

THE MINERS' JOURNAL.

From the Cincinnati Gazette.
ACROSTIC.
He lives but for his country's good,
Engrossed his mind 'tis with her care,
No selfish motive ever would,
Riches or Power never could;
Your well-tried Patriot heart ensure.

Come then, brave Patriots be ready,
Like Patriotic men to rally,
Around the standard of the steady,
Your faithful, never changing HARRY.

S. H.

LOCOCOFOCO HOSTILITY TO THE TARIFF
AND AMERICAN INDUSTRY.

It is actually aiming to compare the speed of locomotion upon the subject of the Tariff now, with their speeches upon this subject a few years ago. In Pennsylvania they now endeavor to make the people believe they are friendly to the Tariff. They do not do this by advocating the Tariff or by saying one word in its favor. But they have ceased to speak against it. This was not the case a few years ago. They did not then hesitate to speak in this in a most decided manner, and, indeed, in this, in a most decided manner.

J. J. McCANN, Clerk of the Senate of this State, last winter, who is now going about the country haranguing the people in favor of Pugh, was in the Legislature in 1812. A resolution was introduced during that session, instructing our members of Congress to vote in favor of the tariff bill, which was subsequently passed and which is now in operation. This Mr. McCann opposed the resolution, and the following is an extract from his speech:

"Mr. McCann, did not expect that this subject would have come up this morning; but as it had been brought into consideration, he would avail himself of this opportunity to say a few words with regard to the right of Congress to create a Tariff or the power of protection on revenue. He did not think these resolutions of all interested in the bill, and that the Committee in Congress, who contrived the Union, and who did, from different causes, understand the subject as we did, we did. But he differed with gentlemen as to the benefit of a Tariff.

He doubted very much whether a protective tariff, as it was termed, was at all of a beneficial character. And he (Mr. McC.) would say that instead of manufacturers being benefited by the extra tax, it would be injured. He thought that the individual manufacturers, and injured the morals of the community. This country had been made a NATIONAL ALMS-HOUSE to the reception of foreign operatives. Go into your manufactures, and in all probability there you see a foreign overseer, treating those under him like so many slaves, and himself an unmitigated rascal—for most of those manufacturers are foreigners, and are here to stay. It was time that some of these operators made valuable efforts; but he regarded the system as degrading to Americans, many thousands of whom were likewise engaged in factories. He regarded the occupation of degrading and uncleaning Americans, who made themselves dependent on the will and pleasure of these hired foreign overseers and their employers. He repeated that the combination of manufacturers had been injurious to the American manufacturer.

The FACTORIES have, however, been, in almost every case, the NURSERIES OF CRIME.

The poor girl goes there to work, and there she is left from man who would make the parents of their bairns, on that account, as well as from their want of education and knowledge, which they, unfortunately, had not an opportunity to acquire. In this view of things, the establishment of manufacturers had been deplorable."

Can my friend of American Industry read this extract without a feeling of indignation at the dare-devil attempt, not to affect the Tariff only, but to cast a stigma upon us as well as respects a class of citizens of our country contains. Such a man is a fit advocate and representative of James K. Polk.

Now contrast the above remarks with the following, from the Lowell Courier, the largest manufacturing town in the United States:

A HAPPY COMMUNITY—THE TARIFF.
The Lowell (Mass.) Courier gives the following gratifying picture of that flourishing manufacture community, which exhibits more clearly than words the glorious fruits of the protective policy:

"The present is also a most favorable time for the beneficial effects arising from the passage of the law of 1812, not seen only in New England but all over the country. We can well imagine how a stranger, who has his ideas of a manufacturing city derived from what he has read of those in England, will be astonished when he visits the city of Lowell, where he will find a population of 20,000, and, in fact, a greater number of inhabitants, than in any other manufacturing city in America. The factories have been, in almost every case, the nurseries of crime.

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PHILADELPHIA.

OFFICE OF THE SCHUYLKILL NAVIGATION COMPANY.

PHILADELPHIA, March 1st, 1812.
Rates of Toll, &c., upon the Schuykill Navigation from the opening of the Docks in the spring of 1814.

RATES, &c., UPON COAL.

THE following rates of Toll on Coal are fixed from the opening of the navigation, and will not be raised until the arrival of the vessel, except in cases of force majeure, at any time during the shipping season, a drawback on the previous shipment will be allowed in the way of credit for Toll and other charges.

From Port Carbon, and Portville to Philadelphia, 10c. per ton, 20c. per barrel.

From Port Clinton to Philadelphia, 10c. per ton, 20c. per barrel.

On all coal not coming to Philadelphia, one cent per ton per barrel.

On coal sent to New York, 10c. per ton, 20c. per barrel.

On coal sent to New Jersey, 10c. per ton, 20c. per barrel.

On coal sent to New England, 10c. per ton, 20c. per barrel.

On coal sent to New Orleans, 10c. per ton, 20c. per barrel.

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