

Columbia Democrat.

"I have sworn upon the Altar of God, eternal hostility to every form of Tyranny over the Mind of Man."—Thomas Jefferson

H. WEBB, EDITOR AND PROPRIETOR.

BLOOMSBURG, COLUMBIA COUNTY, PA. SATURDAY, OCTOBER 3, 1846.

Number 24.

Volume X.]

OFFICE OF THE DEMOCRAT.

SOUTH SIDE OF MAIN, A FEW DOORS BELOW MARKET-STREET.

TERMS:

The COLUMBIA DEMOCRAT will be published every Saturday morning, at TWO DOLLARS per annum payable half yearly in advance, or Two Dollars Fifty Cents if not paid within the year. No subscription will be taken for a shorter period than six months; nor any discontinuance permitted, until all arrearages are discharged.

ADVERTISEMENTS not exceeding a square will be conspicuously inserted at One Dollar for the first three insertions, and Twenty-five cents for every subsequent insertion. A liberal discount made to those who advertise by the year. LETTERS addressed on business, must be post paid.

COLUMBIA DEMOCRAT.

OCTOBER 3, 1846.

DUTY ON RAIL ROAD IRON.

The Danville Democrat of August 7th 1846 contained an editorial article under the above heading, charging upon Mr. Dickinson of New York an attempt to permit rail-road iron to be imported free of duty; and denominated it, 'an additional stab at our infant Rail Road iron manufactures.' The plain meaning of the article was that a deliberate attempt had been made by Mr. Dickinson to establish free trade in rail-road iron; and that the fact exhibited another instance of the amazing and outrageous wickedness of locofocoism!—The fact however, that Mr. Dickinson's motion was in the shape of an amendment to a bill introduced by Mr. Evans of Maine; the fact that Mr. Evans had introduced and supported a bill to remit duties on rail-road iron imported; the fact that every Whig in the Senate had one, voted in favor of that bill, and that Mr. Dickinson and most of the other Democratic Senators voted against it; and the fact that Mr. Dickinson's amendment was obviously offered to embarrass the bill on its passage;—were quite unnoticed! These facts were matters of little concern, when some prejudice was to be raised by selecting a single fact from the proceedings of the Senate, and by perverting it and omitting to mention the accompanying facts that qualified and explained it—it could be made to subvert political purposes!

In our paper of August 22d we exposed the deception of our neighbor's article and that too in the most fair and unexceptionable manner. We copied his article entire into our columns, and underneath, gave the proceedings and votes in the Senate, upon the subject; so that his article and the published facts appeared in contrast, both presented at one view, to the eye of the reader.

This exposition of ours appears to have been sufficiently galling to call forth an editorial rejoinder in the Danville Democrat of August 28th and (in connection with a similar article to ours in a neighboring print,) a furious article from a correspondent of the same paper under the date of Sept. 4th. These articles we now propose to notice.

The editor charges upon us, that in quoting from the proceedings of the Senate, we 'carefully excluded the votes on Mr. Dickinson's amendment.' We did no such thing! The yeas and nays are not given in the published proceedings and consequently we could not 'exclude' them, in making our quotations.

prove it, that ever since 1842, at every session, George Evans, Whig Senator from Maine, has been engaged in efforts to procure rail road iron to be imported free of duty or to remit duties on importations should it give bounties or immunities one year, and press exactions the next. Granting therefore, for the sake of argument, all our neighbor's facts, how stands the case? Why that Mr. Evans's special, partial, bill was proposed to be made, by an amendment, general, impartial and uniform, so far as regarded importations of rail road iron. But, the amendment of Mr. Dickinson was obviously offered, with no friendly purpose to the bill. It was well known that no bill abolishing duties altogether on rail road iron for the future, could pass the Senate. Mr. Evans's bill, somewhat to that purpose, had been voted down in 1844; and his bill of this year was probably shaped with an eye to that fact. What then would be the effect of adding such an amendment as the one proposed? Why the defeat of the whole project, and this was clearly the intent with which the amendment was offered. We can further, but repeat what we have said before that Mr. Dickinson and most of the Democrats voted *no* on the passage of the bill; and that neither Mr. D. nor any other Democratic Senator since 1842, has introduced propositions into the Senate to remit duties on rail road iron imported, or to provide for free trade in that article hereafter. Such propositions have invariably proceeded from George Evans, Whig Senator from the State of Maine.

In 1844, upon the question of the passage of Mr. Evans's bill of that year, Levi Woodbury demolished this principle of remitting duties for the benefit of Corporations, in a lucid and powerful address to the Senate. The doctrines of that address can never, by ingenuity, by sophistry, or by any exertion of talent, be successfully shaken or overruled. It stands and will stand as a permanent and conclusive argument upon this subject. As it is a short we extract below the greater portion of it, and will now conclude our observations with the single remark, that this discussion was not begun by us. Our neighbor opened his batteries upon the opposite party at a point where his own forces are vulnerable to attack, and there is no safe course left for him and his but to abandon the unfortunate position, which in the haste and fever of their wrath against Democracy they have unthinkingly chosen.

1st. That whenever any rail road iron ready for use should be imported without five years thereafter by any state or incorporated company, and should be actually laid down within three years from the date of its importation, it should be DUTY FREE, upon the mere payment of fees and expenses.

2d. That in case of all rail-road iron imported subsequent to 14 July 1832, that had been or should be, laid down within three years after its importation, the duties paid thereon should be refunded out of the Treasury of the United States; and if the duties were unpaid, all bonds given for their payment should be cancelled and discharged.

This was Mr. Evans's bill, and it defines his position, for the last five years, upon the subject of rail-road iron importations. But, upon the 28th. of May 1844, he submitted amendments to the foregoing bill, for striking out 'five' years in the first section and inserting 'two' years &c. &c. These amendments were offered, he said 'with a view of rendering the bill more acceptable to those he expected would oppose it.' Obviously, he was in favor of the bill as it stood, but he agreed to come singly and consecutively in order to gain additional support.

On the 11th. June 1844, this bill was debated in the Senate. Let it be noted, this on the 20th March 1844, while Mr. Evans was pressing his bill through the Senate, Mr. Merrick presented the memorial of the New York and Maryland iron and coal company, in the county of Alleghany, Maryland, in which it was represented that they had expended some \$500,000 for the establishments of rail road and other improvements there, with the view of entering extensively into the manufacture of iron for rail roads &c. and that they would be able to manufacture 10,000 tons of rail road iron per annum, of equal value and quality to the foreign article, and to furnish it as cheap as it could be produced from any quarter. Mr. Evans's labors at the Sessions of 1843, 1845 and 1846 in favor of free trade in rail road iron, we will not here examine, for our article will become unreasonably long. Any one who is desirous of pursuing the subject, can consult the record.

The Editor of the Democrat and his correspondent both allege, that Mr. Evans's bill of this year; was only to remit duties on rail road iron purchased in England prior to the passage of the act of 1842, and imported shortly after that act went into operation. Now whether this was exactly the character of the bill or not, is doubtful. We have no copy of it to refer to, nor is its purport very distinctly indicated in the proceedings of the Senate as published. But Mr. Evans in explaining the bill Aug. 4th 1846, says; the bill is 'intended to remit the duties which have accrued upon importations of rail road iron already laid down, on which is ready to be laid down.' Again, Aug. 5th he said; they did intend by the bill to remit the duty on the lighter rails, because they had been brought in. 'The imports free hereafter, were to be confined to the heavier rail.' These expressions would indicate that the bill was different from what our neighbor imagines it to have been. But, at any rate, it was a bill for the benefit of a few;—it was special legislation. If it was proper to remit duties on rail road iron why not remit them upon all other articles? Why not make the law general, so as to apply to all interests alike? And if it was proper to remit duties on past importations, why not on those for the future?—Special

legislation is always odious, because it is unjust. Legislation should regard all the interests of the country, and should be free from special favors upon none. Neither duty or to remit duties on importations should it give bounties or immunities one year, and press exactions the next. Granting therefore, for the sake of argument, all our neighbor's facts, how stands the case? Why that Mr. Evans's special, partial, bill was proposed to be made, by an amendment, general, impartial and uniform, so far as regarded importations of rail road iron. But, the amendment of Mr. Dickinson was obviously offered, with no friendly purpose to the bill. It was well known that no bill abolishing duties altogether on rail road iron for the future, could pass the Senate. Mr. Evans's bill, somewhat to that purpose, had been voted down in 1844; and his bill of this year was probably shaped with an eye to that fact. What then would be the effect of adding such an amendment as the one proposed? Why the defeat of the whole project, and this was clearly the intent with which the amendment was offered. We can further, but repeat what we have said before that Mr. Dickinson and most of the Democrats voted *no* on the passage of the bill; and that neither Mr. D. nor any other Democratic Senator since 1842, has introduced propositions into the Senate to remit duties on rail road iron imported, or to provide for free trade in that article hereafter. Such propositions have invariably proceeded from George Evans, Whig Senator from the State of Maine.

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From the Proceedings of the Senate, 11th. of June 1844.

Mr. WOODBURY said, that as the yeas and nays would doubtless be called upon the passage of this bill he wished to state enough to show the reasons for his opposition to the measure. He was averse to the remissions of duties to rail road corporations as long ago as 1839, when he made a report to the House of Representatives, showing that something like three and half millions of money had at that time been virtually given to them by the general government. He then viewed it as a *free subscription*, or donation to those establishments. This was not justifiable on the ground merely that they were useful to the community. Other corporations were also useful; but that was no sufficient reason for large and partial favors to all of them. Again, it was urged that, by cheapening transportation of passengers and merchandise, as it doubtless was by these roads, and the cheapening of them, all the community were gainers. Such, however, was the case with ships and steamboats on our rivers, lakes, sounds, and oceans, which then iron being free, would carry and bring both persons and things much lower for the whole country.

So far as regards the government, these railroads generally, whose iron has been admitted free, charge higher for carrying the mail than other persons; and they are usually 'close corporations,' or a perfect monopoly against the rest of the community, not allowing them, even for reasonable tolls, and under safe regulations, to put on cars for either

passengers or merchandise. Nor are these roads a species of domestic manufacture, any more than are ships, or ploughs, and wagons.

But, besides the weakness of arguments I have answered, I entertain the following special objections:

First. The measure is a bad one in a fiscal point of view. It is not only taken millions from the treasury when most wanted, but contemplates taking more from it while we are deeply in debt. Yet surprising as it may seem, one of the most plausible arguments pressed in favor of our giving away more to them, is because we have already given so much. I confess that some States and companies appear to have ventured on new works, under an expectation that they might be treated as liberally as their predecessors. But this argument as to gifts, unfortunately, would last forever, and long after many of the original reasons for the gifts had ceased.

Next, the measure is not only unsound political principles, because it reads the tariff an unequal tax, but in this respect heavily on the tools of agriculture, and on commerce, and the poor, but exempting the rich. It burdens the small, and chain, and ketle, but relieving the iron rail which belongs to incorporated wealth. It is not that corporations and individuals do not possess the right to be rich, and to use their riches for gain, as they do in the East in the case of many profitable railroads. But it is that they have no claim to exclusive favors or privileges in the use of their fortunes over the humbler mechanic.

Almost the only bank stocks that command anything like the same prices in the market now that they did 10 years ago, are the South-western and the North American. The stock and loans of the Camden and Amboy Railroad, and the loans of the City, are also much the same price as they were in 1839. I recollect the growth of the iron rail is painful to reflect how many families who ten short years ago were in affluence, surrounded with all the comforts and luxuries of life, relying in fancied security on their investment in such stocks, have by the great revolution, been reduced to penury and want. Some we know there are who rode in carriages that have been forced to resort to manual employments to supply themselves with bread, and hundreds have been compelled to sunder cherished associations, retire from society, and pursue life in a new and humbler sphere. These are some of the manifest consequences of stock dealing, and though with the disinterested looker on they may excite little commiseration, to the philanthropist who looks to the crushed hopes and mental suffering which they involve here is food for pity for the past, and a proof of evils that will stimulate all his energies to prevent their recurrence for the future.

There has not been one dollar of specie shipped during the present month from either New York or this city, and considerable amounts are coming in every day from various parts of the country. Freight a New York, in the shape of flour and grain, is represented as abundant—wheat is wanted at 2.61, for flour to Liverpool, 80 cents to Havana and 84 for grain to Liverpool. — Ledger Sept. 17.

The Whig candidate for Assembly, we learn, has taken the field in person, and is busily engaged in the employment of stekballing his Democratic competitor. It does not look well to see a candidate so noisy and venomous against an opposing candidate. The public, in such case, are apt to suspect that private interest and animosity rather than public considerations, sway his conduct, and prompt his eloquence.

The following table, given by the N. Y. Express, shows the comparative exportation in 1845 and 1846, thus far, of what may be called, in view of its great and sudden increase, almost a new article of export—

	1845	1846
January	None	18,392 bushels
February	do	28,221 do
March	do	89,467 do
April	do	68,934 do
May	do	42,038 do
June	do	63,307 do
July	do	75,787 do
August	do	41,999 do
September	do	— do
October	do	423,26 do
November	20,169	
December	19,748	
		39,517 bushels.

The weather is getting cool. Is a fact

THE MONEY MARKET.

We were interested yesterday in looking over an old stock book containing a list of the sales and prices of stocks in this city just ten years ago. The business done at that time was very heavy and the amount of property swallowed up by the revolution that followed can hardly be estimated. The old book possesses food for profitable reflection—hitherto it may be to many, but perhaps not the less healthful on that account. We commend the following extract of prices taken from it and compared with prices now, to the special attention of such of our readers as think the road to fortune lies through stock speculations.

	Sept. 1839.	Sept. 1846.
Belgh Navigation shares	74 1/2	13
do do loans	100	48 1/2
Schenckill Nav. shares,	162 1/2	29 1/2
do do loans,	95	74
U. S Bank shares	120 1/2	3 1/2
Schenckill Bank	50 1/2	5 1/2
do do loans	38 1/2	—
Mechanics'	60	24
Pennsylvania	510	251
Fairbank and Mechanics'	66 1/2	42 1/2
Commercial	64	50
Northern Liberties	55	41
South-west	73 1/2	69
Western	59	43
Manufact and Mechanics'	62	23
Maryland	72	40
Union Bk Tennessee	59	55
Planters Bk	100	58
Planters Bk Mississippi	118 1/2	—
Grand Gulf	98	4
Agricultural	118 1/2	—
Violsburg	72	52

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The coal panic, too, is blowing over. 'Stop my coal,' has changed into 'why don't you push forward my coal?' Mean time the agricultural interest is improving. Flour, grain, ashes, masts, all are going up. Money, too, under the new pressure, has become plenty, and our banks find themselves in a condition of perfect serenity.

The Valley Furnace.—An attempt has been directed to a statement in a New York county paper, implying that the New York Valley Furnace has been blown out in consequence of the passage of the new tariff law. This is an error. Long before that bill

WHAT IS THE ISSUE?

It not unfrequently happens, in the trial of a case where a single, plain broad question is presented, that a number of false and collateral issues are introduced through the ingenuity of counsel, for the purpose of leading the minds of the jury astray from the matter really in dispute.

Such is the course which is now pursued by the Whig party, with the intention of deceiving the people. They are dragging in questions of national policy, with a view of exciting sectional prejudices and carrying particular districts by ungenerous stratagems. They are afraid to meet the bold, broad question of Democracy or Whiggery, but are subdividing it into a thousand minor and irrelevant matters, and directing their whole battery of misrepresentation and sophistry now at this point and now at that, in the vain hope that the people will enter into the spirit of this one-side contest and throw on both camps at each pretended victory.

We trust that the sterling Democracy of this State will not be misled by this spurious species of quixotism, and induced to cast away the dearest privilege of freemen to exalt a party that has no sympathy with the labor of the country whether it be employed in agriculture, the mechanic arts, or commerce. The vote which is once given, cannot be recalled, and the repentance of a lifetime cannot annul the injury which will be perpetrated by a rash exercise of the inestimable right of suffrage.

The broad issue presented is, are you in favor of Democracy or Whiggery—a government established by, and administered for the people, ministering to their want and intending their good, or a government, which overlooking the masses, will legislate for the privileged classes, create monopolies trading upon an inflated and fictitious capital, and destroy the quality of the industry and opportunities of mankind.—Dem. Union.

THE NEW TARIFF.

Whatever injury may be inflicted on some branches of industry by the proposed change of duties, it is a matter of rejoicing to all but morbid politicians, that the manufactures of woolen goods have recently recovered from their late panic. Within a week every fleece has been bought up in this market for actual use, and the finer sorts of wool are advancing in value.

Samuel Lawrence, the celebrated manufacturer of Lowell, informs us that he has used one million of pounds of wool this year that he is just starting another mill, that will consume 700,000 lbs. more; and since the passage of the new tariff, he is laying the foundation of a new mill, on an enlarged scale, which will use up two million of pounds more annually.

Here we have the evidence of a person of acknowledged judgment which most set at rest all fears for the safety & the rapid increase of at least one important branch of industry, that was given up to ruin by the panic makers. The cotton factories are confessedly all to be out of danger. The iron men of this State are not at all alarmed while anything like present prices rule in England. Every day is adding to the list of manufacturers, who, on calm reflection, proclaim their late fears entirely groundless.

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