

AMERICAN VOLUNTEER.

BY G. SANDERSON & E. CORNMAN.

NOT BOUND TO SWEAR IN THE WORDS OF ANY MASTER.

FOR TWO DOLLARS PER ANNUM.

VOLUME 26, NO. 30.

CARLISLE, PA. THURSDAY, FEBRUARY 7, 1839.

NEW SERIES—VOL. 3, NO. 34.

Terms of Publication.

The American Volunteer

Published every Thursday morning, in the white frame building, (rear of the court house,) at Two Dollars per annum, payable half yearly in advance, or two dollars and fifty cents if not paid within the year.

No subscription taken for a less term than six months, and no discontinuance permitted until all arrears are paid. A failure to notify a discontinuance at the expiration of a term, will be considered a new engagement.

Advertisements will be thankfully received, and published at the rate of \$1 00 per square for three insertions, and 25 cts. for each subsequent insertion. Those not specifically ordered will be inserted till forbid.

Handbills, Blanks, Cards, &c. neatly executed at short notice, and at moderate prices.

AGENTS FOR THE VOLUNTEER.

The following Gentlemen will please act as agents for this paper; subscriptions received, and money paid to either of these individuals will be acknowledged by us.

- JOHN MOORE, Esq. Newville.
- JOSEPH M. MEANS, Esq. Hopewell township.
- JOHN WUNDERLICH, Esq. Shippensburg.
- DAVID CLEVER, Esq. Lee's Roads.
- JOHN MEHAFFY, Dickinson township.
- ABRAHAM HAMILTON, Hogshead.
- GEORGE F. CAIN, Esq. Mechanicsburg.
- FREDERICK WUNDERLICH, do.
- JAMES ELLIOTT, Esq. Springfield.
- DANIEL KAYSER, Esq. Churchtown.
- JACOB LONGNECKER, E. Pennsboro' township.



POETRY.

Linos.

Written by Isaac L. Clausing, after a long absence, at the home of his fathers.

I came but they had passed away—
The fair in form, the pure in mind—
And, like a stricken deer, I stray
Where all are strange, and none are kind—
Kind to the worn, the wearied soul—
That pants and struggles for repose,
Oh that my steps had reached the goal
Where earthly sighs and sorrows cease!

Years have passed o'er me like a dream
That leave no trace on memory's page;
I look around me, and I seem
Some relic of a former age.
Alone, as in a stranger-clime,
Where stranger voices mock my ear,
I mark the lagging gait of time,
Without a wish—a hope—a fear!

Yet I had hopes—and they have fled;
And fears—and they were all too true;
My wishes too—but they are dead,
And what have I with life to do?
'Tis but to wear a weary load
I may not, dare not, cast away;
To sigh for one small, still abode,
Where I may sleep as well as they!

As they the loveliest of their race,
Whose grassy tombs my sorrows steep,
Whose worth my soul delights to trace,
Whose very loss 'tis sweet to weep—
To weep beneath the silent moon,
With none to chide, to hear, to see,
Life can bestow no greater boon
On one, whom death disdains to free.

I leave the world that knows me not,
To hold communion with the dead,
And fancy consecrates the spot
Where fancy's softest dreams are shed.
I see each shade—all slumbering white—
I hear each spirit's melting sigh;
I turn to clasp those forms of light—
And the pale morning chills my eye!

But soon the last dread morn shall rise—
The lamp of life burns feebly now,
When stranger hands shall close my eyes,
And smooth my cold and dewy brow.
Unknown I lived; so let me die;
Nor stone, nor monumental cross,
Tell where his nameless ashes lie,
Who sighed for gold, and found it dross.

LATE HOURS.

People have (says the New York Mirror) now returned to their homes; their summer wanderings have ceased; and winter parties and festivities are about commencing. Night and day will soon be confounded; the natural order of things inverted; bright eyes be dimmed; rosy complexions fade; the elastic activity of youth degenerate into a listless, tottering, uncertain gait; vigorous health undiminished; and the seeds of many a decline and consumption be laid in the crowded ball rooms and late hours of a winter campaign. Summer will return, but many of those now bounding and exulting in joyousness of health and buoyancy of spirit, will hail its advent with very different feelings from those with which they have bid it adieu. If this paragraph should meet the eyes of any belle just coming out, we say, be as cheerful as youth and gaiety can render you; dance as often as you like; go to as many parties as may suit your inclination—but avoid exposure and late hours.

Pankee Wit.—A notion seller was offering Yankee clocks, finely varnished and colored, and with a looking-glass in front, to a lady who was not remarkable for personal beauty. "Why 'tis beautiful," said the vendor. "Beautiful indeed!" "A look at it almost frightens me!" said the lady. "Then, marm," replied Jonathan, "I guess you'd better buy one that ain't got no looking-glass."

MESSAGE

GOVERNOR OF THE COMMONWEALTH

RELATIVE TO THE CONDITION OF THE TREASURY.

To the Senate and House of Representatives of the Commonwealth of Pennsylvania.

GENTLEMEN:—The money in the Treasury of the Commonwealth being inadequate to discharge the demands upon it, now due, and that will become due on the 1st February next, I conceive it to be my imperative duty, to call the immediate attention of the Legislature to this subject. It is almost superfluous to remark, that the credit, the faith, and the honor of the State, will all be deeply affected, unless, by the prompt action of the Legislature, this deficiency should be supplied.

It would be an everlasting stigma upon the fair fame of Pennsylvania, if, with her vast resources and her abundant means to perform all her engagements, she should permit her creditors, for a single hour, to knock at the door of an empty Treasury.

Every consideration of duty and of policy, requires at the hands of the Legislature and the Executive the most unflinching fidelity to the public engagements. Nothing is gained by postponing the time of action, for it must eventually arrive. The policy is as unwise as the spirit is unworthy of statesmen, to surrender to our successors the performance of duties that justly devolve on ourselves.

I will proceed to lay before you the financial condition of the Commonwealth; so far as it appears to me to be connected with your deliberations on the subject; premising, that I have derived most of my fiscal information from those official documents which are already before you, and which are presumed to furnish accurate statements of the several matters to which they respectively relate. I have so recently entered upon the discharge of the duties of the office, conferred upon me by the people, that I do not pretend to possess the familiar practical knowledge of the financial concerns of the Commonwealth, that can only be acquired by an active official participation in all their detailed operations. I have, however, devoted to the subject, that careful and scrupulous attention due alike to its importance, and to the just expectation of the Legislature, that no Executive communication will be submitted to it, in the accuracy of which, implicit confidence may not be reposed.

In order to present a full and satisfactory view of the finances of the Commonwealth, I will lay before you, in the first place, the entire amount of the public debt, composed of permanent, temporary, and conditional loans, together with the estimated value of the public property, consisting of stocks, canals, rail-roads, &c., viz:

Debts contracted for public improvements by canals and rail roads,	\$25,229,003 32
Loans not relating to canals & rail roads,	1,680,000 00
Loans for Eastern Penitentiary, by act of 31st March, 1831,	120,000 00
Loan for Union Canal Company, by act 1st March, 1835,	200,000 00
Temporary loan by act of 16th June, 1836,	200,000 00
Temporary loan by act of 14th April, 1838,	800,000 00
Debts due on appropriations to miscellaneous objects,	1,545,29 86
Debts due by appropriations to internal improvements,	532,057 01
Debt due United States, on account of conditional loan of surplus revenue,	1,867,514 78
Amount of public debt,	\$30,174,304 97

PUBLIC PROPERTY.	
The public works, canals, rail roads, &c.,	\$25,109,644 92
Bank stock,	2,108,700 00
Turnpike & bridge stock,	2,726,396 58
Canal & navigation stock,	528,000 00
Rail road stock,	179,564 59
Money due on patented lands	1,000,000 00

Estimated value of public property, \$31,652,306 09
It is right to remark in respect to this statement, that I have not entered upon the debit side an item of \$330,000; it is borrowed from the Bank of the United States; and an item of \$50,000, borrowed from the Harrisburg Bank; by my predecessor, under circumstances explained in his message, on the assumption of which the Legislature has not yet acted. And in regard to the estimated value of the public works, canals, rail-roads, &c.; it is doubted very much whether their actual value is not far greater than here represented. The estimate refers more directly to their cost, than to their present value. It is possible that some additional liabilities of the State might arise, if the Legislature should think proper, for the public good, to divest any corporations created by authority of this Commonwealth, of the privileges granted by law, in consideration of which they have paid bounties into the public Treasury. This, however, must be regarded as a remote contingency. Of the foregoing public debt, the amount of \$8,922,201 65 has been contracted within the last three years, exclusive of the items above referred to, and not charged.

It is manifest, from this view of the entire amount of the debt and resources of the Commonwealth, that her means are ample for all her engagements, although a portion of the public property may not be immediately available.

The principal purpose of this message is, however, to call your attention to the present condition of the finances, as exhibited by the following statement of monies now due, or becoming due, on the 1st February next, and immediately thereafter, viz:

Stock loan per act 30th March, 1824, payable 1st Jan. 1839,	\$220,000 00
Interest on permanent & temporary loans,	602,250 00
For ordinary repairs on public improvements,	400,000 00
Balance due of appropriations per act of 14th April, 1838,	242,864 23
	\$1,465,114 23

To which, perhaps, may be added the sum borrowed for repairs of canal on Juniata Div. \$80,000 00

The Legislature will also be required at its present session to make provision to pay the following loans and demands on the Treasury, due at the times specified:

Stock loan per act 30th March, 1824, due 1st May next,	\$80,000 00
Stock loan per act 7th December, 1829, and 4th January, 1825, due 1st May next,	90,000 00
Stock loan per act 11th April, 1825, due 1st January 1840,	150,000 00
Temporary loan per act 16th June, 1836, due in June, 1839,	200,000 00
Temporary loan per act 14th April, 1838, due at various times, from 18th June to 31st October, 1839,	600,000 00
Temporary loan per 3d section act 14th April, 1838, due before 1st January, 1840,	200,000 00
Interest on loans due on or before 1st August, 1839,	618,250 00
Salaries of toll collectors &c. remainder of year,	50,000 00
Due for repairs,	77,080 97
Expenses of motive power,	253,568 82
All other expenditures (including deduction),	1,120,027 14
	\$5,573,056 16

Deduct amount of estimated receipts for remaining part of year, 1,644,918 82 |

Total deficit for 1839, \$3,928,137 34
It will be perceived, that the permanent and temporary loans falling due at the times mentioned in this statement, constitute a part of the State debt already adverted to, and by providing for their payment the aggregate amount is not increased.

I have included the necessary appropriation for ordinary repairs, among the demands to be provided for on the 1st February, because it is a fund that should be at all times in readiness, and a great portion of it will be needed as soon as the business on the improvements commences in the spring. Provision must also be made for the loan falling due on the 1st January, 1840, by the Legislature at its present session, as by the amended Constitution the meeting of the next Legislature is postponed beyond the day of payment.

I will also state on this subject that, at the solicitation of a number of gentlemen deeply interested in the transporting business on our public improvements, I was induced a short time ago to make a personal examination of the portion of the canal and slack-water navigation recently repaired in Huntington county, and am satisfied that its safety, permanency and usefulness, all depend on its receiving the speedy and thorough attention of the Canal Commissioners. Unless the new works be repaired, and in some places reconstructed before the spring freshets, there is imminent danger that a considerable portion of them will be again swept away.

The estimated receipts into the treasury during the present year, with the exception of two items, amounting to \$225,000; are composed of the ordinary revenues of the State alone. It is rendered certain that the fourth instalment of the surplus revenue from the general government will not be received, nor will there be bank bonuses, or any other of those accidental and extraordinary means of replenishing the treasury, to depend upon, which have poured into it about \$7,000,000, during the last three years.

The State must rely henceforth on her fixed and certain, but gradually increasing ordinary revenues, unless loans or taxation be deemed advisable, to discharge all her liabilities, and to complete all her contemplated improvements. To do this successfully, rigid but enlightened economy should be consulted in all her expenditures, and those habits of lavish and ill-judged appropriations, engendered by the sudden and unexpected acquisition of public money, through means which can seldom if ever again happen, must be promptly corrected. It is frequently observed in the case of private individuals, that the sudden acquisition of wealth is, in fact, injurious to the prudent habits and sound morals of the possessor. It is more emphatically true in the case of government—corruption creeps in unperceived, through a thousand channels, and eats out the substance of the people before they are aware of its stealthy approach.

Habits of improvident provision grow, and those who recommend that they should be restrained, in the slightest degree, are signally regarded as parsimonious and illiberal. And the hazard even of incurring this reproach, I would earnestly invoke your undivided attention to this branch of our public

policy. The enormous and unprecedented deficit in the treasury, now to be supplied, is an instructive commentary on its practical results. If the same policy that has brought us into this condition is persisted in, it must effectually paralyze the energies of this great State. The public debt must be swelled to an inordinate amount; the prosecution of our valuable system of public improvements must be suspended. You have already a balance to raise of more than \$3,000,000, before you can make any appropriations whatever to the completion or extension of any of the unfinished public improvements in which the State has already so much unproductive money invested.

The question is then submitted entirely to your consideration, in determining what appropriations to new works shall be made at the present session. My predecessor recommends in his annual message, the appropriation of at least the following sums, to the following named works, viz:

To the Erie extension,	\$500,000 00
North Branch canal,	500,000 00
Gettysburg rail road,	500,000 00
West Branch canal,	200,000 00
Wisconsin canal,	100,000 00
Allegheny feeder,	100,000 00

The Canal Commissioners in their report, recommend the appropriation of the following sums to the works designated, viz:

To the Erie extension,	\$1,200,000 00
North Branch,	1,200,000 00
Gettysburg rail road,	600,000 00
Sinnehoning extension,	300,000 00
Allegheny feeder,	200,000 00
Wisconsin canal,	286,000 00
	\$3,786,000 00

And they recommend also, that the further sum of \$1,256,467 77 should be appropriated for the "current year, as necessary for the permanent repair and prosperity of the improvements." I beg leave to refer you to the message and report for the explanatory information accompanying these several recommendations. I am not aware of having in my power, any communication to make that would materially aid your deliberations on this head, except to suggest the propriety and necessity of providing, by some judicious prospective legislation, not only for the payment of the appropriations that may be made at the present session, but for the mode of obtaining money hereafter, when needed, to continue and complete the works to which such appropriations are applied.

The sums appropriated, have usually been exhausted before the next meeting of the Legislature; and those engaged in the construction of our public works, have been compelled to make sacrifices, to enable them to prosecute their labors, or to dismiss their workmen, until funds be provided by law. Many months elapse before legislative action can be had on the subject, and before the negotiation of the necessary loan, when authorized, the work is frequently abandoned by the contractor, or his workmen have sought employment elsewhere, and by the time the requisite funds are obtained, operations are to be commenced anew; and thus it may be fairly assumed, that our public improvements have cost perhaps thirty per cent. more than they would have done, if timely provision to continue their prosecution had been made. If the contractor knew beforehand, what amount of money he might rely upon as forthcoming, when wanted, he could make his arrangements accordingly, to his own and the public advantage. The work would progress with greater facility, and of consequence enable contractors to do it cheaper and more expeditiously, than heretofore. The public faith would at all times be regarded as sacred, and the contractors, (a class of men who have certainly had some cause to complain,) would be essentially benefited by the adoption of this policy, and also the numerous laborers and artisans, by whose invaluable services our great improvements have been constructed, would be in a good degree secured from suffering and destitution too often inflicted upon them by the failures of the contractors on our public works.

In order to remedy this state of things in future, I beg leave to recommend to the Legislature the enactment of a law authorizing the Governor, with the sanction of the Commissioners of the internal improvement fund and Canal Commissioners, or under such other checks as may be found necessary to carry on the several lines of improvements until the meeting of the next Legislature, whenever the appropriations to the same may happen to become exhausted. Requiring of course, that the money so obtained be placed in the treasury of the Commonwealth, disbursed and accounted for in the manner provided by law.

It would be expedient that the sum which might be so obtained, should be limited, to a reasonable amount, and that the rate of interest and terms of the loan, should be strictly defined. It seems to me that the adoption of any other principles of action in relation to the prosecution of our system of internal improvements, cannot be prudent and salutary. The measures themselves must fluctuate often, the works progress tardily, and the expense of their construction be much increased. Nor can I omit suggesting further, to you the obvious, sound policy of looking in your legislative action to the speedy completion of the main lines of improvement between the eastern and western extremities of the Commonwealth, the Erie extension to the lakes, and the North Branch Canal, leading into the flourishing western counties of the State of New York. The instant these works are

finished, the trade upon them must be augmented in a manifold degree. The state has already large sums invested in them, from which she will realize no returns of consequence till they are finished. Other works of undoubted utility, leading directly into these principal highways to market, will next deserve attention; but in what respect the Gettysburg rail road claims to rank in the first, or even in the second of these classes, is more than I can discover. It is well worth the serious consideration of the Legislature, whether in the present embarrassed condition of the finances of the state, that work ought not to be abandoned; till some more auspicious season for resuming it arrives. On no part of our system of improvements has public opinion been more emphatically pronounced. If completed, its advantage to Pennsylvania is unquestionable; if indeed it be not absolutely useless—its commencement was injudicious—the cost of its construction is enormous; and should it be abandoned, the only disadvantage, will be the loss of a very large sum of money now irretrievably consumed by it, which will be vastly increased if the state preserves in the prosecution of the work. I respectfully submit this subject to the candid and good sense of the legislature, believing that its further prosecution at present is not warranted by either prudence or patriotism.

Being decidedly in favor myself of a judicious and comprehensive system of public improvements, reaching all practicable points and accommodating all sections of the Commonwealth alike, I should be happy to cooperate with the Legislature in completing it at the earliest possible day, and would rejoice to become instrumental in carrying such system into speedy operation; but finding the Treasury in a situation that tends to forbid all hope of engaging in that undertaking until our fiscal concerns are restored to a sound and healthy state, I respectfully suggest to the Legislature, the expediency of applying the funds of the Commonwealth, at the present time, to any other works than the main lines and their immediate tributaries. It cannot be long before the increasing ordinary revenue arising from the tolls of the canals and rail roads of the Commonwealth will defray all the expenses necessary to keep them in repair and pay the interest of the money expended in their construction. Then will the State, for all practical purposes, be free from debt and be fully able to undertake, without fear of embarrassment, the extension and completion of her noble improvement system, until it touches every county within her extensive limits and returns to their citizens the entire sum of their contributions, to the system in its completion and progressive advance towards their own homes. I cannot close this brief reference to our system of public improvements without inviting the attention of the Legislature to two subjects, which, though not immediately connected with the leading object of this communication, are yet so essentially necessary to the full fruition of the benefits to be derived from our main lines of canals and rail roads between the eastern and western sections of the Commonwealth, as to awaken the earnest solicitude of every Pennsylvanian. I allude to the removal of the obstructions to steamboat navigation in the Allegheny, Ohio and Mississippi rivers, from Pittsburg to the Gulf of Mexico, and from Pittsburg up the Allegheny as far as the same may be found practicable by the survey authorized under direction of the General Government, and to the construction of a continuous rail road from the city of Pittsburg through or near the Capitols of Ohio, Indiana and Illinois, to some point on the Mississippi river at or near St. Louis.

By the completion of these important undertakings, a great amount of business would be at once thrown upon our improvements. The merchandise of various kinds from the eastern states, and the agricultural and mineral productions of the rich and flourishing southern and western states, that would pass through Pennsylvania, must be far beyond any present computation. The rapidly increasing trade of the lakes too, which is fast outstripping the hopes of the most sanguine, would descend the Allegheny river and contribute largely to swell the business of our canals and rail-roads. The tolls on our main lines would be so much increased as to amply sustain the less profitable portions of our system; without rendering it necessary to make the slightest addition to the State debt, or to any of the burthens imposed upon the people. The trade of the growing and prosperous cities of Philadelphia and Pittsburg would be immensely multiplied; and the southern and western states themselves, now feeling the want of such mediums of communication to an unparalleled extent, would receive an impulse of no ordinary influence upon their prosperity and greatness. A glance at the map of the Union, will convince every man of the importance of these improvements to Pennsylvania as well as to the vast regions of country of unsurpassed fertility and mineral wealth, which would find the canals and rail roads of this State their direct highways to market. In order to carry into effect the views herein expressed, I respectfully recommend the propriety of adopting the proper steps to enlist the General Government in the project of clearing out the obstructions to the navigation of the Ohio and Mississippi rivers by steamboats from Pittsburg up the Allegheny to such point as may be fixed in the survey, authorized by act of Congress, as the termination of steamboat navigation. The prosecution of such works as these, by the National Government, falls directly and properly within its legitimate power, according to the strictest interpretation of the constitution. And

I would also recommend the adoption of measures, either by appointing a committee of the Legislature or by such other efficient mode as may be thought expedient to secure the joint and united action of the several states interested in the project of constructing a continuous rail road communication between Pittsburg and St. Louis. This may be effected by a joint incorporation of a company, or of several companies, with authority for the purpose, or by the states through which the road would pass, undertaking it themselves, upon terms mutually assented to by all. It would afford me great pleasure to transmit to the Legislatures of these states such resolutions or information as will tend to bring about this happy result. It may not be amiss to add, that the bold and sagacious policy of our southern and northern neighbors, to secure the trade of the South & West, is well calculated to admonish Pennsylvania to be on the alert—When the countless advantages, to which I have barely adverted, may be firmly and securely grasped without the slightest expense or inconvenience to the people, let them not be surfeited by legislative procrastination. The day for action has already arrived.

In reference to the mode of obtaining funds to supply the present wants of the Treasury, I am in possession of no farther information than is already before you, in the report of the State Treasurer, and in the message of my predecessor. No other alternative seems to be presented, than taxation or loans—all the two, the latter appears least objectionable, because productive of least hardship to the people—is less expensive; and can be carried into effect with greater facility. That the credit and resources of the State, are ample to extricate her, in the present crisis from embarrassment, is a fact which no intelligent citizen can doubt. It is in no spirit of self-sufficiency or empty gratulation, that every citizen of Pennsylvania justly looks upon this Commonwealth as second to none of the sister states, in the industry, frugality and integrity of her citizens—in the extent, quality and necessity of the boundless resources, which nature has scattered throughout her borders with a prodigal hand—in her coal fields—her iron ore—her agricultural productions, and in her stupendous system of internal improvements, connecting together her remotest extremities, unloading her richest resources, and marked, in its conception, by the comprehensive reach of mind, which entitles its projectors and founders, to rank with the first Statesmen of the age. The credit of Pennsylvania, resting on this foundation, can be shaken by no convulsion that does not overturn the government itself; and dissolve society into its original elements. Pecuniary embarrassments, it is true, may arise from ill-judged measures, extravagant expenditures, or short sighted policy; but they must of necessity be of temporary duration. Time soon detects fallacies—exposes errors—regulates derangements; and corrects mis-government. One failure to comply with her engagements, on the part of the State, becomes the parent of future precautions against its occurrences, and serves but to show the faithful fidelity of the people to their obligations, because it is stamped with the seal of universal condemnation or regret.

It is with no ordinary feelings of state pride and satisfaction, that I express my firm confidence in the abundant means now possessed by the Commonwealth, to pay her public debt by the sale of the public improvements, in the construction of which that debt was mainly contracted; if such measure was deemed necessary or wise; and also my conviction, equally firm and gratifying, in the increasing value of her means, to meet all future liabilities created by the entire completion of our system of improvements, &c. in the achievement of this great undertaking, we follow the dictates of prudence and experience. Nothing but the improvident or corrupt mismanagement of her rulers, can mar the bright prospect that is opening on the destinies of Pennsylvania.

Having recently passed through a period of unexampled excitement and agitation, the people of this great Commonwealth are anxious for repose. Social commotions produced by political, pecuniary or any other causes, are destructive to the best interests and substantial welfare of the community. They cripple business of all kinds; retard public improvements; deprive the laboring portion of our fellow citizens of their means of support; and tend directly to unsettle the foundation of our republican institutions. Let us hope that this condition of things is at an end; that henceforth, a spirit of undeviating regard for the public weal, and of unwavering respect for the laws of the State, may be cherished both by her rulers and by her people. Public opinion, the unflinching corrective of all abuses in a free government, calls loudly on every department of ours, to direct their strongest efforts to the restoration of that state of tranquillity and confidence in the intelligence and patriotism of the people, that distinguished the administrations of our early republican predecessors. Let this be done, and repose, prosperity and patriotic concord will again and forever abide in our beloved Commonwealth.

In connection with the statement I have felt it my duty to give of the financial condition of the State, I have thought these considerations, respecting her credit and resources, necessary and proper to prevent misapprehension; and to show that though money embarrassments do exist, the foundations of her prosperity and glory are neither shaken nor impaired.

DAVID R. PORTER.

20th January, 1839.