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BUFFALO, FRIDAY MAY 20, 1859.

Democracy and Slavery.

These two terms have become nearly synonymous. They have become so closely affiliated and interwoven in their interests and relations, that it would seem impossible to separate them, or for either to exist long, if they were separated. Without the aid and power of Slavery, modern Democracy would fall to the ground, a helpless harmless affair, which would excite no attention or feeling except that of contempt for its impotency. Then, on the other hand Slavery would die out and ultimately become extinct, except for the foster care exercised over it by the Democracy. The main, indeed we think we might be justified in saying, the sole aim of government during the present Administration of affairs has been to impart to the institution of slavery all the vitality, vigor and power possible, with a view not only of perpetuating it as an important ally, but, of spreading its influence over territory that had been faithfully dedicated to freedom for all future time. The Courts are made subservient to the purposes of the Administration in this regard and the law is so interpreted as to bear the institution in its arms into the free States and demand that it shall be respected and sustained there in spite of local enactments or public sentiment against its existence.

Attempts are being made every where to subsidize the federal Courts, by packing them. Democratic machinery has been so long for the good account of Slavery and Democracy. Observational Washington correspondent of the Philadelphia Ledger of a recent date lifts the curtain a little and shows the guild to take a peep behind the scenes. He says: "Confidential orders have been sent to all the United State Marshals in the Free States to be careful in the selection of their jurors and to make a due use of the peremptory challenges, especially to officers who may be citizens of the respective States in which events are appointed on a jury as expecting to be able a Deputy Marshal shall be fully impressed with the idea that he is to do all in his power to relieve the Administration in its war upon its opponents." A gentleman from Pennsylvania now tells me that during the late session of Congress the Western Democratic members of that State every Democratic editor in that section could attend as a guest, and Mr. Buchanan and that the thing was carried to such an extent that even Marshal was invited to be present. It was talked about freely and I know a good joke was made on this occasion, too palpable attempt to pervert the Administration Mr. Buchanan first intended in Delaware to a demonstration Mr. Bayard was willing to take office on these days but it requires a good deal of nerve for the editor of a paper publicly to accept a place with everybody pointing at him, laughing at him for the purpose of supporting the administration."

We have no doubt the statement is true as far as it goes, but we tell him that during the last session of Congress the Western Democratic editor that Democratic editor that every Democratic editor that could attend as a guest, and Mr. Buchanan and that the thing was carried to such an extent that even Marshal was invited to be present. It was talked about freely and I know a good joke was made on this occasion, too palpable attempt to pervert the Administration Mr. Buchanan first intended in Delaware to a demonstration Mr. Bayard was willing to take office on these days but it requires a good deal of nerve for the editor of a paper publicly to accept a place with everybody pointing at him, laughing at him for the purpose of supporting the administration."

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The Rights of Railroad Passengers.

We think it time that the rights of railroad passengers were defined by the courts, so that there may be less trifling with them on the part of railroads and their employees. The Buffalo *Courier* gives a case of considerable interest in this regard, an account of which we will reproduce. It was an action in the Supreme Court, brought by JAMES H. HITCHCOCK, against JAMES T. HOWE, who was a conductor on the Buffalo, New York and Erie Railroad. The cars on this road connect with the New York and Erie road at Corning, and run to Rochester and Buffalo.—Through fare is received at New York, and passengers are ticketed through to Rochester, and *vice versa*.

On the 11th of December, 1857, the plaintiff paid his fare at the office in New York, through to Rochester, and took a ticket in the usual form, excepting that there was printed upon the face of the ticket, the words "*Good for six days only, from date.*"

The plaintiff, at the date of the ticket, rode from New York to Bath. The defendant who was the conductor on the train, wrote on the back of the ticket, "used to Bath," and returned it to him.

On the 21st day of January, the plaintiff took a seat in the cars at Bath on his way to Rochester. When the conductor came through the cars the plaintiff produced his ticket. The defendant declined to receive or recognize it on the ground that *more than six days had expired before the date of the ticket*, and demanded that the plaintiff should pay him the fare from Bath to Rochester. The plaintiff refused to do so, insisting that he had already paid the fare for the passage, and that the ticket was good for the passage. The plaintiff was then put out of the car. For this assault the action was brought.

It was contended that no more force was used than was necessary to eject the plaintiff from the cars.

The case was argued by Charles Wood for the plaintiff, and by Charles Mason for the defendant.

The Court decided that the plaintiff was entitled to a verdict for the amount of the fare paid, and the damages sustained by the assault, and the latter was put him