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THE GOVERNOR'S MESSAGE.

To the Ho warable the Senate and Mem-Lers of the House of Representatives . of the General Assembly :

GENTLEMEN .- A benificent Providence has favored the people of our Commoawealth with a high degree of health and general prosperity during the year just closed, and with many other causes of pleasure and gratitude. Humbly acknowledging these blessings, let us ask his divine direction in the discharge of official obligations.

Li affords me unaffected delight to welcome the representatives of the people to the seat of government, and rely, for a time, on the aid of their combined wisdom in the administration of the mation of the state of the Commonwealth, and make such suggestions and recomto demand; and to the discharge of this obligation I now proceed.

The receipts at the treasury for the year 1853, exclusive of loans, and including the actual balance in the treasury on the first day of December, 1852, (being \$671,037 72,) amounted to the sum of \$5,952,474 74.

The payments for the same period, exclusive of loans and other extraordinary expenditures, make the total sum' of \$1,131,048 47, being \$1,518,326 10 less than the receipts. Of this excess, \$595,057 55 was paid to the Commissioners of the Sinking Fund, and \$559,-000 toward the payment of the old debts. and the construction of new work on the North Branch and Portage radroad. being part of the temporary loans au-

of proper care be taken, will not exceed the sum of \$1,500,000, leaving a balance in the treasury on the first of December, in the engineer, the only data which I The first inquiry, therefore, is, Why works, we should not underrate their inquiry, therefore, is, Why works, we should not underrate their inquiry, therefore, is, Why works, we should not underrate their inquiry, therefore, is, Why works, we should not underrate their inquiry, therefore, is, why works, we should not underrate their inquiry, therefore, is, why works, we should not underrate their inquiry. this \$625,000, the amount that should Creek Turnpike company, \$8,000.

entire amount of the temporary foans payment of the funded debt. That gre sum of \$591,350. With these now outstanding, and pay the debts to such should be the policy of the State calculations before me, and even adding which I have already referred. But no after the completion of the works now a larger amount for errors in the esti-

Six per cent. bonds, Five do do Four and one-half per cent. bonds,

Relief notes, per act of May 4, 1841, Certificates for unpaid interest on the public debt,

for the years 1843,1844, and '45, with their accumulated interest,

L'omestic creditors' certifi-

Total liabities, Dec. 5, '51 \$ 10,154 457 48

Add loane of April 2,152 for the completion of North Branch canal. 850,000 00

ments: To't sinking fund,\$681,469 83 Intereston outstand.

ing certificates, 50,752 91

Total amount of funded \$117,677 53 of the public debt, a should

THE PEOPLE'S JOURNAL is equivalent to a virtual payment of Canal and Delaware division; on the Village subscribers peranuum, in advance, 1.25 I will be a virtual reduction of the pub- complicated and difficult work, would

Unpaid appropriations,

Total, The floating liabilities of the Commonwealth & current demands upon the treasury at this time, are: Ruilroad & enval debts,\$327,73400 Temporary loans, 'npaid appropriations, 305, 695 00

For re-laying the north track of the Columbia railroad.

For the construction of a new road to avoid the inclined planes, on the Alleghany mountains, For the completion of the

Western reservoir, For t' North Branch Canal, 1,000,000 00 For the new locks on the Delaware Division

80,000,00

656,034 90

\$2,143,915.21 thorized by the act of the mineteenth of rent that the operations of the treasury tive. The prompt completion of the new April last, which, together with the bal- have exceeded our most sanguine expective work will involve the expenditure of ance in the treasury, applicable to the tations, yielding over a million of dol- more capital than the State can command redemption of outstanding loans, reduces lars annually above the ordinary charges without resorting to farther temporary agents to when the management of this the annual interest upon about lifteen connectly so in the repair and general the actual bilance on the first day of de and experies; and showing, that if no loans; whilst, on the other hand, the branch of public affairs has been con-millions of the public debt; and I am supervision of railroads and canals. comber lest to the sum of about \$625,000, new improvements had been in progress, maintenance of the old road, at a cost of to be used in the payment of the Febru- two millions, at least, of the public debt e450,000 per annum, is quite out of the cuss some of the considerations sincident crease of trade except upon the North of making her works a species of North cuss some of the considerations sincident crease of trade except upon the North of making her works a species of North cuss some of the considerations and control of the cont runry interest.

Could have been paid during the last question. Its exhansing demands on the proposition.

The receipts for the year 1554, intwo years. In addition to these extrations the treasury on ordinary expenditures, there was paid hand for my part, I can see no mode of assume either the affirmative or negative—the interest on seventeen or eighteen order improvements. This instability the first of December, 1853, may, in out of the treasury during said period, doing this except by the completion for my opinion, be safely estimated at 85,—in pursuance of laws passed prior to the new road.

It is a second to the question, and expect to be proper—millions of the debt, and that the completion of places on ly understood, without some explanation pletion of the road over the mountains, the State works, as political offices in-The expenditures for the same priod, \$70,700; for the publication of the my present station, I found this work in tions of the sale. including \$250,000 for the payment of Pennsylvania Archives and Colonial progress of construction; the western old cabts on the public works, and \$300- Records, \$23,163 52; for the improved slope up to the summit having been advocate the uffirmative have distinct from this source swelled to a sum equal tion and short tenure in office. These 000 for the sinking fund, should not, and ment of the State penitentiaries, \$35,000 placed under contract during the sumideas as to what the price should be, and sequal to the interest upon twenty-two ideas are sound and republican, and

650,163 90 very flattering picture, so far as relates the line into use. to nett revenue. The aggregate amount of business was larger by twenty per North Branch canal, at the period alcent, than that of any former year, and ready named, was \$772,000. One mil-204,680 20 of \$1,932,495 33, being an excess of but sum exceeding \$150,000 is still required \$35,683 91, over the receipts of 1852. to pay for its completion. With such 52,932 74 This increase of tonnage, without a cor- unexpected demands upon the Treasury responding increase of receipts, is the within the short space of two years, it icy; and it may be said that whatever that this has not occurred. has been lost to the treasury was given \$41,004,457 48 to extend commerce and trade. The ex- New York to Elmira, will be ready for From which take the following pay- penditures for the year, according to the business during the present month, and amounted to the sum of \$1,177,742 75, dam at Athens, a distance of ninety-three scription of transportation facilities now leaving a nett ballance of \$754,752 59; miles, has been completed. The only in existence; the casualties that may but as this sum does not include any por--- 732,222 47 tion of the cost of new locomotive engines and the erection of new farm about two and a hatf miles, the construc-

\$100,000 of the five per cent, bonds the other division of the canal they are tolresource, without making any exactions Railroad, the condition of affairs is enfrom the people, and constitute a sut-tirely unsatisfactory. The system of stantial addition to the sinking fund .- | management heretofore practiced on that lic debi to the amount of \$282,222 47. seem to demand a speedy any radical The floating liabil ties and current de- change. But the Executive, under the mands upon the treasury, at the period I claws as they now are, having no control

621,338 00 that with the necessary change in the

public affairs; and it is also a grateful tion. It should be remarked that the inclined planes on the Allegany mountains; and it is also a grateful tion. It should be remarked that the inclined planes on the Allegany mountains; to perform the constitutional injunctions floating debt, as above stated, is no new tains, has not progressed as rapidly as most reliable indication of what we may to these considerations, and these only, public works—its errors are too palpable. tion that requires the executive to com- thing. It has always existed to a great- had been anticipated. It is the opinion anticipate from the new. The constant- that we can look for argument to sustain, to need refutation by argument; and er or less degree, but has not usually of the engineer, however, as will appear by increasing demand for coal, outrunthe idea that the State can gain anything, shall only repeat what I substantially been exhibited in this form. A balance on reference to his report, that should the ning, as it has done for years past, the pecuniarily, by the sale of her improve- said to the general Assembly on a forof unpaid appropriations is unavoidable, necessary means be promptly surnished, means of supply, justifies, as it does not ments. That the difference in the exmendations as the welfare of the people and has not been so small for many years the entire line could be completed during force upon us, the conclusion, that so penses of the management of the works persuancy it afforded for extortion of the buring the year 1852 and 1853 the double track is finished with the excepproper business connections formed, this the estimation of some capitalists, I have dry, the idea that officers, for the time following appropriations and payments tion of four miles, and the cost of this canal will be patronized up to its full no doubt; but it is not so great as estihave been made towards the construct balance, together with the expenses of capacity. A glance at the vast, rich, mated by some. Indeed, certain per-credit of the Commonwealth broadcast, laying down a single track, is estimated, and populous section of country which tions of our own works are now well, to be discovered and redeemed at some at six bundred and five thousand dollars, it will be called upon to supply with managed, and it is hoped and believed future period, by their successors, is a in addition to the value of the old track. coal, for every imaginable purpose, do- that such changes can be made in the monstresity in the economy of public \$355,500 00 The engineer also estimates the annual mestic, mechanical, and manufacturing, system of direction now practised by the rail its. saving, as compared with the expendito that of 1852, at two hundred and points of that country, must satisfy the But the main question will be the the State's management of these works that the road between plane No. 4 and portance of this improvement. Hollidaysburg, with a double track, will

a like distance. Viewed in every aspect, it must be confessed that this branch of the public

temain in the treasury due February 1, It will readily be perceived, therefore, of a single track was estimated at \$1,-1555, and we have a surplus revenue, that should the appropriations hereafter 015,000. The materials on the old road be confined strictly to the ordinary ex- were valued at \$248,650, which, to-It is thus made evident to my mind, pences of government, we shall have an gether with the appropriations previousthat the treasury will have the ability, annual surplus revenue exceeding one ly made, reduced the amount to be produring the coming year, to redeem the million of dollars, applicable to the vided to complete the work to the meaadditional draft should be made upon it in progress, will not be doubted. The mates, and the enormous expenditures without provision being first made for importance of such economy in view of of the old road full in view, I could not the great end to be obtained—the liqui- doubt the expediency and economy of At the time of my induction into of- dation of the public debt-and conseface, the liabilities of the State were as quest relief of the people from taxation in the price of slubor, material, and subfor State purposes, is too manifest for ar- stance, added to the obvious errors in the \$2,314,023 51 gument. Entertaining these views, I estimates, has changed the entire aspect 37,701,458 03 could not give my assent to any new of this enterprise. The sum of \$650,schemes of improvement by the State. | 000 has been appropriated since that 198,200 00 The operations of the public works time and over \$600,000 is still required,

The Junction canal, extending from unfinished part of the work lies between Athens and the State line, a space of debt at this time, \$40,272,235 01 portion of these will leave the sum of of the Canal Commissioners and the To meet this apparent increase of \$701,752 58 as the actual nett balance. Governor, under an act of Assembly, to The receipts and expenditures and negotiate with the Junction canal com- improvements. be observed that, by the cancellation of general operations on the Columbia rail- pany for its completions. But even this eix per cent. bonds, we have a saving of road exhibit an encouraging state of af- section, I am assured, will be ready in the hopes of future business and in- suggestions on the subject. \$20,000 annually to the treasury, which fairs, as they also do on the North Branch ample time for the spring trade.

These lines will complete the last link | upon the rapid growth of the Common- to the General Assembly soon after my the people of the entire State.

system of management, the public im- affection, the assurance of politica! fidel- the sale, may, be urged the necessity administration of the law of May, 1852, \$1,401,000 15 provements can be made to yield a very ity, and the blessiegs of an extended which would be presented for the creat requiring cash payments and prompt handsome revenue to the treasury; in- commerce, in the shape of inland ves- tion of a number of corporations, having settlements by the officers on these deed, even for the last year, had the sels, freighted with her richest minerals, a community of interest and feeling with works, and prohibiting the creation of expenses on the mountain division been and receive in return, as she certainly similar bodies already in existence, and debts. This result I regret, for I am still confined to a reasonable sum, the nett will be offered, from the vast valleys of the danger of thus inducing the organia decidedly of the opinion that no other revenues would have reached near one the Empire State, now teeming with zation of a controlling power in the change in the system, is likely to beget million of dollars. Relieved from these wealth in all its variety, assurances of commonwealth. absorbing demands by the construction of full reciprocity, in affection, fidelity, and But it is said that companies can man-general direction. For the last year, the new foad, or in some other way, and commerce. And in due time the coffers age these works with greater skill and Lowever, this law was strictly carried Difference between the two periods, 177,661 15 we shall realize, by the year 1555, a. of the State, I am confident, will receive economy than the State, and for that out on some of the divisions, and it as nett profit equal to the interest on twenty- an ample reward from these new rela- reason they would be most valuable in sincerely desired that hereafter the pragliabilities are \$117,661 15 less than when two millions or more of the public debt. tions of trade. Indeed, on this point, the hands of the former, and that the tice may be extended to all. The work on the railroad to avoid the the large increase of profits on the old State can realize this difference by at I need not discuss the consequences and at the facilities offered by the New State, as to lead to general skiil and tures on the old road, on a business equal York canals and the lakes, to reach all economy. ninety thousand dollars. He also states, most sceptical as to the value and im-

> I congratulate you, therefore, upon cost about eight hundred thousand dollars | the consummation of an enterprise which less than the Pennsylvania railroad, for will be thus profitable to the State, and

past, and without indicating a policy for look for a moment. the General Assembly, or intending the For the years 1352 and 1853 the nett

price of the works and could

wer usually given is, that the measure is wisdom of their founders. We are prone contration to make money, in competition realization, however, must depend main! ly upon the price obtained.

thens. . .

And what reason is there to suppose that more can be obtained ? Capitalists, it will be conceded; when weighing the for the year just closed do not present a with the value of the old road, to bring nett profits on their investments the basis. of all their calculations. They will look The estimated cost of completing the at the past operations of these works, in connection with their prospects in the by the creation of a joint stock company, an aerous applications were made for the gross receipts amounted to the sum lion of dollars has since been paid, and a and circumstance bearing on their real which the Commonwealth is to remain ring companies, and that the Governor value; and it is scarcely necessary to n large share holder, but the direction to recused to give his assent to their passremark, will only buy when perfectly, be in the hands of individuals or corpo- age. In 1852 and 1853, much time satisfied that they have the best of the rations, associated with her in the own- was consumed in the consideration of consequence of a great reduction of tolls, would not be unreasonable to expect an question of value, it will be perceived, a most dangerous and insideous measure. It is a most dangerous and insideous measure. If the proposition to sell be seriously for the close of the last session, a Commissioners, demanded by public pol but it is alike gratifying and astonishing tions, and motives of buyer and seller,

must necessarily be identical. report of the Canal Commissioners, the State works from Pittstown to the science and mechanic arts on every dethe inroads which may be made by result to them from the elements; in short, the mutability of human structures, bridges, the deduction of the proper pro- tion of which was delayed by an effort duties of government, must constitute, and the propriety of simplifying the mainly, the considerations in favor of a separation between the State and her

creased profits to the treasury, predicted

in a centinuous water communication wealth; her vast and varied resources, induction into office, I advocated the amount thus saved will be a permanent enable; but on the Allegheny Portage between the Chesapeake Pay and the influence of these upon trans- policy of making cash payments for Northern Lakes. The struggle for this portation within her limits; the increas- labor and materials, and the interdiction achievement has been long and arduous, ing demand for facilities to transmit her by law of the creation of debt by the covering nearly a quarter of a century. products to market; the eadless con- officers on the public works, and made But the triumph is still a brilliant one, sumption and unlimited supply of her allusion to other radical defects in the and must be a cause of gratification to great staples of coal and iron, and their system, which could scarcely be reached proximity to her works at all points; by the Canal Board. To some of these Most auspicious and promising is it for the enlarged products of agriculture, and I shall now briefly allude. have indicated, were as follows:

Damages, balance on contracts, and for labor and materials on the public works, prior to January, 1852, and since paid, as appears on the books of the Auditor as appears on the books of the Auditor (General, Sasti752, 15)

Temporary loans

Temp send greeting to the people of a neigh- a fair income to the government. In penses be paid or not. These circumboring State, the evidence of fraternal addition to these considerations against stances have defented to some extent the

minimum price that shall be fixed on is expensive and inefficient; and yet it these improvements; and the proper is not clear to my mind, that, treated as disposition of this, it must be readily a business affair, her supervision would seen, will demand much careful examin. be as cheap and as efficient as that of ation. And in reference to this point, emporations and individuals. But the beneficial to the people.

The expediency of selling the public for the issue belongs mainly to the furnity and economy exceedingly difficult.

The expediency of selling the public for the issue belongs mainly to the furnity and economy exceedingly difficult.

The periodical change of officers has also and can only be anticipated from works has been a topic of discussion in ture, and can only be anticipated from Her periodical change of officers has al-From the foregoing figures it is appa- affairs presents an embarrassing alternathe presents an embarrassing alternathe presents an embarrassing alternative field by the past. To these we ways deprived her of the benefit of ex-

or relief in some other way, from the stead of scientific and mechanical workleeching demands of that portion of our shops; and bringing to bear on their

1854 of \$1,340,117 34. Deducing from 190 19; to the Sugar Valley and Deer could properly consult as to the policy of should these works be sold? The answimpertance, nor is it just to disparage the itemust be conceded that a mere business necessary to reduce the State debt, and to murmur against the policy that dic- with the creatures of government and relieve the people from taxation stated their construction, because of the the effects of individuals, was not con-these are great objects indeed, and idebt we have thus incurred, and yet, if templated as an office in the organic should, as have no doubt they will althe proposition were submitted to cancel law of the State; and hence, it is not receive your earnest consideration; their this liability by their destruction or dis use, we should be compelled (to reject it. one do not apply usefully to the other. Should the interest on the public debt was necessary and proper. Avenues of condition of the Reading railroad, the liquidated by the sale be less than the this kind through the body of the State, Prinsylvania railroad, and other siminettiprofits arising from the public works, at to convey her vast productions to mar. lar works, were they required to change then it would be false economy to sell. ket, are as indispensable to her vigorous their engineers and superintendents, at In that case the measure would not be growth and physical development as are short periods, and bring strangers into the veins and arteries to the human syst their employ? The answer may be necessarily increase their yearly bur-tem, to give circulation to the blood, and readily discovered in the State's expeconsequent health and vigor to the body. rionte. To stop or clog these in either case. No clearer evidence, it seems to me. would produce stagnation, and ultimate can be furnished to show that much of destruction.

tion of a sale, I may say, that under no is found in its own history. It will be circumstances should we entertain the to numbered by many of you that during future—carefully considering every fact, as heretofore repeatedly proposed, by special nets to incorporate manufactuentertained, under the present condition general law on the subject applicable to of the money market, it should be based all the counies, in the State except six, It is apparent, then, that the effect of on the idea of a bona fide sale, for a full was passed, and although this law was compedition on the value of these works; compensation, in exchange for the bonds as favorable in its terms as the special of the State, and under such salutary acts solicited, but a single application reservations and restrictions as the inter- has been made under it for mining pur-

works is susceptible of improvement will justify the rejection of all special that much can be done by judicious re- acts on the subject in the future. Il can forms to augment the receipts to the see no reason why this general law treasury and facilitate the business of should not be extended to the balance of transportation; and as much of this systen results from positive law, it may not but no special act to organize companies On the other hand will be presented be deemed officious on my part to make within the counties not included in the

comony, purity, and efficiency in their

There seems to be some plausibility, if not actual truth in the allegation, that perience in this work; and this in any business, you will agree with me, is At the time of its adoption, this policy What, I would inquire, would be the

this special legislation is sought andirs Without reference to the abstract ques valuable only because it is special, than proposition to part with the public works the administration of Givernor Shutte,

ests of the people may demand.

But it is urged by many that the tions have not been commenced. These State's system of managing the public are significant facts, and, in my opinion. suggestions on the subject.

In a special message, communicated and such as are now in my possession