

HOUSE OF REPRESENTATIVES.

Remarks of Mr. JACKSON, of Massachusetts, on the Resolution of Mr. CLAYTON, Dec. 18.

Mr. JACKSON said he had uniformly been, and still was, an advocate of the American System, and highly approved of the encouragement of American industry and enterprise by the continuance of a judicious Tariff. But, as his name stood among the nays on the question taken yesterday, in relation to the resolution now under consideration, in opposition to many of the leading supporters of that system, there seemed to be a necessity for his offering to the House, in a few words, the facts and reasons which induced his vote.

In the first place, he considered the construction of Railroads in any and every part of the Union, where they have or may be introduced, a species of American industry and enterprise, as well worthy of protection and encouragement, as any other article of American production which had ever been favored by a protective Tariff, and, except in a very few situations, one that required this encouragement much more than any other.

And in the second place, because the remission of the duty on Locomotive Engines would not, in his opinion, cause the importation of one additional engine for the two years from this time, which is the time to which the operation of this Resolution is limited.

With regard to the first of these positions, he would say nothing, because the facts and reasons which sustain it, belong rather to the main question than to the one now under consideration.

If the second position was sustained, that is, if the adoption of this Resolution will not injuriously affect the producers of Iron, or the manufacturers of engines, the only interest to be affected by it is that of the Revenue, and it is on all hands agreed that any propositions touching the finances of the country should go to the Committee of Ways and Means.

The evidence that English engines are not now interfering with the American manufacturer is found in the fact, that those establishments in this country which are producing Locomotive Engines, such as can be depended upon, are not able to furnish any thing like a full supply for the Railroads now in operation; and the great number of Railroads now in the progress of construction leave no just ground to hope that they will be able to supply the demand for two years to come.

Another fact, quite conclusive on this subject, is, that the English engines are not now imported so cheap, by more than the amount of the duty, as they can be produced in this country, and of course cannot come into injurious competition with the home manufacturer, even if admitted free of duty.

As to the fact of the inability of the American manufacturers to supply the demand, Mr. J. said, he knew, from his own experience, that the Rail-road Corporations in Massachusetts had found difficulty, and were not now sufficiently supplied with engines, nor did he believe that they could supply themselves except by importation.

The Directors of the Baltimore and Ohio Rail-road Company were satisfied that economy required that steam should be substituted for horse-power more than a year ago, and determined to place upon their Rail-road eight or ten engines. Owing to the peculiar construction of that road, the English engine is not adapted to it, and the Company, being confined to the use of the American manufacture exclusively, have, as yet, been able to put in operation only three or four engines, probably not a fourth part of the number necessary for the accommodation of the business of that road.

The Pennsylvania Canal Commissioners, in their last Annual Report, say that "Immediately after the passage of the act of the 15th April last, authorizing the Canal Commissioners to place locomotive engines on the Railway, directions were given to the superintendent to procure, if possible, fifteen for the use of the Columbia Rail-Road. Two have been procured and placed on the Road. From the present prospect of a large increase of business on the Pennsylvania improvements the Board believe it will require from twenty to twenty five engines to accommodate the trade and travelling next season, and that this number must be annually increased for several years to come. That a greater number has not been contracted for since the passage of the act, than is now engaged, was owing to the difficulty of procuring them in this country, and the want of funds."

From these facts, Mr. J. considered it perfectly conclusive that the manufacturers cannot now furnish these engines in sufficient number, nor be expected to do so for two years to come. The constructors of these roads, therefore, must either use horse-power, which has been practically demonstrated to be at least 30 per cent. dearer than steam, import English engines, whether taxed with a duty or not, or forego a part of the benefits which their rail-roads are capable of imparting, and which their immense outlay justly entitles them to receive. The cost of these rail-roads, say twenty, thirty, forty, and even fifty thousand dollars per mile, is too great an amount to lie idle, or partially so, without bringing a loss of interest upon their owners, far greater than the amount of duties on the engines necessary for the full employment of these roads; and consequently it may be reasonably expected that very nearly the same number of engines will be imported for the next two years, whether your duties are remitted or continued. And if imported, the imposition of a duty, or their free admission, can neither benefit or injure the producer of iron, or the manufacturer of engines. This description of manufacture rests upon a different basis from that of most others which have been protected. The reasons which have rendered protection duties necessary on other articles are found in the fact, that the British manufacturers have had longer experience, greater amount of business, more ample capital, and more skilful workmen. All this has made it difficult, if not impossible, for the establishments of this country to compete successfully with them but by the aid of our Go-

vernment. Not so with regard to the locomotive. It is as new, or nearly so, in that country, as our own. Our mechanics in this branch of manufacture are as skilful as theirs—have had nearly as much experience—in five years from this time will have more, and will certainly beat them.

For these reasons, he considered the resolution as not infringing upon the manufacturing interest at all; and consequently the resolution ought not to be committed to the Committee on Manufactures. If any doubt exists as to this species of American industry and enterprise being worthy of encouragement, a more proper committee would be that of Roads and Canals; but believing it to be a revenue question merely, I hope it will go to the Committee of Ways and Means; and when this Committee report a bill, as I have no doubt they will do, it will then be in order to discuss the question upon its own merits; and I am much mistaken if we are not able to show most satisfactorily that the settlement of the great tariff question in 1832 had no reference to locomotive engines, and that nothing could have been further from the spirit and intention of that compromise than the taxing of these engines for the encouragement of the producers of iron to double the amount of the value of the iron used in their construction, either in England or the United States. Mr. J. said he had no disposition to disturb this famous compromise, nor did he believe that the adoption of this resolution would have the slightest tendency to do so.