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**The Emperor and his Daughter.**  
A few years since there was in the city of St. Petersburg, a young girl so beautiful and so lovely that the greatest prince of Europe, had met her, even in a peasant's hut, might well have turned his back upon a princess to offer her his hand and his crown.  
But, very far from having been the light of a peasant's hut, she was born in the shadow of the proudest throne on the earth. It was Marie Nicolowna, the adorned daughter of the Emperor of Russia. As her father saw her blooming like a May flower, and sought for by all the heirs of royalty, he cast his eyes upon the fairest, the richest, and most powerful of them, and with the smile of a father and a king said to her—  
"My child, you are now of an age to marry. I have chosen for you the prince who will make you a queen, and a man who will render you happy."  
"The man who will render me happy," said the beautiful princess with a sigh, which was the only objection to which her heart gave utterance. "Speak, father," she said, as she saw a frown gathering on the brow of the Czar, "speak, father, and your majesty shall be obeyed."  
"Obeyed!" exclaimed the Emperor, trembling for the first time in his life; "it is then only an act of obedience that you will receive a husband at my hands."  
The young girl was silent, and concealed a tear.  
"Is your faith already plighted?" The girl was still silent.  
"Explain yourself, Marie; I command you."  
At this word which sways sixty millions of human beings, the princess fell at the feet of the Czar.  
"Yes, father, if I must tell you, my heart is no longer my own. It is bestowed on one who knows it not, and who shall never know it if such be your wish. He has seen me but two or three times at a distance, and we will never speak to each other if your majesty forbids it."  
The Emperor was silent in his turn.— He grew pale. Thrice he made the circuit of the saloon. He did not ask the name of the young man.  
He who would have braved for a captive the monarchs of the world at the head of his armies—he, with his omnipotence, feared this unknown youth who disputed with him his dearest treasure.  
"Is he a king?" he asked at last.  
"No, father."  
"A grand duke?"  
"No, father."  
"A son of a reigning family?"  
At each step in the descending scale the Czar stopped to recover breath.  
"A stranger?"  
"Yes, father."  
The Emperor fell back into an arm chair and hid his face in his hands, like Agamemnon at the sacrifice of Iphigenia.  
"Is he in Russia?" he resumed, with an effort.  
"Yes, father."  
"At St. Petersburg?"  
"Yes, father."  
The voice of the young girl grew faint.  
"Where shall I see him?" said the Czar rising with a threatening aspect.  
"To-morrow, at the review."  
"How shall I recognize him?" repeated the Czar, with a stamp of the foot.  
"By his green plume and black steed."  
"It is well. Go, my daughter, and pray God to have pity on that man."  
The princess withdrew in a fainting condition, and the Emperor was soon lost in deep thought.  
"A childish caprice," he said at length—"I am foolish to be disturbed at it.— She shall forget!" and his lips did not dare utter what his heart added. "It must be, for all my power would be weaker than her tears."  
At the review on the following day, the Czar, whose eagle eye embraced all at a glance, saw in his battalions naught else but a green plume and a black charger. He recognized in him who wore the one and rode the other a simple Colonel of the Bavarian Light Horse, Maximilian Joseph Eugene Auguste Beaufort, the Duke of Leuchtenburg, youngest child of the son of Josephine (who was for a brief time Empress of France) and of Auguste Amelia, daughter of Maximilian Joseph, of Bavaria, an admirable and charming cavalier, in truth, but as far inferior then to Marie Nicolowna as a simple soldier to an Emperor.  
"It is possible!" said the Czar to himself, as he sent for the Colonel with the design of dismissing him to Munich.  
But at the moment when he was about to crush him with a word, he stopped at the sight of his daughter fainting in her caeche.  
"There is no longer a doubt," thought the Czar, "it is indeed he."  
And, turning his back upon the stupid stranger, he returned with Marie to the Imperial Palace.  
For six weeks, all that prudence, tempered with love and severity, could inspire, was tried to destroy the image of the Colonel in the heart of the princess.  
At the end of the first week she was resigned; at the end of the second week she wept; at the end of the third she wept in public; at the end of the fourth she wished to sacrifice herself to her father; at the end of the fifth she fell sick; at the end of the sixth she was dying.  
Meanwhile, the Colonel, seeing himself in disgrace at the court of his host without daring to confess himself the cause,

did not wait for his dismissal to return to his regiment. He was on the point of setting out for Munich, when an aid-de-camp of the Czar came for him.  
"I should have set out yesterday," he said to himself—"I might have avoided what now awaits me. At the first flash save yourself from the thunderbolt."  
The bolt in reserve for him was the following. He was ushered into the cabinet, where only kings are allowed to enter. The Emperor was pale and his eye was moist, but his air was firm and resolute.  
"Colonel Duke," said he, enveloping and penetrating him with his glance, "you are one of the handsomest officers in Europe. It is said, also, and I believe it true, that you possess an elevated mind, a thorough education, a very lively taste for the arts, a noble heart and an ideal character."  
The Colonel looked up.  
"What think you of the Grand Duchess, my daughter Marie Nicolowna?"  
This point blank question dazzled the young man. It is time to say that he admired and adored the princess, without being fully aware of it. A simple mortal adores an angel of Paradise even as an artist adores the ideal of beauty.  
"The Princess Marie, sire!" exclaimed he reading at last his own heart without daring to read that of the Czar, "your anger would crush me if I told you what I think of her, and I should die of joy if you permitted me to say it."  
"You love her; 'tis well," said the Czar, with a benignant smile; and the royal hand from which the Duke was awaiting the thunderbolt, delivered to the Colonel the brevet of General Aid-de-Camp to the Emperor—the brevets of the Commandant of the Cavalry of the Guards and of the regiment of the Hussars—of Chief of the Corps of Cadets, and of the Mining Engineers—of President of the Academy of Arts, and members of the Academy of Sciences and of the Universities of St. Petersburg, of Moscow, of Keasan, of the Military Schools, of the Council, &c., &c. All this, with the title of Imperial Highness and several millions of revenue.  
"Now," said the Czar to the young man, who was beside himself with joy, "will you quit the service of Bavaria, and become the husband of the Princess Marie?"  
The young officer could only fall upon his knees and bathe with tears the hands of the Emperor.  
"You see that I also love my daughter," said the father, raising his son-in-law in his arms.  
On the 14th of July following, the Grand Duchess was restored to health, and the Duke Beaucharnais de Leuchtenburg espoused her in presence of the Representatives of the Royal Families of Europe.  
Such an act of parental love merited for the Czar and his daughter a century of happiness. Heaven, which has its secrets, had ordered it otherwise. On Tuesday, Nov. 5th, 1852, the Duke of Leuchtenburg died at the age of 45; worthy to the last of his brilliant destiny, and leaving to Marie Nicolowna eternal regrets.  
All the young princes of the world will dispute again the prize of her hand—but she has been too happy as a wife to consent to become a queen.—Atlas.  
"Does your son play Euchre?" said a gentleman to Mrs. Partington, on seeing her enter with a peck of cards in his hand.  
"La sakes," answered the old lady, looking over her spectacles, "they don't play the pianny, but I shouldn't wonder if he could whistle it. Ikey, put up those wicked cards and whistle Euchre for the gentleman."  
"I can't," said the young hopeful.  
"It is strange how that boy has regenerated lately," and taking up her knitting work commenced to knit in a dejected manner.  
"Don't you feel well mother?"  
"No, my son, I don't feel well. I am disgusted with the immorality of the young folks now-a-days," upon which Ikey brought the camphor bottle to the old lady. "Ah," said she, "Ikey, you are one of Job's counterfeiters."  
Life is but the second edition of a tall candle; all we have to do with it, is to live comfortably, to use the snuffers of humanity and knowledge trim the wick, and keep the grease of meanness from running too strong, and we will be sure when the light burns low—when it flickers in the socket—to have the consolation of "going out" in a blaze of glory. Amen.  
Spanky!—The St. Louis "Republican" says that a few days ago, a man and his wife, in that city, were engaged in arranging a separation. The principal difficulty was the baby, which the woman tearfully begged to be allowed to keep, while the man angrily refused. At length the wife almost threw the child into the husband's arms, and exclaimed, "Take it, I can soon have another!"  
One of the greatest luxuries of life, is to pay a bill. And yet there are some people who never indulge in the thing at all. Let such turn square round and try on a few.  
Nicholas Longworth, of Cincinnati, is perhaps the richest man in the West.— He pays \$21,544 tax. At one time we believe he was a poor shoemaker.

**GOVERNOR'S MESSAGE.**  
To the Honorable the Senators and Members of the House of Representatives of the General Assembly:  
GENTLEMEN:—Whilst the events of the year just closed, present many causes of joy and congratulation, and afford a abundant reason for thankfulness to a beneficent Providence for his goodness and mercy—our prosperity and happiness, as a people, I regret to say, has not been unalloyed. The general growth of the country, the progress of the arts and sciences, and other causes of moral and social comfort, have not, it is true, been interrupted; but the loss of valuable lives and property, by the casualties of the elements, has been unusual, both in number and extent; and in certain sections of our Commonwealth the afflictions of pestilence and disease have also been sorely felt. Nor should we estimate lightly the suffering that manifestly exists amongst the poor in our cities and towns. The drought of the season deprived the husbandman, to some extent, of the anticipated rewards of his labor, and lessened the means of human subsistence; whilst the depression in monetary and business affairs, has deprived many laborers and mechanics of their usual earnings. The means of subsistence are thus greatly enhanced in value, at the same time that the opportunities of earning them are much diminished. The field for charity is consequently wider than usual, and to meet its reasonable demands on the part of those blessed with abundance, will be to sustain the christian character, and measurely to merit the continued bounty of Heaven.  
The operations of the Treasury for the last year, will be presented to you in detail, by the head of that department. The results are highly satisfactory, showing a steadily increasing revenue from nearly all the ordinary sources.  
The aggregate receipts for the fiscal year of 1854, including loans and the balance in the Treasury, on the 30th November, 1853, amounted to the sum of \$6,664,912 01. The gross payments for the same period, to the sum of \$5,424,983 29; leaving a balance on the 30th of November, of \$1,240,929 72.  
The extraordinary payments consisted of the following items, to wit: loans repaid, \$235,888 40; to the North Branch Canal, \$206,552 76; to the construction of the new railroad over the Allegheny mountains, \$461,921 03; to the payment of debts on the public works, \$389,946 38. Of the balance remaining in the Treasury, a portion is applicable to the payment of the State debt, and the remainder to current demands.  
The simple, or ordinary operations of the Treasury for the same period, were as follows, to wit: the receipts, exclusive of loans and the balance in the Treasury on the 30th of November, 1853, realized from permanent sources, amounted to the sum of \$5,218,099 00. The ordinary expenditures, including the interests on the finished lines of the public works, excluding the payments on new works and loans, amounted to \$4,116,744 84; being \$1,101,490 15, less than the receipts.  
This statement may be regarded as the workings of the Treasury simplified; and as establishing the gratifying fact, that the present reliable revenues of the State, exceed the ordinary or unavoidable expenditures, over a million of dollars; and that, relieved from the demands for the construction of new improvements, the Treasury could pay a million or more of the public debt annually. It will also be perceived that the income from these sources is steadily increasing. For instance, in 1846, with the State tax at present rates, and the same extent of improvements in use, with nearly all the present sources of revenue in operation, the gross receipts amounted to but little over three and a half millions.  
No more reliable estimate of the operations of the Treasury for 1855 can be made, than is furnished in the results for 1854. The ordinary receipts may be safely estimated at a million of dollars above the unavoidable expenditures. A portion of this excess will be required to complete the new Portage railroad, and the North Branch Canal; and the remainder should be faithfully applied toward the payment of the State debt.  
The aggregate receipts on the public works for the past year, as reported by the Canal Commissioners, amounted to the sum of \$1,876,078 00; and the expenditures to the sum of \$1,101,570 54; leaving a balance of \$774,508 34, from which, however, should be deducted the sum of \$87,900, properly chargeable to the year, for new locomotives and other unavoidable expenditures—thus reducing the net profits to \$736,608 34. If we add to this, \$181,000 00 received from the Pennsylvania railroad company for the three mill tax, which is claimed by some as a part of the income from the public works, we find a net revenue of \$917,608 34; a sum equal to the interest on seventeen millions of the five per cent. debt of the State. The aggregate receipts were \$57,121 less than for the year 1853, and the reduction in expenditures amounted to over \$159,287 00. The withdrawal of the business of the Pennsylvania railroad from the Portage road, readily accounts for this difference.  
Viewed in every aspect, this exhibit is gratifying. Few similar systems of improvement in the country can present a more favorable picture. Some of them, in other States, have recently been re-

duced to a condition of virtual insolvency. The increase of business on the State works for the two last years, has exceeded our anticipations; and but for the necessity which seemed to exist for a reduction of tolls to meet surrounding competition, the revenue would have been largely increased. The general movement now on foot amongst railroad companies, to advance these rates, may perhaps, relieve the State to some extent in this respect.  
The Delaware division makes a most gratifying exhibit. The gross receipts counted \$365,325 07, and the expenditures \$59,738 67, showing a net profit of \$305,586 40; a sum equal to the interest on six millions of the public debt, and to 20 per cent. on the original cost of the work, including the expenditure for new works.  
The North Branch Canal and the Columbia railroad also present favorable results. The business and tolls on the former have increased with marked rapidity; and the management on both these branches bear the marks of skill and economy. The expenses on the Allegheny Portage road have been largely reduced, and the business better regulated than at any former period.—As a whole, I feel constrained to say, that the condition of the public works has been improved during the last year: in no particular, so valuable an extent, as in the matter of contracting debts, which it seems has been almost entirely avoided. The officers on the respective lines report that they have paid all expenses; and some of them have gone so far as to say to the Canal Board that they will be personally responsible for any debts that may hereafter be discovered. This is truly a great reform—for nothing has cost the State so much, as the pernicious practice of making debts on the public works; I still think it should be interdicted by positive law.  
In my last message I gave my views at length, as to the principles and rules that should control in the management of the State improvements and I need not repeat them in this. I would respectfully suggest, however, that so much of the law as binds the Canal Commissioners to a fixed rate of tolls for the whole season, should be repealed. The officers directing the operations of the public works should it seem to me, be left free to meet the exigencies in trade and commerce, as they may arise.  
The work on the Mountain railroad has progressed slowly, and it is obvious that it will not be fully completed before the summer of 1855. I must confess myself sadly disappointed as to the time and money consumed in the construction of this work. The expenditures, since I came into office, have greatly exceeded the whole amount estimated as necessary to complete the line; and yet, it is but justice to say, that the Pennsylvania railroad, lying parallel with it, has cost a still larger sum per mile.  
I have endeavored, during my service, to guard against the commencement of schemes of this or any other character, to entail future liabilities on the Treasury. This ought to be the settled policy of the State. No new improvements should be undertaken, upon a pretext whatever.—The payment of the debt, and that only, should absorb the surplus revenues of the Treasury. If this policy be pursued, no other financial scheme, to pay the debt, will be necessary. The large annual surpluses will reduce the State's indebtedness with sufficient rapidity.  
I regret, exceedingly, the necessity of announcing to you that the North Branch Canal is not yet in full operation. It is now more than a year since the Canal Commissioners directed the water to be let into the main trunk of that improvement, and declared their confident belief, that it would be in successful operation by the middle of last summer; but their sanguine expectations, as well as those of the people, have, in this respect been sadly disappointed. A variety of unforeseen difficulties presented themselves in the way of the attainment of this end. The old work, constructed some twelve or fifteen years since, as well as some sections of the new, located on the hill side, near the margin of the river, when tested by the admission of water, turned out to be porous, and totally insufficient in its material and formation. In some instances rocks, roots, trees and stumps have been concealed under the bottom of the channel, covered only by a few inches of earth; thus presenting but a slight obstruction to the passage of the water out into the bed of the river. This is especially the case in much of the old work, in all such sections or places, no remedy, short of a reconstruction of the bottom of the canal, could prove sufficient; and this was necessarily a tedious and expensive process. There is still a considerable portion of the work to be remodeled in this way; but it is confidently believed that it will be ready for use in the early part of the coming season. That the utmost skill and vigilance has at all times been exhibited by the agents of the State, on this line, I do not believe; but the deficiency, in this particular, on the new work, has not been so palpable as alleged by some. Indeed, since May last, great energy has characterized the management on this line; the President of the Canal Board having devoted much of his time to a personal supervision of the work. But it is obvious, no degree of capacity in the State's agents, for the last year, could have overcome all the difficulties that have been encountered, with sufficient celerity to have entirely satisfied public expectation.  
At the time I came into office, the sum necessary to complete this work was estimated

at \$772,000. Since that time the sum of \$1,306,552 72 has been expended, and it will still require, as estimated by the Canal Board, \$600,000 to put it into complete operation.  
Whilst I regret this unforeseen cost and delay, I cannot refrain from repeating my unflinching confidence in the wisdom of the policy that dictated the completion of this work. The large increase of business and tolls for the year just closed, on the older portion of the line, indicates what we may safely anticipate from the new; and, I cannot doubt, that the gross amount of business it will command, and the revenue it will yield, will exceed the most sanguine expectations of its advocates. The inexhaustible mines of coal with which that section of the State abounds, the products of which are destined to pass through this avenue to a limitless market, will furnish for it a never failing supply of business and tonnage. Besides, its completion will be an act of justice to the industrious and enterprising inhabitants of that part of the Commonwealth, who have heretofore willingly contributed towards the construction of the other improvements of the State, from which they could derive but little advantage. It will, also, add to the general prosperity of the adjacent country; to the value of property, and consequently to the revenues of the State.  
At the time of my induction into office the funded debt, including accrued interest, amounted to the sum of \$40,154,457 48  
Add to this the loan of April, 1852, to complete the N. Branch canal, 850,000 00  
\$41,004,457 48  
Deduct payments as follows:  
Interest on outstanding certificates, \$50,963 39  
Receipts to the sinking fund up to this time, 1,057,856 15  
1,108,819 54  
Total funded debt, \$39,900,537 94  
The floating debt and unpaid appropriations at the period already indicated, 1,421,090 15  
Deduct the available balance then in the Treasury, 750,000 00  
\$671,090 15  
The floating debt, temporary loans, unpaid appropriations except for repairs after the 1st December, 1854, 1,630,000 00  
Balance in the Treasury, November 30, 1854, after deducting the amount applicable to the old public debt and the relief issues then on hand, 865,929 60  
Balance, \$765,929 60  
During the same period the following appropriations and payments have been made toward the construction of new improvements, to wit:  
For the reconstructing of the Columbia railroad, \$514,407 66  
For the new railroad over the Allegheny mountains, 1,117,955 93  
For the completion of the West-corn reservoir, 52,288 09  
For the North Branch canal, 1,206,352 76  
New locks on Delaware division, 100,319 99  
Sundry special payments, 95,333 71  
\$3,098,778 63  
The foregoing figures exhibit the astonishing fact, that the Treasury has been annually paying over a million of dollars towards the construction of new improvements and at the same time accomplished a small reduction of the public debt.  
As made my duty, by an act of the Legislature, approved the 27th of April last, providing for the sale of the main line of the public works, sealed proposals for its purchase were invited, up to the first Monday of July last. No offers were made under this invitation; and public notice was again given, on the 14th of November last, in accordance with the 29th section of the act, for proposals, to be submitted to the General Assembly; but none have been received. This improvement is, therefore, still the property of the State, subject to such disposition as the Legislature may deem necessary.  
My mind has undergone no change, on the subject of selling the public works since the period of my last message. I think the policy of the measure depends mainly upon the price that can be obtained, and the conditions on which purchasers may be willing to hold these works for the use of the public. With a full and fair consideration, and on terms amply protective of the rights and interests of the people, in the future enjoyments of these high-ways—a sale might not prove injurious to the public weal. But it is certainly neither wise nor politic to assume that they must be sold for whatever can be obtained; or that they should, in any event, be given away. Nothing could have a more prejudicial effect upon the interests of the State, as involved in these improvements, than the avowal of such a determination. Nor is it less unwise to dispare the value of the Commonwealth's property, at the very moment of putting it in market for sale. No intelligent private citizen would so act, in reference to his own estate. He would hardly give notice to capitalists, in advance, that he would sell his farm for a fair price; but if unwilling to pay such reasonable consideration, they could have it for half the money. Nor would such a person proclaim, that of all the farms in the country, his was the least productive.  
It is certainly the wish of many good citizens of the State—perhaps of a majority—that the public works should be sold; but this desire is evidently based upon the assumption that the measure would be one of real economy—that it would lessen, without the hazard of increasing, their annual taxes. The realization of such an object, it must be perceived, then, depends entirely upon the price and terms. Those who desire a sale, certainly expect the State to be the gainer by such a measure. No other important, or sufficient reason for parting with this property has been assigned.  
It is usually said that the works should be sold to pay the public debt and lessen the burthens of the people; but it must be

observed, that a sale might be made at a price far too low to effect such a purpose; and if so, to give them away would be still less likely to produce the desired result. Should the gross sum received, not be equal to that on which the net earnings would pay the interest, then the effect would be to increase rather than diminish these annual burthens. This is not what the people desire to accomplish by a sale; nor will they be satisfied with such a disposition of their property.  
The real value of the public works, is a proposition full of difficulty; and I doubt not the General Assembly will approach the inquiry, duly impressed with its importance. Ten millions of dollars was fixed, by the law of last session, as the price for the main line. This minimum is said by some to be too high, and the failure to sell, regarded as the consequence. Others attribute the absence of the bidders, to the condition of the money market—to the stringent restrictions imposed upon the law; and to the effects that had been previously made to disparage the value of the line. But it is obvious that more than one of these causes may have operated; and a greater than all may have been the hope of getting this property on better terms, at a future time. I feel very confident that the latter consideration was not without its influence. But, be this as it may, it is certainly wiser to fail to sell from any one of these causes, than to hazard the works in the market, without any restriction or limitation as to price or conditions. A bad sale would assuredly be a greater misfortune, than a sale at all.  
The benefits resulting to the people from these improvements, have been numerous and diversified. They have facilitated trade and commerce; stimulated productive industry in every department; and have not only enabled the farmer to reach a ready market with the fruits of his labor, but have furnished convenient outlets for the rich mineral treasures of the State. Without them, the miner would be deprived of his occupation, the transporter be left in helplessness, and the Commonwealth itself be permitted to retain a parsimonious possession of vast masses of natural and unproductive riches. Our predecessors were wise in opening these avenues to trade and commerce; and if wisely and handsomely they have secured the advantages of their future use. This use, to the full extent in the event of a sale, can only be secured by a jealous protection of the right of the people to enjoy it. The very first conditions of such a measure should be, that the works, and every branch of them, be kept all times in good order and operating condition, and remain forever public highways, for the use of all persons who may wish to transport goods or merchandise over them, upon rates not greater than those charged upon other similar improvements. No corporation should get possession of these valuable avenues, on such conditions as would enable it to impose unreasonable burthens on the internal trade and tonnage of the State, or in any way to encroach upon the rights of the individual citizen. To obviate such results, the powers, privileges and restrictions of any corporation getting the works, should be minutely defined. Past experience suggests these prudent considerations; for we have often seen in this State, how difficult it is to confine the operation of these artificial bodies within the limits prescribed by the law; and we should not fail to profit by the lesson.  
By the 29th section of the act of the 9th of May last, providing for the ordinary expenses of government and other purposes, Nimrod Strietland, of Chester county, John N. Purviance, of Butler county, and John Strohm, of Lancaster county, were named as commissioners to settle certain claims and debts against the Commonwealth. It was also made the duty of the Governor to supply by appointment any vacancy in this commission which might occur. The gentlemen already named having declined to serve, I accordingly appointed William W. Williamson, of Chester county, William English, of Philadelphia, and John C. Magill, of Westmoreland county, in their stead.  
After a tedious and laborious investigation, these gentlemen have completed the duty assigned to them, and the result will be communicated to you, in detail, in their own report.  
I regret to perceive that the accounts so examined and settled, exceed the amount of the appropriation nearly \$150,000. It is well, however, to see the end of claims of this character; and having accomplished this it will be prudent to guard against the recurrence of a similar state of affairs. Indeed the practice of contracting debts, on the public works, should be at once and forever abandoned. It has been a fruitful source of confusion in the accounts, if not of palpable wrong upon the Treasury. The right to scatter the credit of the Commonwealth in this unguarded way, is, I venture to assert, without a parallel in the management of public affairs. Of the many defects in the system of managing the State improvements, this has been the most productive of evil. In my first, as also in my last annual message, I most earnestly urged the General Assembly to provide, by law, that no debt should be contracted by the officers on the public works;—that the necessary labor and material to maintain these works should be paid for by cash—and that each officer should be compelled to settle his accounts promptly. The examinations just made, demonstrate more clearly the necessity for such reform.  
Repeated attempts have been made to repeal so much of the act incorporating the Pennsylvania railroad company, as requires it to pay into the Treasury annually, a certain per centage on the amount of tonnage which may pass over that road as an equivalent for the privileges granted by the Commonwealth; but the General Assembly have as repeatedly rejected the proposition; and I sincerely hope, that so long as the State may need the revenue from this source, a future attempt to accomplish this end, may meet a similar fate.