this, it is not enough to make duties equal to direct and indirect taxes, but he must be

further protected against the labor of European workmen who are compelled to toil from year to year for what will barely keep body and soul together.

That portion of the price of a ton of imported iron which stands for the wages of labor, represents coarse food; mean raiment, and worse lodging; political nullity, enforced ignorance, serfdom in a single occupation, with a prospect of eventual relief from the parish.

That portion of the price of a ton of American iron which stands for the wages of labor, represents fresh and wholesome food, good raiment, the homestead, unlimited freedom of movement, and change of occupation, intelligent support of all the machinery of Municipal, State, and National government, with a prospect of comfortable old age, at last dividing its subsistence with blessings among prosperous children.

Thus it is easy to see why imported iron may be cheap and American iron dear; for the latter, in addition to its other burdens, pays an extraordinary tax to freedom and enlightenment, which are assuredly deserving of protection.

The cheapening of American iron by competition with American iron satisfies the requirements of trade, produces a harmony of interests, a perfect equilibrium of values, and gives stability to all the pursuits of industry. The cheapening of American iron by competition with imported iron is degradation of the national life, derangement of national business, and a disaster to the National Government.

In times of great depression in this country labor has fallen to an average cost of seventy-five cents per day, and rails could then be produced at a net cost of thirty dollars a ton; but taking the average of labor at two dollars per day, the net cost would be eighty dollars per ton, the calculation excluding direct tax, interest, royalty, and profits.

The English and Welsh ironworkers receive at this time an average of about fifty cents per day, and the ironmaster who employs this cheap labor can make rails at a net cost of about twenty dollars per ton; and he can land them in this country by paying a duty but little greater than the direct tax paid by the American maker, whose product has been further enhanced in cost by heavy contributions to the treasury in the form of indirect taxes.

It is difficult to fix the precise amount of indirect tax paid on a ton of rails by the workingman, but I offer the following approximate estimate, based upon long-continued and careful observations. I have assumed that 32 days' labor is expended directly in the production of a ton of rails, and that 8 more are further expended for the materials and supplies consumed and used, and which are the product of labor elsewhere than at the works. Assuming therefore forty days' labor as the number expended directly or indirectly on the production of a ton of rails, seven and a half tons will be the annual production of each hand, or one hundred and thirty three and a third (133 1/3) men are employed in making a thousand (1000) tons of rails.—Including the miner, the millman, the mechanic, the clerk, and the manager, with the day-laborer, the experience of ironmasters will bear me out in saying that this labor cannot be obtained now for much less than the average wages of two dollars per day. Believing this to be a safe estimate, we find that every ton of rails costs eighty dollars in wages of labor. At least four-fifths of this sum, or sixty-five out of eighty dollars, are expended in living as soon as earned, and it is possible to tell very nearly for what it is spent, and what revenue the Government derives from this source upon a ton of American iron, which of course it could not receive if the iron was manufactured abroad.

The following statement is made up by a careful comparison of the purchases of different grades of workmen, and while it is not pretended that perfect accuracy has been obtained, I feel certain that the widest observation and most minute scrutiny will not convict it of material error.

TABLE SHOWING THE INDIRECT TAX PAID BY LABOR ON A TON OF RAILS.

| Articles Taxed. | Value. | Tax. |
|----------------------------------|--------|-------|
| Sugar, | \$2 00 | \$ 20 |
| Coffee | 90 | 10 |
| Buckets, tubs, &c., | 50 | 2 4 |
| Syrup, | 1 50 | 8 |
| Matches, | 6 | 2 |
| Tea, | 1 50 | 25 |
| 6 lbs. Soap, | 1 00 | 7 2 |
| Vinegar, | 50 | 2 |
| Brooms, | 60 | 2 7 |
| Carb. oil, gas, candles, &c., | 50 | 20 |
| Hardware, quinsware &c., | 2 00 | 40 |
| Pat. med. phy's fees, &c., | 1 25 | 15 |
| Muslins, | 2 50 | 12 |
| Hosiery, &c., | 80 | 10 |
| Checks, &c., | 50 | 2 6 |
| Calico and gingham, | 8 75 | 18 3 |
| Cloths, cassinets, and flannels, | 8 75 | 17 |
| Manufactured clothing, | 2 00 | 12 |
| Boots and shoes, | 4 00 | 24 |

| | | |
|----------------------------|---------|--------|
| Beef, pork, & other meats, | 10 00 | 3 |
| Taxes, stamps, &c., | 1 00 | 15 |
| 1 gall. whiskey, | 4 00 | 2 00 |
| 1 " beer, | 40 | 3 |
| 1 lb. tobacco, smoking, | 60 | 35 |
| 1 " chewing, | 1 00 | 40 |
| Cigars, | 75 | 25 |
| Sundries, | 2 64 | 15 |
| | \$50 00 | \$5 83 |

Articles not Taxed.

| | |
|------------------------|---------|
| Rent, | \$4 00 |
| 1 barrel flour, | 5 00 |
| Butter and cheese, | 2 00 |
| Lard, | 20 |
| Vegetables, eggs, &c., | 4 00 |
| | \$15 20 |
| Not taxed, | \$15 20 |
| Taxed, | 50 00 |
| | \$65 20 |

Amount tax, \$5 83

It will be seen from this statement, that of the \$65 20 expended by the workmen \$15 20 are untaxed, and that \$50 00 pays \$5 83 to the Government. Let us may think the estimate of one gallon of whiskey to a ton of iron is extravagant, it is proper to state that upon examining the freight-books of the railroad company at this station, I find that for the last five years there have been received here by the retailers of liquor more gallons of whiskey than we have produced tons of rails, including rerolled and new iron. In 1864, there were over 1000 barrels, or 40,000 gallons of whiskey brought here by rail. What came in wagons from the numerous distilleries in Somerset and Westmoreland Counties was more than equal to all that was taken to the country for consumption, and it would be safe to say that nine-tenths of that drunk in our town was consumed by those employed in the works. The calculation as to beer, tobacco, and cigars, is also based upon actual sales of the articles to workmen, and is under rather than over the true consumption per ton of iron. This estimate of the consumption of those heavily taxed articles by ironworkers will be sustained by all manufacturers who have investigated the matter.

It may be said that the workmen would be better without them, and while admitting this, we claim that they are no less a source of income to the Government at the expense of the manufacturer, who has to pay in their increased cost increased wages. In fact, the whole amount of this indirect tax paid by the laborer is laid upon and swells the cost of the ton of rails.

As a conclusion of the whole matter, let me now briefly present the sum of direct and indirect taxes paid by the American laborer and manufacturer, and contrast it with the duty upon foreign rails.

TABLE SHOWING TOTAL DIRECT AND INDIRECT TAXES ON A TON OF RAILS.

| Tons. | Rate. | Total. |
|--|-------|---------|
| Pig Iron, | 1 43 | \$2 40 |
| Coal, | 7 72 | 06 |
| Rails, | 1 00 | 3 60 |
| | | \$7 50 |
| Add 12 per cent. to make gross ton, | | 90 |
| | | \$8 40 |
| Indirect tax paid by laborer, | | 5 83 |
| Indirect taxes paid by manufacturers: Tax on incomes, stamps, licenses, oil, steel, brass castings, machinery and repairs, bricks, gum and leather belting, freights, and the innumerable other items connected with manufacture and sale of iron, will add at least two dollars more, | | 2 00 |
| | | \$16 23 |
| Import duty on ton 2240 lbs., | | 15 68 |
| Excess of tax over tariff, | | 55 |

This calculation shows that the Government interferes with the production of iron not to protect the domestic manufacturer, but to pay a bonus of 55 cents per ton on imported iron. If acquainted with the cost in detail of other articles of American manufacture, I could with equal ease show that similar injustice is done, and that the internal tax, direct and indirect, exceeds the import duty on corresponding articles of foreign production. The American laborer, thus burdened with the multitudinous incidents and responsibilities of his position as a citizen of a free country, is now engaged in desperate competition with the foreign laborer, who toils for back and belly alone. The Government, which is vitally interested in the contest, looks on indifferently, or opposes her own children. Every blow struck by the American workingman tends to the perfect restoration of Government credit and finance, and to the destruction of his own prospect of a livelihood; for every increase in the value of national currency is instantly marked by a decline in the reward of his labor, and iron is at a zero, while his food and clothing are at fever heat. Resumption of specie payment, unless normally attained through a revenue policy restricting excessive foreign imports, will be the knell of American manufacturers, and the industry of the country will be buried in the same grave. After a period of suffering, suspension, and bankruptcy, manufacturing industry may again revive and struggle with indifferent success, but