

# GOVERNOR'S MESSAGE.

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

Resolved: That the Legislative branch of the Government, in the present emergency, be authorized to issue bonds to the amount of \$1,000,000, to be used for the purpose of procuring the necessary supplies for the Army and Navy.

The events of the past year cannot fail to afford assurances of the continued mercy of the Almighty Father of the Universe, and of the blessings He has dispensed to the people of this Commonwealth. While in other parts of our country, and in distant lands, pestilence has made fearful ravages, leaving in its track a wretchedness of desolation and the tears of crushed affections; a healthful climate, in the disposal of a righteous Providence, has preserved the citizens of the State comparatively free from the miseries of the destroyer.

During a period of war, famine and civil commotion in the old world, bringing in their train, desolation and want; blighting the hopes, paralyzing the industry, and annulling the prosperity of the people; the Commonwealth, in union with other States under the National Constitution, has enjoyed the delights of peace, and her citizens, in the exercise of industrial pursuits, have found contentment and competence. To the Author and Guardian of our being, whose beneficence caused all things to work together for our good, our reverence and gratitude are especially due.

The recent efforts for the establishment of liberal political institutions in Europe, have excited in the people of this country, the warmest sympathies. The conflict between the oppressor and the oppressed, whatever may be the incidents or results, having for its object a government capable of protecting and extending political and social liberty, must be regarded by the people of the United States with the deepest solicitude. In the enjoyment of institutions which recognize the rights of man, and are founded on the acknowledged principle that all political power is a trust to be exercised for the benefit of the citizen, they cannot witness the struggle between despotism and freedom, without ardent hopes and sincere prayers for the triumph of liberal and enlarged justice. It is impossible to behold a people long the subjects of tyranny and oppression, without being interested in their lot, and desiring to see them freed from their chains, and to see them rising up beneath the banners which centuries have heaped upon them—casting aside the reverence for power, and the pride of regal splendor; looking forward to the establishment of human rights; to the elevation of the moral and social condition of society; and placing their lives and fortunes on the hazard of a struggle for these objects; without, on our part, an earnest, anxious desire that they may succeed. That struggle has been unsuccessful. The arbitrary Governments, in whose midst the noble band of patriots erected their standard, have succeeded with their immense force in maintaining tyrannical authority, and the brave men who fought for freedom, have either perished under the barbarous exactions of despotic will, or they wander in foreign lands, exiles from home, that no longer afford security. It is not the policy of our National Government to mingle in the controversies of foreign nations, nor is it desirable that it should, by act of hostility or friendship, break up the commercial relations which exist for mutual advantage; but it is, nevertheless, no violation of international law to enter our solemn protest and warning, against acts of cruelty and barbarism upon heroic men and defenseless women. It is no wrong for our Government to unite with those who are in the expression of indignation against the violation of national faith and national law, involved in the demand, for sanguinary purposes, of the brave defenders of human rights.

The consideration of the Legislature is respectfully invited to the financial condition of the Commonwealth.

The present funded debt is as follows: 6 per cent. loan, \$2,041,922 51 5 per cent. do. 37,336,716 90 4 1/2 per cent. do. 200,000 00 \$28,578,739 41

Unfunded debt to wit: Relief notes in circulation (without interest) \$653,164 00 Interest on notes outstanding, 179,422 91 Interest unclaimed, 4,448 38 " on certificates to be added when the same shall be funded or paid, 17,294 34 Domestic creditors (on settlement), 85,104 88 \$933,431 51

Amount of canal, rail road, and motive power debts, contracted prior to Dec 1, 1818, and unpaid by the appropriations of the last session, 63,238 53

Total indebtedness of the Commonwealth, Dec. 1849, \$40,574,418 45

The funded debt of the Commonwealth, exclusive of the first Dec. 48 was, \$39,393,350 24

Unfunded debt, 1,081,886 69

Amount of canal, rail road, and motive power debt, contracted prior to Dec. 1, 1818, 367,612 38 \$40,842,379 31

Amount of public debt paid during the year 1849, exclusive of the sum paid Commissioners of the sinking fund, \$267,965 88

Amount paid during the year 1849 to the Commissioners of the sinking fund, 227,313 33

Amount appropriated during the year 1849 toward payment of public debt, \$495,479 39

In exhibiting the operations of the Treasury for the last fiscal year, the sum of \$130,000, borrowed on special loan for the avoidance of the Schuylkill Incline Plane, and included in the aggregate of the public debt in December, 1849, should be added to the above stated sum of \$497,479 39: The amount of receipts at the Treasury during the year ending Dec. 1, 1849, is \$4,133,688 65

The amount of expenditures during the same period is 4,684,771 80

Balance in the Treasury on Dec. 3, 1848, 577,290 39

Balance in the Treasury on Dec. 1, 1849, 926,207 24

Amount paid to commissioners of sinking fund on Jan. 1, 1850, \$227,513 53, with which was purchased of the funded debt, and transferred to the Commonwealth, 253,500 00

Difference between the indebtedness of the State on the 1st Dec. 1849, and Dec. 1, 1849, 267,966 86

Total amount of public debt paid during the year: \$231,165 80

Estimated receipts at the Treasury during the year 1850: From Land, \$20,000 00 Auction Commissions, 25,000 00 " Fees, 50,000 00 Tax on Bank Dividends, 120,000 00 " Corporation Stocks, 160,000 00 " Real & Personal Estate, 1,320,000 00 " Tavern Licenses, 60,000 00 " Retailers Licenses, 160,000 00 " Pedlar's Licenses, 3,000 00 " Broker's Licenses, 12,000 00 " Theatre, Circus and Menageries Licenses, 3,000 00 " Billiard Rooms, Bowling Saloons and ten-pin alleys, 5,000 00 " Distillery and Brewery Licenses, 150,000 00 " Eating Houses, Beer Houses and Restaurant Licenses, 15,000 00

Estimated payments for the year ending December, 1850, are as follows: From collateral inheritance tax, \$180,212 41 " Premiums on charters, 35,969 40 " Eating and oyster houses and restaurants, 5,867 20 " Billiard and bowling saloons and ten-pin alleys, 2,987 50 " Theatre, circus and menagerie licenses, 2,210 00 " Distillery & brewery licenses, 384 00

Amount received for the year ending December, 1, 1849, \$227,628 01

The estimated payments for the same purpose, for the year ending Dec. 1850, are as follows: From collateral inheritance tax, \$200,000 00 " Interest on stocks purchased, 15,000 00 " Premiums on charters, 40,000 00 " Theatre, circus and menagerie licenses, 2,000 00 " Distillery & brewery licenses, 1,500 00

" Patent Medicine Licenses, 3,000 00	" Pamphlet Laws, 500 00	" Milling Fees, 10,000 00	" Tax on Wills, Deeds, &c., 20,000 00	" Certain Offices, 20,000 00	" Collateral Inheritance, 200,000 00	" Canal and Railroad Tolls, 1,200,000 00	" Canal Freight Rate of old Materials, 5,000 00	" Enrollment of Charters, 11,000 00	" Premiums on Charters, 40,000 00	" Tax on Loans, 125,000 00	" Incline Plane Loan, 270,000 00	" Dividends on Turnpike and Bridge Stocks, 2,000 00	" Nicholson Lands, 300 00	" Accrued Interest, 5,829 00	" Retained Cash, 5,000 00	" Excise, 2,000 00	" Fees of Public Officers, 2,000 00	" Miscellaneous, 2,000 00	" Interest on Stock purchased, 15,000 00	\$4,586,206 00
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Estimated payments during the year 1850: To Public Improvements, \$640,000 00

Expenses of Government, 235,000 00

Military Expenses, 4,000 00

Pensions and Gratuities, 20,000 00

Charitable Institutions, 80,000 00

Common Schools, 200,000 00

Interest on Loans, 2,005,000 00

Guarantees on Int. Domestic Creditors, 37,500 00

Special Com. on Publishing Works, 20,000 00

State Library, 2,000 00

Public Buildings & Grounds, 2,000 00

Penitentiaries, 15,000 00

House of Refuge, 5,000 00

Nicholson Lands, 300 00

Excise, 2,000 00

Abatement of State Tax, 40,000 00

Counsel Fees and Commissions, 2,000 00

Miscellaneous, 5,000 00

Incline Plane (at Schuylkill), 270,000 00

North Branch Canal, 150,000 00

Com. on Sinking Fund, 293,000 00

\$434,800 00

\$81,500 00

The foregoing estimated balance in the Treasury at the end of the fiscal year 1850, would appear to justify the appropriation of \$40,000 toward the completion of Western Reservoir at Johnstown, as heretofore recommended. It would also authorize the appropriation of a sum not less than \$300,000, in addition to the amount already appropriated, to be expended in the completion of the North Branch Canal.

The Legislature at its last session authorized the re-issuance of the relief notes then in circulation, and suspended their cancellation for three years. The amount of the whole issue now outstanding is \$653,164 00

The amount paid into the Treasury and supplied by a new issue is 443,537 00

Balance, \$209,627 00

The above balance has been destroyed, or has failed to reach the Treasury during the year. These notes, the redemption of which being assured, and affording a safe and convenient local currency, have the confidence and favor of the citizens. It is therefore recommended that authority be given to the proper officers, to keep them in good condition, by a new issue, in lieu of such as may become mutilated and defaced.

" Billiard and bowling saloons & ten-pin alleys, 5,000 00	" Eating and oyster houses and restaurants, 5,867 20	" Treatments, 2,987 50	" Duties on liquors, 2,210 00	" Duties on liquors, 384 00	\$371,000 00
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The opinion is confidently expressed, that the estimated receipts raised, will be found to approximate the truth, should an adherence to the policy pursued by the last Legislature, in relation to premiums on charters, and other financial measures, hereinafter mentioned, be observed.

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thin finds its way to the Treasury. An evil so detrimental to the public interests calls for speedy remedy. It is suggested that the Canal Commissioners be authorized to invite proposals for furnishing the motive power of the canal road, stipulating in detail the terms to be performed; and the nature of the returns to be given. The object being to procure competition in the supply of the motive power, encouragement should be given to individuals willing to undertake the duty of furnishing one or more locomotives on the road, neither belonging to the State, nor the individual bidder. Should the locomotives belonging to the State, be furnished to the bidder, the contract should stipulate the terms on which they should be used.

The transportation of passengers should be done by contract with the lowest bidder. In the agreement, it would be necessary that the Canal Commissioners should fix the kind of cars, and such other details as would secure the accommodation of the passengers, and faithfully guard the public interest.

If the transmission of burden cars, an arrangement might well be made with their owners, by which the State would receive instead of the present tolls, a portion of the freight charges. The consequences would be advantageous to both parties.

These changes in the present system, would, it is believed, largely diminish the expenses of the motive power; would authorize a reduction in the rate of tolls; produce an increase of business upon the road; furnish with profitable labor many citizens now refused employment, by reason of the monopoly held by the State over the motive power on the road; prevent the expenditure necessary for the purchase of new locomotives; save to the State the large sum of the old engines; moderate the tolls payable by a lower rate of tolls; and would advance the public interests by lessening the annual outlay, and increasing the income from the road more than \$200,000.

Discriminations in the tolls on the Public Works, against portions of our citizens, by means of a system of drawbacks and maximum rates of tolls, are unjust and improper. Their labor and property, in common with others, are subjected to the same construction of the improvements; their industry and wealth have for years assisted, and continued to assist, to sustain them; and it is difficult to perceive upon what principle of public policy, a tariff of tolls is maintained, discriminating against their interests. The demands of trade cannot excuse a palpable wrong of this character, while a reduction of tolls on the whole line of improvements, would produce an increase of business, and secure the desired foreign trade.

The practice of contracting debts for repairs, and for the purchase of materials beyond appropriations for these purposes, should be prohibited by severe penalties. Nothing can be more destructive of accountability, or offer stronger inducements to extravagance, than such a power over the public money. An officer guilty of an act of the kind, violates the trust committed to him, and should be forthwith dismissed from the public service. Debts already contracted in this way, should be paid; for the labor in behalf of the State has been performed, and it would inflict an injury on those who could not have a knowledge of the wrong, to withhold from them the value of their services; but immediate measures should be adopted, to prevent occurrences of a like nature in future. A practice of this kind, authorized in some measure by legal enactments of the Legislature, for the payment of the debts thus contracted, cannot fail to mislead the people, and embarrass the public officers in their estimates and recommendations. The large appropriations for the payment of old debts, made at the last session of the Legislature, show the extent to which the practice has been carried, and should admonish us to guard against a recurrence of the evil. In providing by legal enactment against the mischief here stated, authority might be given to the Canal Commissioners, should it be deemed necessary, to meet deficiencies in the funds provided for any line of improvements; to draw from a specified appropriation for that purpose, requiring from them a detailed and special report on the subject, to the auditing department, as well as to the succeeding Legislature.

The arrears of the Schuylkill Incline Plane, and the improvements connecting with the Columbia and Philadelphia Railroad, which are in rapid progress of construction, must materially increase the business on that public thoroughfare, and will render the relaying of a portion of the said road, a work of absolute necessity. In the performance of this work, should the Legislature authorize it, good policy would seem to require, so far as the means of the Treasury permit, that our track at least, should be laid with a heavy subgrade, and is worthy of consideration whether the public interests would be greatly subserved, by a location of the new track, so as to avoid the many short curves on the eastern end of said road. They increase the danger to passengers and freight; forbid a despatch safely performed on a straight line; and require greater force than would be necessary on a direct track with higher grades. In the event of the Legislature authorizing the relaying of the eastern section of the said road, and the change of location before mentioned, a due regard to the public interests and the limited resources of the Treasury would seem to demand that the improvement should commence at an early day, and progress from year to year, as the revenues would warrant, until it should be completed.

The Portage Railroad, from the completion of our line of improvements to the present time, has been directed to the benefit of the public, and the occasion of trade seeking other channels to the Atlantic markets. Any mode therefore, of lessening this evil, must meet the hearty concurrence of the citizens. The sum of five hundred thousand dollars judiciously expended, will avoid all the short levels, and four of the five Incline Planes, on the western slope of the Allegheny. The annual expense of maintaining these Planes is not less than two hundred dollars for each Plane, and if that amount be added to the cost of the short levels, and the perishable nature of the materials connected with these works, with the delays and risks incident thereto; the annual amount for their maintenance, cannot be less than one hundred thousand dollars. Were these Planes avoided, and those on the eastern slope of the mountain repaired, the commerce of the Public Works would be facilitated and increased, and the Pennsylvania Canal Railroad Company, would find it their interest for many years to use it in connection with their great improvement.

During the last session, the scarcity of water on the upper portion of the Western Division of the Pennsylvania Canal, materially injured the character of the Public Works, and diminished the revenue from that source not less than \$50,000. To guard against a recurrence of this evil, it is recommended that the Western Reservoir, in the construction of which, the sum of sixty thousand dollars has been expended, be completed. The estimated amount required for its completion is \$40,000, and would, in the opinion of the Executive, be a judicious appropriation.

It has been suggested that an alteration in the seal locks, by making them conform to the shape of the bottom of the boats, would not only strengthen them, but would be a saving of water. This might be effected, if deemed of sufficient importance, by the insertion of wooden bottoms, in such manner as to produce the results indicated.

By the reports of the Auditor General and State Treasurer, made under the directions of the act of the 10th of April, 1849, it appeared that after the payment of the interest on the public debt, and the liquidation and payment of other claims for which appropriations had been made by the Legislature, and retaining a reasonable balance in the Treasury, the sum of \$150,000 might, with safety, be applied to the completion of the North Branch Canal. Accordingly gave immediate notice of the fact to the Canal Commissioners, and portions of the work is understood to have been placed under contract.

Considered as a part of the Public Improvement, and re-commenced as a revenue measure, that work should be finished at the earliest day, the condition of the Treasury permit. It should not be forgotten, that the present unfinished condition of the Motive Power, involving great expense and risk, demand from the profits of the road a larger return than finds its way to the Treasury.

An evil so detrimental to the public interests calls for speedy remedy. It is suggested that the Canal Commissioners be authorized to invite proposals for furnishing the motive power of the canal road, stipulating in detail the terms to be performed; and the nature of the returns to be given. The object being to procure competition in the supply of the motive power, encouragement should be given to individuals willing to undertake the duty of furnishing one or more locomotives on the road, neither belonging to the State, nor the individual bidder. Should the locomotives belonging to the State, be furnished to the bidder, the contract should stipulate the terms on which they should be used.

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An evil so detrimental to the public interests calls for speedy remedy. It is suggested that the Canal Commissioners be authorized to invite proposals for furnishing the motive power of the canal road, stipulating in detail the terms to be performed; and the nature of the returns to be given. The object being to procure competition in the supply of the motive power, encouragement should be given to individuals willing to undertake the duty of furnishing one or more locomotives on the road, neither belonging to the State, nor the individual bidder. Should the locomotives belonging to the State, be furnished to the bidder, the contract should stipulate the terms on which they should be used.

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