

DAILY DEMOCRAT

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Debate in the Confederate Senate upon the cotton subject is quite amusing to us who have no sympathy for King Cotton.

Brown, of Miss., offered a substitute forbidding any man from raising more than three bales for himself, and one for each hand, and providing for a fine of forty dollars per bale for all over that amount.

Brown denounced the resolution proposed as useless. He didn't see how his substitute could be unconstitutional, if it were made punishable not to burn cotton.

Hunter thought it unconstitutional. If the Confederates could thus compel the planters to curtail crops, it was the worst despotism on earth; worse than the one they had left.

Clay, of Alabama, said he who lets cotton fall into the hands of the United States is guilty of treason, and they had power to punish treason.

Hunter said, if they raised no cotton, England would have cotton raised in her dominions. The South would only retain the market by having it at all times plenty and cheap.

Mr. Brown urged that the main object of the enemy being to pass down to the Mississippi Valley and seize our cotton, we should prevent any more being there than could be helped.

Mr. Semmes, of Fla., had long since abandoned the idea that cotton is king. He had arrived at the conclusion that this was a mistake. Nations would violate the laws of nations to supply themselves with cotton.

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There is of course great interest felt amongst all classes upon the tax bill now before Congress. The people of this country have never felt the weight of taxation in support of the General Government, and we have not much experience as to the articles to be taxed, or the manner of levying the taxes.

The members of Congress will, no doubt, without prompting, find many changes proper to be made, and every interest likely to find ready advocates with plenty of reasons why the tax should be lighter on their particular business.

After all, no bill will pass that is objectionable; it would not be possible to frame one of that sort. Many an error will have to be corrected by experience. In the meantime Congress can't listen to every objection to a tax; for in that case no bill would be passed.

An editor says he never hears of any marriages in rebellion, and he is shocked at the idea that there are none. He can be consoled. They do marry in Dixie and are given in marriage, although he doesn't hear of it.

When the Confederates fled from Bowlinggreen, and the Provisional Government took to its heels, with our old friend Sanders a little ahead as a pioneer, some young folks in that region were filled with consternation. They had been married under rebel licenses and by rebel officials, and the idea occurred that it was all void.

The distinguished representative of Warren was distressed and amused at their dismay. The Legislature concluded that the knot was tied fast enough, and it was not necessary to tie it again.

We had not heard of this marrying; but the flight of the Provisional Government and the uneasiness of the parties brought it to light. Our contemporary need not be disturbed; marrying will go on whatever else stops. The South still have their rites whatever else they have lost.

We are glad to learn that T. T. Alexander, Esq., the talented Senator from Adair county, is mentioned as one of the prominent Union lawyers likely to succeed to the Judgeship in place of Judge T. E. Bramlette.

Mr. Alexander's sterling integrity as a man, ability as a legislator and attainments as a lawyer, eminently fit him for this position; and while we do not wish to disparage the claims of other gentlemen mentioned in connection with the position to which his friends desire to elevate him, we would suggest that his earnest efforts for relief to the people in the late session of the Legislature entitle him eminently to consideration at the hands of the voters of his district.

A gambler by the name of Byrne was lately arrested in Richmond, on the charge of keeping a gambling house, and being disloyal to Jefferson I. Wigfall testified that this creature was the captain of the band that were to kill Lincoln on his way to Washington. Byrne was acquitted. We discredited the suspicion of any such design at the time; but experience has shown that there are men engaged in this conspiracy none too good to perpetrate a crime of that sort. Wigfall is none too good to plan such a deed; but not quite too good to execute it. When Byrne is hung, Wigfall should be hung a little higher.

An Abolition paper reminds us that Yancy was allowed to preach treason all over the North. We don't think it anything to the credit of the North that any one went to hear him; nor could it have been much to their discredit if they had shut his treasonable mouth with unmerciful eggs.

WASHINGTON, March 30, 1862. To the Editors of the Louisville Democrat: Gentlemen—I enclosed you, for publication, the rules and regulations of the Secretary of the Treasury in relation to the trade in the West (the internal trade), made under the authority of the act of Congress of July, 1861, which I hope you received and published.

I have just received from Mr. Chase the enclosed letter, in which he informs me that he has modified these regulations, and, if I now understand them (I have not a copy), they are not objectionable. They do not require a license to be obtained from the Secretary, in order to get a permit; nor do they exact the unjust charge of half per cent., as formerly.

A permit is only required (and a fee of twenty cents) when the shipment approaches the lines of the enemy—say to Nashville, Clarksville, &c.

Will you publish this letter as an answer to the many applications I have had for permits, &c. Respectfully yours, C. A. WICKLIFF.

DEPARTMENT OF THE TREASURY, March 28, 1862. My Dear Sir: Since my conversation with you a few days since, I have considered further the questions of law and policy which we discussed, and have come to the conclusion to dispense herewith for all applications to this Department for license to trade; to modify the rule requiring the payment of one-half of one per cent., so as to reduce the duty of the shipper to a simple fee for permit, say twenty cents; and to require no permit at all for shipments or transportation between our loyal part of Kentucky and another, except where the transportation is to points from which access to the insurrectionary district is but slightly, or not at all, obstructed. Applications for permits, where permits are necessary, may be made direct to the Collector or Bureau of the proper port. It is my earnest wish to facilitate, as far as possible, the internal commerce of the country, and avoid every interruption of it not made absolutely necessary by the rebellion.

Yours, very truly, S. P. CHASE. Hon. Charles A. Wickliff.

Jeff. Davis promised to furnish a list of vessels that had run the blockade that would at once settle the matter in Europe. The list has been forthcoming—a list of six hundred vessels; quite a formidable number; but some people on the other side of the water were not to be cheated with lists A. M. W. E. Foster, M. P., took up the list, and sifted the facts out as follows. It is interesting reading as an exposition of the whole subject. It is not likely we shall hear any more of the inefficiency of the blockade in the British Parliament. The bogus list imposes on nobody but the dupes of the conspirators.

The argument that this is an ineffective blockade is reduced to the number of escapes. I hope the House will excuse me going into figures. My honorable friend mentioned a list, but he passed very gingerly over it. [Hear, hear.] I expected to have some more of it; but when I saw the list, which we were told that a list of 600 vessels which had escaped, notwithstanding the blockade, was in the hands of some gentleman, an my honorable friend, it was enough, and I was glad to get it. [Hear, hear.] Well, I suppose he has found out that his information is not altogether to be depended upon, and therefore he has not brought it forward. But still, the honorable member who drew it out, that throwing out of ships from the interior, there were still nearly 400 vessels of which information existed that they had run the blockade from its beginning to the end of October. Now, that agrees with two lists which have been furnished to the Government in the dispatches. One sent by Messrs. Yancy, Rot, and Mann, the Confederate Commissioners, on November 30, and another supplementary, by Mr. Mason, on December 10, which the trouble of analyzing these lists, and if the House will allow me, I will give the result. I will take the departures as they are, because it is certain that we should be more accurate in our statements, than to export our own words. In the lists of Messrs. Yancy, Rot, and Mann, given in on Nov. 30, they say that, between the proclamation of blockade and the 20th of August, more than 400 vessels had departed, notwithstanding the blockade, thereby giving conclusive evidence that it was not effective, and would not be binding. Passing by several eloquent paragraphs, I find that the total number of vessels that had run the blockade to the custom house returns, was 322. Of that number 119 were before the declaration of the blockade—[hear, hear]—75 were from New Orleans before May 7, that day on which General Mouton, and the other officers, that part; 44 were from Wilmington before July 14, when that port was notified, and 66 were foreign vessels, which left before the fifteen days of grace had expired. I do not know the collectors for sending in these returns. They were ordered to do so. But I do think it extraordinary that the Commissioners should have given the lists in November, and one in February, in one of which 110 vessels were given, and in another, as having broken the blockade, when the vessels had left before the blockade was enforced. It is the more extraordinary, because, looking at the list of those 50 vessels, if the 110 vessels, they would have been most important breaches, because a very large number of them were large vessels that came out from New Orleans and Mobile to Europe, and chiefly to Liverpool, and it had been shown that they had only broken the blockade, I should have admitted that there were grounds for blaming our Government. Of these fifty-six vessels, twenty-three were from New Orleans, and the rest from Mobile, and they came out during the fifteen days of grace; they had that time given to them to escape; and the very paper which contains this list contains a congratulation from our consul at Mobile to the collector, that these vessels had been able to get out before the blockade came into force. [Hear, hear.] Adding these numbers together, we have, out of the three hundred and twenty-two vessels, only one hundred and forty-seven left. 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The same remark applies to vessels between Savannah and Charleston, where they have to creep behind islands. In fact, Mr. Bunch himself acknowledged that these vessels did not make their appearance in the open sea, except for a very short time. Then, taking off from the 122 these 106 coasters, that leaves sixteen departures for foreign ports, and this small number proves the efficiency of the blockade, inasmuch as they are all before May 17, the date of the declaration of the blockade; thus showing that though there was a foreign trade before the blockade there has been none since. This leaves forty-six, of which twenty-seven are quasi inland vessels, leaving only nineteen. Of these one was a privateer; three were small coasters from Wilmington, fourteen were small vessels for America ports, and only one for Europe. 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But whatever may have been our practice in past times, there is no doubt that the blockade which we enforced during the last American war was as efficient as we could ever make them. We had every reason to make them effective, for the inhabitants of these islands were humiliated to an extent never before known, by American privateers being enabled to come close to our own shores, and I believe that in less than three years, 516 privateers got out of the American ports. I say, then, looking at the case as it stands, judging from the evidence produced by the interested parties in furnishing it, and who are anxious that we should take steps to break the blockade, that this blockade has been wonderfully effective from the beginning.

But still, the honorable member who drew it out, that throwing out of ships from the interior, there were still nearly 400 vessels of which information existed that they had run the blockade from its beginning to the end of October. Now, that agrees with two lists which have been furnished to the Government in the dispatches. One sent by Messrs. Yancy, Rot, and Mann, the Confederate Commissioners, on November 30, and another supplementary, by Mr. Mason, on December 10, which the trouble of analyzing these lists, and if the House will allow me, I will give the result. I will take the departures as they are, because it is certain that we should be more accurate in our statements, than to export our own words. In the lists of Messrs. 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Of these fifty-six vessels, twenty-three were from New Orleans, and the rest from Mobile, and they came out during the fifteen days of grace; they had that time given to them to escape; and the very paper which contains this list contains a congratulation from our consul at Mobile to the collector, that these vessels had been able to get out before the blockade came into force. [Hear, hear.] Adding these numbers together, we have, out of the three hundred and twenty-two vessels, only one hundred and forty-seven left. Of these, twenty-five were river boats, chiefly flatboats, coming from the interior to New Orleans to be broken up. Not much is said about them. I will give Mr. Mason credit that when he handed in the list he refused to take account of the river boats, the list handed in by Messrs. Yancy, Rot and Mann, they said nothing about the river boats, no doubt expecting that the list would pass without examination. Then they reduce the number to 117, and they say that 106 were coasters; and of these 106, all but three are what Mr. Mason, in his dispatch, wishing to be frank, called "quasi inland"; 95 of them went between Mobile and New Orleans, and the rest were sent by several gentlemen who have stated that coast that it is perfectly absurd to suppose that the voyage of a vessel behind longboats, and scarcely appearing in the open sea, but creeping along the coast, was a breach of the blockade. The same remark applies to vessels between Savannah and Charleston, where they have to creep behind islands. In fact, Mr. Bunch himself acknowledged that these vessels did not make their appearance in the open sea, except for a very short time. Then, taking off from the 122 these 106 coasters, that leaves sixteen departures for foreign ports, and this small number proves the efficiency of the blockade, inasmuch as they are all before May 17, the date of the declaration of the blockade; thus showing that though there was a foreign trade before the blockade there has been none since. This leaves forty-six, of which twenty-seven are quasi inland vessels, leaving only nineteen. Of these one was a privateer; three were small coasters from Wilmington, fourteen were small vessels for America ports, and only one for Europe. The Bermuda question will find that it was managed by the use of a false list, and the only Consul Molineux, of Savannah, describes how she got out in the dock on a stormy night. But surely, if we had to declare a blockade ineffective because a screw steamer gets out of port on a stormy night, then my honorable friend the member for Roddeade need not trouble himself about international law. Then, again, as to the Nashville. If you look at Nos. 4 and 5 of the Philadelphia papers, you will find a deposition of a member of the crew of the Nashville, describing how she remained three or four weeks unable to get out, and sending a small steamer down to get whether the way was clear, and how she was subsequently left by another steamer, and had a more roundabout journey than they might otherwise have had. But the fact is that those gentlemen, the Southern Commissioners, found out that the blockade was not broken, and they had subsequently a more unpleasant voyage than they might otherwise have had. My honorable friend has alluded to the escapes made by one of our privateers, and he has analyzed the list of escapes through the blockade; and let me compare it with another list—the list of escapes of privateers during the last year. It is a list of privateers, and that a false list is a paper blockade, and that a great feeling was excited in Europe upon account of our having done so; but I was surprised to hear my honorable friend quote the remarks made on this subject by a writer so extensively hostile to us as Mr. H. A. Foster.

But still, the honorable member who drew it out, that throwing out of ships from the interior, there were still nearly 400 vessels of which information existed that they had run the blockade from its beginning to the end of October. Now, that agrees with two lists which have been furnished to the Government in the dispatches. One sent by Messrs. Yancy, Rot, and Mann, the Confederate Commissioners, on November 30, and another supplementary, by Mr. Mason, on December 10, which the trouble of analyzing these lists, and if the House will allow me, I will give the result. I will take the departures as they are, because it is certain that we should be more accurate in our statements, than to export our own words. In the lists of Messrs. Yancy, Rot, and Mann, given in on Nov. 30, they say that, between the proclamation of blockade and the 20th of August, more than 400 vessels had departed, notwithstanding the blockade, thereby giving conclusive evidence that it was not effective, and would not be binding. Passing by several eloquent paragraphs, I find that the total number of vessels that had run the blockade to the custom house returns, was 322. Of that number 119 were before the declaration of the blockade—[hear, hear]—75 were from New Orleans before May 7, that day on which General Mouton, and the other officers, that part; 44 were from Wilmington before July 14, when that port was notified, and 66 were foreign vessels, which left before the fifteen days of grace had expired. I do not know the collectors for sending in these returns. They were ordered to do so. 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