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BY GEO. SANDERSON.]

“OUR COUNTRY—RIGHT OR WRONG.”

[AT TWO DOLLARS PER ANNUM.

Whole No. 1433.

Carlisle, Pa. Thursday January 13, 1842.

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AGENTS.

- JOHN MOORE, Esq. Newville. JOSEPH M. MEANS, Esq. Hopewell township.

LEMUEL TODD, ATTORNEY AT LAW. OFFICE No. 10, Harper's Row, in the room formerly occupied by Isaac Todd, Esq.

SAMUEL R. HAMILL, ATTORNEY AT LAW. Will practice in the several courts of Cumberland county.

WILLIAM H. LAMBERTON, ATTORNEY AT LAW. Will practice and attend to collections in the counties of Venango and Clarion.

CABINET MAKING.

WM. C. GIBSON, RESPECTFULLY informs the public that he is supplied with an Undertaker, and ready to perform every duty of an Undertaker.

CABINET MAKING. It is all his business, and as usual, at his old stand in the North Hanover street, next door to Abel Keeney's Corner and Tinware shop.

Just Received at the store of the subscriber a fresh lot of CRANBERRIES; White Honey and Bears Currant; an additional supply of best winter SPERM OIL; Also, Young Lyson and Imperial Teas; Horse Radish; Pickles, assorted; Hair and Curves; Mustards; and a variety of other articles.

Assigneeship Account. In the Court of Common Pleas of Cumberland county, December 14th 1841.

THE account of Moses Eby and Melchior Brennenman, Assignees of Maj. John Craighead, has been presented to the Court by Melchior Brennenman, and the 2d Monday of the January Court (being the 17th day) appointed for its confirmation and allowance, if no objections be made—of which all concerned will take notice.

CAPS! CAPS! CAPS!!! Just received an extensive assortment of Outer Fur Seal, Hair Seal, Ceylon & Cloth caps, which will be sold at reduced prices by GIFFENBERG & CANBY.

NOTICE.

IN and by act of the General Assembly of Pennsylvania, entitled "An act granting the duties upon wholesale dealers and retailers of merchandise, and prescribing the mode of issuing licenses and collecting said duties."

Table with 3 columns: License amount, License fee, and License duration. Rows include 100,000 and less than 200,000, 200,000 to 500,000, etc.

Merchants, Dealers. And others interested in the said act, are also notified, that the Associate Judges and Commissioners of said county, will attend at the Commissioners' Office, on Friday the 14th day of January, 1842, at 1 o'clock P. M.

FOR SALE OR RENT. That valuable and commodious property now in the tenure of Samuel M'Keelhan, Esq. situate on the north side of East High Street, Carlisle.

FOR RENT. THAT large and commodious House, on the corner of Hanover & Louther streets, can be divided as follows: as to accommodate 2 Families, and is well calculated for a Boarding House.

POTATOES. A large supply of Potatoes received and for sale in quantities to suit, by J. E. GORMAN.

GOVERNOR'S MESSAGE.

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

FELLOW CITIZENS:—In performance of the duty enjoined on me by the Constitution, I proceed to give you such information of the state of the Commonwealth, and to recommend to your consideration such measures, as I think expedient, at the present time.

The subject of deepest interest, and greatest perplexity, that calls for your attention, is the financial condition of the State. Although I have, on several former occasions, entered into a full and minute exposition of this matter, I cannot refrain from again presenting it to your consideration, in a manner so distinct and plain, as to preclude, I trust, the possibility of misconception on the part of those who feel an honest desire to understand it.

There is due by this State, to the United States, an account of deposits of surplus revenue, the sum of \$2,867,514 78. The funded debt of the State, amounts to \$36,531,005 68. This debt is reimbursable as follows:—

Table showing debt details: \$270,981 87 in the year 1841, 62,500 00 " 1844, 6,516,568 81 " 1846, 50,000 00 " 1847, 1,000,000 00 " 1850, 2,000,000 00 " 1853, 5,000,000 00 " 1854, 2,783,861 00 " 1856, 7,070,661 00 " 1859, 1,250,000 00 " 1861, 2,648,680 00 " 1862, 5,225,000 00 " 1863, 200,000 00 " 1865, 2,515,000 00 " 1864, 1,797,010 00 " 1865, 3,524,000 00 " 1868, 1,957,562 00 " 1870, 840,981 00 at the expiration of certain bank charters.

Total \$36,531,005 68. This debt has been contracted for the following purposes:—

Table showing debt purposes: For canals and railways, \$30,055,013 68; For interest on public debt, \$,804,303 00; For the use of the Treasury, \$1,571,689 00; For turnpikes, State roads, bridges, &c., 950,000 00; For the Union Canal, 200,000 00; For the Eastern Penitentiary, 120,000 00; For the Franklin Railroad, 100,000 00; For the Pennsylvania and Ohio Canal, 50,000 00; Total \$36,531,005 68.

The value of our public improvements, estimated at cost, is, \$29,292,165 53. The State owns bank stock, which costs at par, 2,108,700 00. The State owns turnpike and bridge stock, 2,843,048 89. The State owns canal and navigation stock, 831,778 66. The State owns railroad stock, 550,546 90. Money due on unpatented lands, estimated at 1,000,000 00.

Total, \$36,531,005 68. The immediate difficulty of our situation, arises mainly from the payment of the interest annually accruing on this debt. This interest is about \$1,800,000; and this sum, it is incumbent on the State to provide as it becomes due. The inconsiderable portion of the funded debt, now redeemable, can be, doubtless, postponed until more auspicious times, but the interest admits of no such postponement.

The sum in the treasury, applicable to this object, on the first day of this month, independent of what will be received during the month, was \$1,020,956 38, being \$124,042 62 more than is necessary to pay the interest due on the 1st of February, next.

In relation to the assessment and collection of the State taxes, under the act of the 11th June, 1840, the greatest delinquency is found with the county commissioners. No return or statement has been received from several of the counties, although required by the 6th section of the said act, to be transmitted to the Auditor General on or before the first Monday of September, in each year.

The duty of the county commissioners to make returns of the assessments, &c. to the Auditor General, imposed by law, seems not to be designated and enforced with sufficient precision and certainty. To secure its faithful performance, I recommend a revision of the law.

During the existing state of things, the continuance of taxes assessed, for the payment of this interest, or at least of taxes of some kind for this purpose, appears to be indispensable. If the distribution of the objects of taxation, or the mode of levying and collecting the tax be unfair, or onerous, undoubtedly the evil should be promptly corrected.

I have heretofore declared my determination to do all that belongs to this department to meet faithfully the engagements of the State, and to maintain unsullied, the credit and fidelity of the Commonwealth. My sentiments in relation to these matters have undergone no change, and I am pleased to find that on this subject, there is no diversity of opinion among the great mass of the citizens of the State.

But it is not only to the loan holders of the Commonwealth, that she ought to be just in the meeting of her engagements: A regard to economy, as well as justice to the men who labor upon the repairs of our canals and rail roads, requires that they should be punctually paid.

provision to pay them, may be misrepresented; and for a time misunderstood. Prejudice, from the sordid feelings of interest, may be invoked, and demagogues and unprincipled politicians will, doubtless, attempt to use it, to answer their own purposes. But the responsibility is one which every honest public functionary must meet fairly and frankly, and in so doing he will be eventually sustained by the people at large, who never deliriously err, and who always will reward, with their confidence, an honest and fearless devotion to their true interests, even though it may, at first, have met with temporary disapprobation.

The means to pay off the loan under the act of 4th May, 1841,—to pay the foregoing creditors of the State, and the interest on the public debt,—must be provided before the Legislature adjourns. Sound policy, may common honesty demands this much at your hands, and I am persuaded no member of the Legislature will shrink from a duty enjoined by such considerations as these.

It will be found on reference to the amount of taxes paid by the people, that comparatively a small portion is levied to discharge the interest on the public debt. Although in the aggregate the taxes are onerous, by far the greater amount is absorbed in the ordinary purposes of township, city, and county affairs.

The unprecedented increase of our population and resources, cannot fail, in a few years, to render our improvements so productive as to supercede the necessity for taxation. The ultimate value of our stupendous system of public works can hardly now be estimated. They have already added an incalculable amount of value to the property of the citizens of the Commonwealth, and given an earnest of their capacity for future usefulness.

The unfinished works are the following: The Delaware canal, from Easton to Bristol, 693 Miles. The main line of canal and railway from Philadelphia to Pittsburgh, 593 1/2 Miles. Canal from Beaver, on the Ohio river, to Greenville, in the direction of Erie, 722 Miles.

Total canals and railways completed, 768 1/2 Miles. Canals in progress and nearly completed, 1114 Miles. North Branch extension, from Lackawanna to New York line, 90 Miles. Erie extension, from Greenville to Erie Harbor, 684 Miles. Winconico canal, 124 Miles. Total canals in progress, 1652 Miles.

The report of the canal commissioners, with the accompanying documents, which will shortly be laid before you, will show in detail, the state and condition of our public improvements. Having in former communications to the Legislature, stated

my views in relation to our system of internal improvements, I beg leave, respectfully, to refer you to them, as being unchanged, without wishing unnecessarily to extend this communication, by embodying them in it.

When I first entered upon the duties of the executive department, the question of completing the North branch and Erie extensions, was submitted to the action of the Legislature. The representatives of the people decided in favor of completing both, and have, by three subsequent acts, appropriated considerable sums of money for that purpose.

The North Branch canal has already cost \$2,348,276 38, of which the sum of \$389,676 42 remains yet due to contractors. The Erie extension has already cost about \$2,919,507, of which the sum of \$374,406 28, is yet due to contractors. The grave question is now presented to your serious consideration, whether, under all the circumstances, those two lines are to be forthwith finished, or abandoned for all time to come, and the entire amount of labor and money expended upon them thrown away.

Contractors who have gone on to the work, and perhaps executed the least profitable part of it, will have fair claims on the justice of the legislature for remuneration, for the losses they have sustained by an abandonment of the work by the Commonwealth. Judging from the success which usually crowns perseverance, in similar applications before the Legislature, there can be but little doubt that this class of claimants will not go away unanswered and unsatisfied.

The farmer whose lands have been cut up and destroyed, will also be a just claimant for compensation for the injury he has sustained, for which the advantages from the proposed canal will not be an available set off; and it may be well to enquire whether the amount of those claims would not go far towards the completion of those branches of our improvements. The only valid objection to a prosecution of these works to completion, is the difficulty to be apprehended in raising the necessary funds for the purpose.

The estimated cost, to complete the Erie extension is, \$556,142 46, and the North Branch \$1,293,416, independent of the arrears due to the contractors, as before stated, which must be paid at all events. More confidence can be placed in the accuracy of these estimates of the cost of completing these works, than could be extended to those made in the earlier stages of our public improvements, from the increased practical experience of those entrusted with the duty of making them.

My own opinion remains unchanged, that it is our true policy to go on and complete both these works, as little delay as possible. This, however, is a question exclusively for your decision. For the debts now due to contractors on these lines, as well as for repairs on the other lines, rendered indispensable, and without which many portions of our canals would have been unavailable and useless throughout the season, I respectfully urge that some prompt and immediate provision be made.

Many of the contractors have laid out their money for a long time, and have suffered serious injuries by the delay. If no better expedient can be devised, I would recommend the immediate issuing of a six per cent. stock, to all such creditors, redeemable at such time as shall be thought most expedient.

The amount required to pay debts due for repairs on the several lines of canal and rail road, it will be observed by the report of the Canal Commissioners, is unusually large. This is to be ascribed to the unprecedented breach which occurred in the Delaware Division, in January last, which cost about \$150,000; to the renewal of the North track of the Columbia rail road; to the rebuilding, in a permanent manner, the locks, bridges and aqueducts on several of the divisions, and particularly on the North Branch, where the original superstructures, composed entirely of wood, had so far decayed as to leave no other alternative, than either to renew them throughout, or abandon the navigation entirely.

The Legislature on the sale being reported: If sold, even on an extended credit, if the principal be secured, and the interest punctually paid, it will so far relieve the Commonwealth. If it were made a condition that State stock should be received in payment, it would probably make the sale more advantageous to the Commonwealth. The dispositions of capitalists would thus be made known, and it can at least be ascertained whether a sale at an adequate price can be effected.

The policy of leasing for a term of years, one or both of those improvements, has been more than once suggested. Of the propriety of so doing, I am not prepared to express a decided opinion, but have thought it worthy of a suggestion for your consideration.

That the public works should be unproductive, is owing in a great measure to want of proper legislation on the subject, and unless this be remedied, it must impair public confidence in their ultimate utility. The Canal Commissioners have repeatedly urged upon the Legislature the propriety of allowing the Commonwealth, alone, to carry the passengers on the Columbia railroad. No railroad in the U. States could sustain itself, if it were to relinquish the carrying of the passengers; yet, on that road, this strange condition of things is exhibited.

The State has expended in its construction over four millions of dollars, while the capital employed by those carrying the passengers, is perhaps thirty thousand dollars. The State on her immense outlay, is reaping about three per cent., while the individual carriers, on their thirty thousand dollars, are clearing nearly 200 per cent. So it is, also, with regard to the transportation between Philadelphia and Pittsburgh. That line of our improvements, between those cities, was constructed at a cost of a fraction over fourteen millions of dollars.

It is monopolized by a few companies, employing a capital of less than four hundred thousand dollars; yet, while the State is receiving little more than will keep it in repair, the transporters are realizing immense profits, and that, too, on a comparatively small outlay.

This can only be remedied by vesting the Canal Commissioners with full and ample authority to adopt such measures as in their judgment will be best calculated to enlist individual enterprise and invite competition, and to counteract the effects of the selfish and monopolizing system that has controlled, and now controls, the transportation on our public works.

It may possibly be supposed that the Canal Commissioners possess adequate power already for this purpose, but this is to mistake the case. From the nature of that department of the government, it is always the target at which the discontented and interested point their shafts. Not a session of the Legislature passes without harassing the Commissioner with investigations; the whole State is ransacked for accusers—every act is questioned and misrepresented—and, after all, the result is fruitless.

The first instance is yet to be found in which any thing tangible has been produced, or any salutary reform of the system effected. Were the Legislature to devote one session to an honest and thorough examination and correction of the abuses and defects of the system, without annoying and pursuing individuals for sinister ends, not openly avowed, much good would be produced; but, under any other mode of treating this subject, the issue must be as idle and frivolous as heretofore. I do not wish to preclude the most searching investigation. I merely desire to direct your attention in a channel that will be beneficial to the public.

One of the greatest evils of these frequent and frivolous investigations is, that they bring legislative investigations themselves into discredit. The persecution of the innocent, always affords a shield to the guilty. It is now, throughout the country, a matter of idle sport to talk of these investigations. The mode by which they are brought about is well understood. A few dissatisfied contractors, and others, impose on the credulity and simulate the ambition of some member of the Legislature to offer a petition, complaining of public grievances. A committee to investigate is appointed—subpoenas are issued—and straightway swarms of hungry confederates through the seat of government, to prosecute their claims—lounge at the public expense—and join in a wholesale return to their homes, and laugh at the trick, as they pocket the spoils. In reference to this subject, it will be found that a large portion of the legislative expense is incurred in this way.