

GOVERNOR'S MESSAGE.

[CONCLUDED.]

Although the completion of the North Branch canal, before the close of navigation, was certainly expected, yet this expectation has not been realized.

It will appear by the report of the Committee of Ways and Means, made to the House of Representatives in 1849, that the entire amount necessary to complete and put in operation the unfinished portions of this canal was estimated at the sum of \$1,106,037.

In pursuance of the act of the 8th of May last, providing for the sale of the main line of the public works, affecting the canal required by law, I caused the same to be exposed to public sale, at the Merchants' Exchange, in the city of Philadelphia.

Having on a former occasion presented my views of the propriety and policy of a sale of this branch of our public improvements, a repetition of the sentiments then expressed becomes unnecessary.

To reduce the State debt and relieve the people from taxation, are objects worthy the earnest and anxious consideration of the Legislature.

Without desiring to assume a general and uncompromising hostility to all banks or to an increase of banking capital, I cannot discover the necessity that requires, or the circumstances that would justify the incorporation of all banks that may be demanded from the Legislature.

The necessity for increasing the number of banks should be determined more by the actual wants of legitimate trade, than by the number of applications and the wild fancies of stockjobbers and speculators.

The present condition of the finances, and in aid of the revenues of the State, (in addition to the taxes now imposed by law,) a reasonable premium should be required to be paid by all banks or saving institutions that may hereafter be chartered or re-chartered by the Legislature.

As appropriate to this subject, and intimately connected with it, I cannot forbear to express my disapprobation of a practice, that has heretofore obtained to some extent, and using the names of members of the Legislature as co-signatories in bills pending before them for the incorporation of banks and other companies.

It is a case of more than ordinary cogency, that agriculture, the first, as it is the noblest pursuit of man, has, in its progress, the development, violated its own principles and interests, in public esteem, the favorable position to which it is so justly entitled.

It is a case of more than ordinary cogency, that agriculture, the first, as it is the noblest pursuit of man, has, in its progress, the development, violated its own principles and interests, in public esteem, the favorable position to which it is so justly entitled.

ing, in their varied and multiplied relations, all the other industrial interests of the country.

An interest so important should receive the encouragement of all classes of society. No longer a mere act—an exertion of physical strength, it has reached the dignity of a science, and to its progress and improvement, the people and their representatives should cheerfully contribute.

By an act of the last session, an institution designated as the "Farmers' High School of Pennsylvania," was incorporated. The charter was accepted by the trustees, and the institution duly organized.

While individual liberality and energy have done much, and will do more, for this institution, an appropriation by the State, in such sum as the Legislature may deem proper, would not only aid and encourage this laudable enterprise, but would be an honorable and just recognition of the important interests involved.

The laws now in operation, regulating manufacturing and other improvement companies, are in some of their provisions too severely restrictive, and should be modified.

The report of the Superintendent of Common Schools will exhibit to you their condition and the general operations of the system throughout the Commonwealth, during the past year.

The operation and results of the system as detailed are highly interesting. Our educational system is slowly, but surely conquering the prejudices and gaining the confidence of the people.

The experiment of the County Superintendent, wherever faithfully carried out, has not disappointed the expectations of the advocates of that measure.

The marked improvement recently effected in the system, has been in its corps of teachers. With almost unparalleled disinterestedness and devotion to the noble cause in which they are engaged, the common school teachers of the State have, in almost every case, been using all the means and appliances within their power for self-improvement.

In conceding this boon to our children, through their teachers, we are encouraged by the example of other countries, and the experience of the past. It is a remarkable fact, that no State of our Union, nor nation of the old world, has perfected its system of public instruction, without schools for the professional training of teachers, established and supported by the public authority and means.

This work is in full harmony with the laws of mind and of human society. Teaching is a high and honorable profession, and no profession has more products and complex duties

to perform—and no one operates on, or with such valuable and interesting material. The most thorough preparation is therefore requisite; and as the duties to be performed are not only responsible, but delicate, and may affect the social, political, moral, or religious feelings and rights of the citizen, no source is so safe, no authority for their discharge so free from suspicion or bias, as the State.

It is true also that the teaching mind should reside in its true place in the schools. In the communication of knowledge, to be effective, kind, and sympathetic contact, must exist upon mind, and with living, speaking energy, leave its impress there. The Great Master himself thus trained the school which was to reform the world. But now the book has too much intruded itself between the teacher and the taught.

As an expedient to supply the place of regular Normal schools till established, and as a valuable auxiliary to them when in operation, the Teachers' Institute would be of unquestionable value. It would bring together the teachers of a county under the best influences, for consultation and improvement, and exhibit them before their fellow-citizens in their proper professional character.

The public schools of Philadelphia are deserving of special notice and approval. In their various gradations, from the primary up to the high school, they are models worthy of imitation; and their management and efficiency reflect great credit upon those to whom have been committed their supervision and control.

The State Lunatic Hospital, at Harrisburg, in its objects and results, merits our highest approbation. The just expectations of its projectors and founders have not been disappointed.

The necessity and importance of providing additional accommodation for the insane of Western Pennsylvania, have been strongly pressed upon my attention.

The necessity and importance of providing additional accommodation for the insane of Western Pennsylvania, have been strongly pressed upon my attention.

The necessity and importance of providing additional accommodation for the insane of Western Pennsylvania, have been strongly pressed upon my attention.

The necessity and importance of providing additional accommodation for the insane of Western Pennsylvania, have been strongly pressed upon my attention.

The necessity and importance of providing additional accommodation for the insane of Western Pennsylvania, have been strongly pressed upon my attention.

The necessity and importance of providing additional accommodation for the insane of Western Pennsylvania, have been strongly pressed upon my attention.

The necessity and importance of providing additional accommodation for the insane of Western Pennsylvania, have been strongly pressed upon my attention.

usefulness. They should receive your aid and encouragement. The "Blind" and the "Deaf and Dumb Asylums," in Philadelphia, invite our sympathy, and ask to share the benefactions of the Commonwealth.

Legislation, in relation to all questions of moral and social reform, should be carefully and wisely considered and matured. On no subject within the constitutional authority of the Legislature, are the people so sensitive, and no one so deeply interested, every class and condition of society.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

ually increasing, and will continue to increase, unless a summary remedy be afforded for the collection of the enrollment tax, or in default of its payment after a certain period, the Acts themselves be repealed.

By a resolution of the Legislature, passed the 27th day of March, 1855, requiring the "New York and Erie Railroad Company to communicate to the Legislature of this Commonwealth, a statement, certified under oath by their President, setting forth what quantity of land said company now hold in Pennsylvania—its location—how much they have heretofore disposed—its value—the value of what they now hold, and when the title to said lands were acquired," it was made the duty of the Governor to transmit a copy of said resolution to the President of said Company.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

On the 6th day of October last, I approved and signed the bill entitled "An act to repeal the Charter of the Erie and N. East Railroad Company and to provide for disposing of the same." In pursuance of its provisions, I appointed the Hon. Joseph Casey to take possession and have the charge and custody of the road.

List of Letters

- REMAINING in the Post Office, at Gettysburg, January 1, 1856. Amoles Mrs. Jackson William Baker Peter Johnson George H. Barry E. C. Keefeaver J. Bates Jacob Kelly James Bollinger Jacob Linard Daniel Bowman Jacob McMillan David Sr. Ruffington J. Mather J. M. Bushman John Melking Augustus T. Cuthomil & Kuhn Maring George Coots Emily Mounshour Henry Colder W. Myers Samantha Drowery Anthony Plank George Esholtz Samuel Quickel John Eckenrode Nicholas Raffensberger Peter B. Fiell Hannah Reuling Magdalena Fisher Mrs. E. S. Saddler Rebecca Jr. Gerber Matthew K. Saddler Christiana Gray J. Schum Miss Mary Hartman Noah Shriver Nicholas B. Hartz J. H. Souver H. Hartzell Barbara Summers Mrs. Eliz' b. Hair Hannah Spillman B. W. Hoke Robert Stover G. B. Horne Malton C. Toot Mrs. Maria E. Hughes Joseph M. Whistler Peter Haumer Joseph Wolf Samuel

Persons calling for letters in the above List will please say they were advertised.

Now is the Time.

The Ladies and Gentlemen of Gettysburg and vicinity, that has resumed the Daguerreotype business, at the old stand, in Chambersburg street, where he will be happy to receive visitors desirous of securing perfect Daguerreotypes of themselves or friends.

Charges from 50 cents to \$10. Hours of operating from 8 A. M. to 4 P. M. In dress avoid light, red, blue, or purple. Dark dress adds much to the beauty of the picture. Sept. 18, 1854. if

TRUSSES! TRUSSES!! TRUSSES!!!

C. H. Needles, TRUSS AND BRACE ESTABLISHMENT, S. W. Cor. of Twelfth and Race Streets, Philadelphia, IMPORTER of fine FRENCH Trusses, combining extreme lightness, ease and durability with correct construction.

Hernial or ruptured patients can be snared by remitting amounts, as below—Sending number of inches round the hips, and stating size affected. Cost of Single Truss, \$2, \$3, \$4, \$5. Double—\$5, \$6, \$8 and \$10. Instructions as to wear, and how to effect a cure, when possible, sent with the Truss.

Also for sale, in great variety, Dr. Banning's Improved Patent Body Brace, for the cure of Prolapsus Uteri; Spinal Plosts and Supports, Patent Shoulder Braces, Chest Expanders and Erector Braces, adapted to all with Stoop Shoulders and Weak Lungs; English Elastic Abdominal Belts, Suspensories, Syringes—male and female. Ladies' Rooms, with Lady attendants. [Aug. 6, 1855. 1y

Susquehanna Hotel, Opposite Calvert Station, Baltimore, Md.

THE undersigned having leased the above Hotel and put it in complete order, is prepared to accommodate his friends and the travelling public. The proprietor will be pleased to see his old friends, and promises to make their stay comfortable and satisfactory. Baggage taken to and from Calvert Station free of charge. JOHN BARR, (formerly of Penna.) July 9, 1855. if PROPRIETOR.

Franklin Inn, Corner of High & Hillen streets, Baltimore.

COL. THOMAS JAYESON, (lately of York, Pa.) has leased the FRANKLIN Inn, corner of High and Hillen streets, Baltimore, Md., and will entertain guests on moderate terms. He hopes to give entire satisfaction, and will spare no effort to merit the approval of all who can appreciate a well regulated and home-like Hotel. Give him a trial. [Balt., Dec. 10, 1855. 3m

Bush's Allegheny House, No. 280 Market st., above 8th st., Philadelphia. Terms, \$1.25 per day. June 4, 1855. 1y C. I. BUSH.

IMMEDIATE RELIEF FOR THE TOOTHACHE!

THERE is to be had at the drug stores of S. H. Buehler, Gettysburg, and James A. Elder, Emmitsburg, a most efficient remedy for the Toothache, which will, if properly applied, according to directions, cure the most violent Toothache instantaneously. Should the pain in course of time reappear, the same application has to be made again, and after two or three applications the cure will be effectual. Please call for A. Ferger's Toothache Balsam—Price 25 cents per phial. August 27, 1855. 1y

Abram Arnold INTENDS removing to York, and must therefore settle up his business. All persons desirous of saving costs, especially those whose accounts are of long standing, can do so by calling immediately and paying up. Unless this be done, without delay, suits will be instituted without respect to persons; a similar appeal to them having been utterly disregarded, no further indulgence will be given. He is now SELLING OFF at cost. June 4, 1855.

Leather. FRITZ, HENDRY & CO. No. 20 North Third Street, Philadelphia, Morocco MANUFACTURERS, CURRIERS and IMPORTERS of FRENCH CALF-SKINS, and Dealers in RED and OAK SOLE LEATHER & KIPP. February 26, 1855. 1y

Hanover B. Railroad. TRAINS over the Hanover Branch Railroad now run as follows: First Train leaves Hanover at 9 A. M., with Passengers for York, Harrisburg, Columbia and Philadelphia. This Train also connects with the Express for Baltimore, arriving there at 1 P. M., stopping at Glenrock, Parkton and Cockeysville. Second Train leaves at 3 P. M., with Passengers for Baltimore and intermediate places, and returns with passengers from York, &c. J. LEIB, Agent. July 23, 1855. if

Hay Wanted. PERSONS having Hay to sell, will do well by calling on the subscriber, in Gettysburg, who is desirous of purchasing. The highest market price will be paid at all times. As he intends having the Hay, after being packed, hauled either to Hanover or Baltimore, the preference to haul will be given to those from whom he may purchase. SOLOMON POWERS. Dec. 6, 1852. if

SCHEICK has on hand a more complete assortment of Cloths, Cassimeres, Vestings, &c., than ever—and offers to his customers, to purchasers as cannot but be advantageous to them. Gentlemen will find his store well supplied with all kinds of goods suited to their wants. G. LOVEN & HOSERY—A large variety of good and cheap at SCHEICK'S.

EXECUTIVE CHAMBER, Harrisburg, Jan. 1, 1856. JAMES POLLOCK.

By the act of the 16th of April, 1855, entitled "An act to increase the revenues and diminish the legislative expenses of the Commonwealth," it was provided that hereafter no private bill, therein described or taxed, should be enrolled in the office of the Secretary of the Commonwealth, or published, or have the force and effect of law, until the party asking or requiring the same should pay into the treasury of the Commonwealth the respective sums in said act. A large number of Acts passed by former Legislatures, and subject to this tax, remain in the office of the Secretary of the Commonwealth, the tax on them not having been paid. The amount has been an-