

NORTH CAROLINA SENTINEL

AND

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BY AUTHORITY.

LAWS OF THE UNITED STATES.
PASSED AT THE SECOND SESSION OF THE TWENTY-FIRST CONGRESS.

AN ACT allowing the duties on foreign merchandise imported into Pittsburg, Wheeling, Cincinnati, Louisville, St. Louis, Nashville, and Natchez, to be secured and paid at those places.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, when any goods, wares, or merchandise, are to be imported from any foreign country into Pittsburg, in the State of Pennsylvania, Wheeling, in the State of Virginia, Cincinnati, in the State of Ohio, Louisville, in the State of Kentucky, St. Louis, in the State of Missouri, Nashville in the State of Tennessee, or into Natchez, in the State of Mississippi; the importer thereof shall deposit in the custody of the Surveyor of the place a schedule of the goods so intended to be imported, with an estimate of their cost at the place of exportation whereupon, the said Surveyor shall make an estimate of the amount of duties accruing on the same, and the importer or consignee shall give bond, with sufficient securities, to be approved by the Surveyor, in double the amount of the duties so estimated, conditioned for the payment of the duties on such merchandise, ascertained as hereinafter directed; and the Surveyor shall forthwith notify the Collector at New Orleans of the same, by forwarding to him a copy of said bond and schedule.

Sec. 6. And be it further enacted, That, all penalties and forfeitures incurred by force of this act shall be sued for, recovered, distributed, and accounted for, in the manner prescribed by the act, entitled "An act to regulate the collection of duties on imports and tonnage," passed on the second day of March, one thousand seven hundred and ninety-nine, and may be mitigated or remitted in the manner prescribed by the act, entitled "An act to provide for mitigating or remitting the forfeitures, penalties, and disabilities, accruing in certain cases therein mentioned," passed on the third day of March, one thousand seven hundred and ninety-seven.

ANDREW STEVENSON,
Speaker of the House of Representatives,
JOHN C. CALHOUN.

President of the Senate.
Approved, March 2, 1831.

ANDREW JACKSON.

From the Banner of the Constitution.
We have met with the following article in the "National Gazette":

The "American System."—Some enterprising Manufacturers of Pittsburg, (Penn.) lately addressed a note to Mr. Clay, accompanied by several articles and implements from their own work-shops, as a just tribute of respect for his exertions in the great cause of American Manufactures and Home Industry.—These gentleman state, in their letter, that "every particle in the composition of these utensils, from the ore to the finished instrument, is the produce of American soil, skill, and labor"—what would be thought of Mr. Clay's qualifications for the Presidency, if he should laud Mr. Pratt to the skies, and advocate the raising coffee in hot-houses, by prohibiting the importation of all foreign coffee? We think the common sense of the country would perceive the shallowness of the policy, and would laugh down any such system. But only call the same nonsense "the American System,"—let iron, and not coffee, be the article to be forced by the hot-house process—tickle the ears of the people with "encouragement of American industry,"—call it "protection," and not "prohibition,"—and, like a parcel of ninnyhammers, they instantly forget that this whole scheme is nothing but a round-about way of getting a thing, which they can get if they choose, with half the trouble or sacrifice of labor. It is nothing but going to mill by the road, when there is a short cut through the fields, which will carry you there in half the time and with half the trouble.

ASHLAND, 3d May, 1831.
Gentlemen: I postponed answering your obliging letter of the 22d of March last, borne by M. Stephens, until the fate of the articles, also committed to his care, for my use, was certainly ascertained. After various narrow escapes, from accidents unfortunately occurring, I believe, to several steamboats, I have the pleasure to inform you that I yesterday safely received them, consisting of a spade, shovel, axe, hoe, and carving knife and fork. They are all excellent of their kinds, and do great credit to the artisans by whom they were made. I beg your acceptance of my grateful thanks for them, for the friendly spirit which prompted you to tender them, and for the flattering terms in which they are conveyed. Their value is much enhanced in my view, as you justly anticipated, by the fact that every particle of the utensils, from the ore to the last finish, is the produce of American soil, skill, and labor. The successful manufacture of steel at Pittsburg was a desideratum, and I am happy to perceive, from the specimen in these articles, that the quality of it, as far as I can judge, deserves every wish.

You are right in supposing that I derive very great satisfaction from witnessing the prosperity of Pittsburg, and the complete success of our American System. Never had the friends of any great measure of national policy more cause to rejoice—never were the predictions of the foes of any such measure more refuted, than in the instance of the triumph of that System. It was objected to it, that it would dry up the sources of the public revenue. The revenue has been increased. It was said that our foreign commerce would be destroyed. Our foreign commerce has been greatly nourished and extended by its operation, changing only some of its subjects. It was urged that it would impair our marine. Our navigation, and especially the most valuable part of it, has been rapidly extended. It was reproached with comprehending enormous burdens to consumers, by obliging them to purchase worse, and at dearer prices, articles of American origin, than similar articles of foreign manufacture. Almost every protected article has been greatly reduced in price, and, in some instances, so much, that the cost of the article scarcely equals the duty of protection. It is in vain that the opponents of the System seek, by subtle and ingenious solutions, to account for this gratifying fact; the fact itself falsifies their predictions—and it is worth a thousand hair-splitting theories. Finally, it was urged that the System would be a fruitful source of vice, and immorality, and depravity. It has rescued from impending ruin thousands, who, for the want of employment, would have been lost to society, and has filled their abodes with comfort, abundance, and happiness. It has saved, and made virtuous members of the community, thousands, of both sexes, who, but for its existence, would have become victims to vice, indolence, and dissipation: and I sincerely believe that every part of our common country has been benefited by it.

With my best wishes for your prosperity and happiness,

I am, gentlemen, your obedient servant,

H. CLAY.

Messrs: Barnett, Shorb, & Co.

That the persons who are deeply interested in those branches of manufacture which require high duties to sustain them, should take every occasion to make an appeal to the false notions of patriotism by which so many people have been led into erroneous modes of thinking, is not to be wondered at. Nor is it to be wondered at that those politicians who have mounted the American System, as a hobby upon which they expect to ride into power, should every now and then have a chance afforded them, by their friends, to proclaim their continued adhesion to the saddle. Hence we often see the farce performed of a present of some manufactured commodity to some aspirant, accompanied by a letter, puffing both it and him for no purpose in the world but to throw snuff into the eyes of the public.

The facts which are set forth in the preceding statement, are, simply, that some manu-

factures at Pittsburg had made a present, to farmer Clay, of a spade, a shovel, an axe, a hoe, and a carving knife and fork, which had been manufactured out of American iron and American wood. Now, in this fact there is nothing wonderful. With the exception of the knife and fork, all these implements have been made in this country, and we dare say even in Pittsburg, materials, ever since the Independence of the country: for, iron and wood being two of the natural products of the soil, have at all times been abundant. Nor is there any thing remarkable or wonderful in the fact that there should be found American workmen capable of manufacturing implements which have always been demanded by the wants of agriculture. A stranger, who had never visited this country, on seeing this correspondence, would suppose that we were a sort of half-civilized people, who had just introduced amongst us the art of manufacturing iron, when in truth spades and hoes, have at all times been made by our blacksmiths, to supply nine-tenths of the wants of the nation. Now, what is there, in this parade and flourish of trumpets, to excite our amazement? Are we told that these implements are made at Pittsburg so cheap, that the domestic article can be procured with less money, or with less labor, than foreign ones of the same quality? Not at all. Not a single syllable appears upon this important point, the only one which is calculated to enable us to form a judgement whether the existence of this manufacture is advantageous or injurious to the public. Suppose Mr. Pratt should send a present to Mr. Clay, of a pound of coffee, from his hot-house on the Schuylkill, to raise which had cost him five dollars, expended upon the American industry of builders, glaziers, gardeners, wood cutters, wood-haulers, and the various other persons required to build a hot-house, to superintend the plants, and to keep up a fire there in winter; and suppose Mr. Pratt should think he had rendered a great service to the agriculture of the country, by enabling his fellow-citizens to drink real American coffee, "the produce of American soil, skill, and labor,"—what would be thought of Mr. Clay's qualifications for the Presidency, if he should laud Mr. Pratt to the skies, and advocate the raising coffee in hot-houses, by prohibiting the importation of all foreign coffee? We think the common sense of the country would perceive the shallowness of the policy, and would laugh down any such system. But only call the same nonsense "the American System,"—let iron, and not coffee, be the article to be forced by the hot-house process—tickle the ears of the people with "encouragement of American industry,"—call it "protection," and not "prohibition,"—and, like a parcel of ninnyhammers, they instantly forget that this whole scheme is nothing but a round-about way of getting a thing, which they can get if they choose, with half the trouble or sacrifice of labor. It is nothing but going to mill by the road, when there is a short cut through the fields, which will carry you there in half the time and with half the trouble.

These remarks are made under the supposition that the prices of the articles presented to Mr. Clay were higher than articles of the same quality would be, were the duty no more than sufficient for revenue. We presumed this to be the case, from Mr. Clay's considering this specimen of manufactures as one evidence of the success of the American System. That System, every body knows, has nothing to do with those branches of business comprising nineteen-tenths and more of the pursuits of the community, which are natural to the country, and result from the ordinary structure of society. It only embraces those manufactures which cannot be supported without a tax on the nation, imposed in the same manner precisely as would be the case if the Government, in order to encourage the domestic growth of coffee, at five dollars a-pound, when it can be had abroad at five cents, should prohibit the people from drinking foreign coffee.

In Mr. Clay's reply, he makes a pretty bold attack upon the Free Trade party. He says their predictions have not been verified: The public revenue has increased, instead of being diminished: Commerce has expanded, instead of being destroyed; Navigation has been extended, instead of being impaired: Prices have fallen, and not risen: Virtue has flourished, and vice decayed. These positions, it must be remembered, are put forth by a gentleman now aspiring to rule the destinies of this Confederacy of Republics. We have a right to expect, therefore, that he did not offer them hap-hazard, but that, before he risked his reputation as a statesman upon them, he had examined into their correctness. We shall soon see how the fact is; and here we shall take occasion to remark, that all the reasoning, on the part of the advocates of Free Trade, as to the effects anticipated from the Restrictive System, must be construed relatively to the existing population—thus: if it be said that revenue and commerce will be diminished by the Restrictive System, the fair construction would be that the ratio of each to the population would be diminished, and not that the simple aggregate amount would be less. It never could have been intended, by those who wrote against the Restrictive System when the population of the United States was ten millions, that an increase of duties would diminish commerce so that, after the population should increase to twenty millions, the aggregate of imports and exports would certainly be less in amount. The prophecy would be fully made out, if it could be shown that the imports and exports, *per head*, were diminished. That this has been the case, we shall undertake to demonstrate, from the Official Reports of the Secretary of the Treasury, which we presume will be of sufficient authority to stand up against the bare allegation of any individual, be he whom he may.

The following Table exhibits the *nett revenue* derived from commerce in the fifteen years specified, brought down to the latest year of

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which any report has been published—omitting the fractions of a dollar:

1815, \$36,306,022. Free Trade after the war.

1816, 27,484,100. Same.

1817, 17,524,775. Tariff of 1816 in operation.

1818, 21,828,451. Same.

1819, 17,116,702. Same.

1820, 12,449,556. Same—predictions fully verified.

1821, 15,898,434. Country began to recover.

1822, 20,500,775. Natural causes of prosperity, over-

1823, 17,007,570. powering the retarding opera-

1824, 20,385,430. ration of the Tariff.

1825, 24,353,202. Tariff of 1824 not yet in full ope-

1826, 20,248,054. It operated this year.

1827, 22,472,067. Country recovering.

1828, 24,969,812. Same.

1829, 22,192,879. Thrown back again by the Ta-

rriff of 1828.

The average of the above ten years is \$81,670,872. Now, as the population in 1800 was 5,319,762, and in 1810 was 7,230,903, it

will be fair to estimate the average population during those ten years at 6,000,000, which

would show an export equal to \$13 61 per

head of the population *which is more than double the amount exported at this day*.

And, taking these ten years as a basis of calculation of what the commerce of the country would have been, had it not been interrupted by re-

strictions, we may fairly conclude that, at this

day, our exports would have been \$176,953,556,

the proportion which would correspond to the

increase of population from six to thirteen

millions, *instead of a hundred millions per annum less*.

It has been thus demonstrated, as we think, that Mr. Clay's declaration, that "our foreign commerce has been greatly nourished and ex-

tended by its operation,"—(viz: the operation

of the American System)—"changing only

some of its subjects," is not established; and

we challenge him or any of his friends, by any

process of reasoning, to make out his case.

Let us now see what he says about our na-

tion; "Our navigation, and especially

the most valuable part of it, *has been rapidly extended*." In showing that this position is

as erroneous as the rest, we shall rely upon the

official documents. The following is a com-

parative view of the registered and enrolled

and licensed Tonnage of the United States,

from 1815 to 1829, inclusive, expressed in tons

and 95ths of a ton :

Registered.	Enrolled & Licensed.	Total.
1815 854,294 74	513,833 04	1,368,127 79
1816 800,759 63	571,456 85	1,372,218 53
1817 809,724 70	590,186 66	1,399,911 41
1818 606,088 64	609,093 51	1,225,184 20
1819 612,930 44	647,821 17	1,260,751 61
1820 619,047 53	661,118 68	1,280,166 24
1821 619,096 40	679,062 30	1,298,958 70
1822 628,150 41	696,548 71	1,324,699 17
1823 689,920 76	696,644 87	1,336,565 68
1824 669,962 60	719,190 37	1,389,163 02
1825 708,787 08	722,322 69	1,423,111 77
1826 737,978 15	796,212 68	1,534,190 83
1827 947,170 44	873,437 34	1,820,607 78
1828 812,619 37	928,772 50	1,741,391 87
1829 650,142 88	610,654 88	1,260,797 81

The reader will be surprised to observe, in the foregoing table, so great a falling off in the tonnage, from 1828 to 1829, as nearly half a million of tons; and it will be but fair to inform him, that, for many years prior to 1829, the custom-house returns had not been corrected by deducting the tonnage lost, worn out, and sold abroad. The correction has now been made, but, owing to impossibility of correcting the error of any previous year, the real state of the case can perhaps never be known.

We think, however, that no candid man would cast his eyes over the preceding table, would aver that any evidence was there afforded of an increase of tonnage since the year 1816, when the American System was commenced. To reason from erroneous figures, is throwing away time, and we shall not, therefore, attempt to do it. But we will maintain, that, even if it could be shown that our navigation has been increased in absolute amount of tonnage, it would afford no evidence whatever of the prosperity of commerce, as an insulated fact. For instance, we maintain, that, if the tonnage in 1815 had been only 1,000,000, and in 1829 was 1,260,797, it would afford no evidence of increased commerce.—

And why? Because, since the former period, the prices of all commodities, foreign and domestic, have been so greatly reduced, that the same value of articles require more tonnage to transport them. When coffee was at twenty cents a-pound in